

Public notice

London Streetspace Programme – Walworth revision

The London Borough of Southwark (Free parking places) (Disabled persons) (No. 3) Experimental Traffic Order 2020
The London Borough of Southwark (Free parking places) (No. 3) Experimental Traffic Order 2020
The London Borough of Southwark (Parking places) (CPZ 'E') (No. 4) Experimental Traffic Order 2020
The London Borough of Southwark (Parking places) (CPZ 'J') (No. 4) Experimental Traffic Order 2020
The London Borough of Southwark (Parking places) (CPZ 'M1') (No. 3) Experimental Traffic Order 2020
The London Borough of Southwark (Parking places) (CPZ 'M2') (No. 4) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed Routes) (Alberta Street and Braganza Street) (No. 2) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed routes) (Brandon Street and Larcom Street) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed Routes) (Carter Street and Penrose Street) (No. 2) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed Routes) (Chapter Road area) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed Routes) (Cooks Road) (No. 2) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed Routes) (East Street area) (No. 2) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed Routes) (Iliffe Street) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed routes) (Manor Place) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed routes) (Merrow Street) (No. 2) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed routes) (Penton Place area) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed routes) (Walworth Road area) (No. 2) Experimental Traffic Order 2020
The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 12) Experimental Traffic Order 2020

1. Southwark Council hereby GIVES NOTICE that on 20 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 make certain revisions to the LSP Walworth trials which include **road closures** which will be physically enforced with traffic signs and the installation of NAL block barriers or planters (see 2a-j) in which any motor vehicle will be prohibited from entering into or proceeding; **prescribed routes/turns** (see 2k-s); and any **necessary changes to existing highway restrictions** to accommodate the closures (see 2s-z), in the following streets:

note: 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone (CPZ) listed; and 'shared-use' refers to parking places in which holders of a valid permit for the CPZ listed or paid ticket holders are permitted to park within the hours of operation. All measurements are in metres 'm' and are approximate.

- (a) AMELIA STREET – a point road closure at its junction with Penton Place;
- (b) ALBERTA STREET – part road closure between its junction with Braganza Street and the north-eastern wall of No. 97 Alberta Street;
- (c) BLACKWOOD STREET – part road closure between its junctions with East Street and Bronti Close;
- (d) BROWNING STREET – part road closure between its junctions with Walworth Road and Colworth Grove;
- (e) COOKS ROAD – a point closure at its junction with Fleming Road/Otto Street;
- (f) ILIFFE STREET – (i) a point closure at its junction with Penton Place, and (ii) timed 'school street' road closure in part of Iliffe Street which lies between its junctions with Peacock Street and Penton Place and operates during the school term time of Crampton Primary School from Monday to Friday between the hours of 8.30 am – 9:15 am and 3:15 pm – 4 pm;
- (g) LARCOM STREET – (i) a point closure north-east of its junction with Walworth Road, and (ii) timed 'school street' road closure in part of Larcom Street which lies between its junction with Brandon Street and No. 77 Larcom Street and operates during the school term time of St John's Church of England Primary School from Monday to Friday between the hours of 8.30 am – 9:15 am and 3:15 pm – 4 pm;
- (h) MERROW STREET – a point closure at the south-west wall of No. 25 Merrow Street;
- (i) PENTON PLACE – a point closure at its junction with Kennington Park Road;
- (j) WALWORTH PLACE – part road closure between its junctions with East Street and Bronti Close;
- (k) BRAGANZA STREET – (i) no access for motor vehicles, into Alberta Street, (ii) introduce north-westbound 'one-way' operation working between its junctions with Kennington Park Road and De Laune Street;
- (l) CARTER STREET and PENROSE STREET junction – to introduce a 'bus gate' in which any motor vehicle, except buses, local buses, taxis and pedal cycles, are prohibited from proceeding through from either street;
- (m) CHAPTER ROAD – reverse existing southbound 'one way' introducing northbound 'one way' operation for all vehicles between its junctions with Westcott Road and Braganza Street/Manor Place;
- (n) EAST STREET – all motor vehicles prohibited from turning into Blackwood Street and Walworth Place;
- (o) LARCOM STREET – any existing 'one-way' working is suspended throughout the full length of street;
- (p) MANOR PLACE – to introduce a 'bus gate' in which any motor vehicle, except buses, local buses, taxis and pedal cycles, are prohibited from proceeding (o/s Nos. 173 to 177 Manor Place);
- (q) MERROW STREET – any existing 'one-way' working is suspended throughout the full length of street;
- (r) PENTON PLACE – all motor vehicles prohibited from turning into Amelia Street and Iliffe Street;
- (s) WALWORTH ROAD – all motor vehicles prohibited from turning into Browning Street;

(t) in CPZ 'E' (i) existing 'permit' (8.5m) on south-east side of ALBERTA STREET side of No. 1 Braganza Street is suspended and (ii) existing 'pay' (19m) on north-east side of BRAGANZA STREET o/s Kennington Underground station is suspended;

(u) in CPZ 'J' – in CARTER STREET (i) north-west side o/s St Paul's Nursery existing 'permit' reduced (9.5m of bay remains), and (ii) south-east side opposite St Paul's Nursery existing 'permit' length increased to 27m;

(v) in CPZ 'M1' – LARCOM STREET (i) south-east side, 3 existing 'permit' bays reduced: o/s Nos. 4-6 (15m of bay remains), o/s Nos. 20-28 (30.5m of bay remains), south-west of Brandon St (32m of bay remains) and 1 'permit' extended o/s Nos. 36-56 (new length of bay 58m), (ii) south-west side, opposite No. 18 existing 'permit' suspended (10m); (iii) north-west side, 2 existing 'permit' bays reduced: o/s Nos. 31-45 (45.5m of bay remains) and o/s Nos. 67-73 (20m of bay remains);

(w) in CPZ 'M2' existing 'shared-use' are suspended in – (i) BLACKWOOD STREET north-east side (12.5m) south of its junction with East Street, (ii) MERROW STREET south-east side (6.5m) opposite vehicular access to Unit 2 Merrow Street, and (iii) WALWORTH PLACE north-east side (20.5m) and south-east side (6m) south of its junction with East Street;

(x) an existing 'unlimited stay' Disabled persons parking place on north-east side of BRAGANZA STREET o/s No. 1b Braganza Street is extended in length to 8.5m and relocated o/s No. 3 Braganza Street;

(y) an existing 'short stay' bay (8.5m) on north-east side of BRAGANZA STREET o/s No. 3 Braganza Street is suspended; and

(z) to add and amend 'at any time' waiting restrictions (double yellow lines) in (i) ALBERTA STREET both sides, at the bend fronting Nos. 78/80 to 120 Alberta Street, (ii) BRAGANZA STREET north-east side, extend from its junction with Kennington Park Road to the common boundary of Nos. 1 and 3 Braganza Street, (iii) CARTER STREET both sides, to extend existing restrictions at its junction with Penrose Street, (iv) LARCOM STREET both sides, to accommodate the above-mentioned CPZ 'M1' parking changes and (v) MERROW STREET south-east side opposite vehicular access to Unit 2 Merrow Street.

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

4. Copies of the orders, which will come into force on 27 August 2020 (and expire on 7 March 2022), this notice, plans and a statement of the council's reasons for making the orders may be found online at www.southwark.gov.uk/trafficorders. Paper copies may be obtained from or viewed at Highways, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only - for details contact traffic.orders@southwark.gov.uk or call 020 7525 3497.

5. The council will in due course be considering whether the provisions of the experimental order/s should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent orders or make any other representation regarding the scheme would have 6 months to do so, from the date the experimental order comes into force (or, if the order is varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation order or modification comes into force), and may send a statement to traffic.orders@southwark.gov.uk or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices quoting reference '*TMO2021-EXP07_LSP Walworth revision*'. 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 20 August 2020

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

¹ [1984 c.27](#)

Statement of reasons

London Streetspace Programme – Walworth revision

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The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 12) Experimental Traffic Order 2020

The decision has been made to revise the previous experimental road closures as implemented in June 2020 (LSP Walworth 1) and to remake the trial as LSP Walworth 2. These revisions will introduce new or relocate previous **experimental road closures** which will be physically enforced with traffic signs and the installation of NAL block barriers or planters - in which any motor vehicle, will be prohibited from entering into or proceeding; **prescribed routes or turns** and any **necessary changes to existing highway restrictions** to accommodate the road closures, as part of the London Streetspace programme, in the London Borough of Southwark.

The London Streetspace Programme aims to repurpose the streets for the local community and businesses and safeguard local streets from a potential increase in traffic as a result of the significant reduction in public transport capacity. One of the key areas that we are looking at as part of this programme is reducing through-traffic on residential streets and creating low-traffic corridors to enable healthy streets for people to walk and cycle and enjoy more space for play and activities.

A summary of the proposed schemes' details are as follows:

Note: All measurements are approximated and in metres 'm' and 'DYLs' refer to double yellow lines ('at any time' waiting restrictions); 'CPZ' refers to a Controlled Parking Zone; 'DPPP' refers to Disabled Persons' Parking Places (blue badge holders).

Street	Ward	Description
ALBERTA STREET	Newington	(i) Part closure - between junction with Braganza Street and south-west wall of Nos. 108/110 Alberta Street; (ii) south-east side, 8.5m permit bay suspended in CPZ 'E'; (iii) DYLs added on both sides.
AMELIA STREET	Newington	Relocate closure on Amelia Street to enable low-traffic neighbourhood.
BLACKWOOD STREET	North Walworth	(i) Part closure - between junctions with East Street and Bronti Close; (ii) north-east side, 12.5m shared-use bay suspended in CPZ 'M2'.

Street	Ward	Description
BRAGANZA STREET	Newington	(i) Remove contra-flow cycle lane between its junctions with Kennington Park Road and De Laune Street (ii) introduce 'one way' north-westbound operation between its junctions with Kennington Park Road and De Laune Street; (iii) no access into Alberta Street, except pedal cycles; (iv) north-east side 19.5m 'pay' bay suspended in CPZ 'E'; (v) north-east side 8.5m 'short stay' bay suspended; (vi) unlimited stay DPPP increased to 8.5m in length and relocated o/s No. 3; and (vii) north-east side DYLS added.
BROWNING STREET	North Walworth	Part closure - between its junctions with Walworth Road and Colworth Grove.
CARTER STREET	Newington	(i) ANPR enforced 'Bus gate' introduced at junction with Penrose Street; (ii) in CPZ 'J' north-west side permit bay reduced to 9.5m and south-east side permit bay increased to 27m; (iii) DYLS added on both sides.
CHAPTER ROAD	Newington	(i) Remove point closure - at its junction with Lorrimore Square; (ii) reverse 'one-way' operation to work northbound between its junction with Braganza Street/Manor Place and Westcott Road.
COOKS ROAD	Newington	Point closure - at its junction with Fleming Road/Otto Street.
CRAMPTON STREET	Newington	Remove proposed point closure at the north-western wall of No. 188 Crampton Street.
EAST STREET	North Walworth	No access into Blackwood Street and Walworth Place, except pedal cycles.
ILIFFE STREET	Newington	(i) Point closure - at junction with Penton Place; (ii) introduce timed school street road closure o/s Crampton Primary School.
LARCOM STREET	North Walworth	(i) Relocate proposed point closure at junction with Walworth Road, (ii) any existing 'one-way' working is suspended throughout the full length of street, (iii) introduce ANPR enforced timed school street road closure - at Brandon Street end, (iv) in CPZ 'M1' permit parking changes; (v) DYLS added on both sides.
MANOR PLACE	Newington	(i) Remove proposed point closures at junction with Penton Place, and near junction with Braganza Street/Chapter Road, (ii) ANPR enforced 'Bus gate' introduced north-east of junction with Braganza Street.

Street	Ward	Description
MERROW STREET	Faraday	(i) any existing 'one-way' working is suspended throughout the full length of street; (ii) point closure - at the south-west wall of No. 25 Merrow Street; (iii) south-east side, 6.5m permit bay suspended in CPZ 'M2' and replaced with DYs.
PENROSE STREET	Newington	No access to Carter Street through the 'bus gate' except for buses, cycles and taxis.
PENTON PLACE	Newington	(i) Relocate point closure on Penton Place at its junction with Kennington Park Road, (ii) no motor vehicle access to Amelia Street or Iliffe Street from Penton Place, (iii) re-instate south-eastbound 'one-way' system which was removed in Walworth 1.
WALWORTH PLACE	North Walworth	(i) Part closure - between junctions with East Street and Bronti Close; (ii) in CPZ 'M2' total of 26.5m shared-use bay suspended from both sides.
WALWORTH ROAD	North Walworth	No access into Larcom Street and Browning Street, except pedal cycles.

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 road closures and other 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 road closure/s and other restrictions should be made permanent.

Link to the decision details:

<http://modern.gov.southwark.gov.uk/mgIssueHistoryHome.aspx?IId=50023482&Opt=0>

Dated 20 August 2020

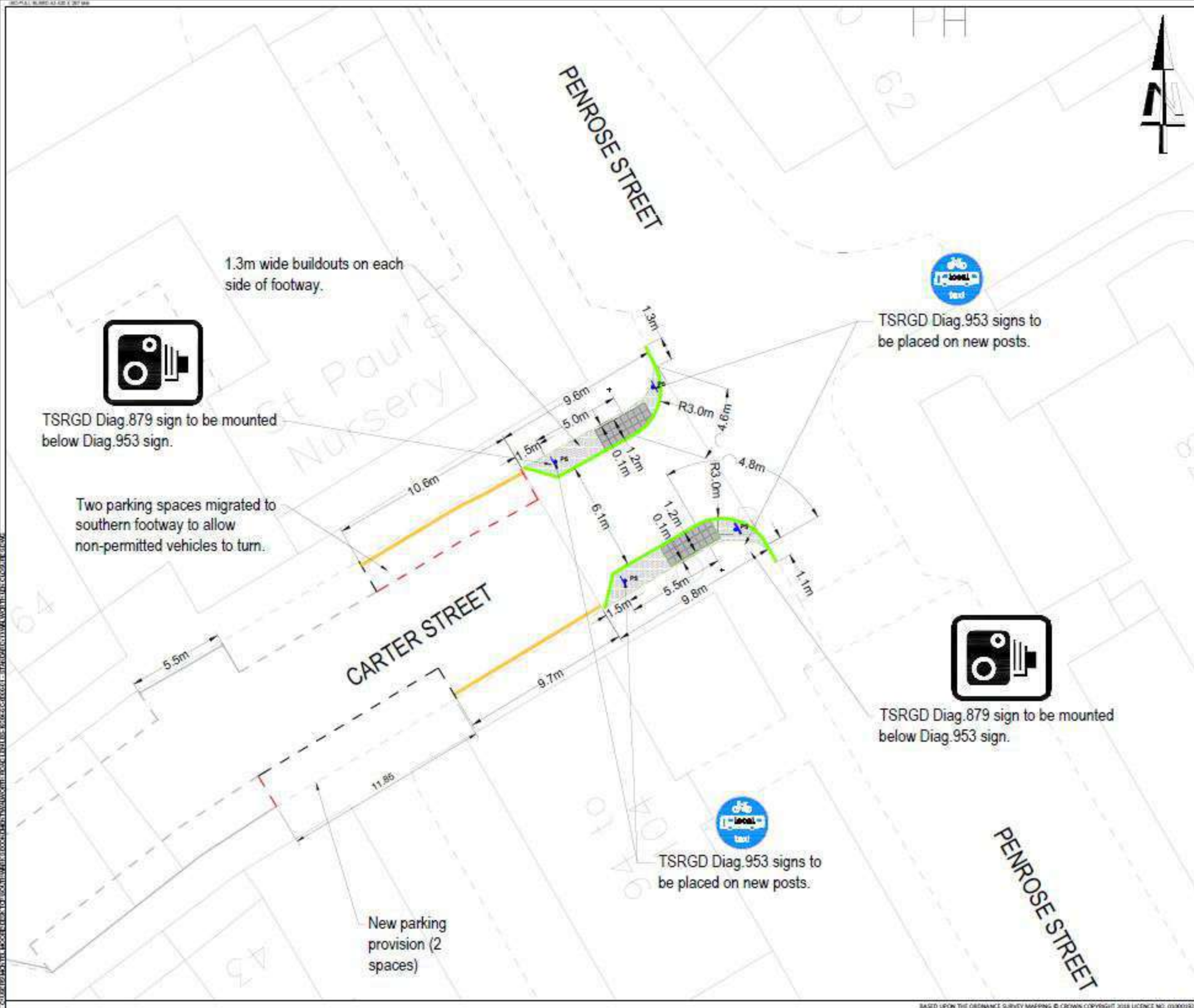
For more information contact:-

Rachel Gates

Transport Projects

Highways

Highways@southwark.gov.uk



NOTES

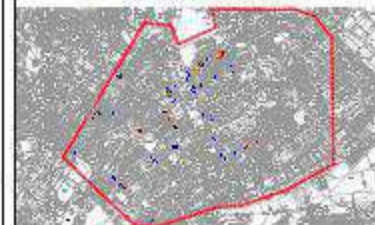
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2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA.

KEY

- CARTER STREET**
- EXISTING MARKINGS (GREY)
 - - - MARKINGS TO BE REMOVED
 - PROPOSED MARKINGS (WHITE AND YELLOW)
 - ▨ PROPOSED 8mm ASPHALT INFIL
 - ▩ PROPOSED TACTILE PAVING
 - PROPOSED PERMANENT VERG
 - PS PROPOSED SIGNS ON NEW POST

DRAFT

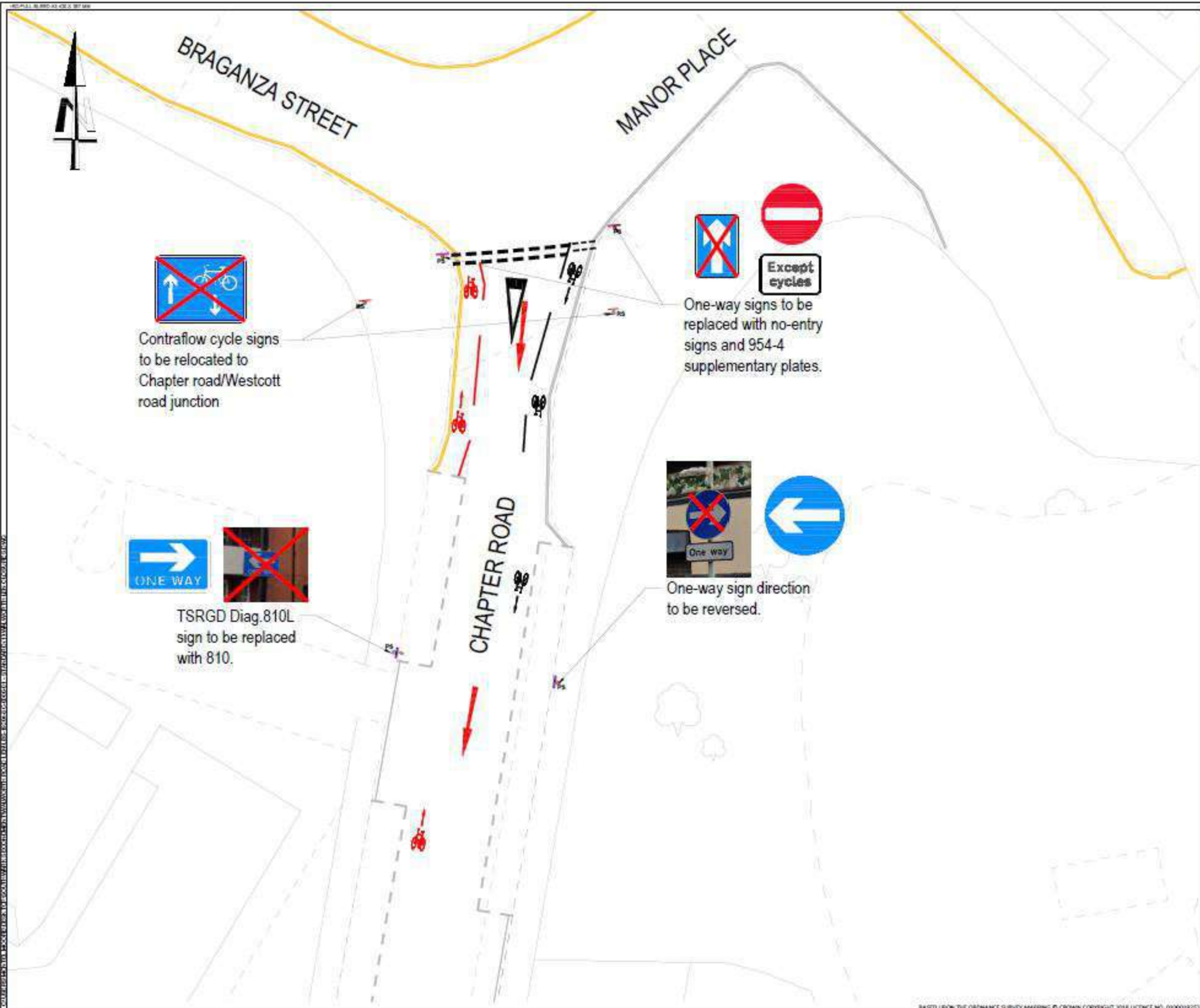
LOCATION PLAN



REV	DATE	REVISION DESCRIPTION / DETAILS	DESIGNED BY	CHECKED BY	APPROVED BY



PROJECT			
LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD			
TITLE			
CARTER STREET			
PHASE	PHASE ONE	DESIGNED	MM
SCALE	1:200	CHECKED	MM
DRAWING NO	LBS/19204/00/0000/07	APPROVED	MM
DATE DRAWN	16 JULY 2020	DATE REVISION	16 JULY 2020



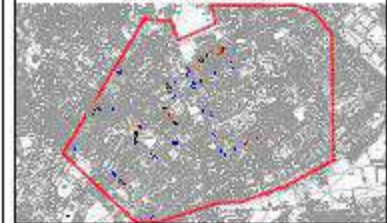
NOTES

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2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDINANCE SURVEY DATA.

- KEY**
- CHAPTER ROAD - ONE WAY REVERSAL SHEET 1
- EXISTING MARKINGS (GREY)
 - NEW/REMOVED MARKINGS (BLACK)
 - MARKINGS TO BE REMOVED (RED)
 - PS |— PROPOSED SIGN ON EXISTING LIGHTING COLUMN
 - PS |— PROPOSED SIGN ON EXISTING POST
 - RS |— SIGN TO BE REMOVED FROM EXISTING LIGHTING COLUMN
 - RS |— SIGN TO BE REMOVED FROM EXISTING POST

DRAFT

LOCATION PLAN



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN. BY	CHKD. BY	APPRD. BY



PROJECT

LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE

CHAPTER ROAD - ONE WAY REVERSAL

STATUS	PHASE ONE	DRAWN	MM
SCALE	1:200	CHECKED	MM
DRAWING NO.	LBS/12004/SC/000043	APPROVED	MM
DATE DRAWN	30 JULY 2020	DATE ISSUED	30 JULY 2020



TSRGD Diag.810L sign to be replaced with 810.



One-way sign direction to be reversed.

No-entry and give-way signs to be removed from existing lighting column. No entry sign to be replaced by TSRGD Diag 652. Sign. Relocated contraflow sign to be mounted on post.



Existing signs to be removed from illuminated post. No entry sign to be replaced by TSRGD Diag 652. Sign. Relocated contraflow sign to be mounted on post.

NOTES

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3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA.

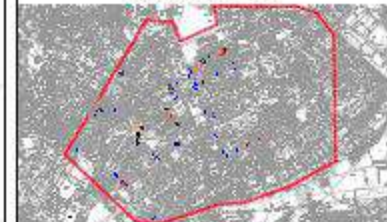
KEY

CHAPTER ROAD - ONE WAY REVERSAL SHEET 2

- EXISTING MARKINGS (GREY)
- NEW/REMOVED MARKINGS (WHITE)
- MARKINGS TO BE REMOVED
- PS | — PROPOSED SIGN ON EXISTING LIGHTING COLUMN
- | PS — PROPOSED SIGN ON EXISTING POST
- RS | — SIGN TO BE REMOVED FROM EXISTING LIGHTING COLUMN
- | RS — SIGN TO BE REMOVED FROM EXISTING POST

DRAFT

LOCATION PLAN



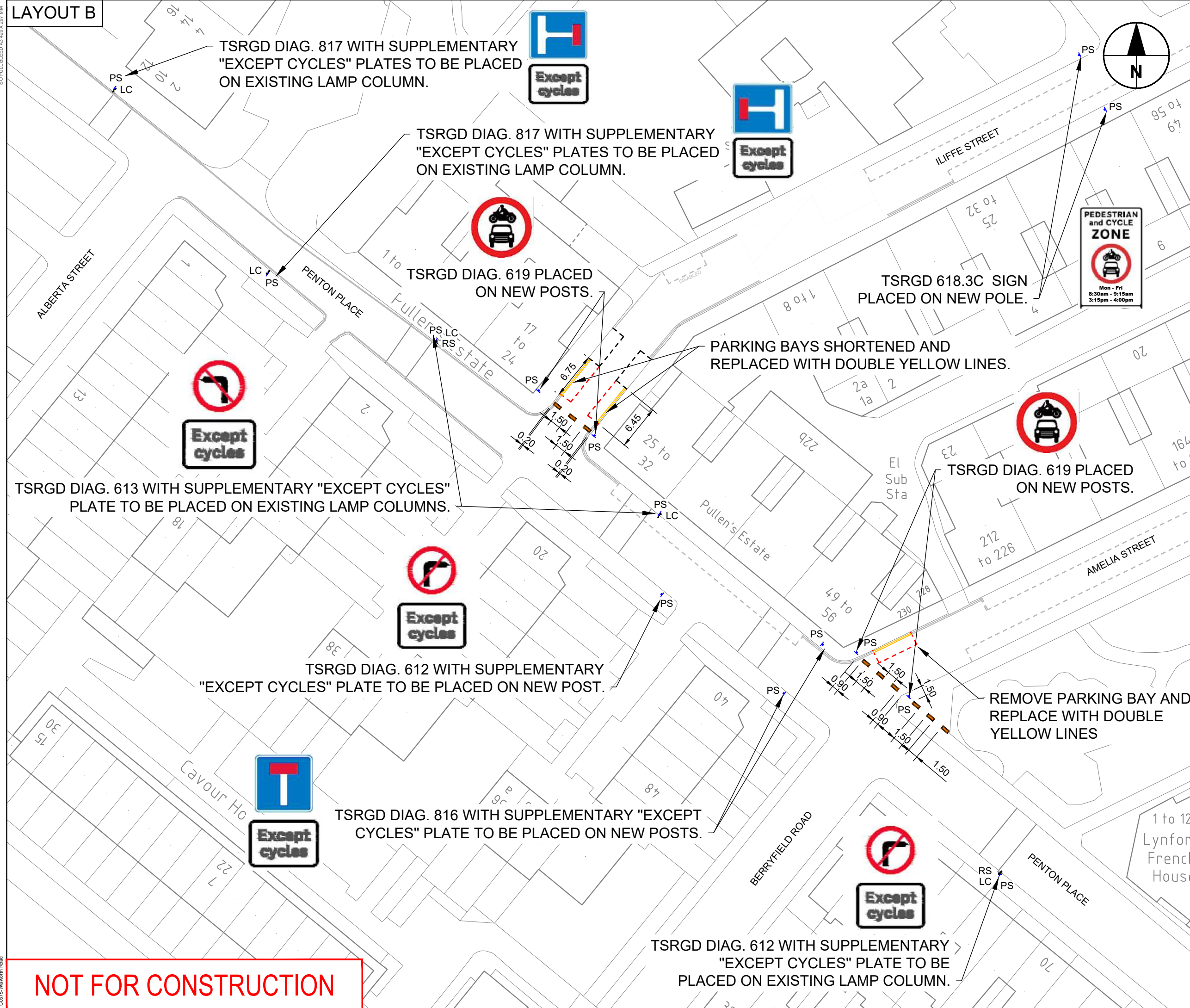
REV	DATE	REVISION DESCRIPTION / DETAILS	DES. BY	CHKD. BY	APPROV. BY



PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD

TITLE: CHAPTER ROAD - ONE WAY REVERSAL 2

STATUS: PHASE ONE	DESIGNED: MSJ
SCALE: 1:200	CHECKED: PSM
DRAWING NO: LBS/19204/SC/000044	APPROVED: PSM
DATE DRAWN: 30 JULY 2020	DATE REVIS: 30 JULY 2020



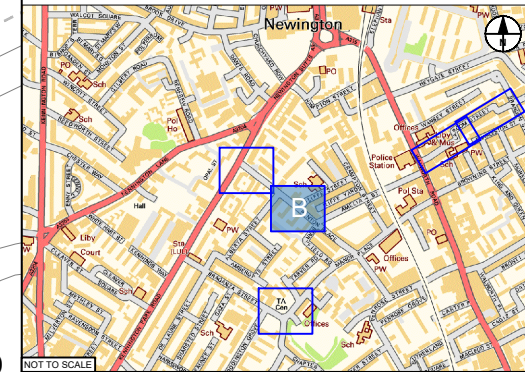
LEGEND

- Existing road markings
- Existing road markings to be removed
- Proposed road markings
- Proposed double yellow lines
- Existing lamp column
- Existing sign on existing lamp column
- Proposed sign and post
- Proposed sign on existing post
- Proposed planter (120X90X50 cm)

NOTES

1. All dimensions are in metres unless otherwise stated. Do not scale from this drawing.
2. The information shown on this drawing is based on an OS base.
3. This drawing is to be read in conjunction with LB Southwark Streetscape Design Guidance (SSDM) and all relevant contract clauses.
4. Traffic management is to be in accordance with Chapter 8 of the Traffic Signs Manual and Safety at Street Works and Road Works.
5. Contractor to scan for services prior to excavation and refer to utility records.
6. Contractor to maintain access to all properties and businesses at all times and agree alternative access arrangements with stakeholders.
7. Damaged slabs, blocks or kerbs as part of the adjacent construction works to be reinstated to match existing.
8. Drawing to be printed at A3 for clarity.
9. Apply temporary spray paint to cover over 20mph zone signage.
10. TSRGD DIAG 816 with supplementary "EXCEPT CYCLES" plate should be placed on Crampton Street at the junction with Amelia Street.

LOCATION PLAN



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APPRVD BY
A	24/07/20	CHANGES FOL LBS REVIEW	YW	XX	XX
0	13/07/20	FIRST ISSUE	CG	AA	AGB



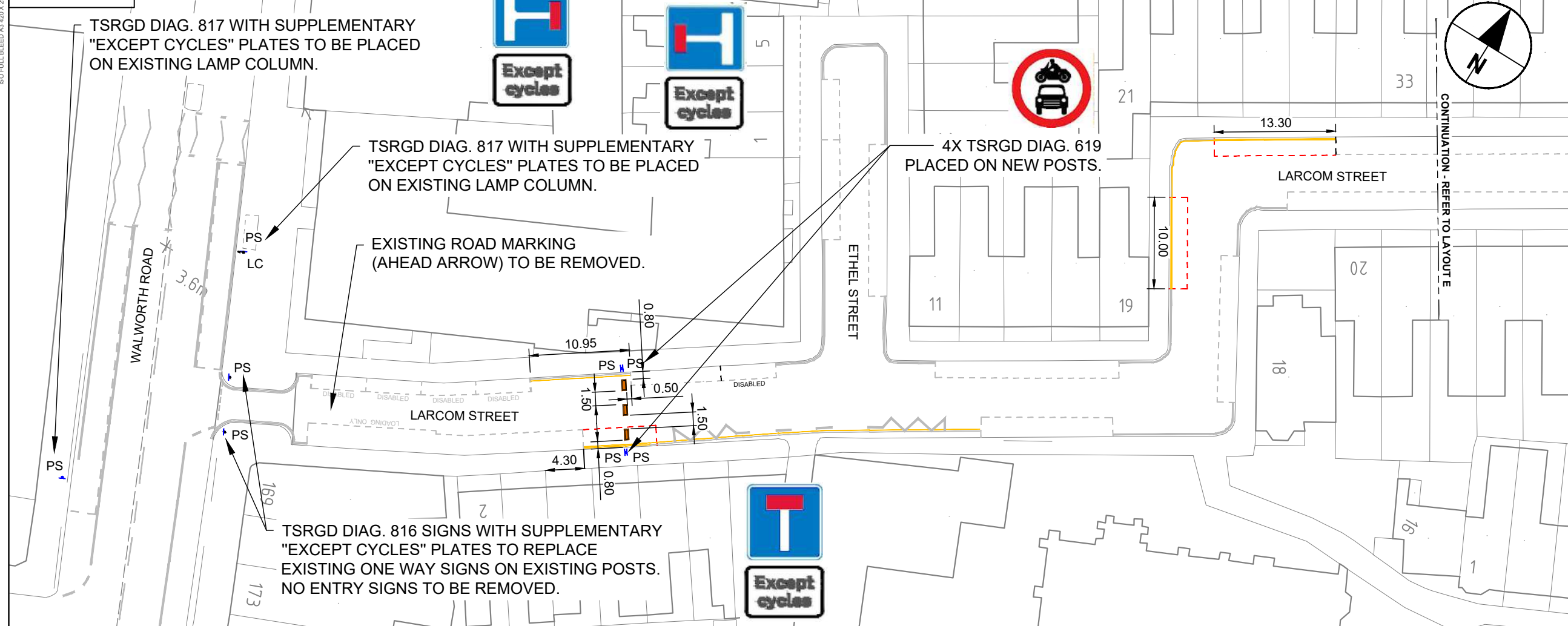
PROJECT: **WALWORTH ROAD LEN TEMPORARY MEASURES**

TITLE: **GENERAL ARRANGEMENT SHEET 2 OF 4**

CONTRACT NO:	60493382-C0575	DRAWN:	CG
SCALE:	1 : 500 @ A3	DESIGNED:	CG
DRAWING NO:	60493382-C0575-02	CHECKED:	XX
DATE DRAWN:	JULY 2020	APPROVED:	XX
DATE ISSUED:	JULY 2020	REV:	A

NOT FOR CONSTRUCTION

LAYOUT D



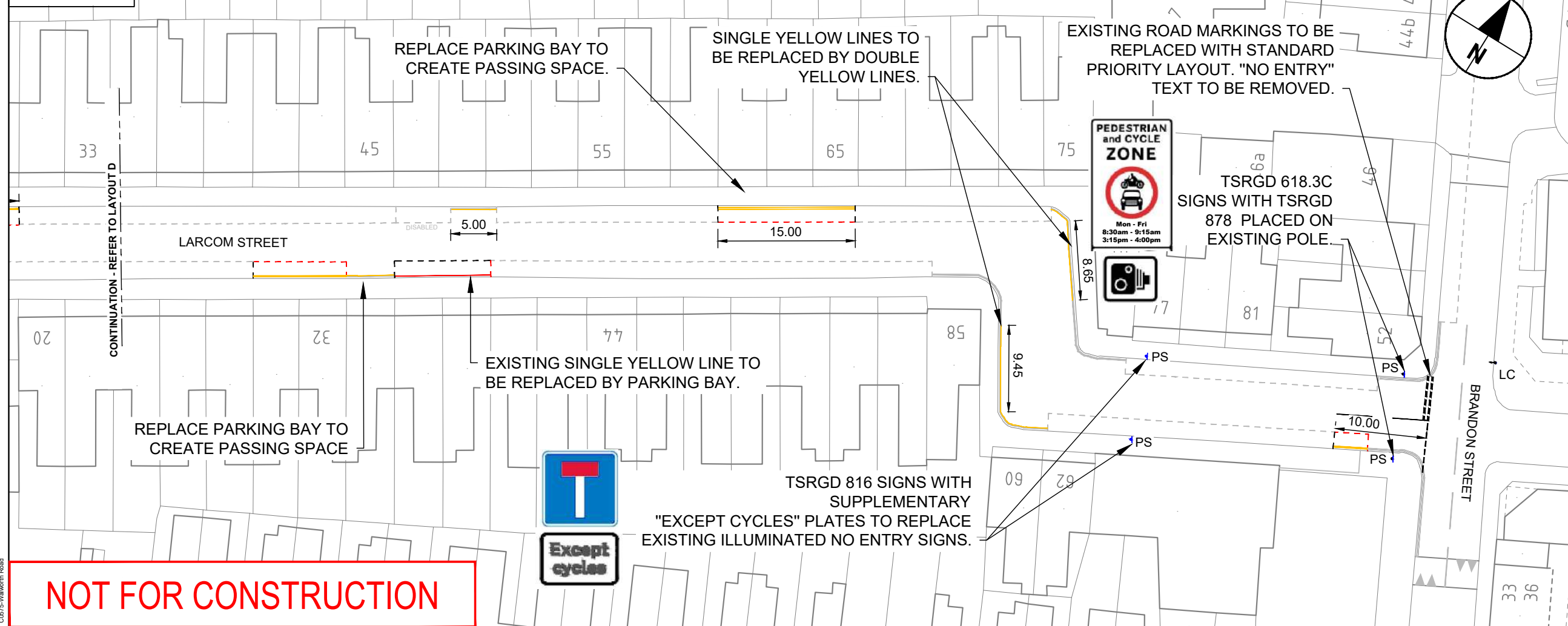
LEGEND

- Existing road markings
- Existing road markings to be removed
- Proposed road markings
- Proposed double yellow lines
- LC Existing lamp column
- RS Existing sign on existing lamp column
- PS Proposed sign and post
- PS Proposed sign on existing post
- Proposed planter (120X90X50 cm)

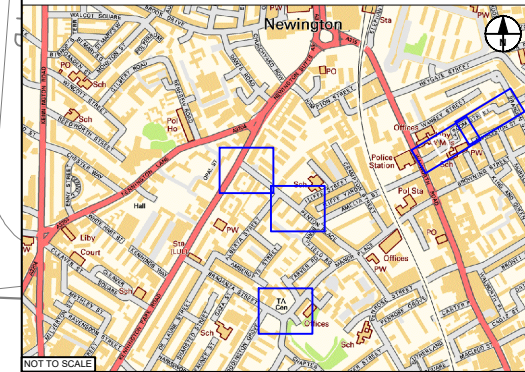
NOTES

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2. The information shown on this drawing is based on an OS base.
3. This drawing is to be read in conjunction with LB Southwark Streetscape Design Guidance (SSDM) and all relevant contract clauses.
4. Traffic management is to be in accordance with Chapter 8 of the Traffic Signs Manual and Safety at Street Works and Road Works.
5. Contractor to scan for services prior to excavation and refer to utility records.
6. Contractor to maintain access to all properties and businesses at all times and agree alternative access arrangements with stakeholders.
7. Damaged slabs, blocks or kerbs as part of the adjacent construction works to be reinstated to match existing.
8. All one way signs on Larcrom street to be removed.
9. Drawing to be printed at A3 for clarity.
10. Apply temporary spray paint to cover over 20mph zone signage.

LAYOUT E



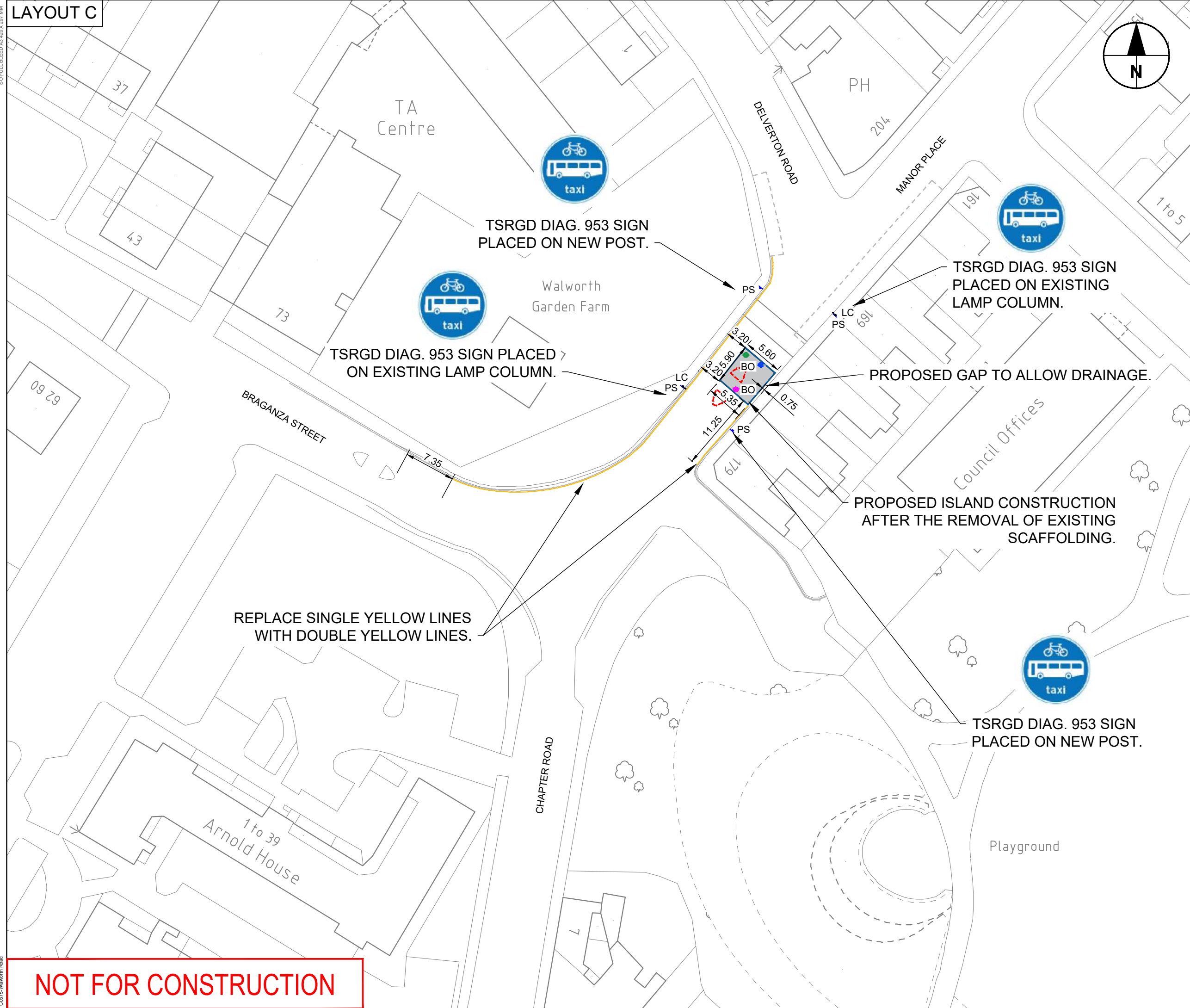
LOCATION PLAN



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APPRVD BY
A	24/07/20	CHANGES FOL LBS REVIEW	YW	XX	XX
0	13/07/20	FIRST ISSUE	CG	KC	AGB



PROJECT:		WALWORTH ROAD LEN TEMPORARY MEASURES	
TITLE:		GENERAL ARRANGEMENT SHEET 4 OF 4	
CONTRACT NO:	60493382-C0575	DRAWN:	CG
SCALE:	1 : 500 @ A3	PURPOSE:	DISCUSSION
DRAWING NO:	60493382-C0575-04	CHECKED:	XX
DATE DRAWN:	JULY 2020	APPROVED:	XX
		REV:	A
		DATE ISSUED:	24 JULY 2020



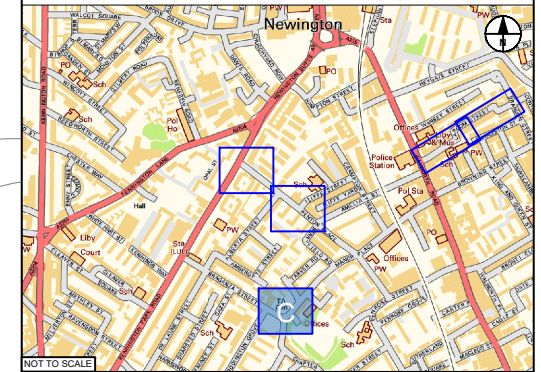
LEGEND

- Existing road markings
- Proposed double yellow lines
- Proposed kerb
- Existing islands to be removed
- Proposed island
- LC Existing lamp column
- PS Proposed sign and post
- BO Proposed reflective bollard
- BO Proposed TMP Heritage - 'Keep right' bollard
- BO Proposed TMP Heritage - 'Keep left' bollard

NOTES

1. All dimensions are in metres unless otherwise stated. Do not scale from this drawing.
2. The information shown on this drawing is based on an OS base.
3. This drawing is to be read in conjunction with LB Southwark Streetscape Design Guidance (SSDM) and all relevant contract clauses.
4. Traffic management is to be in accordance with Chapter 8 of the Traffic Signs Manual and Safety at Street Works and Road Works.
5. Contractor to scan for services prior to excavation and refer to utility records.
6. Contractor to maintain access to all properties and businesses at all times and agree alternative access arrangements with stakeholders.
7. Damaged slabs, blocks or kerbs as part of the adjacent construction works to be reinstated to match existing.
8. Drawing to be printed at A3 for clarity.
9. Apply temporary spray paint to cover over 20mph zone signage.

LOCATION PLAN



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APPRVD BY
A	24/07/20	CHANGES FOL LBS REVIEW	YW	XX	XX
0	13/07/20	FIRST ISSUE	CG	AA	AGB



PROJECT:
**WALWORTH ROAD
LEN TEMPORARY MEASURES**

TITLE:
**GENERAL ARRANGEMENT
SHEET 3 OF 4**

CONTRACT NO:	60493382-C0575	DRAWN:	CG
SCALE:	1 : 500 @ A3	DESIGNED:	CG
DRAWING NO:	60493382-C0575-03	CHECKED:	XX
DATE DRAWN:	JULY 2020	APPROVED:	XX
DATE ISSUED:	24 JULY 2020	REV:	A

NOT FOR CONSTRUCTION

EXISTING RAISED TABLE.



TSRGD DIAG. 612 WITH SUPPLEMENTARY "EXCEPT CYCLES" PLATE TO BE PLACED ON EXISTING LAMP COLUMN.



TSRGD DIAG. 613 WITH SUPPLEMENTARY "EXCEPT CYCLES" PLATE TO BE PLACED ON NEW POST.



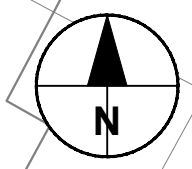
TSRGD DIAG. 619 PLACED ON EXISTING LAMP COLUMN.

REPLACE SINGLE YELLOW LINES WITH DOUBLE YELLOW LINES.

KENNINGTON PARK ROAD

PENTON PLACE

TSRGD DIAG. 619 PLACED ON EXISTING POST.



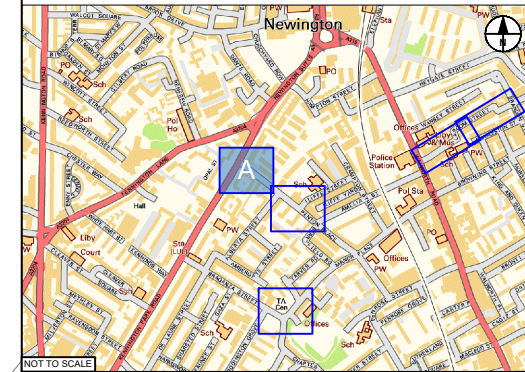
LEGEND

- Existing road markings
- Proposed double yellow lines
- LC Existing lamp column
- RS Existing sign on existing lamp column
- PS Proposed sign and post
- PS Proposed sign on existing post
- Proposed planter (120X90X50 cm)

NOTES

1. All dimensions are in metres unless otherwise stated. Do not scale from this drawing.
2. The information shown on this drawing is based on an OS base.
3. This drawing is to be read in conjunction with LB Southwark Streetscape Design Guidance (SSDM) and all relevant contract clauses.
4. Traffic management is to be in accordance with Chapter 8 of the Traffic Signs Manual and Safety at Street Works and Road Works.
5. Contractor to scan for services prior to excavation and refer to utility records.
6. Contractor to maintain access to all properties and businesses at all times and agree alternative access arrangements with stakeholders.
7. Damaged slabs, blocks or kerbs as part of the adjacent construction works to be reinstated to match existing.
8. Drawing to be printed at A3 for clarity.
9. Apply temporary spray paint to cover over 20mph zone signage.

LOCATION PLAN



REV	DATE	REVISION DESCRIPTION / DETAILS	CG	AA	AGB
0	13/07/20	FIRST ISSUE			

Shaping Southwark's Highways
 160 TOOLEY STREET LONDON SE1P 5LX

PROJECT:
**WALWORTH ROAD
LEN TEMPORARY MEASURES**

TITLE:
**GENERAL ARRANGEMENT
SHEET 1 OF 4**

CONTRACT NO: 60493382-C0575	DRAWN CG	DESIGNED CG	CHECKED AA
SCALE: 1 : 200 @ A3	PURPOSE: DISCUSSION		
DRAWING NO: 60493382-C0575-01	APPROVED AGB	REV: 0	DATE ISSUED: 13 JULY 2020
DATE DRAWN: JULY 2020	DATE ISSUED: 13 JULY 2020		

NOT FOR CONSTRUCTION



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 121

The London Borough of Southwark (Free parking places) (Disabled persons)
(No. 3) Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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. 3) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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;

"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.
- 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 designation of parking place

- 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 99 (Braganza Street) 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 the Schedule 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 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 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 twentieth 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 (1)</i>	<i>Designated parking place (2)</i>	<i>Permitted hours (3)</i>
X99.	BRAGANZA STREET the north-east side, from the common boundary of Nos. 1 and 3 Braganza Street south-eastward for a distance of 8.5 metres.	At any time

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment relocates an existing ‘unlimited stay’ disabled persons parking place in Braganza Street, so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 122

The London Borough of Southwark (Free parking places)
(No. 3) Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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, 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) (No. 3) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 2022.

Interpretation

- 2.1 In this Order:-

"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 (Free parking places) (No. 1) Order 2015^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 2015 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2015/088

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 London Borough of Southwark (Free parking places) (No. 3) Order 2015^c of the parking place numbered 257 (Braganza Street) in the Schedule therein, is hereby suspended.

Power to modify or suspend this Order

- 4.1 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^d), 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 twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c LBS 2015/107

^d 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment suspends the use of an existing free ‘short stay’ parking place in Braganza Street, so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 123

The London Borough of Southwark (Parking places) (CPZ 'E') (No.4)
Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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 'E') (No. 4) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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 2010” means The London Borough of Southwark (Parking places) (CPZ 'E') (No. 1) Order 2010^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 2010 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2010/065

Suspension of designation of parking place

- 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 2010 of the parking place numbered 9 in Schedule 1 therein, and the parking place numbered 5 in Schedule 3 therein, are hereby suspended.

Power to modify or suspend this Order

- 4.1 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 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 twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment, suspends the use of:-

- (i) an existing permit holders' parking place in Alberta Street; and
- (ii) an existing pay parking place in Braganza Street,

so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 124

The London Borough of Southwark (Parking places) (CPZ 'J') (No. 4)
Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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 'J') (No. 4) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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;

“the Order of 2011” means The London Borough of Southwark (Parking places) (CPZ 'J') (No. 1) Order 2011^b; 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.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2011 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2011/058

Suspension of designation of parking place

- 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 2011 of the parking places numbered 4 and 9 in Schedule 1 therein, are hereby suspended.

Designation of parking places and application of the Order of 2011 thereto

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway, is designated as a parking place.
- 4.2 The provisions of the Order of 2011 (other than Articles 3 and 15) shall apply to the areas described in the Schedule to this Order as if in those provisions any reference to a designated parking place or to a parking place shall include a reference to an area designated as a parking place by this Order and as if any reference to Schedule 1 to the Order of 2011 included a reference to the Schedule 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 Articles 4.1 and 4.2 of the Order of 2011;
 - (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 twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

SCHEDULE – PERMIT HOLDER'S PARKING PLACES

<i>No. of parking place (1)</i>	<i>Designated parking place (2)</i>	<i>Permitted hours (3)</i>
X4.	CARTER STREET the north-west side, from a point 9 metres north-east of the common boundary of Nos. 64 and 66 Carter Street north-eastward for a distance of 9.5 metres.	8.30 am to 6.30 pm Monday to Friday
X9.	CARTER STREET the south-east side, from a point 3.5 metres north-east of the common boundary of Nos. 47 and 49 Carter Street north-eastward for a distance of 27 metres.	8.30 am to 6.30 pm Monday to Friday

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment, reduces in length an existing permit holders' parking place on the north-western side of Carter Street and increases in length an existing permit holders' parking place on the south-eastern side of Carter Street, so as to accommodate the prescribed routes as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 125

The London Borough of Southwark (Parking places) (CPZ 'M1') (No. 3)
Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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 'M1') (No. 3) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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 2014” means The London Borough of Southwark (Parking places) (CPZ 'M1') (No. 1) Order 2014^b; 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.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2014 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2014/104

Suspension of designation of parking place

- 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: -
- (a) the designation by the Order of 2014 of the parking places numbered 121, 126 and 130 in Schedule 1 therein, are hereby suspended;
 - (b) the designation by the London Borough of Southwark (Parking places) (CPZ 'M1') (No. 3) Order 2015^c of the parking place numbered 193 in the Schedule therein, is hereby suspended;
 - (c) the designation by the London Borough of Southwark (Parking places) (CPZ 'M1') (No. 7) Order 2016^d of the parking place numbered 198 in the Schedule therein, is hereby suspended;
 - (d) the London Borough of Southwark (Parking places) (CPZ 'M1') (No. 8) Order 2016^e is hereby suspended in its entirety; and
 - (e) the designation by the London Borough of Southwark (Parking places) (CPZ 'M1') (No. 13) Order 2018^f of the parking place numbered 216 in Schedule 1 therein, is hereby suspended.

Designation of parking places and application of the Order of 2014 thereto

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway, is designated as a parking place.
- 4.2 The provisions of the Order of 2014 (other than Articles 3 and 15) shall apply to the areas described in the Schedule to this Order as if in those provisions any reference to a designated parking place or to a parking place shall include a reference to an area designated as a parking place by this Order and as if any reference to Schedule 1 to the Order of 2014 included a reference to the Schedule 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 Articles 4.1 and 4.2 of the Order of 2014;
 - (c) carry out such other works as is reasonably required for the purposes of the satisfactory operation of a parking place.

^c LBS 2015_058

^d LBS 2016_061

^e LBS 2016_065

^f LBS 2018_146

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 2004⁹), 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 twentieth day of August 2020

A handwritten signature in black ink, appearing to read 'Nicky Costin', is centered on the page.

NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

⁹ 2004 c.18

SCHEDULE – PERMIT HOLDER'S PARKING PLACES

<i>No. of parking place (1)</i>	<i>Designated parking place (2)</i>	<i>Permitted hours (3)</i>
X198.	LARCOM STREET the north-west side, from the common boundary of Nos. 29 and 31 Larcom Street north-eastward for a distance of 45.5 metres.	8.30 am to 6.30 pm Monday to Friday
X193.	LARCOM STREET the north-west side, from the common boundary of Nos. 65 and 67 Larcom Street north-eastward for a distance of 20 metres.	8.30 am to 6.30 pm Monday to Friday
X126.	LARCOM STREET the south-east side, from a point 1 metre south-west of the south-western wall of No. 2 Larcom Street north-eastward for a distance of 15 metres.	8.30 am to 6.30 pm Monday to Friday
X200.	LARCOM STREET the south-east side, from the common boundary of Nos. 28 and 30 Larcom Street south-westward for a distance of 30.5 metres.	8.30 am to 6.30 pm Monday to Friday
X216.	LARCOM STREET the south-east side, from the common boundary of Nos. 34 and 36 Larcom Street north-eastward for a distance of 58 metres.	8.30 am to 6.30 pm Monday to Friday
X130.	LARCOM STREET the south-east side, from a point 10 metres south-west of the south-western kerb-line of Brandon Street south-westward for a distance of 32 metres.	8.30 am to 6.30 pm Monday to Friday

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment:-

- (i) suspends the use existing permit holders' parking place on the south-western side of Larcom Street;
- (ii) reduces in length 3 existing permit holders' parking places on the south-eastern side and 2 existing permit holders' parking places on the north-western side of Larcom Street; and
- (iii) extends in length an existing permit holders' parking place on the south-eastern side of Larcom Street,

so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 126

The London Borough of Southwark (Parking places) (CPZ 'M2') (No. 4)
Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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 'M2') (No. 4) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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 2007” means The London Borough of Southwark (Parking places) (CPZ 'M2') (No. 1) Order 2007^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 2007 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2007/014

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 2007 of the parking places numbered 31 (Blackwood Street), 105 (Merrow Street), 167 and 171 (Walworth Place) in Schedule 3 therein, are hereby suspended.

Power to modify or suspend this Order

- 4.1 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 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 twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment, suspends the use of existing ‘shared-use’ parking places in Blackwood Street, Merrow Street and Walworth Place (two locations) so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 127

The London Borough of Southwark (Prescribed routes) (Alberta Street and Braganza Street)
(No. 2) Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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) (Alberta Street and Braganza Street) (No. 2) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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;

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988^b and section 136(1) of the Road Traffic Regulation Act 1984; 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 1988 c.52

Prescribed routes

Alberta Street

- 3.1 No person causing any motor vehicle to proceed in that part of Alberta Street which lies north-east of the north-eastern wall of No. 97 Alberta Street shall, upon reaching that point, cause that motor vehicle to enter or proceed in that part of Alberta Street which lies south-west of the north-eastern wall of No. 97 Alberta Street.
- 3.2 No person causing any motor vehicle to proceed in that part of Alberta Street which lies south-west of a point 2 metres north-east of the north-eastern kerb-line of Braganza Street shall, upon reaching that point, cause that motor vehicle to enter or proceed in that part of Alberta Street which lies north-east of a point 2 metres north-east of the north-eastern kerb-line of Braganza.

Braganza Street

- 4.1 No person causing any vehicle to proceed in that part of Braganza Street, which lies between the south-western kerb-line of Kennington Park Road and the north-western kerb-line of Alberta Street, shall cause that vehicle to proceed in any direction other than north-west.
- 4.2 No person causing any motor vehicle to proceed in Braganza Street shall, upon reaching its junction with Alberta Street, cause that motor vehicle to enter into Alberta Street.

Exemptions

- 5.1 Nothing in Article 4.1 above shall apply in relation to:-
 - (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
 - (d) any vehicle being used for the purpose of refuse collection, maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
 - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Power to modify or suspend this Order

- 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 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.

^c 2004 c.18

Dated this twentieth day of August 2020

A handwritten signature in black ink, appearing to read "Nicky Costin". The signature is written in a cursive, slightly slanted style.

NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment:

- (i) introduces a point road closure in Alberta Street prohibiting the movement of any motor vehicles, without exemption, between its junction with Braganza Street and the north-eastern wall of No. 97 Alberta Street;
- (ii) introduces a 'one-way' north-westbound operation in Braganza Street, between its junction with Kennington Park Road and its junction with De Laune Street; and
- (iii) introduces a point road closure in Alberta Street prohibiting the movement of any motor vehicles, without exemption, from entering into Alberta Street from Braganza Street,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 128

The London Borough of Southwark (Prescribed routes) (Brandon Street and Larcom Street)
Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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) (Brandon Street and Larcom Street) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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;

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988^b and section 136(1) of the Road Traffic Regulation Act 1984;

"permitted vehicles" means any motor vehicle which has previously been granted dispensation from the restrictions within Articles 3 and 4, as arranged and managed by the local authority;

"prescribed routes", for the purposes of Article 5, means the lengths of street referred to in Articles 3 and 4 of this Order, which lie in the London Borough of Southwark;

"prohibited hours" means the period during the St John's Church of England Primary School term from Monday to Friday between the hours of 8.30 am – 9:15 am and 3:15 pm – 4 pm; 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.

^a 1984 c.27

^b 1988 c.52

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.

Prescribed routes

Brandon Street

3.1 No person causing any motor vehicle to proceed in Brandon Street shall, upon reaching its junction with Larcom Street (south-west of the south-western kerb-line of Brandon Street), cause that motor vehicle to enter or proceed into Larcom Street which lies south-west of its junction with Brandon Street during the prohibited hours.

Larcom Street

4.1 No person causing any motor vehicle to proceed in a south-westward direction in that part of Larcom Street which lies north-east of the point 3 metres south-west of the south-western kerb-line of Brandon Street shall, upon reaching that point cause that motor vehicle to enter or proceed into Larcom Street which lies 3 metres south-west of the south-western kerb-line of Brandon Street during the prohibited hours.

Exemptions

5.1 Nothing in Articles 3 or 4 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 permitted vehicle as prescribed by Southwark Council;
- (e) any vehicle being used for the purpose of refuse collection, maintenance, improvement, reconstruction, cleansing or lighting of that part of street; and
- (f) 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

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 in section 17 of the Traffic Management Act 2004^b) 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 twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^b 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment prohibits motor vehicles travelling in a south-westward direction from entering or proceeding in that part of Larcom Street which lies south-west of its junction with Brandon Street (in the vicinity of the St John's Church of England Primary School) during the school term from Monday to Friday between the hours of 8.30 am – 9:15 am and 3:15 pm – 4 pm as part of the 'school streets' road closure programme, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 129

The London Borough of Southwark (Prescribed routes) (Carter Street and Penrose Street)
(No. 2) Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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 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) (Carter Street and Penrose Street) (No. 2) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 2022.

Interpretation

- 2.1 In this Order:-

"bus", "local bus", "pedal cycle", and "taxi" have the meanings given in the Traffic Signs Regulations and General Directions 2016^b;

"bus gate" for the purposes of this Order is defined as the full carriageway in Carter Street which lies between the south-western kerb-line build-out of Penrose Street and a point 7.5 metres south-west of that kerb-line build-out;

causing includes permitting;

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

"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;

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988^d and section 136(1) of the Road Traffic Regulation Act 1984; and

^a 1984 c.27

^b SI 2016/362

^c 1980 c.66

^d 1988 c.52

“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.

Prescribed routes

Carter Street

- 3.1 No person causing any motor vehicle to proceed in Carter Street shall, upon reaching the bus gate at the approach to its junction with Penrose Street, cause that motor vehicle to enter and proceed into that bus gate.
- 3.2 Nothing in Article 3.1 above shall apply to a bus, local bus, taxi or pedal cycle.

Penrose Street

- 4.1 No person causing any motor vehicle to proceed in Penrose Street shall, upon reaching the bus gate at its junction with Carter Street, cause that motor vehicle to enter and proceed into that bus gate.
- 4.2 Nothing in Article 4.1 above shall apply to a bus, local bus, taxi or pedal cycle.

Exemptions

- 5.1 Nothing in Articles 3.1 or 4.1 above shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
 - (d) any vehicle being used for the purpose of refuse collection, maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
 - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Power to modify or suspend this Order

- 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 in section 17 of the Traffic Management Act 2004^e) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

^e 2004 c.18

Dated this twentieth day of August 2020

A handwritten signature in black ink, appearing to read "Nicky Costin". The signature is written in a cursive, slightly slanted style.

NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment:

- (i) introduces a bus gate in Carter Street at its junction with Penrose Street, in which only buses, local buses, taxis and pedal cycles are permitted to enter and proceed; and
- (ii) prohibits any motor vehicles, except buses, local buses, taxis and pedal cycles entering into Carter Street from Penrose Street,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 130

The London Borough of Southwark (Prescribed routes) (Chapter Road area)
Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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 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) (Chapter Road area) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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; 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

Braganza Street

- 3.1 No person causing any vehicle to proceed in Braganza Street shall, upon reaching its junction with Chapter Road, cause that vehicle to enter or proceed into Chapter Road.
- 3.2 Nothing in Article 3.1 above shall apply to a pedal cycle.

Chapter Road

- 4.1 No person shall cause any vehicle to proceed in that length of Chapter Road which lies between the south-western kerb-line of Braganza Street or the south-eastern kerb-line of Manor Place, and the north-western kerb-line of Westcott Road in a direction other than from south to north.
- 4.2 Nothing in Article 4.1 above shall apply to a pedal cycle.

Manor Place

- 5.1 No person causing any vehicle to proceed in Manor Place shall, upon reaching its junction with Chapter Road, cause that vehicle to enter or proceed into Chapter Road.
- 5.2 Nothing in Article 5.1 above shall apply to a pedal cycle.

Exemptions

- 6.1 Nothing in Articles 3.1, 4.1 or 5.1 above shall apply in relation to:-
 - (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
 - (d) any vehicle being used for the purpose of refuse collection, maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
 - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Power to modify or suspend this Order

- 7.1 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.

^c 2004 c.18

Suspension of existing Orders

- 8.1 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 London Borough of Southwark (Prescribed Routes) (Pedal cycle permeability) (No. 1) Traffic Order 2013^d shall have effect as though Articles 4.1, 4.2, 4.3 and 4.4 therein are hereby suspended.

Dated this twentieth day of August 2020

A handwritten signature in black ink, appearing to read 'Nicky Costin', is centered on the page.

NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^d LBS 2013/020

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment:

- (i) reverses an existing 'one-way' southbound operation in part of Chapter Road between its junction with Braganza Street/Manor Place and its junction with Wescott Road to introduce a northbound operation in that part of Chapter Road; and
- (ii) introduces a point road closure in Chapter Road prohibiting access of any vehicle, except pedal cycles, from entering into Chapter Road from Braganza Street or Manor Place,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 131

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

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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) (Cooks Road) (No. 2) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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;

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988^b and section 136(1) 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 1988 c.52

Prescribed routes

Cooks Road (at its junction with Fleming Road/Otto Street)

- 3.1 No person causing any motor vehicle to proceed in that part of Cooks Road which lies south-east of its junction with Fleming Road/Otto Street shall, upon reaching that point, cause that motor vehicle to enter that part of Cooks Road which lies north-west of its junction with Fleming Road/Otto Street.
- 3.2 No person causing any motor vehicle to proceed in that part of Cooks Road which lies north-west of its junction with Fleming Road/Otto Street shall, upon reaching that point, cause that motor vehicle to enter that part of Cooks Road which lies south-east of its junction with Fleming Road/Otto Street.

Power to modify or suspend this Order

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

Dated this twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment introduces a point road closure prohibiting the movement of motor vehicles, without exemption, in Cooks Road (at its junction with Fleming Road/Otto Street), in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 132

The London Borough of Southwark (Prescribed routes) (East Street area)
(No. 2) Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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) (East Street area) (No. 2) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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; and

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988^b and section 136(1) 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 1988 c.52

Prescribed routes

East Street

- 3.1 No person causing any motor vehicle to proceed in East Street shall, upon reaching its junction with Blackwood Street, cause that motor vehicle to enter into Blackwood Street.
- 3.2 No person causing any motor vehicle to proceed in East Street shall, upon reaching its junction with Walworth Place, cause that motor vehicle to enter into Walworth Place.

Blackwood Street

- 4.1 No person shall cause any motor vehicle to enter into or proceed in that part of Blackwood Street which lies between its junction with East Street and a point 1.5 metres north-west of the north-western kerb-line build-out of Bronti Close.

Walworth Place

- 5.1 No person shall cause any motor vehicle to enter into or proceed in that part of Walworth Place which lies between its junction with East Street and a point 4 metres north-west of the north-western kerb-line build-out of Bronti Close.

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 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 twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment:

- (i) introduces road closures in Blackwood Street and in Walworth Place at their junctions with East Street, prohibiting the movement of motor vehicles, without exemption; and
- (ii) introduces no access for motor vehicles, without exemption, from East Street into Blackwood Street and Walworth Place,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 133

The London Borough of Southwark (Prescribed routes) (Iliffe Street)
Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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) (Iliffe Street) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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;

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988^b and section 136(1) of the Road Traffic Regulation Act 1984;

"permitted vehicles" means any motor vehicle which has previously been granted dispensation from the restrictions within Article 3, as arranged and managed by the local authority;

"prescribed routes", for the purposes of Article 4, means the length of street referred to in Article 3 of this Order, which lies in the London Borough of Southwark;

"prohibited hours" means the period during the Crampton Primary School term from Monday to Friday between the hours of 8.30 am – 9:15 am and 3:15 pm – 4 pm; and

^a 1984 c.27

^b 1988 c.52

“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.

Prescribed routes

Iliffe Street

- 3.1 No person causing any motor vehicle to proceed in that part of Iliffe Street which lies north-east of a point 5 metres south-west of the south-western kerb-line of Peacock Street shall, upon reaching that point, cause that motor vehicle to enter that part of Iliffe Street which lies south-west of a point 5 metres south-west of the south-western kerb-line of Peacock Street during the prohibited hours.

Exemptions

- 4.1 Nothing in Article 3 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 permitted vehicle as prescribed by Southwark Council;
 - (e) any vehicle being used for the purpose of refuse collection, maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
 - (f) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^b) 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 twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^b 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment prohibits motor vehicles proceeding in a south-westward direction in Iliffe Street from entering or proceeding in that part of Iliffe Street which lies to the south-west of its junction with Peacock Street (fronting the Crampton Primary School) during the school term from Monday to Friday between the hours of 8.30 am – 9:15 am and 3:15 pm – 4 pm as part of the 'school streets' road closure programme, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 134

The London Borough of Southwark (Prescribed routes) (Manor Place)
Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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 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) (Manor Place) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 2022.

Interpretation

- 2.1 In this Order:-

“bus”, “local bus”, “pedal cycle”, and “taxi” have the meanings given in the Traffic Signs Regulations and General Directions 2016^b;

“bus gate” for the purposes of this Order is defined as the full carriageway in Manor Place which lies between the common boundary of Nos. 169 and 171 Manor Place and a point 23 metres south-west of that common boundary;

causing includes permitting;

“carriageway” has the same meaning as in section 329(1) of the Highways Act 1980^c;

“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;

“motor vehicle” has the same meaning as in section 185(1) of the Road Traffic Act 1988^d and section 136(1) of the Road Traffic Regulation Act 1984; 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.

^a 1984 c.27

^b SI 2016/362

^c 1980 c.66

^d 1988 c.52

- 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.

Prescribed routes

Manor Place

- 3.1 No person causing any motor vehicle to proceed in that part of Manor Place which lies south-west of the common boundary of Nos. 177 and 179 Manor Place shall, upon reaching the bus gate in that part of Manor Place which lies north-east of the common boundary of Nos. 177 and 179 Manor Place, cause that motor vehicle to enter and proceed into that bus gate.
- 3.2 No person causing any motor vehicle to proceed in that part of Manor Place which lies north-east of the common boundary of Nos. 169 and 171 Manor Place shall, upon reaching the bus gate in that part of Manor Place which lies south-west of the common boundary of Nos. 169 and 171 Manor Place, cause that motor vehicle to enter and proceed into that bus gate.
- 3.3 Nothing in Articles 3.1 and 3.2 above shall apply to a bus, local bus, taxi or pedal cycle.

Exemptions

- 4.1 Nothing in Articles 3.1 or 3.2 above shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
 - (d) any vehicle being used for the purpose of refuse collection, maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
 - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Power to modify or suspend this Order

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

^e 2004 c.18

Dated this twentieth day of August 2020

A handwritten signature in black ink that reads "Nicky Costin". The signature is written in a cursive, slightly slanted style.

NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment, introduces a bus gate in Manor Place between the common boundary of Nos. 169 and 171 Manor Place and a point 23 metres south-west of that common boundary, in which only buses, local buses, taxis and pedal cycles are permitted to enter and proceed, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 135

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

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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) (Merrow Street) (No. 2) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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; and

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988^b and section 136(1) 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 1988 c.52

Suspension or amendment 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 London Traffic (Prescribed Routes) (Southwark) Regulations, 1960^c shall have effect as though items numbered 9, 10 and 11 of the Schedule to that Order, therein were omitted.

Prescribed routes

Merrow Street

- 4.1 No person causing any motor vehicle to proceed in that part of Merrow Street which lies south-west of the south-western wall of No. 25 Merrow Street shall, upon reaching that point, cause that motor vehicle to enter into that part of Merrow Street which lies north-east of the south-western wall of No. 25 Merrow Street.
- 4.2 No person causing any motor vehicle to proceed in that part of Merrow Street which lies north-east of the south-western wall of No. 25 Merrow Street shall, upon reaching that point, cause that motor vehicle to enter into that part of Merrow Street which lies south-west of the south-western wall of No. 25 Merrow Street.

Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^d) 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 twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c SI 1960/062

^d [2004 c.18](#)

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision, by way of an experiment:

- (i) suspends any existing 'one-way' working in the entirety of Merrow Street;
- (ii) introduces a point road closure prohibiting the movement of motor vehicles, without exemption, in Merrow Street between its junction with Walworth Road and its junction with Queens Row,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 136

The London Borough of Southwark (Prescribed routes) (Penton Place area)
Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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) (Penton Place area) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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;

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988^b and section 136(1) of the Road Traffic Regulation Act 1984; and

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

- 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 1988 c.52

^c SI 2016/362

Prescribed routes

Amelia Street

- 3.1 No person causing any motor vehicle to proceed in that part of Amelia Street which lies north-east of a point 2 metres north-east of the north-eastern kerb-line of Penton Place shall, upon reaching that point, cause that motor vehicle to enter or proceed in that part of Amelia Street which lies south-west of a point 2 metres north-east of the north-eastern kerb-line of Penton Place.

Iliffe Street

- 4.1 No person causing any motor vehicle to proceed in that part of Iliffe Street which lies north-east of a point 2.5 metres north-east of the north-eastern kerb-line of Penton Place shall, upon reaching that point, cause that motor vehicle to enter or proceed in that part of Iliffe Street which lies south-west of a point 2.5 metres north-east of the north-eastern kerb-line of Penton Place.
- 4.2 No person causing any motor vehicle to proceed in that part of Iliffe Street which lies south-west of a point 2.5 metres north-east of the north-eastern kerb-line of Penton Place shall, upon reaching that point, cause that motor vehicle to enter or proceed in that part of Iliffe Street which lies north-east of a point 2.5 metres north-east of the north-eastern kerb-line of Penton Place.

Penton Place the north-westernmost north-west to south-east arm

- 5.1 No person causing any motor vehicle to proceed in that part of Penton Place which lies north-west of a point 6 metres south-east of the south-eastern kerb-line of Kennington Park Road shall, upon reaching that point, cause that motor vehicle to enter or proceed in that part of Penton Place which lies south-east of a point 6 metres south-east of the south-eastern kerb-line of Kennington Park Road.
- 5.2 No person causing any motor vehicle to proceed in that part of Penton Place which lies south-east of a point 6 metres south-east of the south-eastern kerb-line of Kennington Park Road shall, upon reaching that point, cause that motor vehicle to enter or proceed in that part of Penton Place which lies north-west of a point 6 metres south-east of the south-eastern kerb-line of Kennington Park Road.
- 5.3 No person causing any vehicle to proceed in a north-westward direction in the north-westernmost north-west to south-east arm of Penton Place shall, upon reaching its junction with Amelia Street, cause that vehicle to turn right into Amelia Street.
- 5.4 No person causing any vehicle to proceed in a south-eastward direction in the north-westernmost north-west to south-east arm of Penton Place shall, upon reaching its junction with Amelia Street, cause that vehicle to turn left into Amelia Street.
- 5.5 No person causing any vehicle to proceed in a north-westward direction in the north-westernmost north-west to south-east arm of Penton Place shall, upon reaching its junction with Iliffe Street, cause that vehicle to turn right into Iliffe Street.
- 5.6 No person causing any vehicle to proceed in a south-eastward direction in the north-westernmost north-west to south-east arm of Penton Place shall, upon reaching its junction with Iliffe Street, cause that vehicle to turn left into Iliffe Street.
- 5.7 Nothing in Articles 5.3, 5.4, 5.5 and 5.6 above shall apply to a pedal cycle.

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 in section 17 of the Traffic Management Act 2004^d) 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 twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^d 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Walworth revision:-

- (i) introduces a point road closure in Amelia Street prohibiting the movement of motor vehicles without exemption at its junction with Penton Place;
- (ii) introduces a point road closure in Iliffe Street prohibiting the movement of motor vehicles without exemption at its junction with Penton Place;
- (iii) introduces a point road closure in Penton Place prohibiting the movement of motor vehicles without exemption at its junction with Kennington Park Road; and
- (iv) introduces banned turns from Penton Place into Amelia Street and Iliffe Street for all vehicles, without exemption other than that of pedal-cycles,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 137

The London Borough of Southwark (Prescribed routes) (Walworth Road area)
(No. 2) Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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) (Walworth Road area) (No. 2) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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; and

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988^c and section 136(1) 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](#)

^c 1988 c.52

Prescribed routes

Browning Street

- 3.1 No person shall cause any motor vehicle to enter or proceed into that part of Browning Street which lies between its junction with Walworth Road and a point 15.5 metres south-east of the south-eastern kerb-line of Colworth Grove.

Larcom Street

- 4.1 No person causing any motor vehicle to proceed in that part of Larcom Street which lies south-west of a point 1.5 metres south-west of the common boundary of Nos. 8 and 10 Larcom Street shall, upon reaching that point, cause that motor vehicle to enter into that part of Larcom Street which lies north-east of a point 1.5 metres south-west of the common boundary of Nos. 8 and 10 Larcom Street.
- 4.2 No person causing any motor vehicle to proceed in that part of Larcom Street which lies north-east of a point 1.5 metres south-west of the common boundary of Nos. 8 and 10 Larcom Street shall, upon reaching that point, cause that motor vehicle to enter into that part of Larcom Street which lies south-west of a point 1.5 metres south-west of the common boundary of Nos. 8 and 10 Larcom Street.

Walworth Road

- 5.1 No person causing any vehicle to proceed in Walworth Road shall, upon reaching its junction with Browning Street, cause that vehicle to enter into Browning Street.
- 5.2 Nothing in Article 5.1 above shall apply to a pedal cycle.

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 in section 17 of the Traffic Management Act 2004^d) 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 or amendment of existing Orders

- 7.1 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 London Borough of Southwark (Prescribed Routes) (Various Streets) (No. 3) Traffic Order 2011^e shall have effect as though Article 3.5 of that Order were omitted.

Dated this twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^d 2004 c.18

^e LBS 2011/088

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Walworth revisions:-

- (i) suspends the existing north-westbound 'one-way' working in the entirety of Larcom Street;
- (ii) introduces a road closure in Browning Street at its junction with Walworth Road, without exemption other than that of pedal-cycles, and a point closure in Larcom Street between its junctions with Ethel Street and Walworth Road; and
- (ii) introduces 'no entry' into Browning Street for all vehicles, without exemption other than that of pedal-cycles, from Walworth Road,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 138

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 12)
Experimental Traffic Order 2020

Made: 20 August 2020

Coming into force: 27 August 2020

Expires: 7 March 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 (Waiting and loading restrictions) (Amendment No. 12) Experimental Traffic Order 2020, shall come into force on 27 August 2020 and will expire on 7 March 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

Power to modify or suspend this Order

- 3.1 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.

Amendment or variation of existing Orders

- 4.1 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 for the items numbered 13, 122, 168, 567 and 665 in Schedule 1 to that Order there are substituted the items numbered X13, X122, X168, X567 and X665 and set out in columns 1, 2 and 3 of the Schedule to this Order.

Dated this twentieth day of August 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
X13.	ALBERTA STREET	
	1. the northernmost north-east to south-west arm	
	(a) the north-west side	
	(i) between the south-western kerb-line of Penton Place and a point 7 metres south-west of that kerb-line;	At any time
	(ii) between a point 7 metres south-west of the south-western kerb-line of Penton Place and a point 13 metres south-west of that kerb-line;	8.30 am to 6.30 pm Monday to Friday
	(iii) between a point 13 metres south-west of the south-western kerb-line of Penton Place and a point 16.5 metres north-east of the common boundary of Nos. 2 and 4 Alberta Street;	At any time
	(iv) between a point 16.5 metres north-east of the common boundary of Nos. 2 and 4 Alberta Street and a point 3 metres north-east of the north-eastern kerb-line of the vehicular access to Nos. 8-24 Alberta Street;	8.30 am to 6.30 pm Monday to Friday
	(v) between a point 3 metres north-east of the north-eastern kerb-line of the vehicular access to Nos. 8-24 Alberta Street and a point 5.5 metres south-west of that kerb-line;	At any time
	(vi) between a point 5.5 metres south-west of the north-eastern kerb-line of the vehicular access to Nos. 8-24 Alberta Street and a point 2.5 metres north-east of the north-eastern kerb-line of the vehicular access to Nos. 42 to 52 Alberta Street;	8.30 am to 6.30 pm Monday to Friday
	(vii) between a point 2.5 metres north-east of the north-eastern kerb-line of the vehicular access to Nos. 42 to 52 Alberta Street and a point 5.5 metres south-west of that kerb-line;	At any time
	(viii) between a point 5.5 metres south-west of the north-eastern kerb-line of the vehicular access to Nos. 42 to 52 Alberta Street and a point 6 metres north-east of the north-eastern kerb-line of the north-west to south-east arm of Alberta Street;	8.30 am to 6.30 pm Monday to Friday
	(ix) between the north-eastern kerb-line of the north-west to south-east arm of Alberta Street and a point 6 metres north-east of that kerb-line;	At any time
	(b) the south-east side	
	(i) between the south-western kerb-line of Penton Place and a point 5 metres south-west of that kerb-line;	At any time
	(ii) between a point 5 metres south-west of the south-	8.30 am to 6.30 pm

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	western kerb-line of Penton Place and a point 5.5 metres north-east of the north-eastern kerb-line of the northernmost north-west to south-east arm of Ambergate Street;	Monday to Friday
	(ii) between a point 5.5 metres north-east of the north-eastern kerb-line of the northernmost north-west to south-east arm of Ambergate Street and the north-eastern kerb-line of the southernmost north-west to south-east arm of Ambergate Street;	At any time
	2. the north-west to south-east arm	
	(a) the north-east side	At any time
	(b) the south-west side	
	(i) between its junction with the southernmost north-west to south-east arm of Ambergate Street and the south-western wall of Nos. 93/95 Alberta Street;	8.30 am to 6.30 pm Monday to Friday
	(ii) between the south-western wall of Nos. 93/95 Alberta Street and the south-eastern kerb-line of the southernmost north-east to south-west arm of Alberta Street;	At any time
	3. the southernmost north-east to south-west arm	
	(a) the north-west side, between the north-eastern kerb-line of the north-west to south-east arm of Alberta Street and the south-western wall of No. 120 Alberta Street;	At any time
	(b) the south-east side, between the south-western kerb-line of the north-west to south-east arm of Alberta Street and the north-eastern wall of No. 97 Alberta Street;	At any time
	(c) on both sides, between the north-eastern wall of No. 97 Alberta Street and a point 4 metres north-east of the north-eastern kerb-line of Braganza Street;	8.30 am to 6.30 pm Monday to Friday
	(d) on both sides, between the north-eastern kerb-line of Braganza Street and a point 4 metres north-east of that kerb-line.	At any time
X122.	BRAGANZA STREET	
	(a) the north-east side	
	(i) between a point 25.5 metres south-east of the south-eastern kerb-line of Kennington Park Road and the common boundary of Nos. 1 and 3 Braganza Street;	At any time
	(ii) between a point 8.5 metres south-east of the common boundary of Nos. 1 and 3 Braganza Street and a point	8.30 am to 6.30 pm Monday to Friday

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	6 meters north-west of the common boundary of Nos. 7 and 9 Braganza Street;	
(iii)	between the common boundary of Nos. 7 and 9 Braganza Street and a point 1.5 metres north-west of the north-western boundary wall of No. 43 Braganza Street;	8.30 am to 6.30 pm Monday to Friday
(iv)	between a point 1.5 metres north-west of the north-western boundary wall of No. 43 Braganza Street and a point 12 metres south-east of the south-eastern wall of No. 73 Braganza Street;	At any time
(v)	between a point 12 metres south-east of the south-eastern wall of No. 73 Braganza Street and its junction with Manor Place;	8.30 am to 6.30 pm Monday to Friday
(b)	the south-west side	
(i)	between a point 25.5 metres south-east of the south-eastern kerb-line of Kennington Park Road and a point 5 metres south-east of the south-eastern kerb-line of De Laune Street;	At any time
(ii)	between a point 5 metres south-east of the south-eastern kerb-line of De Laune Street and a point 20 metres south-east of the south-eastern kerb-line build-out of Doddington Grove;	8.30 am to 6.30 pm Monday to Friday
(iii)	between a point 20 metres south-east of the south-eastern kerb-line build-out of Doddington Grove and the north-western kerb-line build-out of Chapter Road.	At any time
X168.	CARTER STREET	
(a)	the north-west side	
(i)	between the north-eastern kerb-line of Chapter Road and the common boundary of Nos. 112 and 114 Carter Street;	At any time
(ii)	between the common boundary of Nos. 112 and 114 Carter Street and a point 29 metres north-east of the common boundary of Nos. 64 and 66 Carter Street;	8.30 am to 6.30 pm Monday to Friday
(iii)	between the south-western kerb-line build-out of Penrose Street and a point 21 metres south-west of that kerb-line build-out;	At any time
(b)	the south-east side	
(i)	between the north-eastern kerb-line of Chapter Road and a point 4 metres north-east of that kerb-line;	At any time

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(ii) between a point 4 metres north-east of the north-eastern kerb-line of Chapter Road and a point 10 metres south-west of the south-western kerb-line of Penrose Street;	8.30 am to 6.30 pm Monday to Friday
	(iii) between the south-western kerb-line build-out of Penrose Street and a point 20 metres south-west of that kerb-line build-out.	At any time
X567. LARCOM STREET		
	(a) the north-west, south-west and north-east side	
	(i) between the north-eastern kerb-line of Walworth Road and a point 10 metres north-east of that kerb-line;	At any time
	(ii) between a point 34 metres north-east of the north-eastern kerb-line of Walworth Road and a point 20.5 metres south-west of the south-western kerb-line of Ethel Street;	At any time
	(iii) between a point 4.5 metres south-west of the south-western kerb-line of Ethel Street and a point 5 metres north-east of the north-eastern kerb-line of Ethel Street;	At any time
	(iv) between a point 1.5 metres north-east of the common boundary of Nos. 17 and 19 Larcom Street and the common boundary of Nos. 29 and 31 Larcom Street;	At any time
	(v) between a point 6 metres north-east of the common boundary of Nos. 45 and 47 Larcom Street and a point 11 metres north-east of that common boundary;	At any time
	(vi) between the common boundary of Nos. 59 and 61 Larcom Street and the common boundary of Nos. 65 and 67 Larcom Street;	At any time
	(vii) between the common boundary of Nos. 73 and 75 Larcom Street and a point 1 metre south-west of the south-western wall of No. 77 Larcom Street;	At any time
	(viii) between a point 5.5 metres south-west of the south-western kerb-line of Brandon Street and the north-eastern kerb-line of Content Street;	At any time
	(b) the south-east, north-east and south-west side	
	(i) between the north-eastern kerb-line of Walworth Road and a point 11.5 metres north-east of that kerb-line;	At any time
	(ii) between a point 4 metres north-east of the of the common boundary of Nos. 4 and 6 Larcom Street and a point 9.5 metres north-east of a point opposite the	At any time

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	north-eastern kerb-line of Ethel Street;	
(iii)	between a point opposite the common boundary of Nos. 17 and 19 Larcom Street and a point 6 metres north-west of the south-eastern boundary wall of No. 18 Larcom Street;	At any time
(iv)	between a point 4 metres north-west of the north-western boundary wall of No. 18 Larcom Street and a point 10 metres south-west of the common boundary of Nos. 20 and 22 Larcom Street;	At any time
(v)	between the common boundary of Nos. 28 and 30 Larcom Street and the common boundary of Nos. 34 and 36 Larcom Street;	At any time
(vi)	between the common boundary of Nos. 56 and 58 Larcom Street and the common boundary of Nos. 60 and 62 Larcom Street;	At any time
(vii)	between a point 10 metres south-west of the south-western kerb-line of Brandon Street and a point 6 metres north-east of the north-eastern kerb-line of Brandon Street;	At any time
(viii)	between the south-western kerb-line of Content Street and a point 5.5 metres south-west of that kerb-line;	At any time
(c)	so much else as does not lie within those lengths of street specified in sub-paragraphs (a) and (b) above.	8.30 am to 6.30 pm Monday to Friday
X665.	MERROW STREET	
(a)	the north-west side	
(i)	between the eastern kerb-line of Walworth Road and the north-eastern wall of the electricity sub-station, Merrow Street;	At any time
(ii)	between the north-eastern wall of the telephone exchange, Merrow Street and the south-western wall of No. 25 Merrow Street;	At any time
(iii)	between a point 5 metres south-west of the south-western kerb-line of Lytham Street and a point 4 metres north-east of the north-eastern kerb-line of Lytham Street;	At any time
(iv)	between a point 8.5 metres south-west of the south-western kerb-line build-out of Portland Street and a point 8 metres north-east of the north-eastern kerb-line of Portland Street;	At any time
(v)	between a point 5 metres south-west of the south-	At any time

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
	western kerb-line of Villa Street and a point 11 metres north-east of the north-eastern kerb-line of Villa Street;	
(vi)	between a point 5 metres south-west of the south-western kerb-line of Brettell Street and a point 4 metres north-east of the north-eastern kerb-line of Brettell Street;	At any time
(vii)	between a point 8 metres north-east of the north-eastern wall of Nos. 201/203 Merrow Street and a point 16 metres north-east of that wall;	At any time
(viii)	between a point 8 metres north-east of the north-eastern wall of Nos. 201/203 Merrow Street and a point 16 metres north-east of that wall;	At any time
(b)	the south-east side	
(i)	between the eastern kerb-line of Walworth Road and a point 9.5 metres south-west of the north-eastern wall of Nos. 1-15 Clarence House, Merrow Street;	At any time
(ii)	between a point 17 metres south-west of the south-western kerb-line of Queen's Row and a point 5 metres north-east of the north-eastern kerb-line of Lytham Street;	At any time
(iii)	between a point 8 metres south-west of the south-western kerb-line build-out of Portland Street and a point 8 metres north-east of the north-eastern kerb-line of Portland Street;	At any time
(iv)	between a point 6 metres south-west of the south-western kerb-line of Villa Street and a point 5 metres north-east of the north-eastern kerb-line of Villa Street;	At any time
(v)	between a point 8.5 metres north-east of the north-eastern wall of Nos. 296/298 Merrow Street and a point 16.5 metres north-east of that wall;	At any time
(c)	so much else as does not lie within those lengths of street specified in sub-paragraphs (a) and (b) above.	8.30 am to 6.30 pm Monday to Friday

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the London Streetspace Programme – Walworth revision by way of an experiment amends existing waiting restrictions in Alberta Street, Braganza Street, Carter Street, Larcom Street and Merrow Street, so as to accommodate the trial road closures and prescribed routes as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.