

Public notice

Druid Street walking and cycling improvements



*The London Borough of Southwark (Charged-for parking places) (Druid Street area) Order 202**

*The London Borough of Southwark (Prescribed routes) (Gedling Place) Traffic Order 202**

*The London Borough of Southwark (Waiting and loading restrictions) (Druid Street area) 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 (Charged-for parking places) Order would be in DRUID STREET north-east side opposite Millstream Road, to remove 38 metres of Controlled Parking Zone 'G' permit-holders only parking.
3. The effect of the (Prescribed routes) Order would be to:-
 - (a) introduce a 'no motor vehicles' restriction in that part of GEDLING PLACE which lies between the south-western kerb-line build-out of Druid Street and a point 52 metres south-west of that kerb-line build-out (the entirety of which will provide a two-way route for pedal cycles only); and
 - (b) removes an existing 'one-way', and associated 'no entry', restriction in GEDLING PLACE.
4. The effect of the (Waiting and loading restrictions) Order would be:-
 - (a) in DRUID STREET and SWEENEY CRESCENT to update the layout of existing 'at any time' waiting restrictions so as to accommodate the provision of two-way cycle lanes aligned with the south-western edge of the north-eastern footway (extending from its junction with Tanner Street south-eastward to a point opposite the north-western kerb-line of Gedling Place, having a width throughout of 3 metres and semi-segregated from the adjoining motor vehicle traffic flow, by way of kerbs constructed in the carriageway and flexible bollards) and the removal of the parking place referred to in item 2 preceding; and
 - (b) to add 'at any time' loading restrictions on existing double yellow lines, (i) in DRUID STREET north-east side, between its junction with Tanner Street and a point 13.5 metres south-east of the south-eastern kerb-line build-out of Sweeney Crescent, and (ii) in SWEENEY CRESCENT on both sides, between its junction with Druid Street and a point 10 metres north-east of that junction.

NOTES: (1) These Orders would supersede similar provisions at the above locations implemented by way of experimental Orders made under section 9 of the 1984 Act (which would be revoked).

(2) All measurements are in metres and are approximate. (3) Parking charges are listed on www.southwark.gov.uk/parking

5. For more information please contact the Council's Highways team - Highways@southwark.gov.uk
6. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of Southwark 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.
7. Anyone wishing to object to or make any other representations regarding the proposals, may use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices or send a statement in writing to: the Traffic Orders Officer, Highways, Southwark Council, Environment, Neighbourhoods and Growth, P.O. Box 64529, London SE1P 5LX or by e-mail to traffic.orders@southwark.gov.uk quoting reference '*TMO2324-003 Druid St permanent*' by 6 July 2023. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.
8. Under requirements of current access to information legislation, any letter or e-mail sent to the Councils in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.

Dated 15 June 2023

Dale Foden - Head of Service, Highways

Statement of reasons

Druid Street walking and cycling improvements

*The London Borough of Southwark (Charged-for parking places) (Druid Street area) Order 202**

*The London Borough of Southwark (Prescribed routes) (Gedling Place) Traffic Order 202**

*The London Borough of Southwark (Waiting and loading restrictions) (Druid Street area) Order 202**

The purpose of these Orders is to implement on a permanent basis the changes to prescribed routes following review outcomes of experimental measures introduced in the Druid Street area (within the London Bridge & West Bermondsey ward), in the London Borough of Southwark.

A summary of the proposed permanent measures, are:

- (1) to provide new semi-segregated two-way cycle lanes in Druid Street north-east side between its junctions with Tanner Street and Sweeney Crescent, and new kerb layout (build-out) across its junction with Sweeney Crescent;
- (2) in Controlled Parking Zone 'G' remove 38 metres of existing permit-holders only parking on the north-east side of Druid Street (opposite Millstream Road) to accommodate the new cycle feature;
- (3) removing an existing 'one-way' operation in Gedling Place and closing Gedling Place to through motor traffic, by way of signs placed in the carriageway south of its junction with Druid Street (the entirety of which will provide a two-way route for pedal cycles only);
- (4) amend 'at any time' waiting restrictions (double yellow lines) in Druid Street and Sweeney Crescent to accommodate the new cycle feature and kerb layout; and
- (5) add 'at any time' loading restrictions (double kerb blips) in Druid Street north-east side between its junctions with Tanner Street and across its junctions with Sweeney Crescent, and in Sweeney Crescent on both sides at its junction with Druid Street.

The Orders supersede similar provisions at the above locations implemented by way of experimental Orders made under section 9 of the 1984 Act (which would be revoked). The trial measures were part of the Druid Street area trials (public notice originally advertised in *the London Gazette* on 10 March 2022¹), of which the overall objectives are to promote walking and cycling transport modes and deter motor vehicle usage in the vicinity of the Druid Street area. The trial measures will be revoked in full as this scheme is being proposed as new permanent changes to the Druid Street area.

An extensive public consultation was carried out and a good response rate was received, area-wide, and provided a good understanding of local opinion regarding the measures. The feedback received from the consultation has informed the proposals in addition to monitoring results and an equality impact assessment.

Link to the decision: [Decision - Druid Street - Walking and Cycling Improvements - Southwark Council](#)

Dated 15 June 2023

For more information contact:-

Transport Projects, Highways
Highways@southwark.gov.uk

¹ <https://www.thegazette.co.uk/notice/4015332>



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Charged-for parking places) (Druid Street area) 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) (Druid Street area) 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; and

“the Order of 2021” means the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021^b.

^a 1984 c.27

^b LBS 2021/035

- 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 the existing item indicating the location of a permit-holders only parking place in Druid Street (within CPZ 'G', north-east side of Druid Street opposite its junction with Millstream Road) in the map-based schedule attached to that Order were omitted.
- 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.

Revocations

- 4.1 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 (Charged-for parking places) (Druids Street area) Experimental Traffic Order 2022^c and the London Borough of Southwark (Cycle Lanes) (Druids Street area) Experimental Traffic Order 2022^d, are hereby revoked.

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

[signature here]

DALE FODEN
Head of Service, Highways
Environment, Neighbourhoods and Growth

^c LBS 2022/033

^d LBS 2022/034

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 permanently remove 38 metres of permit parking in CPZ 'G' on the north-east side of Druid Street (opposite its junction with Millstream Road), 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) (Gedling Place) 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) (Gedling Place) 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

“Gedling Place cycle route” means the entirety of the carriageway of the part of Gedling Place which lies between the south-western kerb-line build-out of Druid Street and a point 52 metres south-west of that kerb-line build-out, 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 Gedling Place which lies between the south-western kerb-line build-out of Druid Street and a point 52 metres south-west of that kerb-line build-out, or the Gedling Place cycle route.

Exemptions

4.1 Nothing in Articles 3.1 or 3.2 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 vehicle being used for ambulance, fire brigade or police purposes; or
- (c) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a prescribed street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003^c); or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part thereof; or
- (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

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 (Prescribed Route) Traffic Management Order 1961/348^d, the London Borough of Southwark (Prescribed routes) (Gedling Place) Experimental Traffic Order 2022^e, and the London Borough of Southwark (Prescribed routes) (Gedling Place) (No. 2) Experimental Traffic Order 2022^f, are hereby revoked.

Dated this xxxxxxxx day of xxxxxxxxxxxx 202*

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

^c 2003 c.21

^d LBS 1961/348

^e LBS 2022/035

^f LBS 2022/077

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, on a permanent basis:-

- (a) removes an existing 'one-way', and associated 'no entry', restriction in Gedling Place; and
- (b) introduces a 'no motor vehicle' restriction in that part of Gedling Place which lies between the south-western kerb-line build-out of Druid Street and a point 52 metres south-west of that kerb-line build-out (the entirety of which will provide a two-way route for pedal cycles only);

in the London Borough of Southwark.

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THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The London Borough of Southwark (Waiting and Loading restrictions)
(Druid Street area) 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 (Waiting and Loading restrictions) (Druid Street area) 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, 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 waiting and loading restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of waiting and loading 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 waiting or loading restriction is depicted on the map-based schedule, that waiting or loading 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 waiting or loading restriction 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.

Revocations

- 4.1 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 (Waiting and loading restrictions) (Druids Street area) Experimental Traffic Order 2022^c, is hereby revoked.

Waiting and loading restrictions applicable in restricted streets

- 5.1 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

^b LBS 2021/036

^c LBS 2022/036

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, so as to permanently:-

- a) provide an updated depiction of lengths of 'at any time' waiting restrictions in Druid Street and in Sweeney Crescent following the realignment of the carriageway and footway of those streets; and
- (b) to add 'at any time' loading restrictions in Druid Street and Sweeney Crescent, in the London Borough of Southwark.