

Public notice

Minor traffic schemes – 22/23 Q4



*The London Borough of Southwark (Charged-for parking places) (MTS 2223-Q4) Order 202**

*The London Borough of Southwark (Free parking places, Loading places and Waiting, Loading and Stopping restrictions) (MTS 2223-Q4) Order 202**

*The London Borough of Southwark (Pedestrian and cycle zones) (Camelot Primary School) Traffic Order 202**
*The London Borough of Southwark (Prescribed routes) (Comber Grove) Traffic Order 202**

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The effects of the (Pedestrian and cycle zones) Traffic Order would be to change an existing 'no motor vehicles' restriction to a 'pedestrian and cycle zone', as part of the Council's School Streets Programme, and extend the restriction to cover that part of BIRD IN BUSH ROAD which lies between its junction with Green Hundred Road/Naylor Road and a point 35 metres west of the north-western kerb-line build-out of Commercial Way. All motor vehicles, except permit holders, would be prohibited from entering the pedestrian and cycle zone in BIRD IN BUSH ROAD in the vicinity of Camelot Primary School between 8.15 am and 9.00 am, and between 3.00 pm and 4.00 pm on Mondays to Fridays, during school term time (as determined by the school). Permits allowing vehicles to enter the 'School Streets' pedestrian and cycle zones will be available to residents of premises located within the zone, to registered carers or residents of premises located within the zone, to disabled person's blue badge holders who are school staff, carers or dropping off and/or collecting pupils to the school and to SEND vehicles, by application to the Council. Exemptions would also apply in respect of emergency service vehicles.
3. The effects of the (Prescribed routes) Traffic Order would be to change an existing 'pedestrian and cycle zone' to a 'no motor vehicles' restriction and introduce a two-way cycle track for the use of cycles only in that part of COMBER GROVE which lies between a point 75m south of the south-eastern kerb-line of Wyndham Road and a point 30m north of the northern kerb-line of Blucher Road (limited exemptions are provided to make space for pedestrians and cyclists, no exemptions are made for emergency services vehicles).
4. The effects of the (Charged-for parking places) Order would be:-
 - (a) within CPZ 'C2' (i) in GLASSHILL STREET south-west side, o/s No. 38 remove 5m existing 'shared-use' parking, and (ii) in WEST SQUARE north-west side, south-west of its junction with St George's Road remove 5m existing 'pay' parking; and
 - (b) within CPZ 'K' in COMBER GROVE east side, north of its junction with Blucher Road, remove 18.5m existing 'permit' parking.
5. The effects of the (Free parking places, Loading places and Waiting, Loading and Stopping restrictions) Order would be:-
 - (a) in NUNHEAD GREEN formalise (i) 2 existing DPPPs (each 6.6m in length) south-west side o/s No. 5 Nunhead Green, and (ii) an existing 'goods vehicle only' loading bay (9m in length) north-west side o/s No. 15 Nunhead Green which operates every day of the week (max stay 40 mins, no return within 2 hrs);
 - (b) to add two lengths of 'school keep clear' restrictions (16m each) operating Mon - Fri between 8am and 5pm (i) in BELLENDEN ROAD west side one o/s No. 52 and one opposite No. 43 Bellenden Road, and (ii) in HAWKSTONE ROAD both south-east side o/s No. 59 Hawkstone Road;
 - (c) in COMBER GROVE relocate southward an existing 'school keep clear' restriction (26m in length) west side o/s Comber Grove Primary School (operating Mon - Fri between 8am and 5pm) to accommodate kerb changes;
 - (d) relocate existing free 'short stay' parking (11.5m in length) in HARPER ROAD north-west side, o/s Nos. 100-102 to a new location in COUNTY STREET north side, side of No. 98 Harper Road;
 - (e) convert existing SYLs into DYLS in COMBER GROVE east side opposite Comber Grove Primary School (10m), in COUNTY STREET on both sides west of its junction with Harper Road (24m total), in HARPER ROAD north-west side either side of its junction with County Street (16m), and in HAWKSTONE ROAD south-east side either side of its junction with Hodnet Grove (27.5m);
 - (f) remove all existing SYLs on both sides and an existing 'school keep clear' restriction on the west side in COMBER GROVE within the proposed 'no motor vehicle' restriction, and add 5m new SYLs in GLASSHILL STREET south-west side, o/s No. 38 Glasshill Street;

- (g) add new DYLS in BARRY ROAD south-east side o/s Nos. 21 and 23 Barry Road (5m), in CALTON AVENUE north-west side o/s No. 7 Calton Avenue (5m) and south-west side o/s No. 91 Calton Avenue (8m), in COMBER GROVE east side north of its junction with Blucher Road (18.5m) and either end of the 'no motor vehicle' restriction (total of 12m), FOUNDRY CLOSE on both sides (total of 96.5m), GOODRICH ROAD north-east side o/s Nos. 69a and 71 Goodrich Road (8m), NAYLOR ROAD north-east side either side of its junction with Studholme Street (total of 12m), PECKHAM HILL STREET on all sides of its south-west to north-east arm (side of No. 126 Peckham Hill Street, a total of 64m), ROTHERHITHE STREET north-west side opposite its junction with Swan Road (32m), STUDHOLME STREET on both sides north-east of its junction with Naylor Road (total of 12m), and WEST SQUARE north-west side south-west of its junction with St George's Road (5m);
- (h) in CHANDLER WAY north-east side o/s No. 18 Chandler Way formally relocate 8m existing DYLS to accommodate kerb-line changes and free cycle parking;
- (i) HARPER ROAD north-west side, o/s Nos. 100-102 Harper Road, add 11.5m DYLS and DKBs;
- (j) add new DKBs to existing DYLS in ALICE STREET on both sides north-east of its junction with Green Walk (total of 12m), in CALTON AVENUE south of its junction with Townley Road north-west and west side (15.5m) and east and south-east side (11.5m), and GREEN WALK on all sides of its north-westernmost extremity (20.5m); and
- (k) add new DKBs to new and existing DYLS on both sides and on either side of the junction in COUNTY STREET (a total of 44m) and in HARPER ROAD (a total of 100m).

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

6. Southwark Council hereby GIVES FURTHER NOTICE under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (Traffic calming) Regulations 1999, propose to construct speed tables of flat-top construction having a maximum height of 100 millimetres and covering the entire width of the carriageway, in COUNTY STREET either side of its junction with Harper Road (i) extending 10m west of its junction with Harper Road including both ramps, and (ii) extending 5.5m east of its junction with Harper Road including both ramps.
7. For more information about these proposals please contact Katie Houselander of the council's Highways – Transport Projects team Highways@southwark.gov.uk.
8. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of the Council's reasons for making the Orders) may be found online at www.southwark.gov.uk/trafficorders; paper or digital copies of plans showing the location and effect of the Orders and the supporting documents may be requested by emailing traffic.orders@southwark.gov.uk, or inspected by appointment only at: Highways, Southwark Council, Environment, Neighbourhoods and Growth, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH - from the date of this Notice until the end of a period of six weeks from the date on which the Orders are made. Email traffic.orders@southwark.gov.uk (or call 020 7525 3497) for booking details.
9. Anyone wishing to make any representations either for or to object to the proposals, may use our consultation portal at <https://consultation.appyway.com/southwark>; or send a statement in writing to: Traffic Order Consultations, Highways, Southwark Council, Environment, Neighbourhoods and Growth, P.O. Box 64529, London SE1P 5LX or traffic.orders@southwark.gov.uk quoting reference 'TMO2324-001 MTS Q4' by 16 June 2023. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.
10. Under requirements of current access to information legislation, any letter, form or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.

Dated 25 May 2023

Dale Foden - Head of Service, Highways

Statement of reasons

Minor traffic schemes – 22/23 Q4



*The London Borough of Southwark (Charged-for parking places) (MTS 2223-Q4) Order 202**

*The London Borough of Southwark (Free parking places, Loading places and Waiting, Loading and Stopping restrictions) (MTS 2223-Q4) Order 202**

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

NOTES:

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

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

STREET	WARD	DESCRIPTION
ALICE STREET	Chaucer	on both sides north-east of its junction with Green Walk add 12m (per side) DKBs to existing DYLs
BARRY ROAD	Dulwich Hill	south-east side, o/s Nos. 21 and 23 Barry Road add 5m new DYLs
BELLENDEN ROAD	Rye Lane	west side, o/s No. 52 and opposite No. 43 Bellenden Road add two lengths of 'school keep clear' restrictions (16m each) operating Mon - Fri between 8am and 5pm
BIRD IN BUSH ROAD	Old Kent Road	introduce a timed 'pedestrian and cycle zone' in Bird In Bush Road in the vicinity of Camelot Primary School between its junction with Green Hundred Road/Naylor Road and a point 35 metres west of the north-western kerb-line build-out of Commercial Way which prohibits all motor vehicles, except permit holders, from entering the 'pedestrian and cycle zone' between 8.15 am and 9.00 am, and between 3.00 pm and 4.00 pm on Mondays to Fridays, during school term time (as determined by the school). Note: all previous prescribed routes are superseded
CALTON AVENUE	Dulwich Village	add new DYLs (i) north-west side, o/s No. 7 Calton Avenue 5m, and (ii) new DYLs
CALTON AVENUE	Dulwich Village	south-west side o/s No. 91 Calton Avenue add 8m new DYLs
CALTON AVENUE	Dulwich Village	south of its junction with Townley Road add new DKBs to existing DYLs (i) north-west and west side 15.5m, and (ii) east and south-east side 11.5m
CHANDLER WAY	Peckham	formally relocate 8m existing DYLs to accommodate kerb-line changes and free cycle parking

STREET	WARD	DESCRIPTION
COMBER GROVE	Camberwell Green	(i) change an existing 'pedestrian and cycle zone' to a 'no motor vehicle' restriction and introduce a two-way cycle track for the use of cycles only, (ii) east side, north of its junction with Blucher Road remove existing 'permit' parking (18.5m in length) and add new DYLS to accommodate, (iii) relocate an existing 'school keep clear' restriction (26m in length) west side o/s Comber Grove Primary School operating Mon - Fri between 8am and 5pm, (iv) east side opposite Comber Grove Primary School convert 10m of existing SYLs into DYLS and (v) remove existing SYLs within the 'no motor vehicle' restriction and add new DYLS either end of the 'no motor vehicle' restriction
COUNTY STREET	Chaucer	(i) north side, side of No. 98 Harper Road add 'short stay' parking (11.5m in length), (ii) on both sides, west of its junction with Harper Road convert existing SYLs to DYLS, (iii) add new DKBs to new and existing DYLS on both sides (either side of its junction with Harper Road) a total of approx. 44m new DKBs, and (iv) add speed tables either side of its junction with Harper Road (10m west of its junction with Harper Road, and 5.5m east of its junction with Harper Road)
FOUNDRY CLOSE	Surrey Docks	on both sides, add a total of 96.5m new DYLS
GLASSHILL STREET	Borough & Bankside	south-west side, o/s No. 38 Glasshill Street remove 5m existing 'shared-use' parking and add 5m SYLs to accommodate
GOODRICH ROAD	Dulwich Hill	north-east side, o/s Nos. 69a and 71 Goodrich Road add 8m new DYLS
GREEN WALK	Chaucer	on all sides of its north-westernmost extremity, add 20.5m DKBs to existing DYLS
HARPER ROAD	Chaucer	(i) north-west side, o/s Nos. 100-102 Harper Road remove existing 'short stay' parking (11.5m in length) and add DYLS and DKBs to accommodate, (ii) north-west side, either side of its junction with County Street convert approx. 16m of existing SYLs to DYLS, (iii) add new DKBs to new and existing DYLS on both sides (either side of its junction with County Street) a total of approx. 100m new DKBs
HAWKSTONE ROAD	Rotherhithe	south-east side, o/s No. 59 Hawkstone Road add two lengths of 'school keep clear' restrictions (16m each) operating Mon - Fri between 8am and 5pm, and convert existing SYLs into DYLS either side of its junction with Hodnet Grove
NAYLOR ROAD	Old Kent Road	north-east side, either side of its junction with Studholme Street add 6m new DYLS (per side)
NUNHEAD GREEN	Nunhead & Queen's Road	formalise 2 existing DPPP's (each 6.6m in length) south-west side o/s No. 5 Nunhead Green, and formalise an existing 'goods vehicle only' loading bay (9m in length) north-west side o/s No. 15 Nunhead Green which operates every day of the week (max stay 40 mins, no return within 2 hrs)
PECKHAM HILL STREET	Peckham	add new DYLS on all sides of its south-west to north-east arm (side of No. 126 Peckham Hill Street)

STREET	WARD	DESCRIPTION
ROTHERHITHE STREET	Rotherhithe	north-west side opposite its junction with Swan Road, add 32m new DYs
STUDHOLME STREET	Old Kent Road	on both sides north-east of its junction with Naylor Road, add 6m new DYs (per side)
WEST SQUARE	St George's	north-west side, south-west of its junction with St George's Road, remove 5m existing 'pay' parking and extend existing DYs by 5m to accommodate

Link to decision details: [Decision - Minor Traffic Schemes Batch 4 22/23 - Southwark Council](#)

Dated 25 May 2023

For more information contact:-

Katie Houselander

Transport Projects Engineer - Highways

Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Charged-for parking places) (MTS 2223-Q4) Order 202*

Made: 202*

Coming into force: 202*

The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Charged-for parking places) (MTS 2223-Q4) Order 202* and shall come into force on 202*.

Interpretation

- 2.1 In this Order:-

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

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

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

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

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

^a 1984 c.27

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

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

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021 shall have the same meaning as in that Order.

Amendment of items in the map-based schedule

- 3.1 Without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 shall have effect as though:-
 - (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The amendment referred to in Article 3.1 of this Order of an item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

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

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

Placing of traffic signs, etc

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

^b LBS 2021/035

^c SI 2016/362

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

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

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

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

EXPLANATORY NOTE

(This note is not part of the Order)

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

- (a) within CPZ 'C2' (i) in Glasshill Street south-west side, o/s No. 38 remove 5m existing 'shared-use' parking, and (ii) in West Square north-west side, south-west of its junction with St George's Road remove 5m existing 'pay' parking; and
 - (b) within CPZ 'K' in Comber Grove east side, north of its junction with Blucher Road, remove 18.5m existing 'permit' parking,
- as part of Minor Traffic Schemes (2223-Q4), in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (MTS 2223-Q4) Order 202*

Made: 202*

Coming into force: 202*

The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (MTS 2223-Q4) Order 202* and shall come into force on ** ***** 202*.

Interpretation

- 2.1 In this Order:-

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

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

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

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

^a 1984 c.27

"the Order of 2021" means the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021^b.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021 shall have the same meaning as in that Order.

Amendment of items in the map-based schedule

- 3.1 Without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 shall have effect as though:-
- (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The amendments referred to in Article 3.1 of this Order of an item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

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

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

Placing of traffic signs, etc

- 5.1 The Council shall:
- (a) place and maintain traffic signs indicating the limits of each parking place and each loading place;
 - (b) place and maintain, in or in the vicinity of each parking place and each loading place, traffic signs indicating that such parking place or loading place, as the case may be may be, used during the permitted hours for the leaving only of the vehicles specified in Article 5.1 of the Order of 2021; and
 - (c) carry out such other work as is reasonably required for the purposes of the satisfactory operation of a parking place or loading place, as the case may be.

^b LBS 2021/036

^c SI 2016/362

Waiting and loading restrictions applicable in restricted streets

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

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

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

EXPLANATORY NOTE

(This note is not part of the Order)

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

- (a) in Nunhead Green formalise (i) 2 existing DPPPs (each 6.6m in length) south-west side o/s No. 5 Nunhead Green, and (ii) an existing 'goods vehicle only' loading bay (9m in length) north-west side o/s No. 15 Nunhead Green which operates every day of the week (max stay 40 mins, no return within 2 hrs);
- (b) to add two lengths of 'school keep clear' restrictions (16m each) operating Mon - Fri between 8am and 5pm (i) in Bellenden Road west side one o/s No. 52 and one opposite No. 43 Bellenden Road, and (ii) in Hawkstone Road both south-east side o/s No. 59 Hawkstone Road;
- (c) in Comber Grove relocate southward an existing 'school keep clear' restriction (26m in length) west side o/s Comber Grove Primary School (operating Mon - Fri between 8am and 5pm) to accommodate kerb changes;
- (d) relocate existing free 'short stay' parking (11.5m in length) in Harper Road north-west side, o/s Nos. 100-102 to a new location in County Street north side, side of No. 98 Harper Road;
- (e) convert existing SYLs into DYLS in Comber Grove east side opposite Comber Grove Primary School (10m), in County Street on both sides west of its junction with Harper Road (24m total), in Harper Road north-west side either side of its junction with County Street (16m), and in Hawkstone Road south-east side either side of its junction with Hodnet Grove (27.5m);
- (f) remove all existing SYLs on both sides and an existing 'school keep clear' restriction on the west side in Comber Grove within the proposed 'no motor vehicle' restriction, and add 5m new SYLs in Glasshill Street south-west side, o/s No. 38 Glasshill Street;
- (g) add new DYLS in Barry Road south-east side o/s Nos. 21 and 23 Barry Road (5m), in Calton Avenue north-west side o/s No. 7 Calton Avenue (5m) and south-west side o/s No. 91 Calton Avenue (8m), in Comber Grove east side north of its junction with Blucher Road (18.5m) and either end of the 'no motor vehicle' restriction (total of 12m), Foundry Close on both sides (total of 96.5m), Goodrich Road north-east side o/s Nos. 69a and 71 Goodrich Road (8m), Naylor Road north-east side either side of its junction with Studholme Street (total of 12m), Peckham Hill Street on all sides of its south-west to north-east arm (side of No. 126 Peckham Hill Street, a total of 64m), Rotherhithe Street north-west side opposite its junction with Swan Road (32m), Studholme Street on both sides north-east of its junction with Naylor Road (total of 12m), and West Square north-west side south-west of its junction with St George's Road (5m);
- (h) in Chandler Way north-east side o/s No. 18 Chandler Way formally relocate 8m existing DYLS to accommodate kerb-line changes and free cycle parking;
- (i) Harper Road north-west side, o/s Nos. 100-102 Harper Road, add 11.5m DYLS and DKBs;
- (j) add new DKBs to existing DYLS in Alice Street on both sides north-east of its junction with Green Walk (total of 12m), in Calton Avenue south of its junction with Townley Road north-west and west side (15.5m) and east and south-east side (11.5m), and Green Walk on all sides of its north-westernmost extremity (20.5m); and
- (k) add new DKBs to new and existing DYLS on both sides and on either side of the junction in County Street (a total of 44m) and in Harper Road (a total of 100m),
as part of Minor Traffic Schemes (2223-Q4), in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Pedestrian and cycle zones)
(Camelot Primary School) Traffic Order 2023

Made: xx xxxxxx 202*

Coming into force: xx xxxxxx 202*

The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Pedestrian and cycle zones) (Camelot Primary School) Traffic Order 202* and shall come into force on xx xxxxxx 202*.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

“disabled person’s badge” and “disabled person’s badge holder” have the same meaning as in Regulation 2 of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000^c;

“disabled person’s vehicle” and has the same meaning as in section 142(1) of the Road Traffic Regulation Act 1984;

“electronic communications network” has the same meaning as in section 32 of the Communications Act 2003^d;

“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;

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

^a 1984 c.27

^b 1980 c.66

^c SI 2000/682

^d 2003 c.21

“motor vehicle” has the same meaning as in section 136(1) of the Road Traffic Regulation Act 1984;

“pedestrian and cycle zone” has the same meaning as in Schedule 1 to the Traffic Signs Regulation and General Directions 2016^e;

“permit holder”, in relation to a pedestrian and cycle zone referred to in an item in the Schedule to this Order, means either:

- (a) a person who has satisfied the Council that their main place of residence is located at premises the postal address of which is specified in column (4) of that item, and in respect of whose vehicle a permit with a specific permit identifier displaying the letters and numbers specified in column (5) of that item to enter that pedestrian and cycle zone during the prescribed hours has been granted; or
- (b) a person who has satisfied the Council that they are providing care to a resident at premises the postal address of which is specified in column (4) of that item, and in respect of whose vehicle a permit with a specific permit identifier displaying the letters and numbers specified in column (5) of that item to enter that pedestrian and cycle zone during the prescribed hours has been granted; or
- (c) a disabled person’s badge holder who has satisfied the Council that they are either a teacher or other school staff working at, or a parent of a pupil attending, or a carer providing care to a pupil attending a school located within that pedestrian and cycle zone, and in respect of whose vehicle a permit to enter that pedestrian and cycle zone during the prescribed hours has been granted;

“permit identifier” has the same meaning as in Schedule 1 to the Traffic Signs Regulation and General Directions 2016;

“prescribed hours”, in relation to a pedestrian and cycle zone referred to in an item in the table in the Schedule to this Order, means the period of time specified in column (3) of that item during term time (note: ‘during term time’ for the purposes of this Order implies Monday to Friday, except public holidays, during the school term the dates of which are determined by the staff of the school specified in column (4) of that item);

“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; and

“SEND” means Special Educational Needs and Disability, in reference to a child or young person having learning difficulties, or a disability, or both, which requires that they need special health and education support, and “SEND vehicle” means a vehicle engaged in transporting such a person to and from a location at which such support is provided.

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 Any reference in this Order to a numbered Article or Schedule shall, unless the context otherwise requires, be construed as a reference to the Article or Schedule bearing that number in this Order.

Revocation

3.1 Without prejudice to anything done or any liability incurred in respect of any act or omission before the coming into force of this Order, the London Borough of Southwark (Prescribed routes) (Bird In Bush Road) Experimental Traffic Order 2020^f is hereby revoked.

Pedestrian and cycle zone

4.1 No person, other than a permit holder, shall cause any motor vehicle to enter into or proceed in a pedestrian and cycle zone referred to in an item in the table in the Schedule to this Order during the prescribed hours.

^e SI 2016/362

^f LBS 2020/048

Exemptions

5.1 Nothing in Article 4.1 of this Order 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;
- (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) a disabled person's vehicle, the vehicle registration number thereof being registered with and authorised by the Council for this purpose by or on the behalf of a disabled person's badge holder resident in the London Borough of Southwark, such authorisation being granted by the Council on a discretionary basis and subject to such criteria as may be set from time to time by the Council; or
- (e) a vehicle recognised by the Council as being a "rapid response healthcare workers vehicle", the vehicle registration number thereof being registered with and authorised by the Council for this purpose by or on the behalf of a healthcare worker or healthcare organisation providing healthcare services to residents of the London Borough of Southwark, such authorisation being granted by the Council on a discretionary basis and subject to such criteria as may be set from time to time by the Council; or
- (f) a vehicle recognised by the Council as being a "SEND vehicle", the vehicle registration number thereof being registered with and authorised by the Council for this purpose by or on the behalf of a person or organisation providing "SEND" services in the London Borough of Southwark, such authorisation being granted by the Council on a discretionary basis and subject to such criteria as may be set from time to time by the Council.

Dated this xxxxxxx day of xxxxxxx 202*

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

SCHEDULE - PEDESTRIAN AND CYCLE ZONE – see Article 4.1

<i>(1)</i> Item No.	<i>(2)</i> Road or length of road (Pedestrian and cycle zone)	<i>(3)</i> Prescribed hours	<i>(4)</i> Postal addresses of premises for the purpose of granting permits	<i>(5)</i> Permit identifier
1.	BIRD IN BUSH ROAD between its junction with Green Hundred Road/Naylor Road and a point 35 metres west of the north-western kerb- line build-out of Commercial Way.	Monday to Friday 8.15 am to 9.00 am, 3.00 pm to 4.00 pm	Camelot Primary School; All properties in No. 102 Bird In Bush Road, and No. 1 Naylor Road.	SC23

EXPLANATORY NOTE

(This note is not part of the Order)

This Order as part of the 'School Streets Programme' prohibits all motor vehicles, except permit holders, from entering a pedestrian and cycle zone in Bird In Bush Road in the vicinity of Camelot Primary School between 8.15 am and 9.00 am, and between 3.00 pm and 4.00 pm on Mondays to Fridays, during school term time (as determined by the school), in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Prescribed routes) (Comber Grove) Traffic Order 202*

Made: xx xxxxxxxx 202*

Coming into force: xx xxxxxxxx 202*

The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Comber Grove) Traffic Order 202* and shall come into force on xx xxxxxxxx 202*.

Interpretation

2.1 In this Order:-

causing includes permitting;

“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

“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 136 of the Road Traffic Regulation Act 1984.

“pedal cycle” has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^b;

“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; and

“Comber Grove cycle route” means the entirety of the carriageway of the part of Comber Grove which lies between a point 75 metres south of the south-eastern kerb-line of Wyndham Road and a point 30 metres north of the northern kerb-line of Blucher Road, and which provides a separate two-way carriageway for the use of pedal cycles only.

^a 1984 c.27

^b SI 2016/362

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

Prescribed routes

3.1 No person shall cause any motor vehicle to enter into or proceed in that part of Comber Grove which lies between a point 75 metres south of the south-eastern kerb-line of Wyndham Road and a point 30 metres north of the northern kerb-line of Blucher Road or the Comber Grove cycle route.

Exemptions

4.1 Nothing in Article 3.1 of this Order shall apply in relation to:-

- (a) anything done with the permission or at the direction of a police constable in uniform; or
- (b) 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.

Revocations

5.1 Without prejudice to anything done or any liability incurred in respect of any act or omission before the coming into force of this Order, the London Borough of Southwark (Pedestrian and cycle zones) (Comber Grove Primary School) Order 2022^c, is hereby revoked.

Dated this xxxxxxxx day of xxxxxxxxxxxx 202*

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

^c LBS 2022/027

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, on a permanent basis:-

- (a) removes an existing 'pedestrian and cycle zone' and introduces a 'no motor vehicles' restriction in that part of Comber Grove which lies between a point 75 metres south of the south-eastern kerb-line of Wyndham Road and a point 30 metres north of the northern kerb-line of Blucher Road; and
- (b) provides a two-way route for pedal cycles only in the entirety of the carriageway of the part of Comber Grove which lies between a point 75 metres south of the south-eastern kerb-line of Wyndham Road and a point 30 metres north of the northern kerb-line of Blucher Road,

in the London Borough of Southwark.