

Public notice

Champion Hill junction 'no entry' trial extension

The London Borough of Southwark (Cycle lanes) (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Prescribed Route) (Champion Hill) (No. 2) Experimental Traffic Order 2020

1. Southwark Council hereby GIVES NOTICE that on 6 August 2020 it has made the above experimental orders under sections 9 and 10 of the Road Traffic Regulation Act 1984¹.

2. The effects of the experimental orders are to continue in force the *London Borough of Southwark (Prescribed Route) (Champion Hill) Experimental Traffic Order 2019*² to further monitor the trial restrictions as detailed below:

in CHAMPION HILL a) prohibits any vehicle proceeding in the north-east to south-west arm of Champion Hill, other than pedal-cycles using the contra-flow cycle lane, to enter or proceed into the north-west to south-east arm of Champion Hill, enforceable by camera; and b) formalises a north-westbound contra-flow cycle lane for the use of pedal-cycles only in the north-west to south-east arm of Champion Hill at its junction with the north-east to south-west arm of Champion Hill. The mandatory section of the contra-flow cycle lane is in part physically reinforced with a build-out.

3. For more information on the background and implementation of these experimental orders please contact Rachel Gates of the council's Highways, Transport Projects team Highways@southwark.gov.uk

4. Copies of the orders, which will come into force on 13 August 2020 (and expire on 21 February 2022), this notice, plans and a statement of the council's reasons for making the orders may be found online at www.southwark.gov.uk/trafficorders. Paper copies may be obtained from or viewed at Highways, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only - for details contact traffic.orders@southwark.gov.uk (or call 020 7525 3497).

5. The council will in due course be considering whether the provisions of the experimental order/s should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent orders or make any other representation regarding the scheme would have 6 months to do so, from the date the experimental order comes into force (or, if the order is varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation order or modification comes into force), and may send a statement to traffic.orders@southwark.gov.uk or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices quoting reference '*TMO2021-EXP06_Champion Hill 2*'. Please note that if you wish to object to the scheme you must state the grounds on which your objection is made.

6. Under requirements of current access to information legislation, any letter or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.

7. Anyone wishing to question the validity of the order/s or of any provision therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the order/s may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Dated 6 August 2020

Nicky Costin - Parking and Network Management Business Unit Manager, Regulatory Services

¹ [1984 c.27](#)

² LBS 2019/015

Statement of reasons

Champion Hill junction 'no entry' trial extension

The London Borough of Southwark (Cycle lanes) (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Prescribed Route) (Champion Hill) (No. 2) Experimental Traffic Order 2020

The Council requires further investigation and community engagement with the residents and stakeholders in the Champion Hill ward on the trial of a 'no entry' to reduce northbound through-traffic in Champion Hill (between Dog Kennel Hill and Denmark Hill and within the Champion Hill ward), in the London Borough of Southwark.

The measures proposed aim to reduce through-traffic and create healthier streets for cyclists and pedestrians on the local residential streets. The objective of the re-trial is to re-evaluate the impact of the Champion Hill 'no-entry' restriction on the local road network and safer access for all road users during the COVID-19 period.

The reduced capacity on public transport is having a significant impact on traffic levels as more people explore alternative means of travel. Re-assessing the impact of the restriction during the COVID period will provide a realistic and holistic evidence base, and compare pre and during COVID traffic data. This will inform the way forward and what other mitigation measures are needed on the local road network to promote active travel. It is recommended to extend the trial 'no-entry' point for any vehicle (except pedal cycles), which:

- prohibits any vehicle proceeding in the north-east to south-west arm of Champion Hill (Dog Kennel Hill at its north-easternmost end and Monclar Road at its south-westernmost end), other than pedal-cycles using the contra-flow cycle lane, to enter or proceed into the north-west to south-east arm of Champion Hill (Denmark Hill at its north-westernmost end and Monclar Road at its south-easternmost end), enforceable by camera; and
- formalises a north-westbound contra-flow cycle lane for the use of pedal-cycles only in the north-west to south-east arm of Champion Hill at its junction with the north-east to south-west arm of Champion Hill.

This measure will be subject to an experimental Traffic Management Order (TMO). A TMO is the legal mechanism the council as traffic authority uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

The experimental TMO will be enforceable for a period of up to 18 months to allow the assessment of any impact the trial might have on the area and surrounding roads, and to revise the scheme if necessary within that time.

Link to the decision details:

<http://moderngov.southwark.gov.uk/mglIssueHistoryHome.aspx?IId=50023147&Opt=0>

Dated 6 August 2020

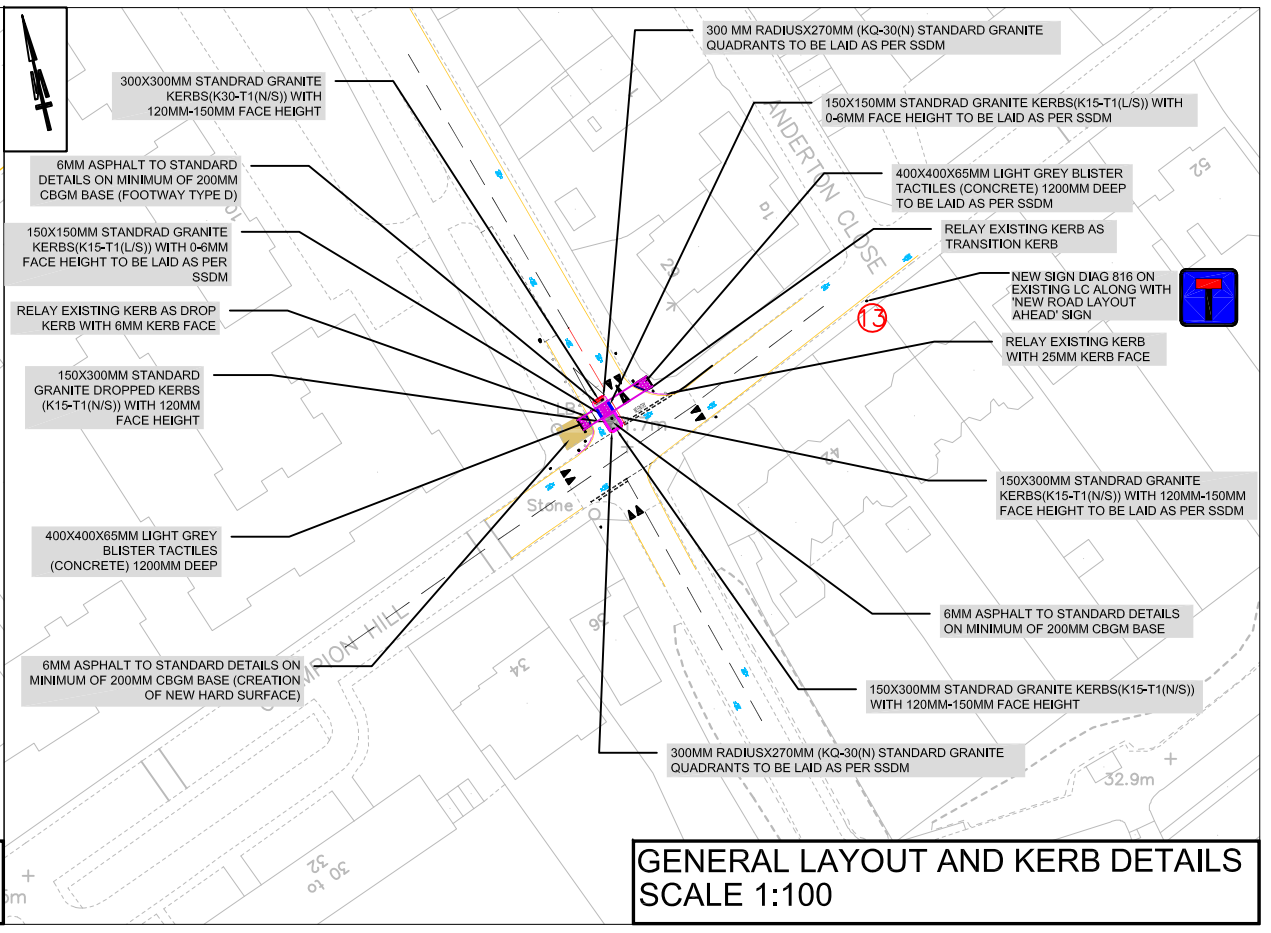
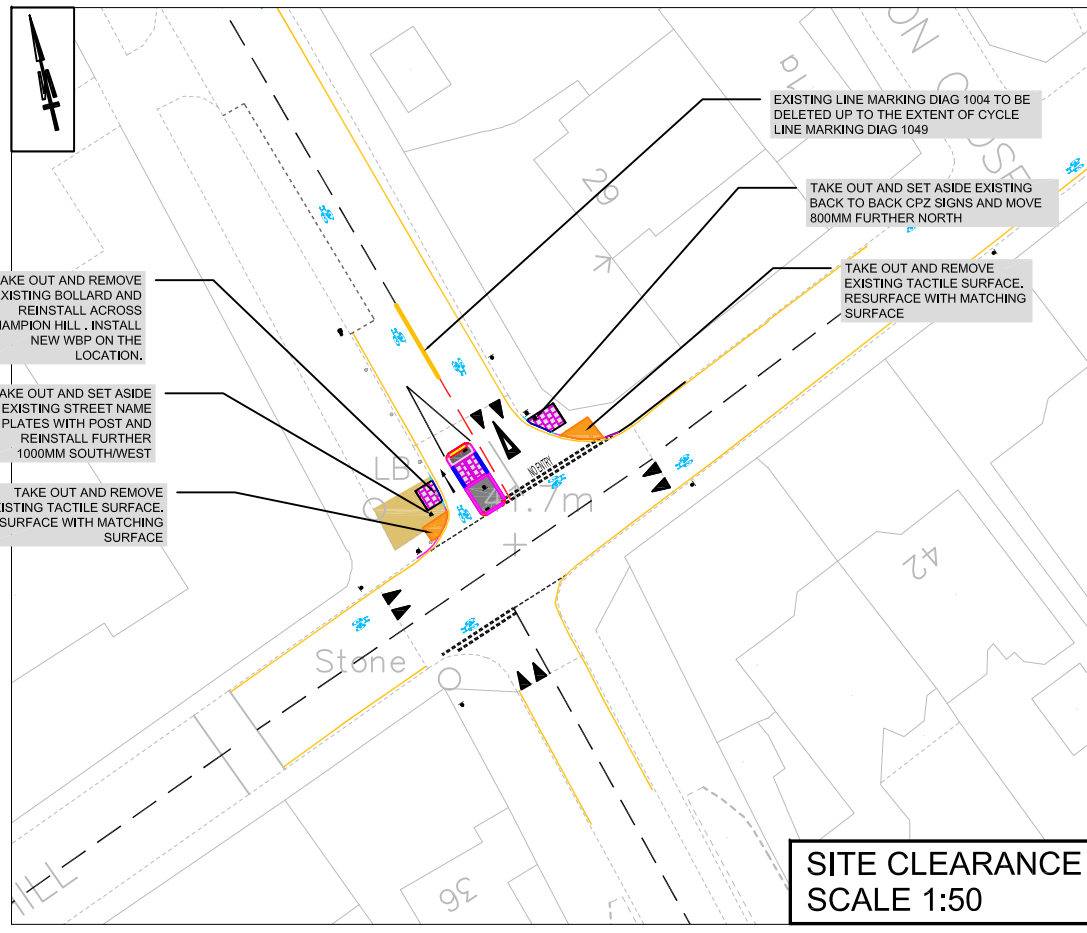
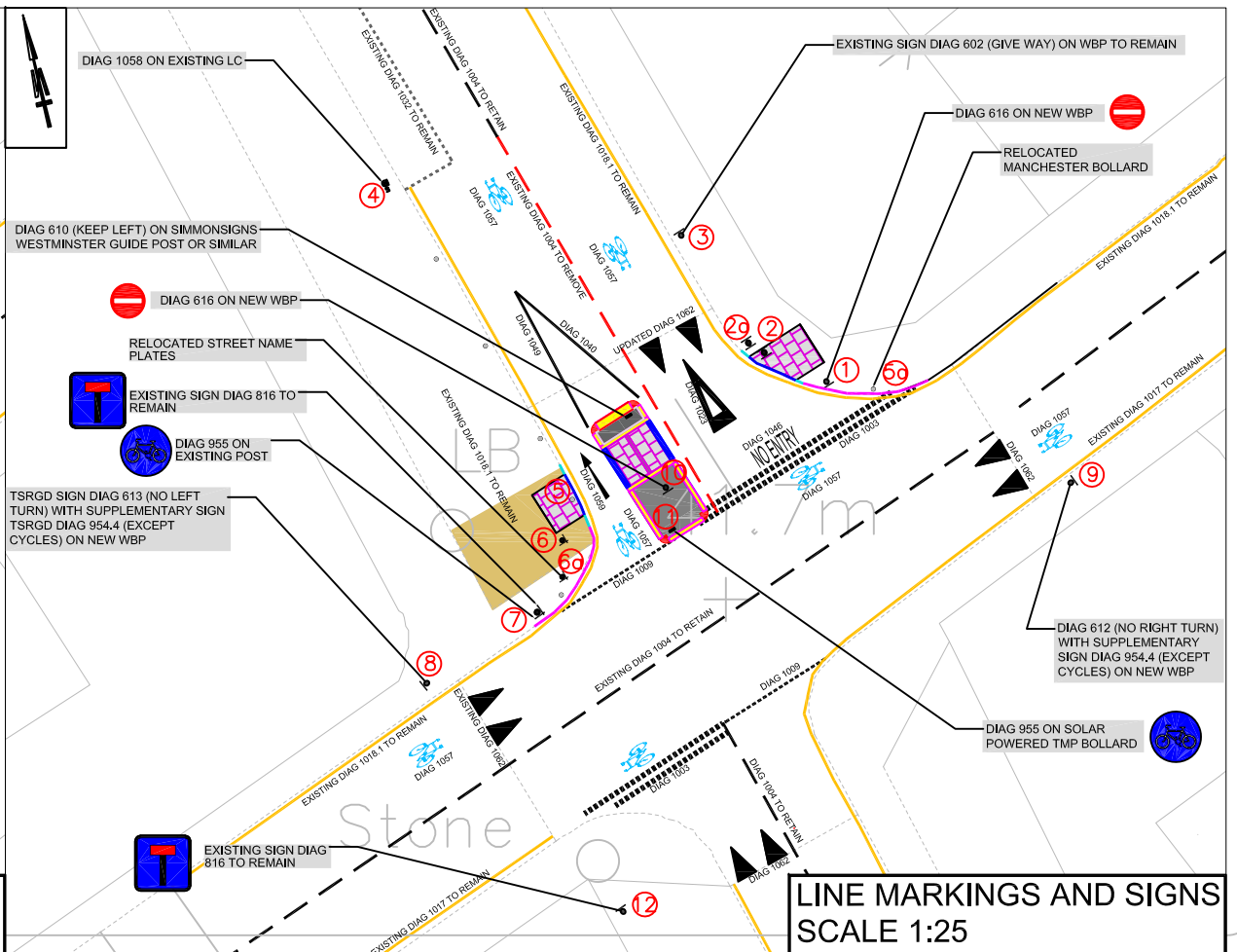
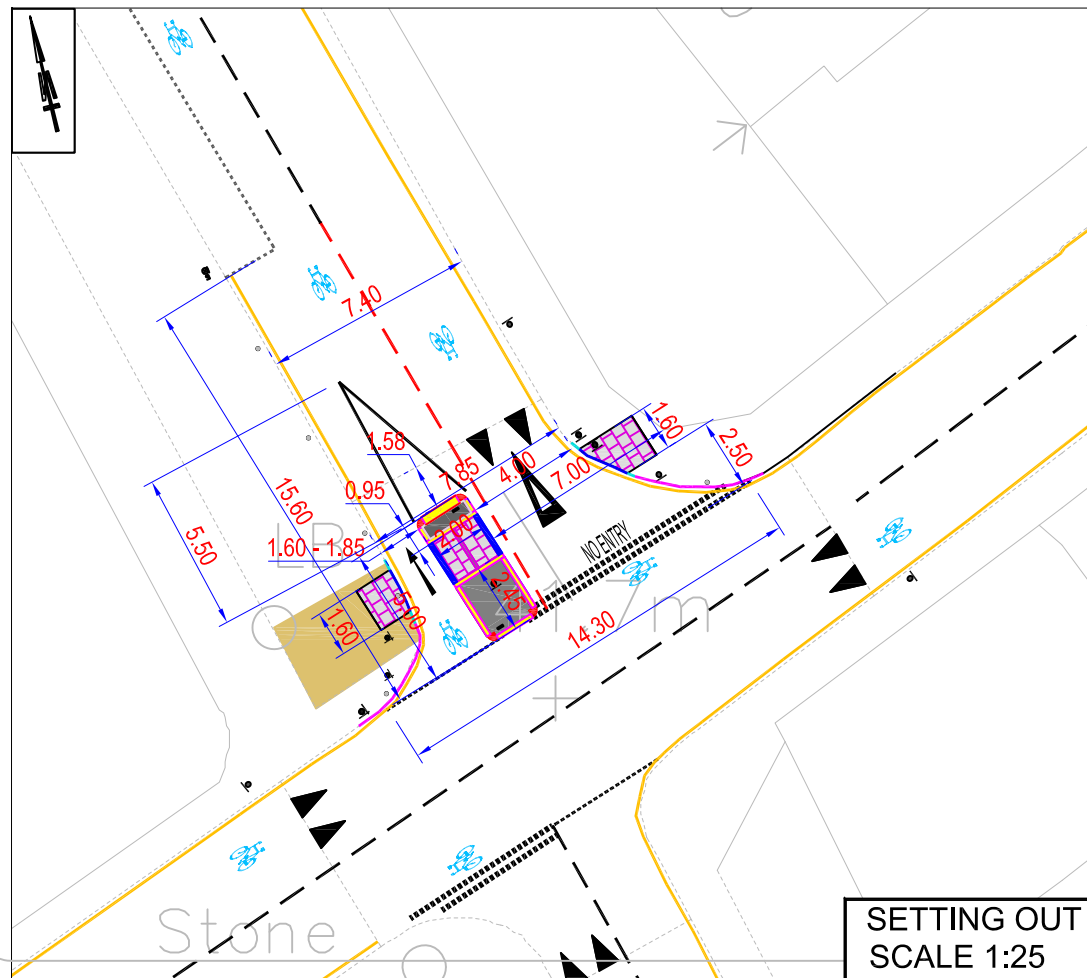
For more information contact:-

Rachel Gates

Transport Projects

Highways

Highways@southwark.gov.uk



LEGEND / NOTES.

- NEW PAVING MATERIALS.**
- LIGHT GREY 400X400MM CONCRETE BLISTER UNITS AS PER SOUTHMARK STANDARD
 - NEW TRAFFIC ISLAND WITH ASPHALT SURFACING AND GRANITE KERBS
 - NEW HARD ASPHALT SURFACING
 - 300X300MM GRANITE KERB
 - 150X300MM NORMAL GRANITE KERBS
 - RELAY EXISTING KERBS WITH 25MM KERB FACE
 - TAKE OUT RELAY EXISTING KERBS WITH 6MM KERB FACE
 - TAKE OUT AND RELAY EXISTING KERBS AS TRANSITION KERBS
 - NEW 300X300MM GRANITE QUADRANTS

- SIGNS AND BOLLARD SCHEDULES**
- ① DAIG 616 ON NEW WELL BASED POST (WBP)
 - ② TAKE AND SET ASIDE EXISTING SIGNS DAIG 663 AND DAIG 664 WITH POST FOR REUSE
 - ②c REINSTALL DAIG 663 AND DAIG 664 WITH OLD POST ACQUIRED FROM NO. 2 ABOVE
 - ③ DAIG 616 ON NEW WELL BASED POST (WBP)
 - ④ DAIG 1058 ON EXISTING LAMP COLUMN
 - ⑤ TAKE OUT SET ASIDE EXISTING MANCHESTER BOLLARD
 - ⑤c REINSTALL MANCHESTER BOLLARD ACQUIRED AS DESCRIBED IN NO. 6 ABOVE
 - ⑥ TAKE OUT AND SET ASIDE ALL THREE DIRECTIONAL (STREET NAME PLATES) ALONG WITH POST FOR REUSE
 - ⑥c INSTALL SIGNS AND POST ACQUIRED FROM NO.5 ABOVE
 - ⑦ DAIG 816 TO REMAIN. DAIG 955 ON EXISTING POST UNDER THE SIGN DAIG 816
 - ⑧ DAIG 613 ON NEW WBP
 - ⑨ DAIG 612 ON NEW WBP
 - ⑩ DAIG 616 ON NEW WBP
 - ⑪ DAIG 955 ON SOLAR POWERED TMP (TRAFFIC MANAGEMENT PRODUCTS) BOLLARD
 - ⑫ EXISTING DAIG 816 TO REMAIN
 - ⑬ TSRGD DAIG 816 WITH 'NEW ROAD LAYOUT AHEAD' SIGNS ON EXISTING LC

NOTE: DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE MENTIONED. THIS DRAWING IS ISSUED TO SOUTHMARK COUNCIL'S TERM CONTRACTORS FOR THEIR SOLE USE.

* ALL SIGNS & ROAD MARKINGS TO BE AS PER TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 1994, EXCEPT (SPECIAL SIGNS APPROVALS), AS OTHERWISE STATED.

* CONTRACTORS TO CONSULT LBS ENGINEER AT EVERY MAJOR STEP OF WORKS LIKE SETTING OUT AND SITE CLEARANCE FOR CONFIRMATION. ALL WORKS TO BE CARRIED OUT TO COMPLY WITH SSDM.

A	12/2018	
B	01/2019	
No.	Date	Revision



Project: **CHAMPION HILL**

Title: **NEW NO ENTRY ARRANGEMENTS**

Contract No.:	FINAL VERSION	Drawn	SK
Scale:	1:VARIES	Designed	SK
Drawing No.:	CHAMPION HILL/QW/18307/FINAL	Checked	CAF
Date Drawn:	10/2018	Approved	RB
Date Issued:	01/2019	Rev.	B



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 098

The London Borough of Southwark (Cycle lanes) (No. 2) Experimental Traffic Order 2020

Made: 6 August 2020

Coming into force: 13 August 2020

Expires: 21 February 2022

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation, commencement and expiry

1.1 This Order may be cited as the London Borough of Southwark (Cycle lanes) (No.2) Experimental Traffic Order 2020, shall come into force on 13 August 2020, and expires on 21 February 2022.

Interpretation

2.1 In this Order:-

causing includes permitting;

"cycle lane" means an area of carriageway within a length of street specified in the Schedule to this Order which is indicated by a traffic sign as being a cycle lane for the use of pedal cycles only, subject to the provisions of this Order;

"enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2016^b;

"prescribed street", for the purposes of Article 4.1(c) means any street or part of street referred to in the Schedule to this Order;

"traffic sign" means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

^a 1984 c.27

^b SI 2016/362

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

Cycle lanes

- 3.1 No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane specified in the Schedule to this Order at any time.
- 3.2 Every person causing a pedal cycle to enter into in a cycle lane specified in an item in the Schedule to this Order shall thereupon cause that vehicle to proceed in the direction specified in column (3) of that item.

Exemptions

- 4.1 Nothing in Articles 3.1 or 3.2 above shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
 - (c) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a prescribed street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any communications network (within the meaning of the Communications Act 2003^c); or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of that street; or
 - (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.
- 4.2 Nothing in Article 3.1 above shall apply in relation to any vehicle entering into a cycle lane specified in the Schedule to this Order for as long as necessary:-
- (a) to enable access to or exit from premises adjoining that cycle lane by way of a vehicular access or footway crossover, provided that vehicle leaves the cycle lane immediately thereafter;
 - (b) to enable a person to board or alight from the vehicle; or
 - (c) to enable goods to be loaded on to or unloaded from the vehicle, if and in so far as the activity is not prohibited by the provisions of any other Order; or
 - (d) for the purpose of collecting refuse; or
 - (e) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2000^d) provided the vehicle bears the livery of a universal postal service provider.

^c 2003 c.21

^d 2000 c.26

Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^e) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this sixth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^e 2004 c.18

SCHEDULE – CYCLE LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of street	<i>(3)</i> Direction of travel and type of cycle lane	<i>(4)</i> Hours of operation
1.	<p>CHAMPION HILL</p> <p>the south-west side of the north-west to south-east arm, between the north-western kerb-line of the north-east to south-west arm of Champion Hill and a point 10.5 metres north-west of that kerb-line.</p>	<p>North-westbound mandatory contra-flow lane</p>	<p>At any time</p>

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, formalises a north-westbound contra-flow cycle lane for the use of pedal-cycles only in the north-west to south-east arm of Champion Hill at its junction with the north-east to south-west arm of Champion Hill, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 099

The London Borough of Southwark (Prescribed routes) (Champion Hill) (No. 2)
Experimental Traffic Order 2020

Made: 6 August 2020

Coming into force: 13 August 2020

Expires: 21 February 2022

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation, commencement and expiry

1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Champion Hill) (No.2) Experimental Traffic Order 2020, shall come into force on 13 August 2020, and expires on 21 February 2022.

Interpretation

2.1 In this Order:-

causing includes permitting;

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“kerb-line” means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

“pedal cycle” has the same meaning as in the Traffic Signs Regulations and General Directions 2016^b;

“prescribed routes”, for the purposes of Article 4 means any street or part of street referred to in Article 3 of this Order;

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

^a 1984 c.27

^b SI 2016/362

Prescribed routes

Champion Hill north-west to south-east arm (Denmark Hill at its north-westernmost end and Monclar Road at its south-easternmost end), Champion Hill north-east to south-west arm (Dog Kennel Hill at its north-easternmost end and Monclar Road at its south-westernmost end):

- 3.1 No person causing any vehicle to proceed in the north-east to south-west arm of Champion Hill shall, upon reaching the north-west to south-east arm of Champion Hill, cause that vehicle to enter or proceed into the north-west to south-east arm of Champion Hill, except pedal cycles using the contra-flow cycle lane.

Exemptions

- 4.1 Nothing in Article 3.1 above shall apply in relation to:-

- (a) anything done with the permission or at the direction of a police constable in uniform;
- (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
- (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
- (d) any vehicle being used for the purpose of refuse collection, maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
- (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^c) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this sixth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, prohibits any vehicles proceeding in the north-east to south-west arm of Champion Hill, other than pedal-cycles using the contra-flow cycle lane, to enter or proceed into the north-west to south-east arm of Champion Hill, in the London Borough of Southwark.