

Public notice

Minor traffic schemes – 22/23 Q3



*The London Borough of Southwark (Bus priority) (Camberwell Road and Walworth Road) Order 202**

*The London Borough of Southwark (Charged-for parking places) (MTS 2223-Q3) Order 202**

*The London Borough of Southwark (Free parking places, Loading places and Waiting, Loading and Stopping restrictions) (MTS 2223-Q3) Order 202**

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The effect of the orders would be:-
 - (a) in BRUNEL ROAD in CPZ 'H', south-east side (north-east of its junction with Canon Beck Road) (i) reduce existing 'permit' by 3.55m, (ii) add 2 new cycle hangars and 1m new DYL, and (iii) formally amend the position of existing DPPP to more closely reflect what is in the street;
 - (b) in CAMBERWELL ROAD and WALWORTH ROAD formalise bus priority in Camberwell Road and Walworth Road on both sides as the two roads merge, and consolidate the historical Orders for bus lanes in Camberwell Road and Walworth Road;
 - (c) in CHOUMERT GROVE in CPZ 'B', south-west side, o/s No. 12 (Choumert Grove Mosque) convert 15m existing 'shared-use' to ambulance only parking;
 - (d) in CHOUMERT ROAD in CPZ 'B', formalise 'shared-use' bay on the south-east side o/s No. 79a;
 - (e) in DUNSTANS ROAD north-west side, opposite Nos. 145 to 153 (odd) Dunstans Road (i) formalise and extend an existing 'school keep clear' restriction, and (ii) extend existing DYLS south-westward by 21m to accommodate the kerb build-out;
 - (f) in EDMUND STREET in CPZ 'EC', south-west side opposite Nos. 75 and 77 Edmund Street, convert existing 'permit' to 15m ambulance only parking;
 - (g) in FURLEY ROAD relocate an existing cycle hangar from the north-east side (north of its junction with Fenham Road) to the south-west side;
 - (h) in GLENGALL ROAD add a new cycle hangar north-east side o/s No.111 Glengall Road existing free 'short stay' parking will be reduced to accommodate;
 - (i) in GROVE PARK in CPZ 'Q', south-east side o/s No. 65 Grove Park add 11m 'permit' and remove 11m DYLS to accommodate;
 - (j) in HAYMERLE ROAD add a new cycle hangar south-west side (south-east of its junction with Latona Road) existing free 'short stay' parking will be reduced to accommodate;
 - (k) in IVANHOE ROAD in CPZ 'Q', (i) north-west side, o/s No. 28 Ivanhoe Road reduce in length by 7.5m an existing 'permit' (31.5m remains) and add DYLS to accommodate, and formalise 1m existing DYLS. o/s No, 16 Ivanhoe Road (amending the position of existing DPPP, cycle hangar and 'permit') to more closely reflect what is in the street, and (ii) east side o/s Nos. 67 to 73 (odd) Ivanhoe Road reduce in length by 15m an existing 'permit' (59m remains) and add DYLS to accommodate;
 - (l) in LATONA ROAD add 2 new cycle hangars on the south-east side o/s No.12 and o/s No. 48 Latona Road existing free 'short stay' parking will be reduced to accommodate;
 - (m) in MALFORT ROAD in CPZ 'Q', (i) north-east side, o/s No. 15 Malfort Road reduce in length by 7m an existing 'permit' (70m remains) and add DYLS to accommodate, (ii) south-west side o/s Nos. 26 Malfort Road and 30 Ivanhoe Road reduce in length by 11m an existing 'permit' (25m remains), and (iii) add DYLS on both sides to accommodate;
 - (n) in PICTON STREET in CPZ 'EC', north-west side (north-east of its junction with Bantry Street), convert existing ambulance only parking (9m) to new 'shared-use';
 - (o) in RED POST HILL in CPZ 'P', south-west side opposite No. 24 Red Post Hill, split and reduce existing 'permit' by 7m, and add 7m DYLS to accommodate;
 - (p) in ROBERTS CLOSE in CPZ 'H', north-west side (north-east of its junction with Quebec Way), split and reduce existing 'pay' parking by 6m, and add 6m new car club parking;
 - (q) in SUNRAY AVENUE in CPZ 'P', west side o/s No. 60 Sunray Avenue, convert 6m existing DYLS to new 'shared-use';
 - (r) in UNION STREET in CPZ 'C1', north side, o/s No. 100 Union Street remove 14m existing DYLS to accommodate 14m new 'pay' parking;
 - (s) in WEBBER STREET in CPZ 'C2', north-east side relocate existing 6m solo motorcycle parking from a location opposite No. 6 Barons Place to a location north-west of its junction with Valentines Place and amend existing 'permit' and DYLS to accommodate;

- (t) add new DYLS in CALTON AVENUE south of its junction with Townley Road south-west side (5m) and north-east and south-east side (15.5m), COLYTON ROAD north-west side opposite Nos. 29 to 31 Colyton Road (26m) and on the south-east side o/s No. 31 Colyton Road (4.5m), FENHAM ROAD north-west side across the vehicular access to No. 123 Fenham Road (5m), MONPELIER ROAD east side o/s Nos. 26 to 30 Monpelier Road (13m), VERNEY ROAD north-west side opposite Nos. 52 to 56 Verney Road (7m) and opposite No. 70 Verney Road (19m);
- (u) in ALSCOT ROAD east side (south of its junction with Spa Road), convert 18m existing SYLs to new DYLS;
- (v) in AVONDALE RISE amend existing DYLS on the northern side at its junction with Ivanhoe Road to accommodate the new kerb-line build-out;
- (w) in SOUTHAMPTON WAY south-west side, o/s No. 156 Southampton Way add 21.5m DKBs to existing DYLS; and
- (x) in WHITE HART YARD north-east side, o/s Nos. 2 - 3 White Hart Yard add 19m SKBs on existing SYLs operating Mon - Sat between 8:00 am and 6:30 pm.

NOTES: (1) 'DPPP' refers to disabled persons parking places which may only be used by vehicles displaying a valid disabled persons 'blue badge' (2) 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone (CPZ) listed; 'shared-use' refers to parking places in which holders of a valid permit for the CPZ listed or 'pay' paid ticket holders are permitted to park within the permitted hours. (3) 'SYLs' refer to timed waiting restrictions, 'DYLS' refer to 'at any time' waiting restrictions 'SKBs' refer to timed loading restrictions and 'DKBs' refer to 'at any time' loading restrictions. (4) All measurements are in metres 'm' and are approximate. (5) New cycle hangars will each be 2.55 metres in length, 2.05 metres in width and aligned parallel to the kerb. (6) Parking charges are listed on www.southwark.gov.uk/parking

3. Southwark Council hereby GIVES FURTHER NOTICE under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (Road humps) Regulations 1999 and the Highways (Traffic calming) Regulations 1999, propose to construct a road hump of sinusoidal cross-section construction, approx. 3.7 metres in length, having a maximum height of 100 millimetres and covering the greater width of the carriageway in LITTLE BORNES, centred o/s No. 24 Little Bornes.
4. For more information about these proposals please contact Katie Houselander of the council's Highways – Transport Projects team Highways@southwark.gov.uk.
5. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of the Council's reasons for making the Orders) may be found online at www.southwark.gov.uk/trafficorders; paper or digital copies of plans showing the location and effect of the Orders and the supporting documents may be requested by emailing traffic.orders@southwark.gov.uk, or inspected by appointment only at: Highways, Southwark Council, Environment, Neighbourhoods and Growth, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH - from the date of this Notice until the end of a period of six weeks from the date on which the Orders are made. Email traffic.orders@southwark.gov.uk (or call 020 7525 3497) for booking details.
6. Anyone wishing to make any representations either for or to object to the proposals, may use our consultation portal at <https://consultation.appyway.com/southwark>; or send a statement in writing to: Traffic Order Consultations, Highways, Southwark Council, Environment, Neighbourhoods and Growth, P.O. Box 64529, London SE1P 5LX or traffic.orders@southwark.gov.uk quoting reference 'TMO2223-035 MTS Q3' by 16 March 2023. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.
7. Under requirements of current access to information legislation, any letter, form 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.

Dated 23 February 2023

Dale Foden - Head of Service, Highways

Statement of reasons

Minor traffic schemes – 22/23 Q3



*The London Borough of Southwark (Bus priority) (Camberwell Road and Walworth Road) Order 202**

*The London Borough of Southwark (Charged-for parking places) (MTS 2223-Q3) Order 202**

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A minor traffic scheme (or non-strategic traffic and highway improvement) is a small project where the council proposes to modify the existing Highway layout. This may include changes to waiting and loading restrictions, parking places etc.

NOTES:

- (1) 'DPPP' refers to disabled persons parking places which may only be used by vehicles displaying a valid disabled persons 'blue badge'
- (2) 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone (CPZ) listed; 'shared-use' refers to parking places in which holders of a valid permit for the CPZ listed or 'pay' paid ticket holders are permitted to park within the permitted hours.
- (3) 'SYLs' refer to timed waiting restrictions, 'DYLs' refer to 'at any time' waiting restrictions 'SKBs' refer to timed loading restrictions and 'DKBs' refer to 'at any time' loading restrictions.
- (4) All measurements are in metres 'm' and are approximate.
- (5) Parking charges are listed on www.southwark.gov.uk/parking

This batch of schemes proposes the following changes, in the London Borough of Southwark:-

STREET	WARD	DESCRIPTION
ALSCOT ROAD	St Giles	east side (south of its junction with Spa Road), convert 18m existing SYLs to new DYLs
AVONDALE RISE	Champion Hill	amend existing DYLs on the northern side at its junction with Ivanhoe Road to accommodate the new kerb-line build-out
BRUNEL ROAD	Rotherhithe	in CPZ 'H', south-east side (north-east of its junction with Canon Beck Road) (i) reduce existing 'permit' by 3.55m, (ii) add 2 new cycle hangars and 1m new DYL, and (iii) formally amend the position of existing DPPP to more closely reflect what is in the street
CALTON AVENUE	Dulwich Village	south of its junction with Townley Road (i) south-west side, extend existing DYLs by 5m, and (ii) north-east and south-east side, add 15.5m DYLs
CAMBERWELL ROAD/WALWORTH ROAD	Camberwell Green, Faraday, and North Walworth	formalise bus priority in Camberwell Road and Walworth Road on both sides as the two roads merge, and consolidate the historical Orders for bus lanes in Camberwell Road and Walworth Road.
CHOUMERT GROVE	Rye Lane	in CPZ 'B', south-west side, o/s No. 12 (Choumert Grove Mosque) convert 15m existing 'shared-use' parking to ambulance only parking.
CHOUMERT ROAD	Rye Lane	in CPZ 'B', formalise 'shared-use' bay on the south-east side o/s No. 79a
COLYTON ROAD	Peckham Rye	add new DYLs on the north-west side opposite Nos. 29 to 31 Colyton Road (26m) and on the south-east side o/s No. 31 Colyton Road (4.5m)

STREET	WARD	DESCRIPTION
DUNSTANS ROAD	Dulwich Hill	north-west side, opposite Nos. 145 to 153 (odd) Dunstans Road (i) formalise and extend an existing 'school keep clear' restriction, and (ii) extend existing DYLS south-westward by 21m to accommodate the kerb build-out
EDMUND STREET	Camberwell Green	in CPZ 'EC', south-west side opposite Nos. 75 and 77 Edmund Street, convert existing 'permit' parking to 15m ambulance only parking
FENHAM ROAD	Peckham	north-west side across the vehicular access to No. 123 Fenham Road, add 5m new DYLS
FURLEY ROAD	Peckham	relocate an existing cycle hangar from the north-east side (north of its junction with Fenham Road) to the south-west side
GLENGALL ROAD	Old Kent Road	add a new cycle hangar north-east side o/s No.111 Glengall Road existing free 'short stay' parking will be reduced to accommodate
GROVE PARK	Champion Hill	in CPZ 'Q', south-east side, o/s No. 65 Grove Park add 11m 'permit' and remove 11m DYLS to accommodate
HAYMERLE ROAD	Old Kent Road	add a new cycle hangar south-west side (south-east of its junction with Latona Road) existing free 'short stay' parking will be reduced to accommodate
IVANHOE ROAD	Champion Hill	in CPZ 'Q', (i) north-west side, o/s No. 28 Ivanhoe Road reduce in length by 7.5m an existing 'permit' (31.5m remains) and add DYLS to accommodate, and formalise 1m existing DYLS. o/s No, 16 Ivanhoe Road (amending the position of existing DPPP, cycle hangar and 'permit') to more closely reflect what is in the street, and (ii) east side o/s Nos. 67 to 73 (odd) Ivanhoe Road reduce in length by 15m an existing 'permit' (59m remains) and add DYLS to accommodate
LATONA ROAD	Old Kent Road	add 2 new cycle hangars on the south-east side o/s No.12 and o/s No. 48 Latona Road existing free 'short stay' parking will be reduced to accommodate
LITTLE BORNES	Dulwich Wood	new speed hump centred o/s No. 24 Little Bornes
MALFORT ROAD	Champion Hill	in CPZ 'Q', (i) north-east side, o/s No. 15 Malfort Road reduce in length by 7m an existing 'permit' (70m remains) and add DYLS to accommodate, (ii) south-west side o/s Nos. 26 Malfort Road and 30 Ivanhoe Road reduce in length by 11m an existing 'permit' (25m remains), and (iii) add DYLS on both sides to accommodate
MONPELIER ROAD	Nunhead & Queen's Road	east side, add 13m new DYLS o/s Nos. 26 to 30 Monpelier Road
PICTON STREET	Camberwell Green	in CPZ 'EC', north-west side (north-east of its junction with Bantry Street), convert existing ambulance only parking (9m) to new 'shared-use' parking

STREET	WARD	DESCRIPTION
RED POST HILL	Dulwich Village	in CPZ 'P', south-west side opposite No. 24 Red Post Hill, split and reduce existing 'permit' parking by 7m, and add 7m DYLS to accommodate
ROBERTS CLOSE	Rotherhithe (on Surrey Docks boundary)	in CPZ 'H', north-west side (north-east of its junction with Quebec Way), split and remove 6m existing 'pay' parking and add 6m new car club parking
SOUTHAMPTON WAY	St Giles	south-west side, o/s No. 156 Southampton Way add 21.5m DKBs to existing DYLS
SUNRAY AVENUE	Dulwich Village	in CPZ 'P', west side o/s No. 60 Sunray Avenue, convert 6m existing DYLS to new 'shared-use' parking
UNION STREET	Borough & Bankside	in CPZ 'C1', north side, o/s No. 100 Union Street remove 14m existing DYLS to accommodate 14m new 'pay' parking
VERNEY ROAD	Old Kent Road	north-west side, add 7m new DYLS opposite Nos. 52 to 56 Verney Road and add 19m opposite No. 70 Verney Road
WEBBER STREET	Borough & Bankside (on St George's boundary)	in CPZ 'C2', north-east side relocate existing 6m solo motorcycle parking from a location opposite No. 6 Barons Place to a location north-west of its junction with Valentines Place; and amend existing 'permit' and DYLS to accommodate
WHITE HART YARD	London Bridge & West Bermondsey	north-east side, o/s Nos. 2 - 3 White Hart Yard add 19m SKBs on existing SYLS operating Mon - Sat between 8:00 am and 6:30 pm

Link to decision details: [Decision - Minor Traffic Schemes Batch 3 22/23 - Southwark Council](#)

Dated 23 February 2023

For more information contact:-

Katie Houselander

Transport Projects Engineer - Highways

Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Bus priority)
(Camberwell Road and Walworth Road) Order 202*

Made: xx xxxxxxxx 202*

Coming into force: xx xxxxxxxx 202*

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 6 and 124 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 and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Bus priority) (Camberwell Road and Walworth Road) Order 202* and shall come into force on xx xxxxxxxx 202*.

Interpretation

- 2.1 In this Order-

causing includes permitting;

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980^b;

"vehicle" includes part of a vehicle;

"bus", "pedal cycle", "taxi", "traffic lane", "contra-flow" and "with-flow" have the meanings given in the Traffic Signs Regulations and General Directions 2016^c;

"bus lane" means a traffic lane on a length of road which is specified in column (2) in the table in Schedule 1 and in respect of which traffic signs are in place indicating the controls specified in this Order;

"bus-only route" means an area of road which is specified in column (2) in the table in Schedule 2 and in respect of which traffic signs are in place indicating the controls specified in this Order;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street, and for the avoidance of doubt, any dimension in a specified street referred to in this Order which is measured from the kerb-line of another specified street, shall be construed as though measured from a point at the intersection of the two kerb-lines of those two streets;

"times of operation" means in relation to a bus lane specified in an item in column (2) of the table in Schedule 1, the times specified in column (3) of that item, and in relation to a bus-only route

^a 1984 c.27

^b 1980 c.66

^c SI 2016/362

specified in an item in column (2) of the table in Schedule 2, the times specified in column (3) of that item; and

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

2.2 The Interpretation Act 1978^d applies to this Order as if it were an enactment.

Bus priority controls

3.1 Except as provided in Articles 4 and 5, no person shall cause a vehicle to be in a bus lane in a length of road specified in an item in column (2) of the table in Schedule 1 during the times specified in that item in column (3) of that item unless that vehicle is proceeding in the direction specified in column (4) of that item and is of a type specified in column (5) of that item.

3.2 Except as provided in Article 5, no person shall cause a vehicle to be in a bus-only route in an area of road specified in an item in column (2) of the table in Schedule 2 during the times specified in that column (3) of that item unless that vehicle is proceeding in the direction or directions specified in column (4) of that item and is of a type specified in column (5) of that item.

Exemptions - bus lanes

4.1 The controls specified in Article 3.1 do not apply so as to prevent a vehicle being in a bus lane if and for as long as necessary-

- (a) to enable a person to get on or off the vehicle; or
- (b) 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.

4.2 The controls specified in Article 3.1 do not apply in respect of a vehicle which is being used for a purpose which is within an exemption to a restriction or prohibition imposed by any other Order or which is permitted by any other Order.

4.3 The controls specified in Article 3.1 do not apply in respect of a vehicle crossing a bus lane to get to or from any road adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane.

Exemptions - bus lanes and bus-only routes

5.1 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane if the vehicle is being used:-

- (a) in the service of a local authority for the purpose of collecting refuse;
- (b) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011^e) provided the vehicle bears the livery of a universal service provider (as defined in the aforementioned Act);
- (c) in connection with the removal of any obstruction to traffic;
- (d) in connection with the maintenance, improvement or reconstruction of any road;
- (e) in connection with the maintenance, improvement or construction of any street furniture including bus stop infrastructure;
- (f) in connection with any building operation or demolition;
- (g) in connection with the laying, erection, alteration or repair in or near the bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003^f), providing the vehicle cannot be used for that purpose without being in the bus lane or the bus-only route and in so far as the activity is not prohibited by the provisions of any other Order.

^d 1978 c.30

^e 2011 c.5

^f 2003 c.21

- 5.2 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane:
- (a) so as to avoid an accident;
 - (b) to allow a person to get or give help in consequence of an accident or emergency or otherwise take action for public safety;
 - (c) to such an extent and for such a time as is needed to comply with any requirement resulting from works or an emergency in any part of the road adjoining the bus lane or bus-only route;
 - (d) if it is being used for ambulance, fire brigade or police purposes.
- 5.3 The controls specified in Articles 3.1 and 3.2 do not apply in respect of anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer.

Revocations and amendments to existing Orders

- 6.1 Without prejudice to anything done or any liability incurred in respect of any act or omission before the coming into force of this Order:-
- (a) the London Borough of Southwark (Bus Lane) (No 2) Traffic Management Order 1984/518^g, the London Borough of Southwark (Bus Lane) (No 5) Traffic Management Order 1984/531^h, the London Borough of Southwark (Bus Lane) (No 4) Traffic Management Order 1997/049ⁱ, the London Borough of Southwark (Bus Lane) Traffic Management Order 2006/014^j, and the London Borough of Southwark (Bus Priority) (Walworth Road) (No. 1) Traffic Order 2007^k, are hereby revoked in entirety; and
 - (b) the London Borough of Southwark (Bus Lane) (No 1) Traffic Management Order 1987/013^l shall have effect as though items 1 and 2 in Schedule 3 therein were omitted; the London Borough of Southwark (Bus Lane) Traffic Management Order 2000/037^m shall have effect as though items 2, 3, 4, 13 and 14 in Schedule 1 and item 1 in Schedule 2 therein were omitted; and the London Borough of Southwark (Bus Lane) Traffic Management Order 2003/127ⁿ shall have effect as though items 3, 6, and 7 in Schedule 1 therein were omitted

Dated this xxxxxx day of xxxxxxxxxxxx 202*

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

^g GLC 1984/518

^h GLC 1984/531

ⁱ LBS 1997/049

^j LBS 2006/014

^k LBS 2007/019

^l GLC 1987/013

^m LBS 2000/037

ⁿ LBS 2003/127

SCHEDULE 1 - BUS LANES

(1) Item	(2) Lengths of road	(3) Times of operation	(4) Direction of travel and type of bus lane	(5) Type of permitted vehicle
1.	WALWORTH ROAD the north-east side, from a point 34.5 metres south-east of the south-eastern kerb-line of Elephant Road to a point 47 metres north-west of the north-western kerb-line of Heygate Street.	7am to 7pm, Mondays to Sundays inclusive	South-eastbound with-flow lane	Bus Pedal cycle Taxi
2.	WALWORTH ROAD the north-east side, from a point 17 metres south-east of the south-eastern kerb-line of Heygate Street to a point 3.5 metres north-west of the north-western kerb-line build-out of Larcom Street.	7am to 7pm, Mondays to Sundays inclusive	South-eastbound with-flow lane	Bus Pedal cycle Taxi
3.	WALWORTH ROAD the north-east side, from a point 1 metre south-east of the south-eastern kerb-line build-out of Larcom Street south-eastward for a distance of 59 metres.	At any time	South-eastbound with-flow lane	Bus Pedal cycle
4.	WALWORTH ROAD the north-east side, from a point 2 metres south of the south-eastern kerb-line of Merrow Street to a point 7 metres north of the north-western kerb-line of Arnside Street.	7am to 7pm, Mondays to Sundays inclusive	South-eastbound with-flow lane	Bus Pedal cycle Taxi
5.	WALWORTH ROAD/CAMBERWELL ROAD the east and south-east side, from a point 2 metres south of the southern kerb-line of Arnside Street to a point 7 metres north-east of the north-eastern kerb-line of Boyson Road.	7am to 7pm, Mondays to Sundays inclusive	South and south-westbound with-flow lane	Bus Pedal cycle Taxi
6.	CAMBERWELL ROAD the south-east side, from a point 2 metres south of the southern kerb-line of Boyson Road to a point 4.5 metres north of the northern kerb-line of Boundary Lane.	7am to 7pm, Mondays to Sundays inclusive	South-westbound with-flow lane	Bus Pedal cycle Taxi
7.	CAMBERWELL ROAD the east side, from a point 1.5 metres south of the southern kerb-line of Boundary Lane to a point 15 metres north of the northern kerb-line of Albany Road.	7am to 7pm, Mondays to Sundays inclusive	Southbound with-flow lane	Bus Pedal cycle Taxi

<i>(1) Item</i>	<i>(2) Lengths of road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
8.	CAMBERWELL ROAD the north-east side, from a point 10 metres south of the south-eastern kerb-line of Bowyer Place to a point 48 metres south-east of the south-eastern kerb-line of Camberwell Green.	At any time	Southbound with-flow lane	Bus Pedal cycle Taxi
9.	CAMBERWELL ROAD the south-west side, from a point opposite a point 48 metres south-east of the south-eastern kerb-line of Camberwell Green to a point 9 metres south-east of the south-eastern kerb-line of Medlar Street.	7am to 7pm, Mondays to Sundays inclusive	North-westbound with-flow lane	Bus Pedal cycle Taxi
10.	CAMBERWELL ROAD the west side, from a point 10 metres north-west of the north-western kerb-line of Medlar Street to a point 37 metres south of the southern kerb-line of Wyndham Road.	7am to 7pm, Mondays to Sundays inclusive	Northbound with-flow lane	Bus Pedal cycle Taxi
11.	CAMBERWELL ROAD the west side, from a point 17 metres north of the north-western kerb-line of Wyndham Road to a point 15 metres south of the south-eastern kerb-line of Bethwin Road.	7am to 7pm, Mondays to Sundays inclusive	Northbound with-flow lane	Bus Pedal cycle Taxi
12.	CAMBERWELL ROAD the west side, from a point 4.5 metres north of the northern kerb-line of Bethwin Road to a point 49 metres south of the southern kerb-line of Urlwin Street.	7am to 7pm, Mondays to Sundays inclusive	Northbound with-flow lane	Bus Pedal cycle Taxi
13.	CAMBERWELL ROAD/WALWORTH ROAD the west and north-west side, from a point 17.5 metres south-west of the southern kerb-line build-out of John Ruskin Street to a point 2.5 metres south of the southern kerb-line of Gateway.	7am to 7pm, Mondays to Sundays inclusive	North-eastbound with-flow lane	Bus Pedal cycle Taxi
14.	WALWORTH ROAD the west side, from a point 5 metres north-west of the north-western kerb-line of Gateway north-westward for a distance of 8.5 metres.	At any time	Northbound with-flow lane	Bus Pedal cycle

<i>(1) Item</i>	<i>(2) Lengths of road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
15.	WALWORTH ROAD the south-west side, from a point 2 metres north-west of the north-western kerb-line build-out of Amelia Street to a point 19 metres south-east of the south-eastern kerb-line of Steedman Street.	7am to 7pm, Mondays to Sundays inclusive	North- westbound with-flow lane	Bus Pedal cycle Taxi
16.	WALWORTH ROAD the south-west side, from a point 6.5 metres north-west of the north-western kerb-line of Steedman Street to a point 4.5 metres south-east of the south-eastern kerb-line of Hampton Street.	7am to 7pm, Mondays to Sundays inclusive	North- westbound with-flow lane	Bus Pedal cycle Taxi
17.	WALWORTH ROAD the south-west side, from a point 7 metres north-west of the north-western kerb-line build-out of Hampton Street north-westward for a distance of 38 metres (at which point the TfL red route begins).	7am to 7pm, Mondays to Sundays inclusive	North- westbound with-flow lane	Bus Pedal cycle Taxi

SCHEDULE 2 - BUS-ONLY ROUTES

<i>(1) Item</i>	<i>(2) Lengths of road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel</i>	<i>(5) Type of permitted vehicle</i>
No item.				

DRAFT

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, consolidates the bus priority lanes in Walworth Road and Camberwell Road, and formalises existing bus lanes for the use of buses, pedal cycles and taxis only in Camberwell Road, in the London Borough of Southwark.

DRAFT



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Charged-for parking places) (MTS 2223-Q3) Order 202*

Made: 202*

Coming into force: 202*

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 45, 46, 49 and 124 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 and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Charged-for parking places) (MTS 2223-Q3) Order 202* and shall come into force on 202*.

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;

“map-based schedule” means the map attached to and to be read in conjunction with this Order and the Order of 2021, which depicts the parking place designated by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place and, if appropriate, certain of its governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map-based schedule and where a parking place is depicted on the map-based schedule, that parking place will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

“map schedule legend” means the map schedule legend attached to this Order which, when used in conjunction with the map-based schedule, identifies the specific type of parking place designated by this Order and, where appropriate, certain of its governing provisions;

^a 1984 c.27

"the Order of 2021" means the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021^b; and

"traffic sign" means a sign of any size, type and colour prescribed or 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.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021 shall have the same meaning as in that Order.

Amendment of items in the map-based schedule

- 3.1 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 2021 shall have effect as though:-
 - (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The amendment referred to in Article 3.1 of this Order of an item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

Designation of parking place and application of the Order of 2021 thereto

- 4.1 Each area on a street identified the map-based schedule as a parking place and, where applicable, by way of the map schedule legend as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of parking place, is designated as a parking place.
- 4.2 Unless otherwise so identified, a parking place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016^c.
- 4.3 The provisions of the Order of 2021 (other than Articles 4 and 19) shall apply to the area designated as a parking place by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order.

Placing of traffic signs, etc

- 5.1 The Council shall:
 - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of the parking place designated by this Order;
 - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 5.1, 5.2, 5.3, 5.5 and 5.9 of the Order of 2021; and
 - (c) place and maintain in or in the vicinity of each shared-use permit holders and pay parking place a traffic sign indicating that such parking place may be used by vehicles making

^b LBS 2021/035

^c SI 2016/362

payment of the parking charge by way of the electronic payment system; and the location identification number of such parking place or part thereof; and

- (d) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

Dated this ***** day of ***** 202*

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, amends items in the map-based schedule attached to the Order of 2021, to:-

- (a) in CPZ 'B' (i) in Choumert Grove south-west side o/s No. 12 (Choumert Grove Mosque) remove 15m existing 'shared-use', and (ii) in Choumert Road formalise 'shared-use' on south-east side o/s No. 79a;
- (b) in CPZ 'C1' in Union Street north side, o/s No. 100 add 14m new 'pay' parking;
- (c) in CPZ 'C2' in Webber Street north-east side, amend existing 'permit' to accommodate relocation of M/C parking;
- (d) in CPZ 'EC' (i) in Edmund Street south-west side opposite Nos. 75 and 77 remove 15m 'permit', and (ii) in Picton Street north-west side add 9m new 'shared-use' (north-east of its junction with Bantry Street);
- (e) in CPZ 'H' (i) in Brunel Road south-east side reduce existing 'permit' by 3.55m (north-east of its junction with Canon Beck Road), and (ii) in Roberts Close north-west side split and reduce existing 'pay' parking by 6m, and add 6m new car club parking (north-east of its junction with Quebec Way);
- (f) in CPZ 'P' (i) in Red Post Hill south-west side opposite No. 24 split and reduce 'permit' by 7m, and (ii) in Sunray Avenue west side o/s No. 60 add 6m new 'shared-use'; and
- (g) in CPZ 'Q' (i) in Grove Park south-east side o/s No. 65 add 11m new 'permit', (ii) in Ivanhoe Road north-west side o/s No. 28 reduce existing 'permit' by 7.5m (31.5m remains) and east side o/s Nos. 67 to 73 (odd) reduce existing 'permit' by 15m (59m remains), and (iii) in Malfort Road north-east side o/s No. 15 reduce existing 'permit' by 7m (70m remains) and south-west side o/s Nos. 26 Malfort Road and 30 Ivanhoe Road reduce existing 'permit' by 11m (25m remains), as part of Minor Traffic Schemes (2223-Q3), in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (MTS 2223-Q3) Order 202*

Made: 202*

Coming into force: 202*

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 6 and 124 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 and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (MTS 2223-Q3) Order 202* and shall come into force on ** ***** 202*.

Interpretation

- 2.1 In this Order:-

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

"map-based schedule" means the map attached to and to be read in conjunction with this Order and the Order of 2021, which depicts the parking places and loading places designated by this Order, and the waiting, loading, and stopping restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place, loading place, waiting restriction, loading restriction or stopping restriction and, if appropriate, certain of its governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map-based schedule and where a parking place, loading place or waiting, loading or stopping restriction is depicted on the map-based schedule, that parking place, loading place or waiting, loading or stopping restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

"map schedule legend" means the map schedule legend attached to this Order which, when used in conjunction with the map-based schedule, identifies the specific type of parking places and loading places designated by this Order, and the waiting, loading and stopping restrictions imposed by this Order and, where appropriate, certain of their governing provisions; and

^a 1984 c.27

"the Order of 2021" means the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021^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 2021 shall have the same meaning as in that Order.

Amendment of items in the map-based schedule

- 3.1 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 2021 shall have effect as though:-
- (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The amendments referred to in Article 3.1 of this Order of an item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

Designation of parking places and application of the Order of 2021 thereto

- 4.1 Each area on a street identified the map-based schedule as either a loading place or parking place by way of the map schedule legend as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of loading place or parking place is designated as a loading place or a parking place, as the case may be.
- 4.2 Unless otherwise so identified, a loading place or a parking place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a loading place or a parking place as specified in the Traffic Signs Regulations and General Directions 2016^c.
- 4.3 The provisions of the Order of 2021 (other than Articles 4 and 15) shall apply to the area designated as a loading place or a parking place by this Order as if in those provisions any reference to a loading place or a parking place included a reference to an area designated as a loading place or a parking place by 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 and each loading place;
 - (b) place and maintain, in or in the vicinity of each parking place and each loading place, traffic signs indicating that such parking place or loading place, as the case may be may be, used during the permitted hours for the leaving only of the vehicles specified in Article 5.1 of the Order of 2021; and
 - (c) carry out such other work as is reasonably required for the purposes of the satisfactory operation of a parking place or loading place, as the case may be.

^b LBS 2021/036

^c SI 2016/362

Waiting and loading restrictions applicable in restricted streets

- 6.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Order of 2021 shall have effect as though any loading restriction or waiting restriction identified in the map-based schedule and by way of the map schedule legend and marked out and signed as a loading restriction or waiting restriction shall be construed as through it were a restricted street referred to in the Order of 2021.

Dated this ***** day of ***** 202*

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, amends items in the map-based schedule attached to the Order of 2021, to:-

- (a) add new 15m ambulance only bays (i) in Choumert Grove south-west side o/s No. 12 (Choumert Grove Mosque), and (ii) in Edmund Street south-west side opposite Nos. 75 and 77;
- (b) remove ambulance only bay (9m) in Picton Street north-west side (north-east of its junction with Bantry Street);
- (c) reduce in length existing free 'short stay' parking in Glengall Road north-east side o/s No.111, in Haymerle Road south-west side (south-east of its junction with Latona Road), and in Latona Road south-east side o/s No.12 and o/s No. 48 to accommodate new cycle hangars;
- (d) formalise (i) the position of existing DPPP in Brunel Road south-east side (north-east of its junction with Canon Beck Road), and (ii) the position of existing DPPP and cycle hangar in Ivanhoe Road north-west side o/s No. 16 to more closely reflect what is in the street;
- (e) in Webber Street north-east side relocate existing 6m solo motorcycle parking from a location opposite No. 6 Barons Place to a location north-west of its junction with Valentines Place;
- (f) convert 18m existing SYLs to DYLS in Alscot Road east side (south of its junction with Spa Road);
- (g) in Southampton Way add 21.5m new DKBs to existing DYLS south-west side o/s No. 156;
- (h) in White Hart Yard add 19m SKBs on existing SYLs (operating Mon-Sat between 8am and 6:30pm) north-east side o/s Nos. 2-3;
- (i) remove existing DYLS in Grove Park south-east side o/s No. 65 (11m), Sunray Avenue west side o/s No. 60 (6m), and Union Street north side o/s No. 100 (14m);
- (j) amend existing and add new DYLS to (i) accommodate new kerb-line build-outs and parking changes at the Avondale Rise, Ivanhoe Road and Malfort Road junction, and (ii) in Webber Street north-east side to accommodate the relocation of solo motorcycle parking; and
- (k) add new DYLS in Brunel Road south-east side north-east of its junction with Canon Beck Road (1m), Calton Avenue on both sides south of its junction with Townley Road (total of 20.5m), Colyton Road north-west side opposite Nos. 29 to 31 (26m) and on the south-east side o/s No. 31 (4.5m), Dunstons Road north-west side opposite Nos. 145 to 153 (21m), Fenham Road north-west side across the vehicular access to No. 123 (5m), Montpellier Road east side o/s Nos. 26 to 30 (13m), Red Post Hill south-west side opposite No. 24 (7m), and Verney Road north-west side opposite Nos. 52 to 56 (7m) and opposite No. 70 (19m),

as part of Minor Traffic Schemes (2223-Q2), in the London Borough of Southwark.