

Public notice

London Streetspace Programme – Rye Lane



The London Borough of Southwark (Free parking places) (Disabled persons) (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Parking places) (CPZ 'B') (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Prescribed Routes) (Rye Lane area) Experimental Traffic Order 2020

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 11) 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 support cycle routes and any necessary changes to existing highway restrictions to accommodate these routes, in the following streets:
note: 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone 'B'; and 'shared-use' refers to parking places in which holders of a valid permit for CPZ 'B' or paid ticket holders are permitted to park within the hours of operation. All measurements are in metres 'm' and are approximate.
 - (a) update the definitions of existing 'one-way' workings to work with new advisory contra-flow cycle lanes in the following locations:-
CHOUMERT GROVE i) south-eastbound between its junctions with Blenheim Grove and Chadwick Road, ii) north-westbound between its junctions with Mcdermott Road and Chadwick Road;
CHOUMERT ROAD i) north-eastbound between its junctions with Bellenden Road and Reedham Street, ii) north-eastbound between its junctions with Choumert Grove and Alpha Street, iii) south-westbound between its junctions with Rye Lane and Alpha Street; and
MCDERMOTT ROAD north-eastbound between its junctions with Maxted Road and Reedham Street;
 - (b) update existing 'no entry' points to include the exception of pedal cycles in the following locations:-
CHOUMERT GROVE i) north-west of its junction with Chadwick Road, ii) south-east of its junction with Chadwick Road, iii) south-east of its junction with Choumert Road;
CHOUMERT ROAD i) south-west of its junction with Reedham Street, ii) south-west of its junction with Alpha Street, iii) north-east of its junction with Alpha Street; and
MCDERMOTT ROAD south-west of its junction with Reedham Street;
 - (c) introduces directional turning for vehicles, except pedal cycles, in Choumert Grove, Choumert Road and Reedham Street to reinforce the 'no entry' points at the above-mentioned locations in Choumert Grove, Choumert Road and McDermott Road;
 - (d) existing 'permit' parking places are suspended in CHOUMERT GROVE i) the north-east side (10m in length) on the side of No. 11 Blenheim Grove, ii) the south-west side (8.5m in length) o/s No. 26 Choumert Grove;
 - (e) existing 'permit' parking places are reduced i) in CHOUMERT GROVE the north-east side o/s Nos. 11-13 Choumert Grove (9m remain), and ii) in MCDERMOTT ROAD the north-west side south-west of its junction with Reedham Street (17m remain);
 - (f) an existing 'permit' parking place (12.5m in length) is relocated to the opposite side in CHOUMERT GROVE the south-west side on the side of No. 48 Choumert Road;
 - (g) existing 'shared-use' parking places are i) reduced in CHOUMERT GROVE the south-west side on the side of No. 23 Choumert Road (10.5m remain), and ii) split in CHOUMERT ROAD north-west side to 24.5m remain o/s Nos. 88-98 Choumert Road and 7m remain o/s Nos. 78-80 Choumert Road;
 - (h) an existing 'unlimited stay' disabled persons' parking place (6m in length) is relocated to the opposite side in CHOUMERT GROVE the south-west side opposite No. 1 Choumert Square;
 - (i) amending existing 'at any time' waiting restrictions (double yellow lines) to update existing single yellow lines or replace suspended, reduced or relocated parking places in BLENHEIM GROVE on both sides either side of its junction with Choumert Grove, CHOUMERT GROVE, CHOUMERT ROAD, MCDERMOTT ROAD both sides at its junction with Reedham Street; and
 - (j) extend existing 'at any time' loading restrictions (double kerb blips) in CHOUMERT ROAD on the north-west side from its junction with Rye Lane to a point 27 metres north-east of its junction with Choumert Grove.
3. For more information on the background and implementation of these experimental orders please contact Igor Kamir Velasquez Gonzalez 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 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-EXP05_LSP Rye Lane*'. 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](#)

Statement of reasons

London Streetspace Programme – Rye Lane

The London Borough of Southwark (Free parking places) (Disabled persons) (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Parking places) (CPZ 'B') (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Prescribed Routes) (Rye Lane area) Experimental Traffic Order 2020

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 11) Experimental Traffic Order 2020

The decision has been made to trial necessary changes to existing highway restrictions to accommodate a supported cycle route system in the Rye Lane ward, in the London Borough of Southwark, as part of the London Streetspace programme.

The London Streetspace Programme aims to create more space on the streets so people can walk and cycle safely and observe social distancing. This will also help to ease pressure on public transport which has seen a significant reduction in capacity. One of the key areas that we are looking at as part of this programme is creating low-traffic corridors so that more people can walk and cycle as part of their daily routine.

Summary of London Streetspace Programme – Rye Lane:

- update the definitions of existing 'one-way' workings to work with new advisory contra-flow cycle lanes in Choumert Grove, Choumert Road and Mcdermott Road
- update existing 'no entry' points to include the exception of pedal cycles in Choumert Grove (three locations), Choumert Road (three locations), and Mcdermott Road/Reedham Street
- introduces directional turning for vehicles, except pedal cycles, in Choumert Grove, Choumert Road and Reedham Street to reinforce the 'no entry' points at the above-mentioned locations in Choumert Grove, Choumert Road and Mcdermott Road
- existing 'permit' and 'shared-use' parking places in Controlled Parking Zone 'B' are amended to accommodate and support the cycle routes- in Choumert Grove, Choumert Road and Mcdermott Road
- an existing 'unlimited stay' disabled persons' parking place in Choumert Grove is relocated to the opposite side of the road
- amendments to existing 'at any time' waiting restrictions (double yellow lines) to update existing single yellow lines or replace suspended, reduced or relocated parking places in Blenheim Grove, Choumert Grove, Choumert Road and Mcdermott Road
- extend existing 'at any time' loading restrictions (double kerb blips) in Choumert Road on the north-west side

These measures are subject to experimental Traffic Management Orders (TMOs). 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 TMOs will be enforceable for a period up to 18 months to allow the assessment of any impact the restrictions might have on the area and surrounding roads, and to revise the scheme if necessary within that time. A review will be carried out to assess the initial success of the scheme and whether the restrictions should be made permanent.

Link to the decision details: <https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=7120>

Dated 6 August 2020

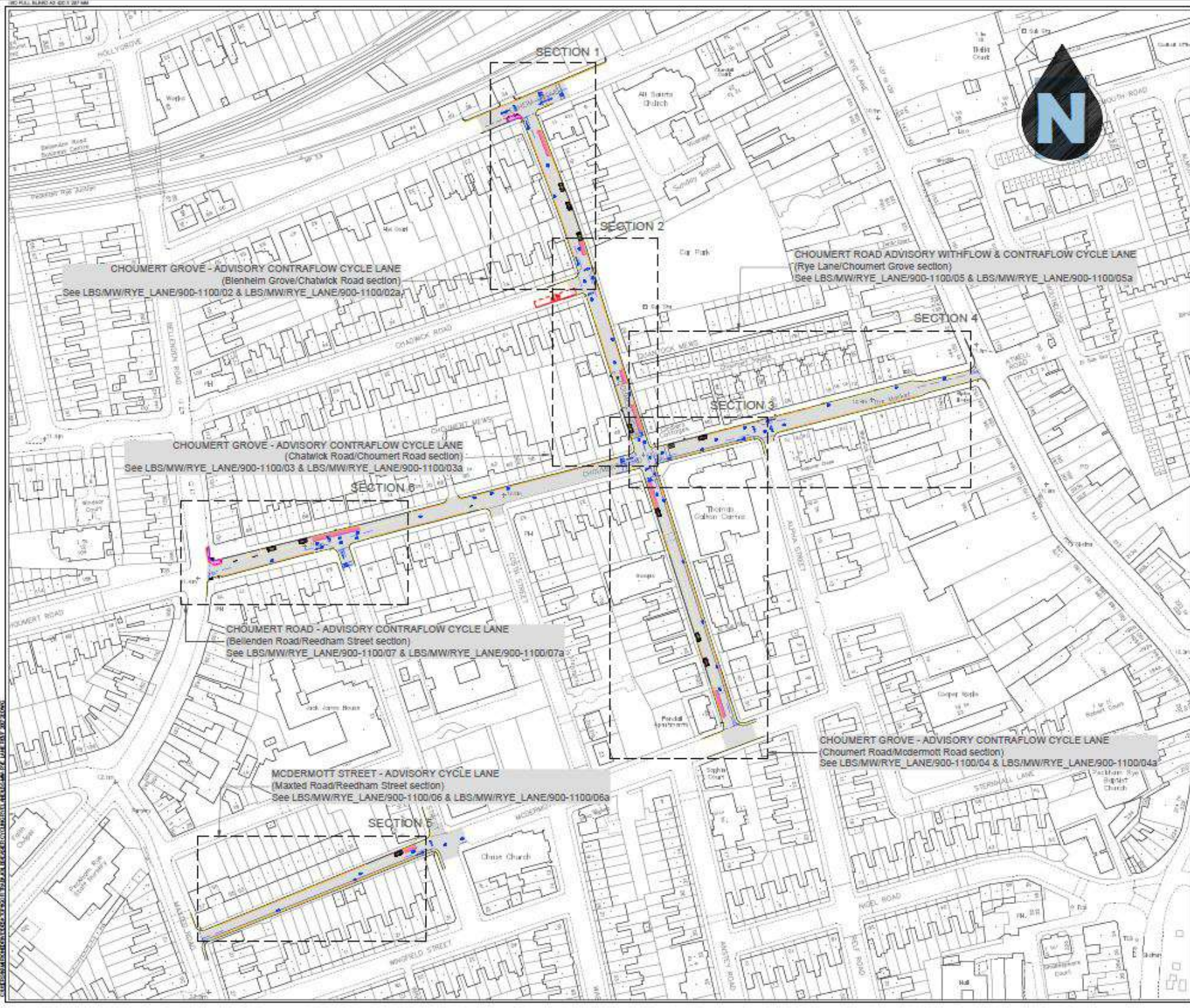
For more information contact:-

Igor Kamir Velasquez Gonzalez

Transport Projects

Highways

Highways@southwark.gov.uk



NOTES

1. Dimensions in meters, unless otherwise stated.
2. This drawing should be read in conjunction with other relevant engineering details, drawings & specifications.
3. Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
4. The dimensions must be verified on site before construction.
5. All works are to be in accordance with Southwark borough council specification and standards.

KEY

 INTERVENTION AREA
Advisory Contraflow proposals

KEY MAP

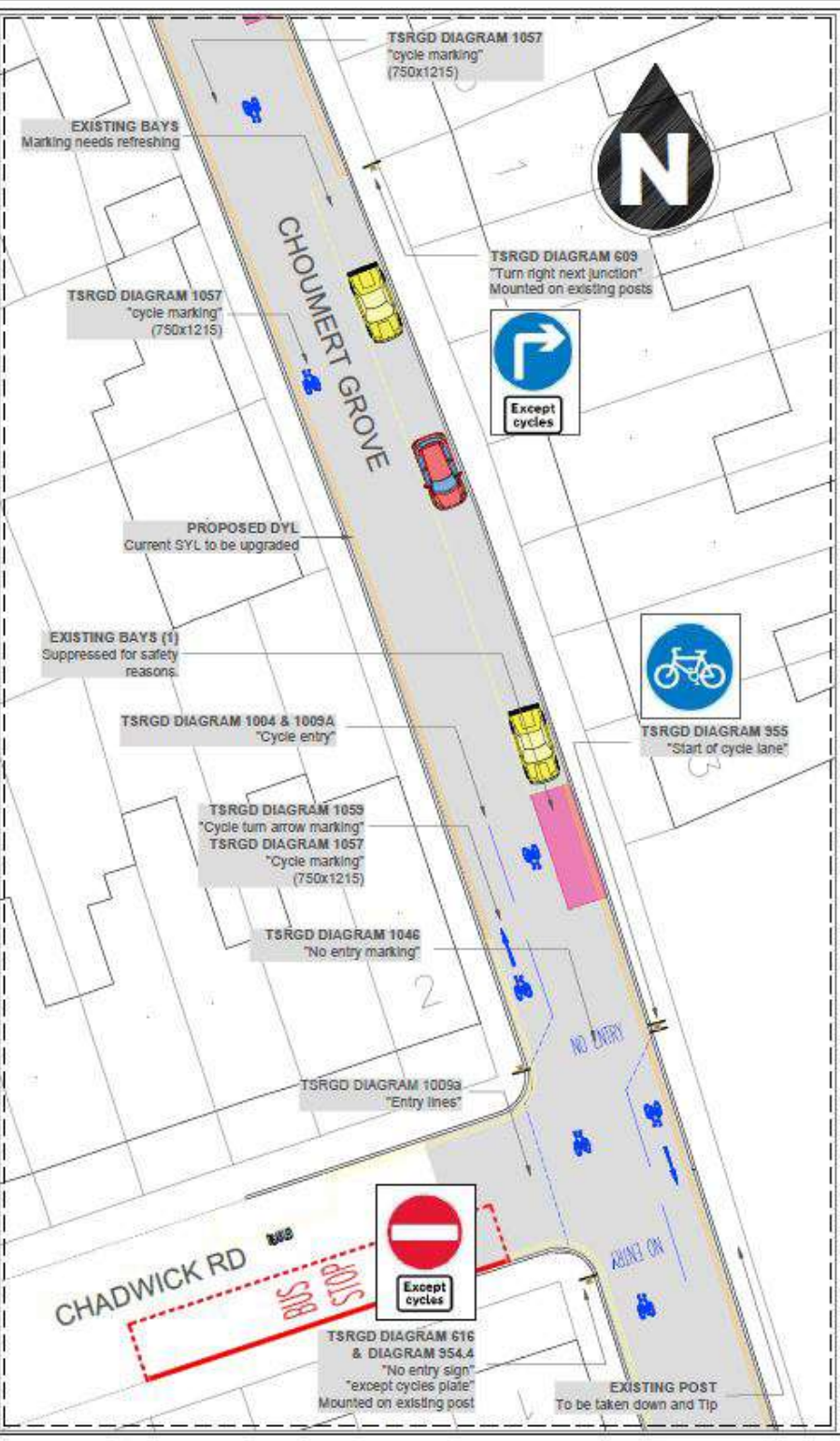
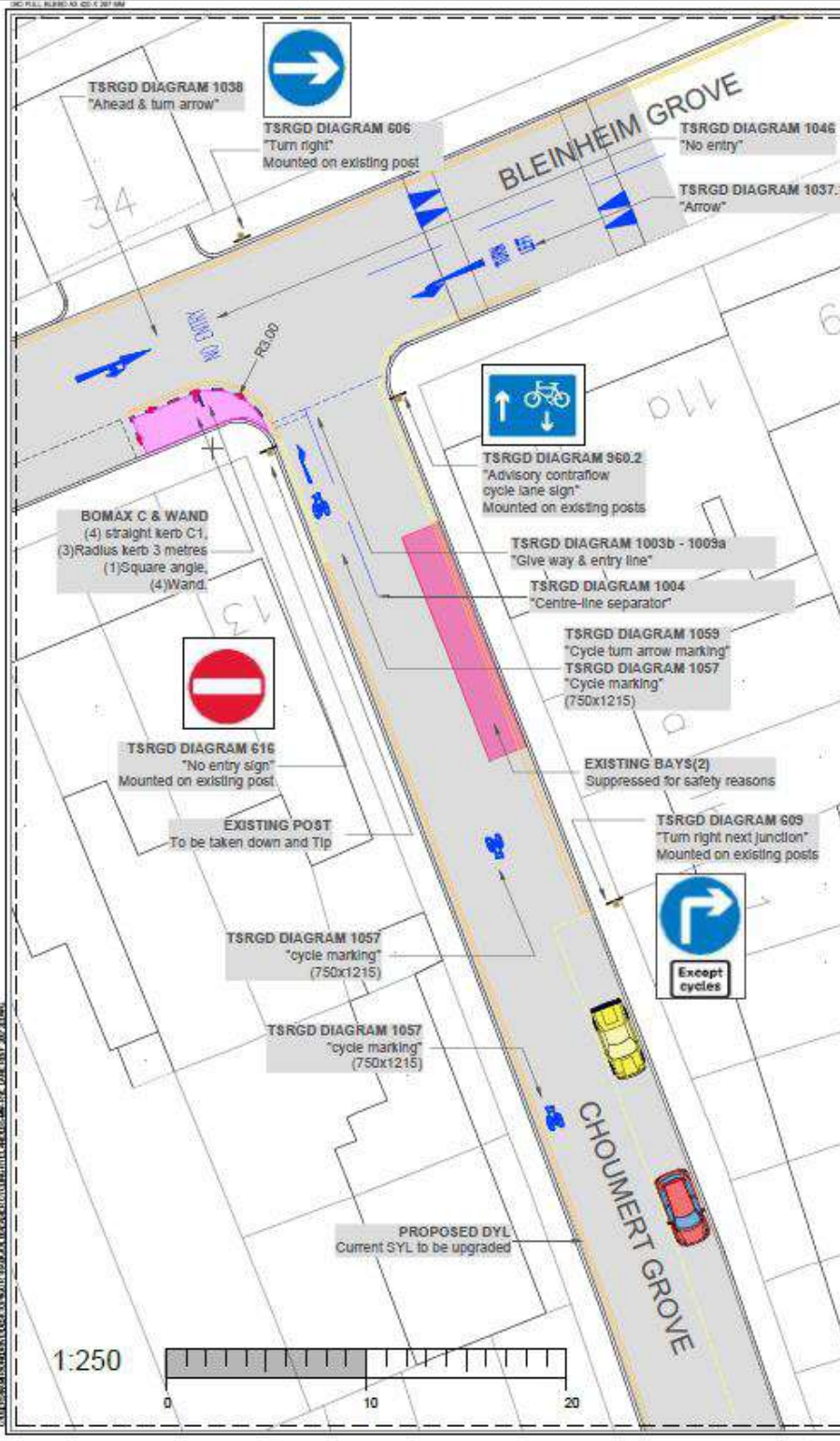


P	2020.01	ISSUE FOR CONSTRUCTION	01	ISS	MM
R	11.07.20	TRN REVIEW	02	ISS	MM
D	13.07.20	ISS RECOMBINATION	03	ISS	MM
C	20.08.20	ARRANGEMENTS AFTER CONSULTATION	04	ISS	MM
R	27.08.20	CUTLINE DESIGN	05	ISS	MM
A	18.09.20	CUTLINE DESIGN	06	ISS	MM
REV	DATE	REVISION DESCRIPTION / DETAILS	ISS	CHKD	APPROV



PROJECT		107950 - EASIER CYCLING AROUND RYE LANE	
TITLE			
MASTER PLAN			
STATUS	DD	DRAWN	IG
SCALE	N.T.S.	CHECKED	IG
DRAWING NO.	LBS/MW/107950RYE_LANE/1200/01	APPROVED	DM
DATE DRAWN	17 JUL 2020	DATE ISSUED	20 JUL 2020

C:\GIS\PROJECTS\107950 EASIER CYCLING AROUND RYE LANE\107950RYE_LANE_1200_01.DWG



- NOTES**
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- KEY**
- CURRENT RESTRICTIONS
Existing DYL & SYL, or etc.
 - PROPOSED RESTRICTIONS
Proposed DYL to be installed.
 - ROAD MARKINGS
Proposed marking to be installed.
 - SUPPRESSED PARKING BAYS
Bays to be lost during the operation.
 - TEMPORARY BUILD-OUT
Rubber or boxed bays while the experimental order is being assessed.



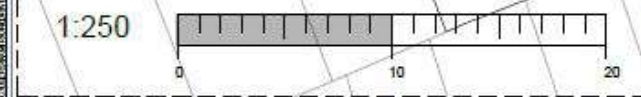
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D	13/07/20	ISB RECOMMENDATION	IS	ISB	ISB
C	20/06/20	APPROVED BY THE CONSULTATION	IS	ISB	ISB
B	17/06/20	DETAIL DESIGN	IS	ISB	ISB
A	15/06/20	CONTRACT DESIGN	IS	ISB	ISB

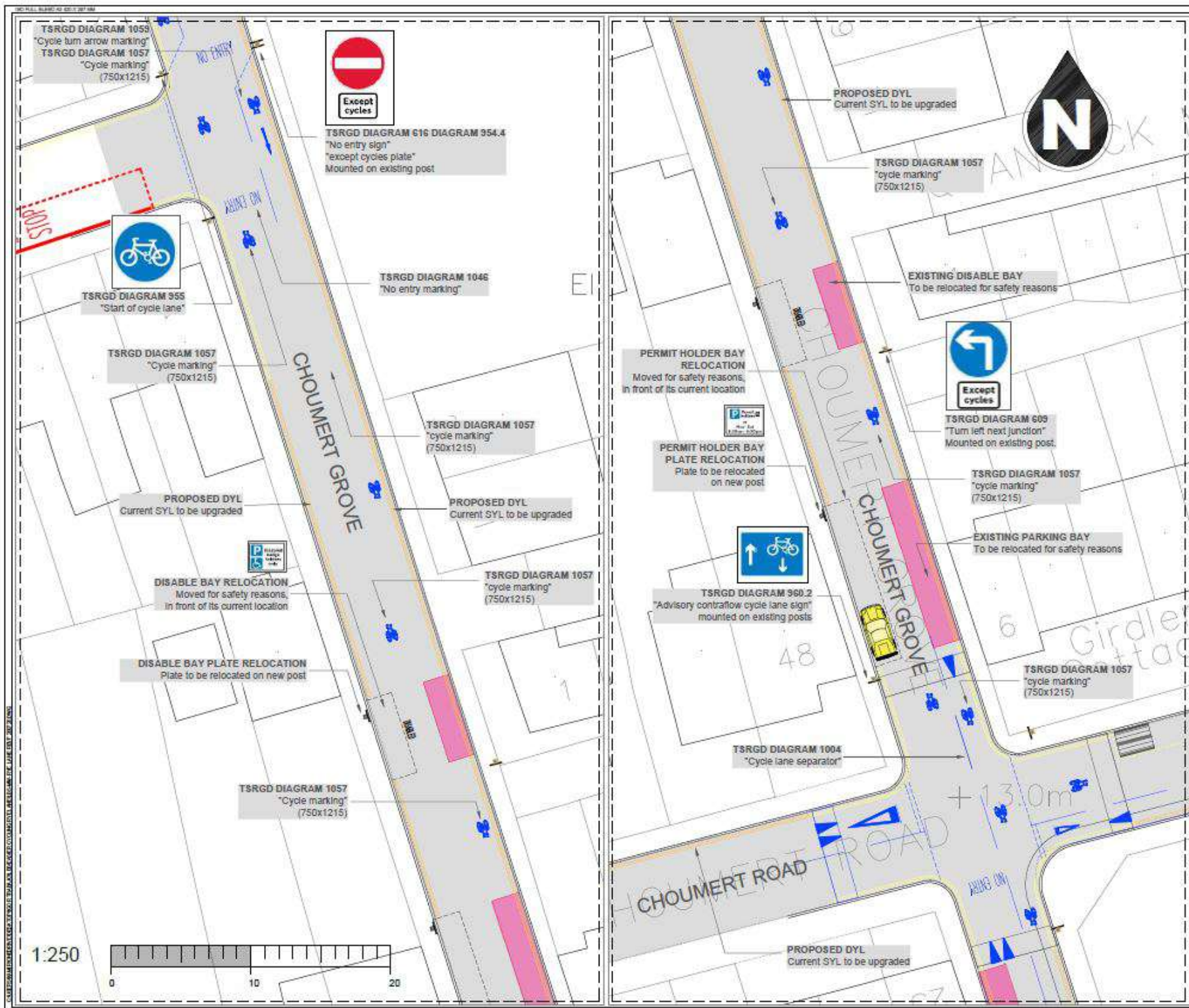


PROJECT: 107956 - EASIER CYCLING AROUND RYE LANE (CONTRAFLOW CYCLE LANES PROPOSAL)

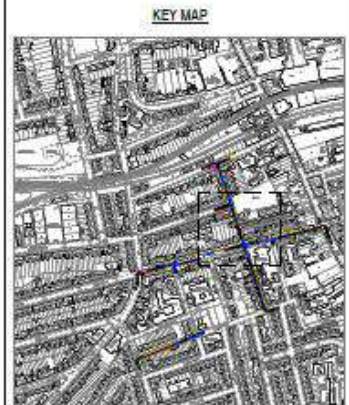
TITLE: SECTION 1 - TRAFFIC SIGNS & ROAD MARKINGS CHOUMERT GROVE (BLEINHEIM ORCHARDWICK RD)

STATUS:	DD	DRAWN:	IS
SCALE:	1:250 @ A3	DESIGNED:	IS
CHECKED:	ISB	APPROVED:	ISB
DRAWING NO.:	LBS/MW/107956/RYE_LANE/1200/02	REV:	F
DATE DRAWN:	17 JUL 2020	DATE ISSUED:	20 JUL 2020





- NOTES**
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- KEY**
- CURRENT RESTRICTIONS
Existing DYL, & SYL, or etc.
 - PROPOSED RESTRICTIONS
Proposed DYL, to be installed.
 - ROAD MARKINGS
Proposed marking to be installed.
 - SUPPRESSED PARKING BAYS
Bays to be lost during the operation.
 - TEMPORARY BUILD-OUT
Rubber or bollard bars while the experimental order is being assessed.



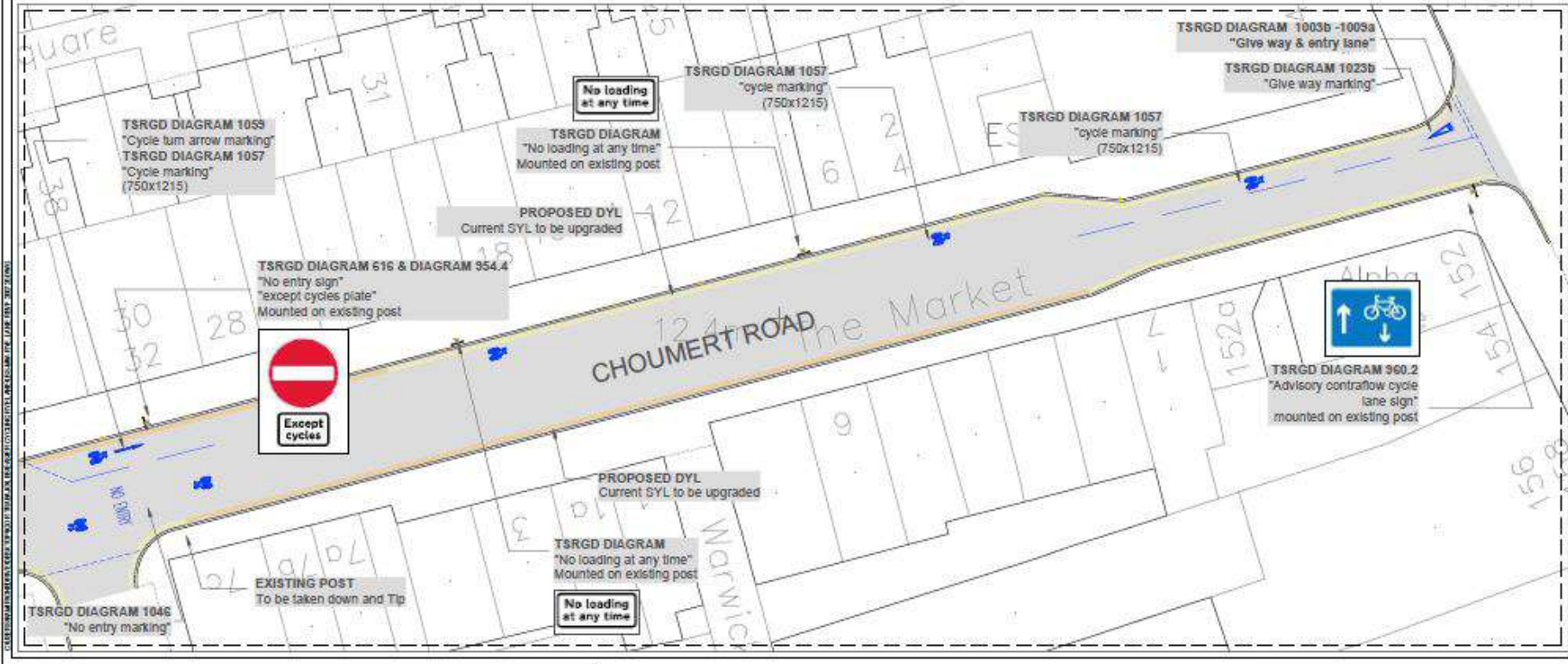
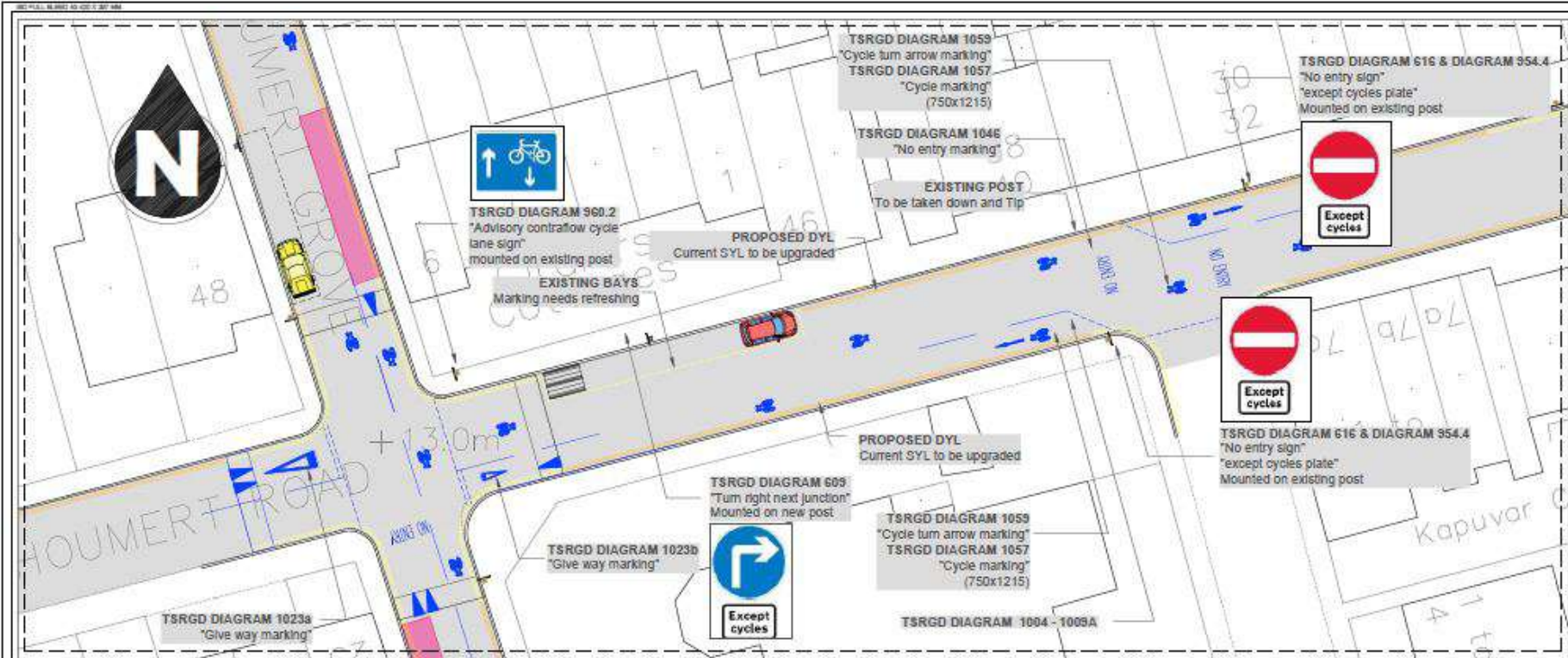
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R	17/07/20	TRC REVIEW	DD	DD	DD
D	13/07/20	REVISION/COMMUNICATION	DD	DD	DD
C	08/06/20	AWARDING OF CONTRACT / CONSTRUCTION	DD	DD	DD
R	27/06/20	CRITICAL DESIGN	DD	DD	DD
A	18/06/20	Detailed DESIGN	DD	DD	DD



PROJECT
107956 - EASIER CYCLING AROUND RYE LANE
(WITHFLOW & CONTRAFLOW CYCLE LANES PROPOSAL)

TITLE
SECTION 2 - TRAFFIC SIGNS & ROAD MARKINGS
CHOUMERT GROVE (CHATWICK RD/CHOUMERT RD)

STATUS	DD	DESIGNED	JD
SCALE	1:250 @ A3	CHECKED	DD
DRAWING NO.	LBS/MW/107956/RYE_LANE/1200/03	APPROVED	DD
DATE DRAWN	17 JUL 2020	REV	F
		DATE ISSUED	25 JUL 2020



- NOTES**
1. Dimensions in meters, unless otherwise stated.
 2. This drawing should be read in conjunction with other relevant engineering details, drawings & specifications.
 3. Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
 4. The dimensions must be verified on site before construction.
 5. All works are to be in accordance with Southwark borough council specification and standards.

- KEY**
- CURRENT RESTRICTIONS
Existing DYL & SYL on site.
 - PROPOSED RESTRICTIONS
Proposed DYL to be installed.
 - ROAD MARKINGS
Proposed marking to be installed.
 - SUPPRESSED PARKING BAYS
Bays to be lost during this operation.
 - TEMPORARY BUILD-OUT
Rubber or ballast tarm while the experimental order is being assessed.

KEY MAP



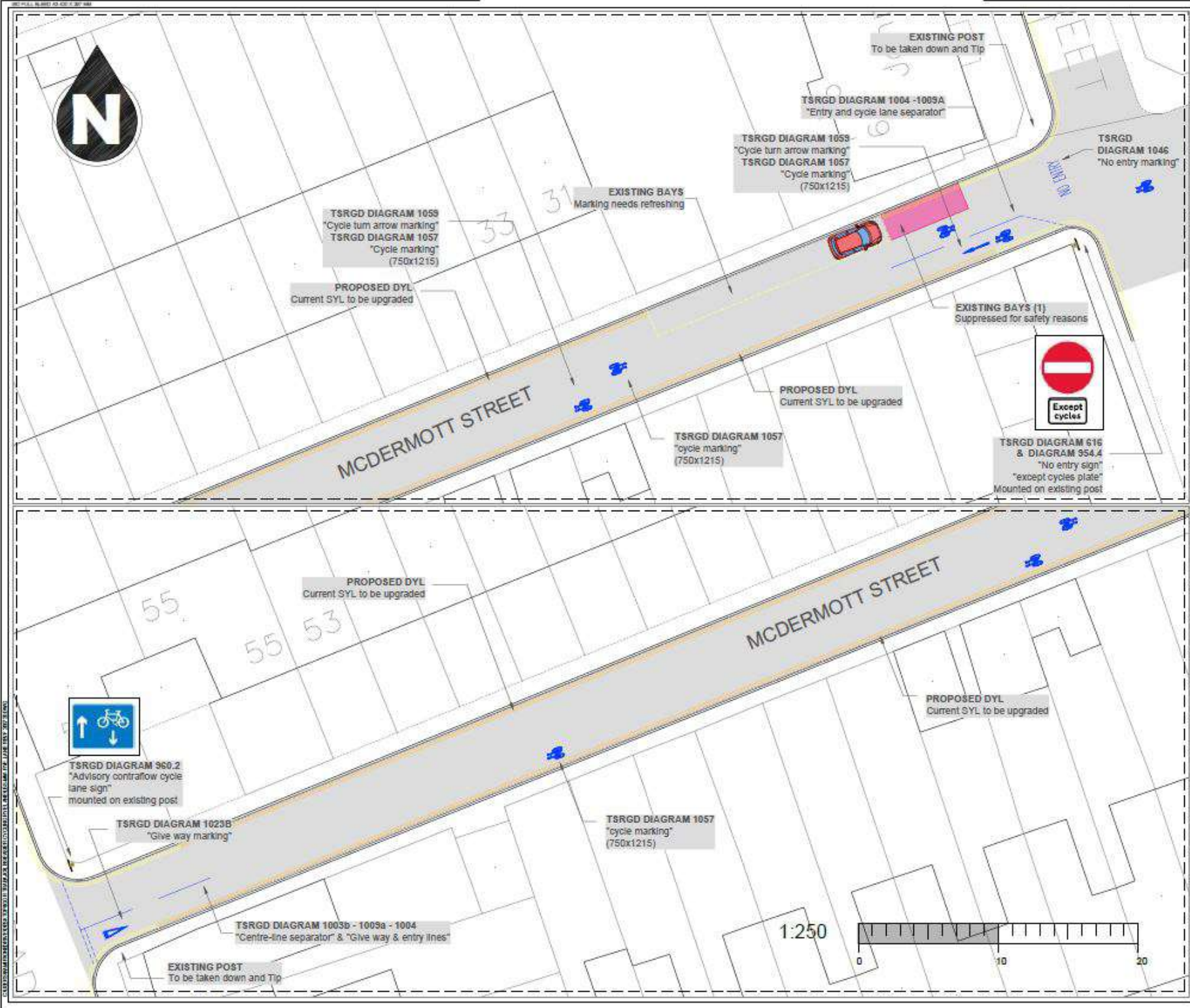
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B	17/07/20	TPV REVIEW	IS	SM	RW
C	18/07/20	RMA RECOMMENDATION	IS	SM	RW
D	28/08/20	AMENDMENTS AFTER CONSULTATION	IS	SM	RW
E	27/09/20	FINAL DESIGN	IS	SM	RW
F	18/08/20	ULTIMATE DESIGN	IS	-	-



PROJECT:
107956 - EASIER CYCLING AROUND RYE LANE
(CONTRAFLOW CYCLE LANES PROPOSAL)

TITLE: SECTION 4 - TRAFFIC SIGNS & ROAD MARKINGS
CHOUMERT RD (CHOUMERT GROVE/RYE LANE)

STATUS:	DO	DRAWN:	IS
SCALE:	NOS @ A3	CHECKED:	SM
DRAWING NO:	LBB/MW/107956/RYE_LANE/1200/05	APPROVED:	SM
DATE DRAWN:	17 JUL 2020	DATE ISSUED:	20 JUL 2020



- NOTES**
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 2. This drawing should be read in conjunction with other relevant engineering details, drawings & specifications.
 3. Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
 4. The dimensions must be verified on site before construction.
 5. All works are to be in accordance with Southwark borough council specification and standards.

- KEY**
- CURRENT RESTRICTIONS
Existing DYL & SYL on site.
 - PROPOSED RESTRICTIONS
Proposed DYL to be installed.
 - ROAD MARKINGS
Proposed marking to be installed.
 - SUPPRESSED PARKING BAYS
Bays to be lost during this operation.
 - TEMPORARY BUILD-OUT
Rubber or bolted feet while the apartment order is being assessed.



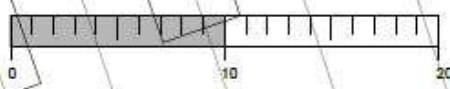
REV	DATE	REVISION DESCRIPTION OR DETAILS	ISSUED BY	CHECKED BY	APPROVED BY
A	15.08.20	ISSUE FOR CONSTRUCTION	IS	DM	SW
B	17.07.20	TRV REVIEW	IS	DM	SW
D	13.07.20	FOR MCDERMOOTT STREET	IS	DM	SW
C	26.06.20	MCDERMOOTT STREET CONSULTATION	IS	DM	SW
E	27.06.20	OFFICIAL DESIGN	IS	DM	SW
A	15.08.20	OFFICIAL DESIGN	IS	DM	SW

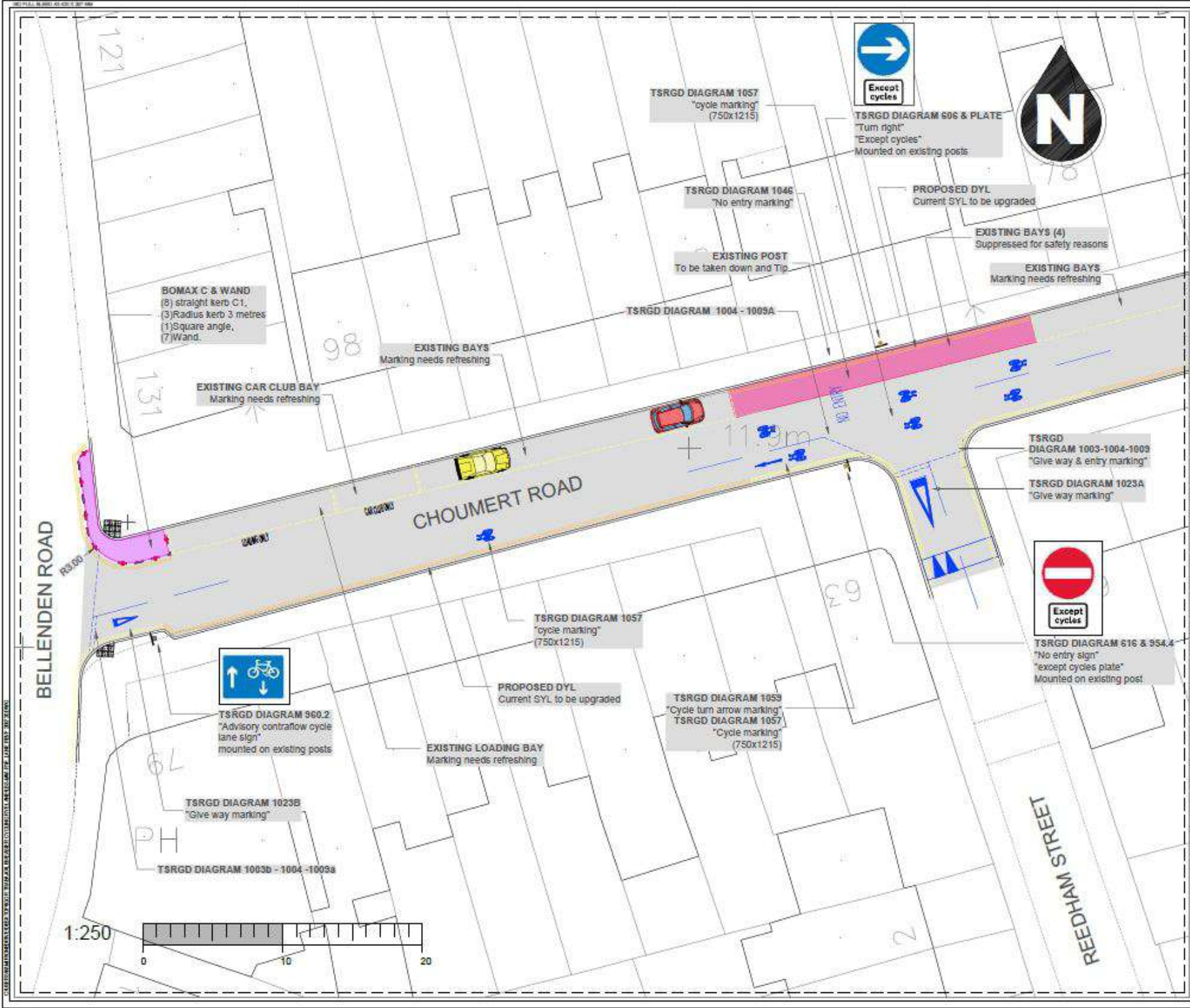


PROJECT:
107958 - EASIER CYCLING AROUND RYE LANE
(CONTRAFLOW CYCLE LANES PROPOSAL)

TITLE:
SECTION 5 - TRAFFIC SIGNS & ROAD MARKING
MCDERMOOTT STREET (MATED RD/REDHAM ST)

STATUS:	DO	DESIGNED:	IS
SCALE:	1:250 @ A3	CHECKED:	DM
DRAWING NO:	LS&MW/107958/RYE_LANE/1200/05	APPROVED:	DM
DATE DRAWN:	17 JUL 2020	DATE DESIGNED:	20 JUL 2020





NOTES

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5. All works are to be in accordance with Southwark borough council specification and standards.

KEY

- CURRENT RESTRICTIONS
Existing DYL & SYL on site.
- PROPOSED RESTRICTIONS
Proposed DYL to be installed.
- ROAD MARKINGS
Proposed marking to be installed.
- SUPPRESSED PARKING BAYS
Bays to be lost during the operation.
- TEMPORARY BUILD-OUT
Rubber or build both while the experimental order is being assessed.

KEY MAP



REV	DATE	REVISION DESCRIPTION / DETAILS	BY	CHECK	APPROV
F	20/07/20	ISSUED FOR CONSTRUCTION	IS	DSB	SW
E	17/07/20	TRM REVIEW	IS	DSB	SW
D	13/07/20	ROAD RECOMMENDATION	IS	DSB	SW
C	28/06/20	FOR COMMENT AFTER CONSULTATION	IS	DSB	SW
B	27/06/20	OFFICIAL DESIGN	IS	DSB	SW
A	15/06/20	CITY PLAN DESIGN	IS	-	-



PROJECT:
107956 - EASIER CYCLING AROUND RYE LANE
(CONTRAFLOW CYCLE LANES PROPOSAL)

TITLE:
SECTION 6 - TRAFFIC SIGNS & ROAD MARKINGS
CHOUMERT RD (BELLEDEN RD/REEDHAM ST)

SCALE:	DO	DRAWN:	IS
SCALE:	1:250 @ A3	CHECKED:	IS
DRAWING NO.:	LSS/MW/107956/RYE_LANE/1200/07	APPROVED:	DSB
DATE DRAWN:	17 JUL 2020	DATE ISSUED:	20 JUL 2020



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 100

The London Borough of Southwark (Free parking places) (Disabled persons)
(No. 2) Experimental 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 and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Free parking places) (Disabled persons) (No. 2) Experimental Order 2020 and shall come into force on 13 August 2020, and expires on 21 February 2022.

Interpretation

- 2.1 In this Order:-

"council" means the council of the London Borough of Southwark;

"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;

"the Order of 2013" means The London Borough of Southwark (Free parking places) (Disabled persons) (No. 1) Order 2013^b, as amended.

- 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.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2013 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2013/059

Suspension of existing Orders

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order the designation by the Order of 2013 of the parking place numbered 178 (Choumert Grove) in Schedule 1 therein is hereby suspended.

Designation of parking places and application of the Order of 2013 thereto

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in column 2 of a Schedule to this Order is designated as a parking place.
- 4.2 The provisions of the Order of 2013 (other than Articles 3.1 and 14.1) shall apply to each area described in a Schedule to this Order as if in those provisions any reference to a parking place shall include a reference to each area designated as a parking place by this Order and as if any reference to Schedule 1 to the Order of 2013 included a reference to Schedule 1 to this Order.

Placing of traffic signs etc.

- 5.1 The council shall:-
- (a) place and maintain traffic signs indicating the limits of each parking place referred to in the Schedule to this Order;
 - (b) place and maintain in or in the vicinity of each parking place referred to in the Schedule to this Order traffic signs indicating that such parking places may be used during the permitted hours for the leaving only of the vehicles specified in Article 4.1 of the Order of 2013; and
 - (c) carry out such other works as is reasonably required for the purposes of the satisfactory operation of a parking place.

Power to modify or suspend this Order

- 6.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Parking and Network Management 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

SCHEDULE – 'UNLIMITED STAY' DISABLED PERSONS' PARKING PLACES

<i>No. of parking place</i> (1)	<i>Designated parking place</i> (2)	<i>Permitted hours</i> (3)
X178.	<p>CHOUMERT GROVE</p> <p>the south-west side, from a point 37 metres south-east of the south-eastern kerb-line of Chadwick Road south-eastward for a distance of 6 metres.</p>	At any time

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Rye Lane area relocates an existing ‘unlimited stay’ disabled persons parking place in Choumert Grove, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 101

The London Borough of Southwark (Parking places) (CPZ 'B') (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 and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Parking Places) (CPZ 'B') (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:-

“council” means the council of the London Borough of Southwark;

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

“the Order of 2013” means The London Borough of Southwark (Parking places) (CPZ 'B') (No. 1) Order 2013^b.

- 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.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2013 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2013/115

Suspension of designation of parking places

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the designation by the Order of 2013 of the parking places numbered 39, 40, 42, 43 and 110 in Schedule 1 therein, are hereby suspended; and the parking places numbered 10 and 12 in Schedule 2 therein, are hereby suspended.

Designation of parking places and application of the Order of 2013 thereto

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in columns (2) of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway, and having a width throughout of 2 metres, is designated as a parking place.
- 4.2 The provisions of the Order of 2013 (other than Articles 3 and 15) shall apply to each area designated as a parking place by this Order as if in those provisions any reference to a designated parking place or to a parking place shall include a reference to the area designated as a parking place by this Order and, as if:-
- (a) any reference to Schedule 1 to the Order of 2013 included a reference to Schedule 1 to this Order; and
 - (b) as if any reference to Schedule 2 to the Order of 2013 included a reference to Schedule 2 to this Order.

Placing of traffic signs etc.

- 5.1 The council shall:-
- (a) place and maintain traffic signs indicating the limits of each parking place referred to in the Schedule to this Order;
 - (b) place and maintain in or in the vicinity of each parking place referred to in the Schedule to this Order traffic signs indicating that such a parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 4.1, 4.2 and 4.3 of the Order of 2013; and
 - (c) carry out such other works as is reasonably required for the purposes of the satisfactory operation of a parking place.

Power to modify or suspend this Order

- 6.1 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 s section 17 of the Traffic Management Act 2004^c), may, if it appears to him 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

SCHEDULE 1 - PERMIT HOLDERS' PARKING PLACES

<i>No. of parking place</i> (1)	<i>Designated parking place</i> (2)	<i>Permitted hours</i> (3)
X42.	<p>CHOUMERT GROVE</p> <p>the north-east side, from a point 3 metres south-east of the common boundary of Nos. 7 and 9 Choumert Grove south-eastward for a distance of 9 metres.</p>	<p>8.30 am to 6.30 pm</p> <p>Monday to Saturday</p>
X43.	<p>CHOUMERT GROVE</p> <p>the south-west side, from a point 11.5 metres north-west of the north-western kerb-line of Choumert Road north-westward for a distance of 12.5 metres.</p>	<p>8.30 am to 6.30 pm</p> <p>Monday to Saturday</p>
X110.	<p>MCDERMOTT ROAD</p> <p>the north-west side, from a point 14 metres south-west of the south-western kerb-line of Reedham Street south-westward for a distance of 17 metres.</p>	<p>8.30 am to 6.30 pm</p> <p>Monday to Saturday</p>

SCHEDULE 2 – ‘SHARED-USE’ PARKING PLACES

<i>No. of parking place (1)</i>	<i>Designated parking place (2)</i>	<i>Permitted hours (3)</i>	<i>Maximum parking period (4)</i>	<i>Minimum return interval (5)</i>
X10.	<p>CHOUMERT GROVE</p> <p>the south-west side, from a point 19 metres south-east of the south-eastern kerb-line of Choumert Road south-eastward for a distance of 10.5 metres.</p>	<p>8.30 am to 6.30 pm</p> <p>Monday to Saturday</p>	4 hours	-
X12a.	<p>CHOUMERT ROAD</p> <p>the north-west side, from a point 20 metres north-east of the eastern kerb-line of Bellenden Road north-eastward for a distance of 24.5 metres.</p>	<p>8.30 am to 6.30 pm</p> <p>Monday to Saturday</p>	4 hours	-
X12b.	<p>CHOUMERT ROAD</p> <p>the north-west side, from the common boundary of Nos. 76 and 78 Choumert Road south-westward for a distance of 7 metres.</p>	<p>8.30 am to 6.30 pm</p> <p>Monday to Saturday</p>	4 hours	-

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Rye Lane area:-

- (a) suspends the designation of two existing permit holders' parking places in Choumert Grove;
 - (b) reduces in length existing permit holders' parking places in Choumert Grove and Mcdermott Road;
 - (c) relocates an existing permit holders' parking place in Choumert Grove; and
 - (d) reduces in length an existing 'shared-use' parking place in Choumert Grove and splits an existing 'shared-use' parking place in Choumert Road,
- in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 102

The London Borough of Southwark (Prescribed routes) (Rye Lane area)
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) (Rye Lane area) 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 7, means the length of street referred to in Articles 3, 4, 5 and 6 of this Order, which lie in the London Borough of Southwark; and

"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

Choumert Grove

- 3.1 No person causing any vehicle to proceed in that part of Choumert Grove which lies between the south-eastern kerb-line of Blenheim Grove and the north-western kerb-line of Chadwick Road, except pedal cycles using the contra-flow cycle lane, shall cause that vehicle to proceed in any direction other than south-east.
- 3.2 Every person causing any vehicle to proceed in a south-eastward direction in that part of Choumert Grove which lies between the south-eastern kerb-line of Blenheim Grove and the north-western kerb-line of Chadwick Road shall, upon reaching its junction with Chadwick Road, cause that vehicle to turn right.
- 3.3 No person causing any vehicle to proceed in a north-westward direction in Choumert Grove, shall cause that vehicle to enter or proceed into that part of Choumert Grove which lies north-west of its junction with Chadwick Road.
- 3.4 No person causing any vehicle to proceed in a south-eastward direction in Choumert Grove, shall cause that vehicle to enter or proceed into that part of Choumert Grove which lies south-east of its junction with Chadwick Road.
- 3.5 No person causing any vehicle to proceed in that part of Choumert Grove which lies between the south-eastern kerb-line of Chadwick Road and the north-western kerb-line of Choumert Road, except pedal cycles using the contra-flow cycle lane, shall cause that vehicle to proceed in any direction other than north-west.
- 3.6 Every person causing any vehicle to proceed in a north-westward direction in that part of Choumert Grove which lies between the south-eastern kerb-line of Chadwick Road and the north-western kerb-line of Choumert Road shall, upon reaching its junction with Chadwick Road, cause that vehicle to turn left.
- 3.7 No person causing any vehicle to proceed in that part of Choumert Grove which lies between the south-eastern kerb-line of Choumert Road and the north-western kerb-line of Mcdermott Road, except pedal cycles using the contra-flow cycle lane, shall cause that vehicle to proceed in any direction other than north-west.
- 3.8 Nothing in Articles 3.2, 3.3, 3.4 and 3.6 above shall apply to a pedal cycle.

Choumert Road

- 4.1 No person causing any vehicle to proceed in that part of Choumert Road which lies between the south-eastern kerb-line of Bellenden Road and the south-western kerb-line of Reedham Street, except pedal cycles using the contra-flow cycle lane, shall cause that vehicle to proceed in any direction other than north-east.
- 4.2 No person causing any vehicle to proceed in a south-westward direction in that part of Choumert Road which lies between the south-western kerb-line of Choumert Grove and the south-western kerb-line of Reedham Street, shall cause that vehicle to enter or proceed into that part of Choumert Road which lies south-west of its junction with Reedham Street.
- 4.3 No person causing any vehicle to proceed in Choumert Road, shall cause that vehicle to enter or proceed into that part of Choumert Grove which lies south-east of its junction with Choumert Road.
- 4.4 No person causing any vehicle to proceed in that part of Choumert Road which lies between the north-eastern kerb-line of Choumert Grove and the south-western kerb-line of Alpha Street, except pedal cycles using the contra-flow cycle lane, shall cause that vehicle to proceed in any direction other than north-east.
- 4.5 No person causing any vehicle to proceed in that part of Choumert Road which lies between the north-eastern kerb-line of Alpha Street and the south-western kerb-line of Rye Lane, except pedal cycles using the contra-flow cycle lane, shall cause that vehicle to proceed in any direction other than south-west.
- 4.6 No person causing any vehicle to proceed in a south-westward direction in that part of Choumert Road which lies between its junction with Alpha Street and its junction with Rye Lane,

shall cause that vehicle to enter or proceed into that part of Choumert Road which lies south-west of its junction with Alpha Street.

- 4.7 No person causing any vehicle to proceed in a north-eastward direction in that part of Choumert Road which lies between its junction with Choumert Grove and its junction with Alpha Street, shall cause that vehicle to enter or proceed into that part of Choumert Road which lies north-east of its junction with Alpha Street.
- 4.8 Every person causing any vehicle to proceed in a north-eastward direction in that part of Choumert Road which lies between its junction with Choumert Grove and its junction with Alpha Street shall, upon reaching its junction with Alpha Street, cause that vehicle to turn left.
- 4.9 Every person causing any vehicle to proceed in a south-westward direction in that part of Choumert Road which lies between its junction with Alpha Street and its junction with Rye Lane shall, upon reaching its junction with Alpha Street, cause that vehicle to turn right.
- 4.10 Nothing in Articles 4.2, 4.3, 4.6, 4.7, 4.8 and 4.9 above shall apply to a pedal cycle.

Mcdermott Road

- 5.1 No person causing any vehicle to proceed in that part of Mcdermott Road which lies between the north-eastern kerb-line of Maxted Road and the south-western kerb-line of Reedham Street, except pedal cycles using the contra-flow cycle lane, shall cause that vehicle to proceed in any direction other than north-east.
- 5.2 No person causing any vehicle to proceed in a south-westward direction in Mcdermott Road shall cause that vehicle to enter or proceed into that part of Mcdermott Road which lies south-west of its junction with Reedham Street.
- 5.3 Nothing in Article 5.2 above shall apply to a pedal cycle.

Reedham Street

- 6.1 Every person causing any vehicle to proceed in a north-westward direction in Reedham Street shall, upon reaching its junction with Choumert Road, cause that vehicle to turn right.
- 6.2 No person causing any vehicle to proceed in Reedham Street shall, upon reaching its junction with Mcdermott Road, cause that vehicle to enter into or proceed into that part of Mcdermott Road which lies south-west of its junction with Reedham Street.
- 6.3 Nothing in Articles 6.1 and 6.2 above shall apply to a pedal cycle.

Exemptions

- 7.1 Nothing in Articles 3, 4, 5 and 6 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

- 8.1 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.

Suspension of existing Orders

- 9.1 While this Order remains in force, and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order:-
- (a) the Southwark (Prescribed Routes) (No.4) Traffic Order 1984^d item numbered 5 (a-c), in the Schedule therein, is hereby suspended;
 - (b) the London Borough of Southwark (Prescribed Route) (No 1) Traffic Management Order 1994/005^e, is hereby suspended in its entirety;
 - (c) the London Borough of Southwark Traffic Management Order 2003/019^f, is hereby suspended in its entirety; and
 - (d) the London Borough of Southwark (Prescribed routes) (Rye Lane area) (No. 4) Traffic Order 2013^g Article 3.10 therein, is hereby suspended.

Dated this sixth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18
^d LBS 1984/259
^e LBS 1994/005
^f LBS 2003/019
^g LBS 2013/068

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Rye Lane area:-

- (a) updates the definitions of existing 'one-way' workings in Choumert Grove, Choumert Road and Mcdermott Road to work with new contra-flow cycle lanes (advisory); and
- (b) updates existing 'no entry' points in Choumert Grove (three locations), Choumert Road (three locations), Mcdermott Road/Reedham Street to exempt pedal cycles; and
- (c) introduces directional turning for vehicles, except pedal cycles, in Choumert Grove, Choumert Road and Reedham Street to reinforce the 'no entry' points in Choumert Grove, Choumert Road and Mcdermott Road,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 103

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 11)
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, and Part IV of Schedule 9 to, 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 (Waiting and loading restrictions) (Amendment No. 11) Experimental Traffic Order 2020, shall come into force on 13 August 2020, and expires on 21 February 2022.

Interpretation

- 2.1 In this Order:-

"council" means the council of the London Borough of Southwark;

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

"the Order of 2015" means the London Borough of Southwark (Waiting and loading restrictions) Consolidation Order 2015^b - as amended.

- 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.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2015 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2015/082

Amendment or variation of existing Orders

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order the Order of 2015 shall have effect as though:
- (a) for the items numbered 102, 196, 197 and 653 in Schedule 1 to that Order there are substituted the items numbered X102, X196, X197 and X653 and set out in columns 1, 2 and 3 of Schedule 1 to this Order; and
 - (b) for the item numbered 22 in Schedule 2 to that Order there is substituted the item numbered X22 and set out in columns 1, 2 and 3 of Schedule 2 to this Order.

Power to modify or suspend this Order

- 4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Parking and Network Management 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

SCHEDULE 1 – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
X102.	BLLENHEIM GROVE	
	(a) the north-west side	
	(i) between the south-western kerb-line of Rye Lane and a point 13 metres south-west of a point opposite the south-western wall of No. 7 Blenheim Grove;	At any time
	(ii) between the north-eastern wall of Nos. 24 to 26 Blenheim Grove and the common boundary of Nos. 38 and 40 Blenheim Grove;	At any time
	(b) the south-east side	
	(i) between the south-western kerb-line of Rye Lane and a point 11.5 metres south-west of the south-western kerb-line of No. 7 Blenheim Grove;	At any time
	(ii) between a point 10 metres north-east of the north-eastern kerb-line of Choumert Grove and a point 6.5 metres south-west of the south-western kerb-line of Choumert Grove;	At any time
	(c) on both sides, between the north-eastern kerb-line of Bellenden Road and a point 10 metres north-east of that kerb-line;	At any time
	(d) so much else as does not lie within the lengths of Blenheim Grove as specified in paragraphs (a), (b) and (c) above.	8.30 am to 6.30 pm Monday to Saturday
X196.	CHOUMERT GROVE	
	(a) the north-east side	
	(i) between the south-eastern kerb-line of Blenheim Grove and the north-western wall of No. 1 Choumert Grove;	At any time
	(ii) between the north-western wall of No. 1 Choumert Grove and a point 2 metres south-east of the common boundary of Nos. 11 and 13 Choumert Grove;	8.30 am to 6.30 pm Monday to Saturday
	(iii) between a point 2 metres south-east of the common boundary of Nos. 11 and 13 Choumert Grove and the north-western kerb-line of Mcdermott Road;	At any time
	(b) the south-west side	
	(i) between the south-eastern kerb-line of Blenheim Grove and a point 37 metres south-east of the south-eastern kerb-line of Chadwick Road;	At any time

SCHEDULE 1 – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(ii) between a point 43 metres south-east of the south-eastern kerb-line of Chadwick Road and a point 24 metres north-west of the north-western kerb-line of Choumert Road;	At any time
	(iii) between a point 24 metres north-west of the north-western kerb-line of Choumert Road and a point 11.5 metres north-west of that kerb-line;	8.30 am to 6.30 pm Monday to Saturday
	(iv) between a point 11.5 metres north-west of the north-western kerb-line of Choumert Road and a point 19 metres south-east of the south-eastern kerb-line of Choumert Road;	At any time
	(v) between a point 19 metres south-east of the south-eastern kerb-line of Choumert Road and a point 30 metres south-east of that kerb-line;	8.30 am to 6.30 pm Monday to Saturday
	(vi) between a point 30 metres south-east of the south-eastern kerb-line of Choumert Road and a point 40 metres south-east of that kerb-line;	At any time
	(vii) between a point 40 metres south-east of the south-eastern kerb-line of Choumert Road and a point 3.5 metres south-east of the common boundary of Nos. 22 and 24 Choumert Grove;	8.30 am to 6.30 pm Monday to Saturday
	(viii) between a point 3.5 metres south-east of the common boundary of Nos. 22 and 24 Choumert Grove and a point 10 metres south-east of that common boundary;	At any time
	(ix) between a point 10 metres south-east of the common boundary of Nos. 22 and 24 Choumert Grove and a point 23 metres north-west of the north-western kerb-line of Mcdermott Road;	8.30 am to 6.30 pm Monday to Saturday
	(x) between the north-western kerb-line of Mcdermott Road and a point 23 metres north-west of that kerb-line.	At any time
X197.	CHOUMERT ROAD	
	(a) both sides, be between the eastern kerb-line of Copleston Road and a point 10 metres north-east of that kerb-line;	At any time
	(b) the north-west side	
	(i) between the common boundary of Nos. 160 and 162 Choumert Road and a point 8.5 metres north-east of that common boundary;	At any time

SCHEDULE 1 – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(ii) between a point 12 metres north-east of the common boundary of Nos. 106 and 108 Choumert Road and a point 15.5 metres south-west of the western kerb-line of Bellenden Road;	8.30 am to 6.30 pm Monday to Saturday
	(iii) between a point 15.5 metres west of the western kerb-line of Bellenden Road and a point 4 metres north-east of the eastern kerb-line of Bellenden Road;	At any time
	(iv) between a point 15 metres north-east of the eastern kerb-line of Bellenden Road and a point 1.5 metres north-east of the common boundary of Nos. 88 and 90 Choumert Road;	8.30 am to 6.30 pm Monday to Saturday
	(v) between a point 1.5 metres north-east of the common boundary of Nos. 88 and 90 Choumert Road and a point 2 metres south-west of the common boundary of Nos. 78 and 80 Choumert Road;	At any time
	(vi) between a point 2 metres south-west of the common boundary of Nos. 78 and 80 Choumert Road and the common boundary of Nos. 76 and 78 Choumert Road;	8.30 am to 6.30 pm Monday to Saturday
	(vii) between the common boundary of Nos. 76 and 78 Choumert Road and the common boundary of Nos. 74 and 76 Choumert Road;	At any time
	(viii) between the common boundary of Nos. 74 and 76 Choumert Road and a point 1 metre north-east of the common boundary of Nos. 72 and 74 Choumert Road;	8.30 am to 6.30 pm Monday to Saturday
	(ix) between a point 1 metre north-east of the common boundary of Nos. 72 and 74 Choumert Road and a point 7.5 metres north-east of the north-eastern kerb-line of Choumert Grove;	At any time
	(x) between a point 10 metres north-east of the north-eastern kerb-line of Choumert Grove and a point 27 metres north-east of that kerb-line;	8.30 am to 6.30 pm Monday to Saturday
	(xi) between a point 27 metres north-east of the north-eastern kerb-line of Choumert Grove and the south-western kerb-line of Rye Lane;	At any time
(c)	the south-east side	
	(i) between a point 1 metre south-west of the common boundary of Nos. 171 and 173 Choumert Road a point 6 metres south-west of that common boundary;	At any time

SCHEDULE 1 – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(ii) between a point 1.5 metres south-west of the common boundary of Nos. 137 and 139 Choumert Road and a point 0.5 metres south-west of the common boundary of Nos. 135 and 137 Choumert Road;	At any time
	(iii) between a point 2 metres south-west of the common boundary of Nos. 113 and 115 Choumert Road and a point 1 metre south-west of the common boundary of Nos. 111 and 113 Choumert Road;	At any time
	(iv) between the north-eastern wall of No. 81 Choumert Road and a point 25 metres south-west of the western kerb-line of Bellenden Road;	8.30 am to 6.30 pm Monday to Saturday
	(v) between a point 25 metres south-west of the western kerb-line of Bellenden Road and the common boundary of Nos. 45 and 47 Choumert Road;	At any time
	(vi) between a point 5 metres south-west of the south-western kerb-line of Costa Street and a point 8 metres north-east of the north-eastern kerb-line of Costa Street;	At any time
	(vii) between a point 8 metres north-east of the north-eastern kerb-line of Costa Street and a point 12.5 metres north-east of that kerb-line;	8.30 am to 6.30 pm Monday to Saturday
	(viii) between the common boundary of Nos. 39 and 41 Choumert Road and a point 8.5 metres south-west of the south-western kerb-line of Choumert Grove;	8.30 am to 6.30 pm Monday to Saturday
	(ix) between a point 8.5 metres south-west of the south-western kerb-line of Choumert Grove and the south-western kerb-line of Rye Lane.	At any time
X653.	MCDERMOTT ROAD	
	(a) the north-west side	
	(i) between the north-eastern kerb-line of Maxted Road and the north-eastern wall of No. 31 Mcdermott Road;	At any time
	(ii) between a point 14 metres south-west of the south-western kerb-line of Reedham Street and a point 13.5 metres north-east of the north-eastern kerb-line of Reedham Street;	At any time
	(ii) between point 3.5 metres south-west of the south-western kerb-line of Costa Street and a point 9 metres north-east of the north-eastern kerb-line of Costa Street;	At any time

SCHEDULE 1 – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(iii) between a point 8 metres south-west of the south-western kerb-line of Choumert Grove and a point 15.5 metres north-east of the north-eastern kerb-line of Choumert Grove;	At any time
	(iv) between a point 8 metres south-west of the south-western kerb-line of Alpha Street and a point 5 metres north-east of the north-eastern kerb-line of Alpha Street;	At any time
	(b) the south-east side	
	(i) between the north-eastern kerb-line of Maxted Road and a point 6.5 metres north-east of the north-eastern kerb-line of Reedham Street;	At any time
	(ii) between a point 5 metres south-west of the south-western kerb-line of Waghorn Street to a point 5 metres north-east of the north-eastern kerb-line of Waghorn Street;	At any time
	(iii) between a point 5 metres south-west of the south-western kerb-line of Anstey Road and a point 5 metres east of the eastern kerb-line of Anstey Road;	At any time
	(iv) between a point 27 metres south-west of the south-western kerb-line of Relf Road and the south-western kerb-line of Sternhall Lane;	At any time
(c)	so much else as does not lie within the lengths of Mcdermott Road as specified in paragraphs (a), (b) and (c) above.	8.30 am to 6.30 pm Monday to Saturday

SCHEDULE 2 – LOADING RESTRICTIONS
(SUBSTITUTION)

<i>Item No.</i> (1)	<i>Street or length of street</i> (2)	<i>Restricted hours</i> (3)
X22.	CHOUMERT ROAD	
	(a) the north-west side, between a point 27 metres north-east of the north-eastern kerb-line of Choumert Grove and the south-western kerb-line of Rye Lane;	At any time
	(b) the south-east side, from the south-western kerb-line of Rye Lane westward for a distance of 29.5 metres.	At any time

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Rye Lane area:-

- (a) amends existing waiting restrictions in Blenheim Grove, Choumert Grove, Choumert Road and Mcdermott Road; and
- (b) amends existing loading restrictions in Choumert Road,
in the London Borough of Southwark.