

Public notice

London Streetspace Programme – Walworth 3 revisions part 2



The London Borough of Southwark (Loading bays) (No. 5) Experimental Traffic Order 2020

The London Borough of Southwark (Parking places) (CPZ 'E') (No. 5) Experimental Traffic Order 2020

The London Borough of Southwark (Parking places) (CPZ 'J') (No. 5) Experimental Traffic Order 2020

The London Borough of Southwark (Parking places) (CPZ 'M1') (No. 4) Experimental Traffic Order 2020

The London Borough of Southwark (Parking places) (CPZ 'M2') (No. 5) Experimental Traffic Order 2020

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

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

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

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

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 16) Experimental Traffic Order 2020

1. Southwark Council hereby GIVES NOTICE that on 24 September 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 either ANPR cameras, or the installation of planters and/or lockable bollards/gates - in which any motor vehicle, without exceptions (unless otherwise stated), will be prohibited from entering into or proceeding, and **prescribed routes/turns** (see 2a-g); and any **necessary changes to existing highway restrictions** to accommodate the closures (see 2h-m), 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) CHAPTER ROAD – a point closure with planters installed at its junction with Lorrimore Square;
 - (b) LYTHAM STREET – (i) introduce 'one-way' working (south-east and north-east) between its junctions with Merrow Street and Phelp Street, reinforced by 'no entry' for all vehicles (at the south-western kerb-line of Phelp Street), (ii) formalises an existing 'no entry' except cycles, at the junction of Lytham Street and Merrow Street between its junctions with Lytham Street and Portland Street, (iii) no access into that part of Merrow Street between its junctions with Lytham Street and Walworth Road enforced by ANPR camera (exceptions for taxis and 'permitted vehicles' for deliveries to No. 42 Merrow Street, The Queen Elizabeth public house, SE17 2NH only);
 - (c) MERROW STREET – (i) a point closure enforced by ANPR camera west of its junction with Lytham Street, (exceptions for taxis and 'permitted vehicles' for deliveries to No. 42 Merrow Street, The Queen Elizabeth public house, SE17 2NH only), and priority is given to on-coming vehicles travelling in a south-westward direction, (ii) introduces 'left turn only' upon reaching its junction with Lytham Street for vehicles, except pedal cycles, in that part of Merrow Street which lies between its junctions with Portland Road and Lytham Street;
 - (d) PHELP STREET – (i) introduce 'one-way' working (south-eastbound) between its junctions with Lytham Street and Sondes Street, reinforced by 'no entry' for all vehicles (at the north-western kerb-line of Sondes Street) and 'right turn only' at its junction with Sondes Street, (ii) introduces a point closure with planters and lockable bollards installed at its junction with Westmoreland Road;
 - (e) PORTLAND STREET – 'no entry' for all vehicles at junction with Sondes Street, reinforced with banned left turn and banned right turn for all vehicles on approach to that junction;
 - (f) SONDES STREET – (i) reverses existing 'one way' and introduces north-eastbound 'one way' working for all vehicles, (ii) relocates an existing 'no entry' to its junction with Portland Street;
 - (g) WESTMORELAND ROAD – no access into Phelp Street;
 - (h) in BROWNING STREET south-east side o/s Barrett House, Browning Estate, introduce a new loading bay (18.5m) replacing an existing 'permit' in CPZ 'M1' that is being relocated to Walcorde Avenue (loading is permitted 7am – 9pm, max. stay 40 mins, and no return within 2 hrs);
 - (i) in CPZ 'E' – (i) in AMELIA STREET north-west side o/s No. 230 Amelia Street existing 'permit' suspended (6m), south-east side opposite Nos. 212 to 220 Amelia Street existing pay parking place suspended (12m), and opposite Nos. 196 to 210 Amelia Street existing 'permit' reduced (53m of bay remains) (ii) in ILIFFE STREET north-west side on the side of Nos. 1 to 24 Pullens Buildings, Penton Place existing 'permit' suspended (4.5m), and south-east side on the side of Nos. 25 to 32 Pullens Buildings, Penton Place existing 'permit' reduced (6m of bay remains);
 - (j) in CPZ 'J' – (i) in CHAPTER ROAD north-east side north of Lorrimore Square, existing 'permit' reduced (16.5m of bay remains), and (ii) in COOKS ROAD south-west side o/s No. 107 Cooks Road, existing 'permit' reduced (13.5m of bay remains);

- (k) in CPZ 'M1' – (i) in BROWNING STREET existing 'permit' is suspended and replaced by new loading bay (see 2h), (ii) in WALCORDE AVENUE south-west side, new 'permit' o/s No. 8 Walcorde Avenue (16m);
- (l) in CPZ 'M2' existing 'shared-use' are reduced in – (i) MERROW STREET north-west side south-west of its junction with Lytham Street (62m of bay remains), (ii) PHELP STREET north-east side north of its junction with Westmoreland Road (12.5m of bay remains); and
- (m) to add 'at any time' waiting restrictions (double yellow lines) to accommodate the above-mentioned parking changes in: (i) AMELIA STREET both sides, (ii) CHAPTER ROAD north-east side, (iii) COOKS ROAD south-west side, (iv) ILIFFE STREET both sides, (v) MERROW STREET north-west side, and (vi) PHELP STREET north-east side.
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 1 October 2020 (and expire on 13 April 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 booking details contact traffic.orders@southwark.gov.uk or 020 7525 3497.
5. The council will in due course be considering whether the provisions of the experimental order/s should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent orders or make any other representation regarding the scheme would have 6 months to do so, from the date the experimental order comes into force (or, if the order is varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation order or modification comes into force), and may send a statement to traffic.orders@southwark.gov.uk or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices quoting the reference 'TMO2021-EXP12_LSP Walworth 3'. 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 24 September 2020

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

¹ [1984.c.27](#)

Statement of reasons

London Streetspace Programme – Walworth 3 revisions part 2



The London Borough of Southwark (Loading bays) (No. 4) Experimental Traffic Order 2020
The London Borough of Southwark (Parking places) (CPZ 'E') (No. 5) Experimental Traffic Order 2020
The London Borough of Southwark (Parking places) (CPZ 'J') (No. 5) Experimental Traffic Order 2020
The London Borough of Southwark (Parking places) (CPZ 'M1') (No. 4) Experimental Traffic Order 2020
The London Borough of Southwark (Parking places) (CPZ 'M2') (No. 5) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed Routes) (Chapter Road) (No. 2) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed routes) (Merrow Street area) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed routes) (Phelp Street area) Experimental Traffic Order 2020
The London Borough of Southwark (Prescribed routes) (Sondes Street area) Experimental Traffic Order 2020
The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 16) Experimental Traffic Order 2020

The decision has been made to revise the previous experimental road closures as implemented in August 2020 (LSP Walworth 2) and to make new measures or changes to the trial as LSP Walworth 3 – revisions part 2. These revisions will introduce new or relocate previous road closures - which will be physically enforced with traffic signs and either ANPR cameras, or the installation of planters and/or lockable bollards/gates - in which any motor vehicle, without exceptions (unless otherwise stated), will be prohibited from entering into or proceeding, and prescribed routes/turns; and any necessary changes to existing highway restrictions to accommodate the 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: '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.

| Street | Ward | Description |
|-----------------|----------------|--|
| AMELIA STREET | Newington | In CPZ 'E': (i) north-west side o/s No. 230 Amelia Street existing 'permit' suspended (6m), (ii) south-east side opposite Nos. 212 to 220 Amelia Street existing pay parking place suspended (12m), (iii) opposite Nos. 196 to 210 Amelia Street existing 'permit' reduced (53m of bay remains) and (iv) DYLS added on both sides. |
| BROWNING STREET | North Walworth | (i) in CPZ 'M1' existing 'permit' is suspended (18.5m) and (ii) replaced by new loading bay (loading is permitted 7am – 9pm, max. stay 40 mins, and no return within 2 hrs) south-east side o/s Barrett House, Browning Estate. |
| CHAPTER ROAD | Newington | (i) a point closure with planters installed at its junction with Lorrimore Square, (ii) in CPZ 'J' north-east side north of Lorrimore Square, existing 'permit' reduced (16.5m of bay remains), and (iii) DYLS added. |

| Street | Ward | Description |
|-----------------|-----------|---|
| COOKS ROAD | Newington | (i) in CPZ 'J' south-west side o/s No. 107 Cooks Road, existing 'permit' reduced (13.5m of bay remains) and (ii) DYLS added. |
| ILIFFE STREET | Newington | In CPZ 'E': (i) north-west side on the side of Nos. 1 to 24 Pullens Buildings, Penton Place existing 'permit' suspended (4.5m), (ii) south-east side on the side of Nos. 25 to 32 Pullens Buildings, Penton Place existing 'permit' reduced (6m of bay remains), and (iii) DYLS added on both sides. |
| LYTHAM STREET | Faraday | (i) introduce 'one-way' working (south-east and north-east) between its junctions with Merrow Street and Phelp Street, reinforced by 'no entry' for all vehicles (at the south-western kerb-line of Phelp Street), (ii) formalises an existing 'no entry' except cycles, at the junction of Lytham Street and Merrow Street between its junctions with Lytham Street and Portland Street, and (iii) no access into that part of Merrow Street between its junctions with Lytham Street and Walworth Road enforced by ANPR camera (exceptions for taxis and 'permitted vehicles' for deliveries to No. 42 Merrow Street, The Queen Elizabeth public house, SE17 2NH only). |
| MERROW STREET | Faraday | (i) a new point closure enforced by ANPR camera west of its junction with Lytham Street, (exceptions for taxis and 'permitted vehicles' for deliveries to No. 42 Merrow Street, The Queen Elizabeth public house, SE17 2NH only), and priority is given to on-coming vehicles travelling in a south-westward direction, (ii) introduces 'left turn only' upon reaching its junction with Lytham Street for vehicles, except pedal cycles, in that part of Merrow Street which lies between its junctions with Portland Road and Lytham Street, (iii) in CPZ 'M2' north-west side south-west of its junction with Lytham Street existing 'shared-use' reduced (62m of bay remains), and (iv) add DYLS. |
| PHELP STREET | Faraday | (i) introduce 'one-way' working (south-eastbound) between its junctions with Lytham Street and Sondes Street, reinforced by 'no entry' for all vehicles (at the north-western kerb-line of Sondes Street) and 'right turn only' at its junction with Sondes Street, (ii) introduces a point closure with planters and lockable bollards installed at its junction with Westmoreland Road (iii) in CPZ 'M2' north-east side north of its junction with Westmoreland Road existing 'shared-use' reduced (12.5m of bay remains), and (iv) add DYLS. |
| PORTLAND STREET | Faraday | 'no entry' for all vehicles at junction with Sondes Street, reinforced with banned left turn and banned right turn for all vehicles on approach to that junction. |

| Street | Ward | Description |
|-------------------|----------------|--|
| SONDES STREET | Faraday | (i) reverses existing 'one way' and introduces north-eastbound 'one way' working for all vehicles, (ii) relocates an existing 'no entry' to its junction with Portland Street. |
| WALCORDE AVENUE | North Walworth | in CPZ 'M1' south-west side, new 'permit' o/s No. 8 Walcorde Avenue (16m). |
| WESTMORELAND ROAD | Faraday | no access into Phelp Street. |

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 restrictions should be made permanent.

Link to the decision details: <http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=7153>

Dated 24 September 2020

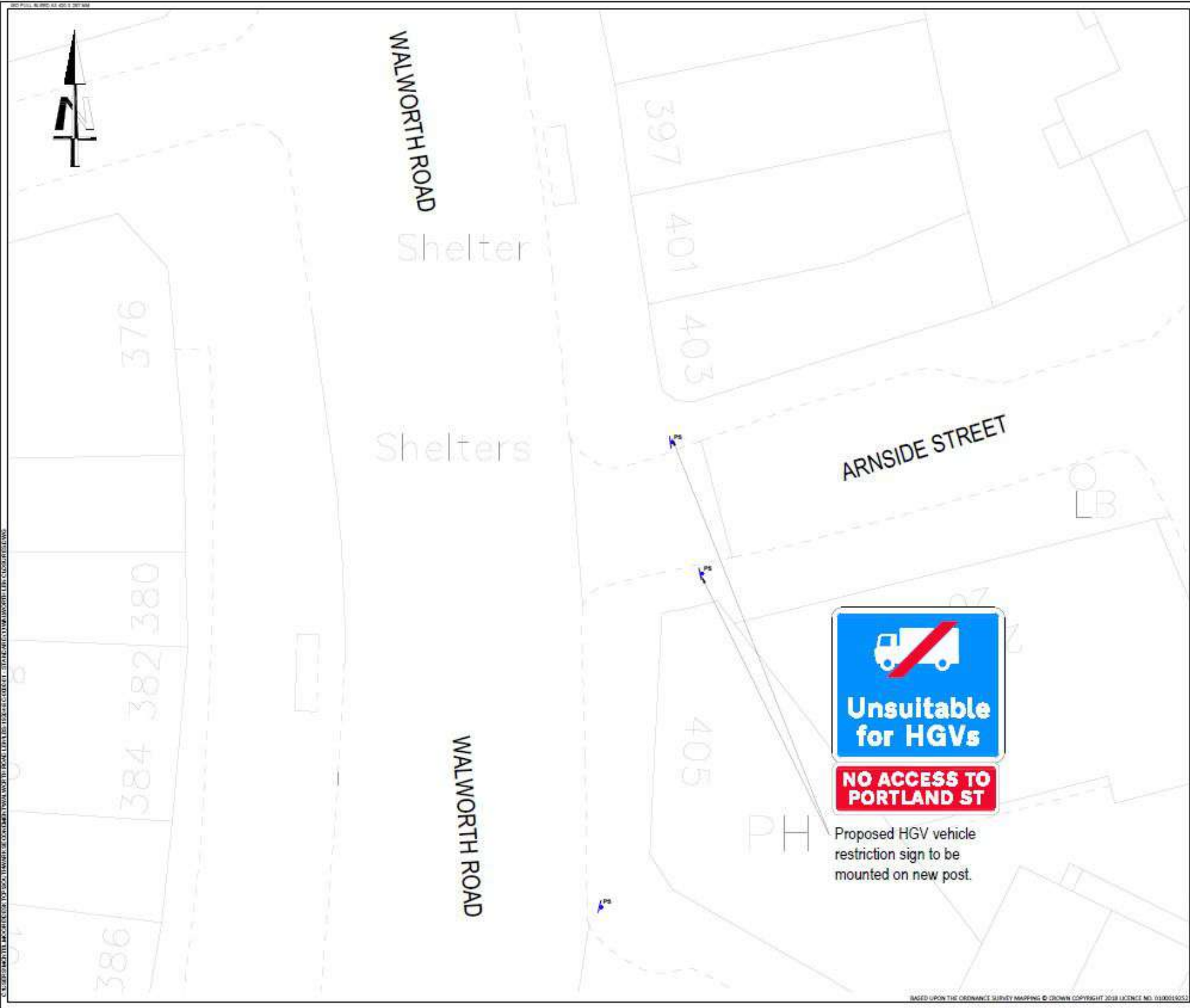
For more information contact:-

Rachel Gates

Transport Projects

Highways

Highways@southwark.gov.uk



- NOTES**
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
 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

PS PROPOSED SIGN ON NEW POST

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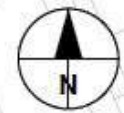
PROJECT

LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE

WALWORTH ROAD/ARNSIDE STREET

| | | | |
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| STATUS | PHASE ONE | DESIGNED | MM |
| SCALE | 1:200 | CHECKED | MM |
| DRAWING NO. | LBS/19204/SC/0000/54 | REV. | - |
| DATE DRAWN | SEPT 2020 | DATE ISSUED | SEPT 2020 |



- LEGEND**
- Existing road markings
 - Proposed road markings
 - Existing planter
 - Existing road marking to be removed
 - Proposed sign and post
 - Proposed sign on existing post

- 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 signs, 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.

LOCATION PLAN



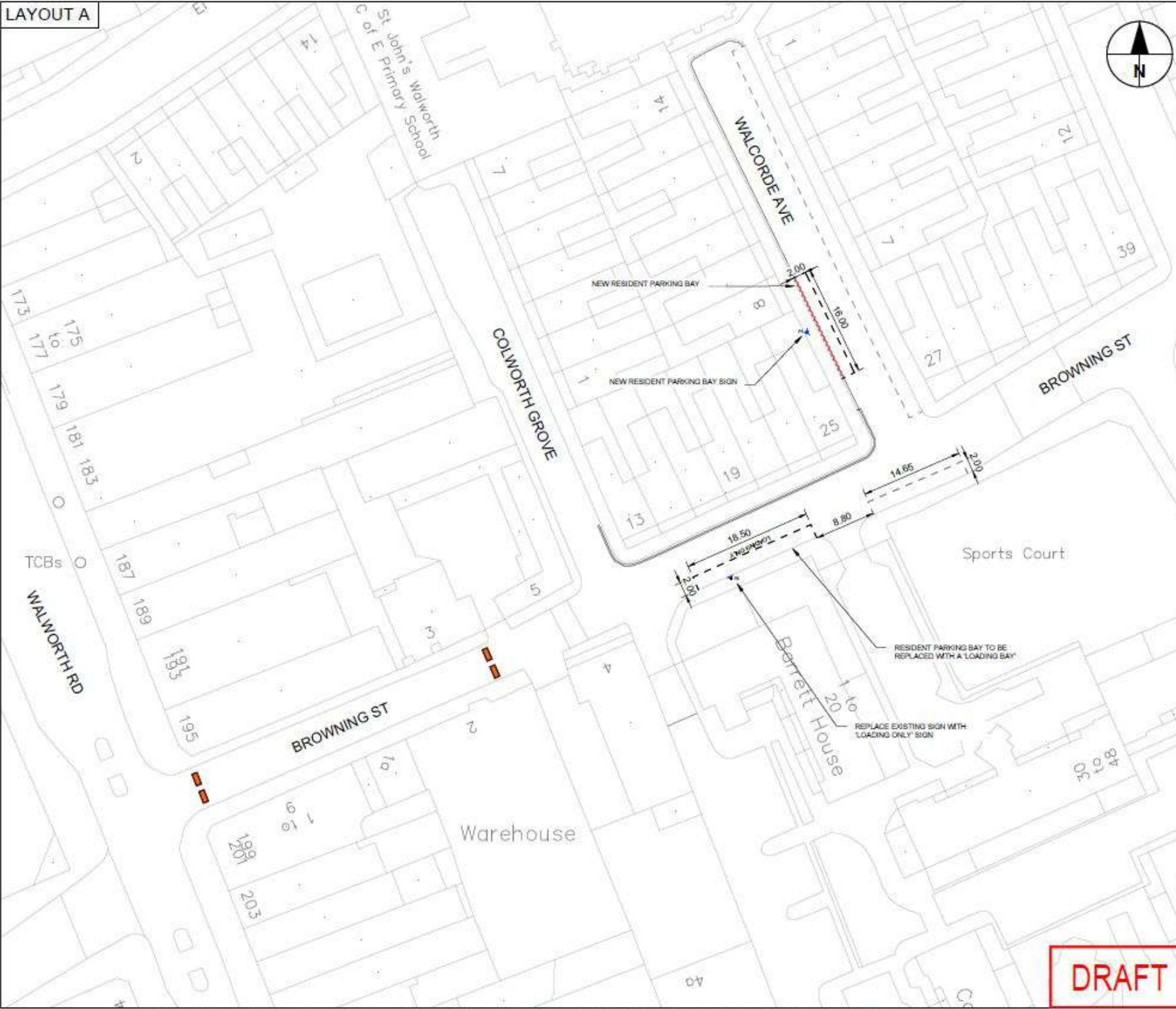
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PROJECT: **BROWNING STREET LOADING BAY**

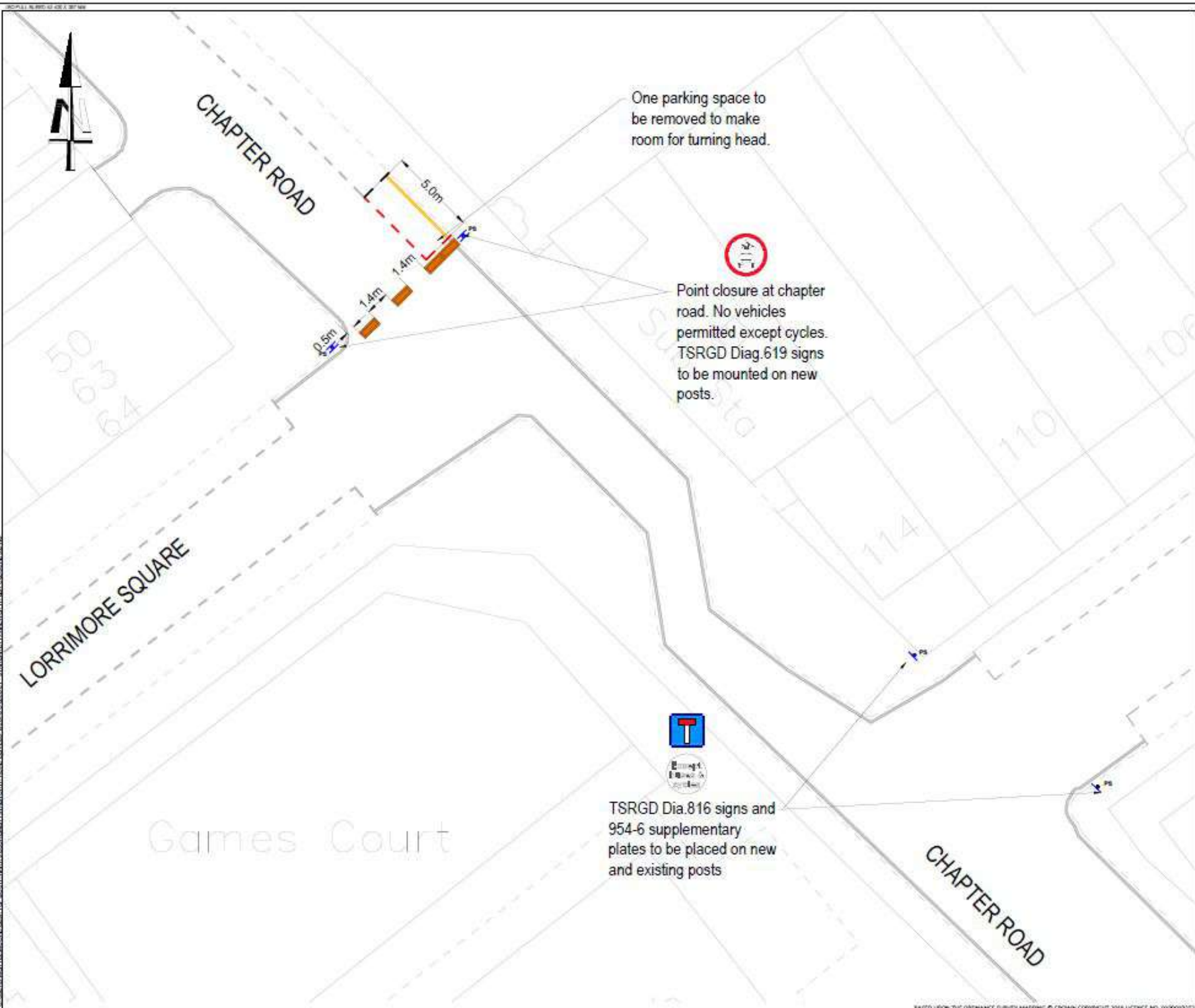
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| | | | |
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| SCALE: | 1:500 @ A3 | DISCUSSED: | PTB |
| DRAWING NO: | 80483382-C0000-100-01 | CHANGED: | AA |
| DATE DRAWN: | 05 AUGUST 2020 | APPROVED: | MAC |
| | | REV: | 0 |
| | | DATE ISSUED: | 13 AUGUST 2020 |



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One parking space to be removed to make room for turning head.

Point closure at chapter road. No vehicles permitted except cycles. TSRGD Diag.619 signs to be mounted on new posts.

TSRGD Dia.816 signs and 954-6 supplementary plates to be placed on new and existing posts

NOTES

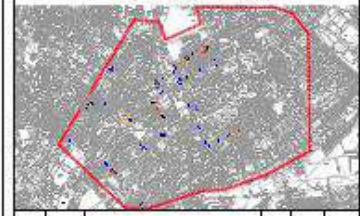
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA.

KEY

- CHAPTER ROAD
- EXISTING MARKINGS (GREY)
 - PROPOSED MARKINGS (WHITE AND YELLOW)
 - MARKINGS TO BE REMOVED
 - PROPOSED PLANTER BOX (1.2m x 0.5m)
 - PROPOSED SIGN ON NEW POST
 - PROPOSED SIGN ON EXISTING POST

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LOCATION PLAN



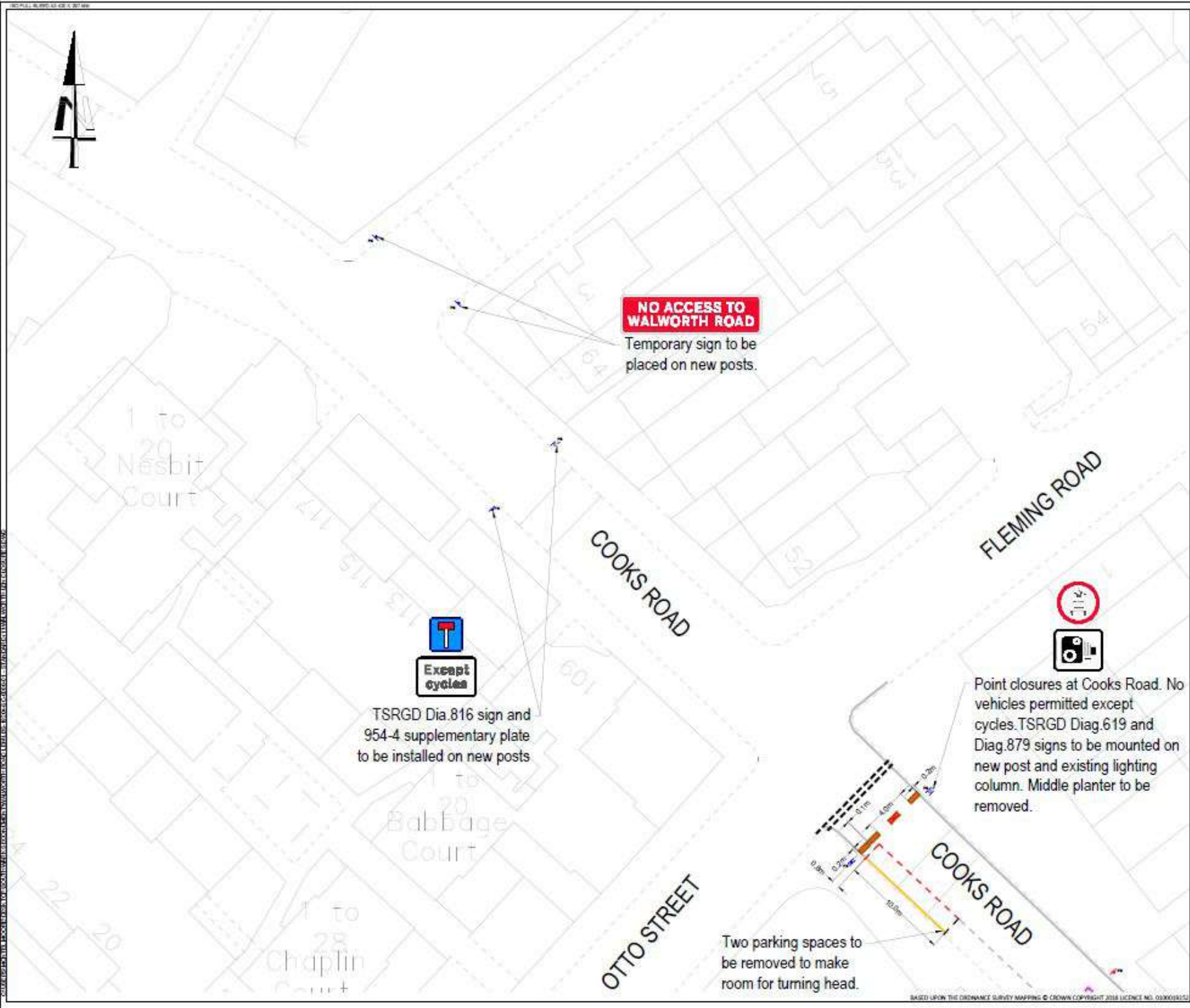
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PROJECT: LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE: CHAPTER ROAD

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| STATUS: | PHASE ONE | DESIGN: | MM |
| SCALE: | 1:200 | DESIGNED: | MM |
| DRAWING NO: | LBS/19204/00/0000/08 | APPROVED: | MM |
| DATE DRAWN: | 16 JULY 2020 | DATE REVISED: | 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**
- EXISTING MARKINGS (GREY)
 - - - - PROPOSED MARKINGS (WHITE)
 - [Orange Box] PROPOSED PLANTER BOX (1.2m x 0.5m)
 - [Red Box] PLANTER BOX TO BE REMOVED
 - PS [Symbol] PROPOSED SIGN ON EXISTING LIGHTING COLUMN
 - PS [Symbol] PROPOSED SIGN ON NEW POST
 - RS [Symbol] SIGN AND POST TO BE REMOVED
 - [Pink Line] REMOVED KERBLINE

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| REV | DATE | REVISION DESCRIPTION / DETAILS | DRN | CHKD | APPRD |
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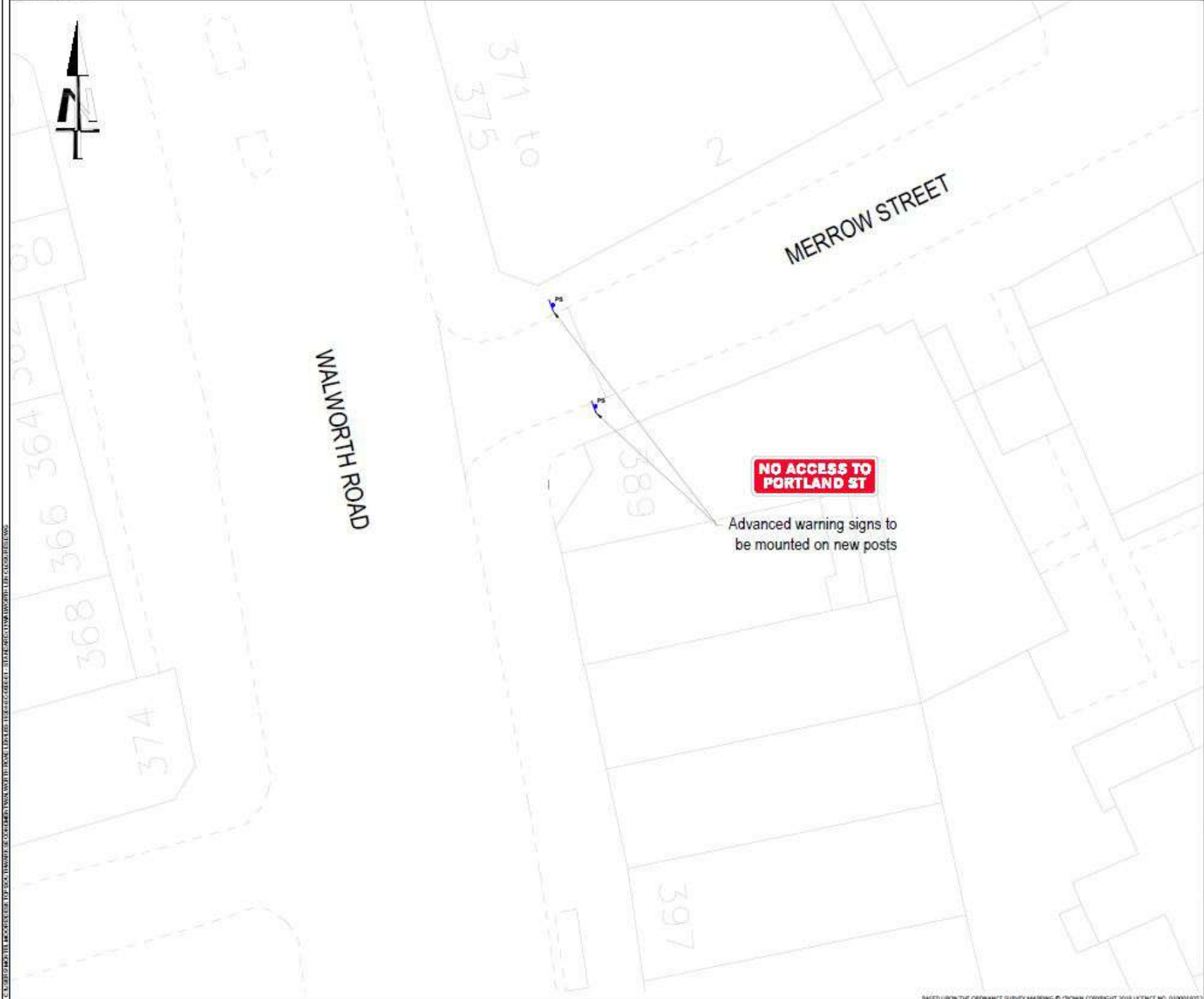


PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD

TITLE: COOKS ROAD

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| SCALE: 1:320 | CHECKED: RW |
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| DATE DRAWN: 16 SEPT 2020 | DATE ISSUED: 16 SEPT 2020 |
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NOTES

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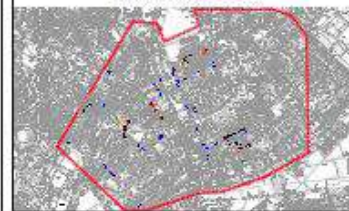
KEY

MERROW STREET/WALTHORTH ROAD

PS PROPOSED SIGN ON NEW POST

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LOCATION PLAN



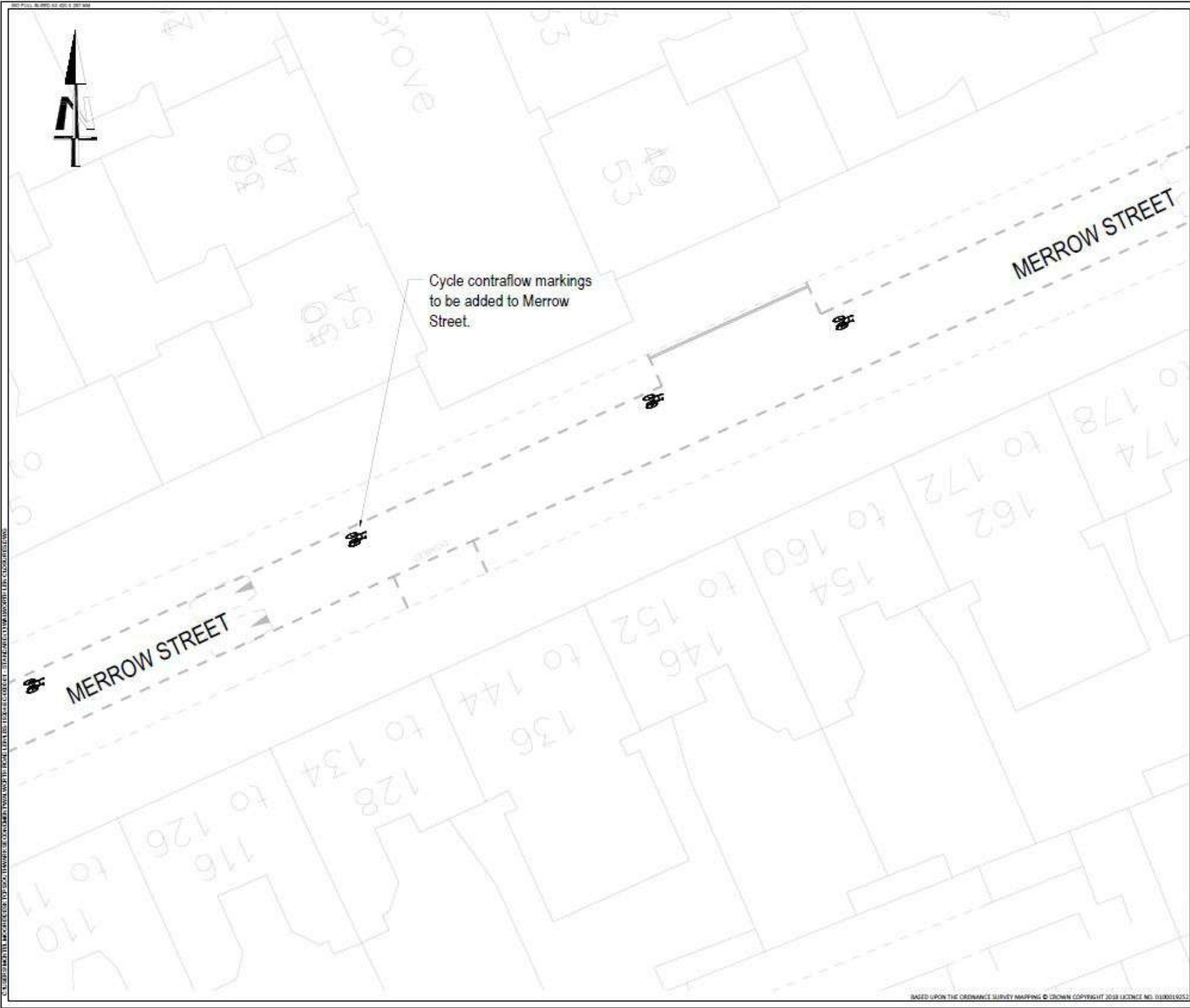
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161 TOULRY STREET LONDON SE16 5LE

PROJECT:
LOWER EMISSIONS NEIGHBORHOOD
WALTHORTH ROAD

TITLE:
MERROW STREET/WALTHORTH ROAD

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|--------------|---------------------|----------------|--------------|
| STATUS: | PHASE ONE | DRAWN: | MM |
| SCALE: | 1:200 | CHECKED: | MM |
| DRAWING NO.: | LBS/19204/SC/000023 | REV.: | - |
| DATE DRAWN: | 15 SEPT 2020 | DATE REVISION: | 15 SEPT 2020 |



NOTES

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

KEY

- MERROW STREET 2
- EXISTING MARKINGS (GREY)
 - MARKINGS TO BE REMOVED
 - PROPOSED MARKINGS (WHITE AND YELLOW)

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LOCATION PLAN



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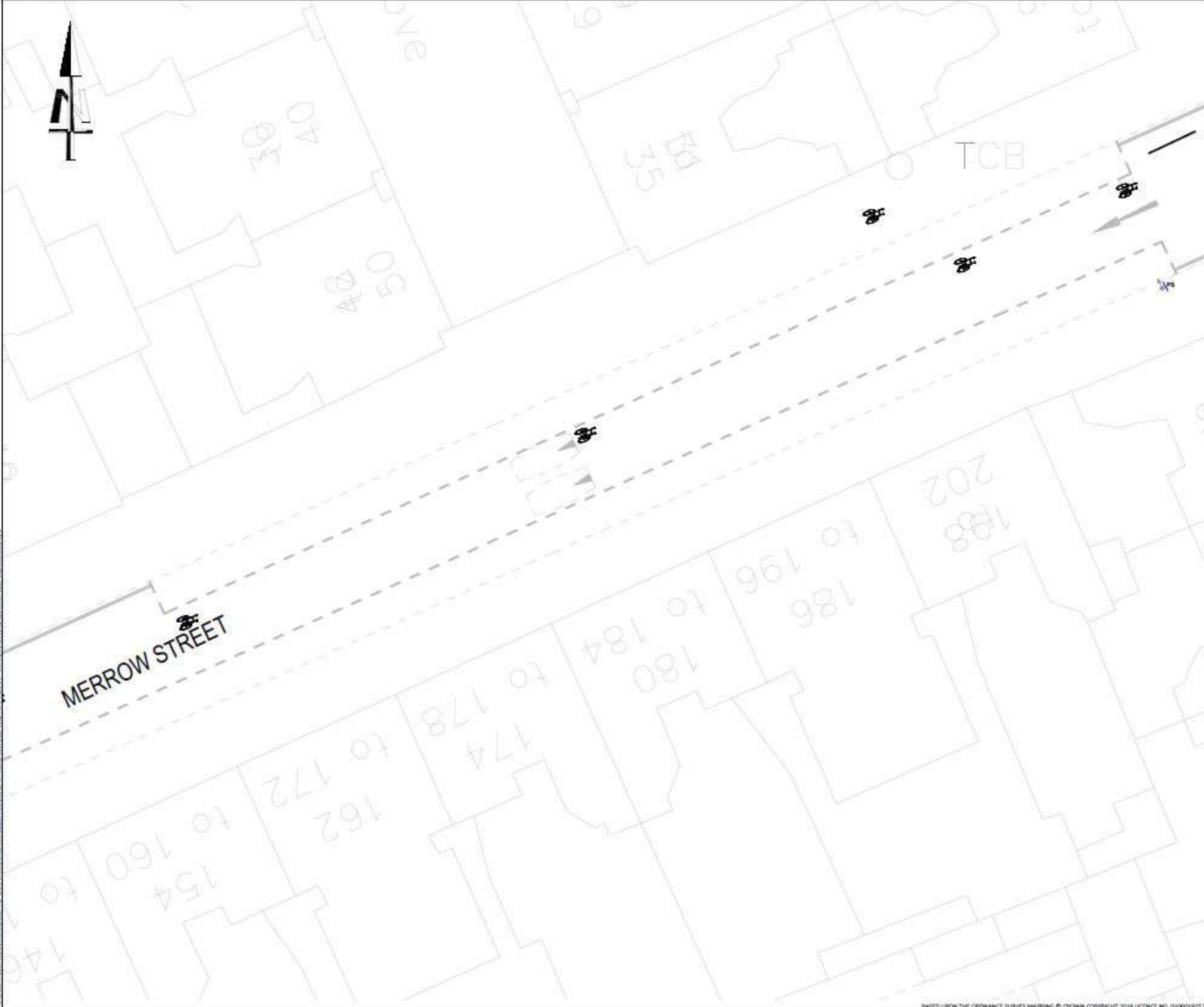


PROJECT: LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE: MERROW STREET 2

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| SCALE: 1:200 | CHECKED: MBE |
| DRAWING NO: LBS/19204/SC/000026 | REV: - |

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| DATE DRAWN: 16 SEPT 2020 | DATE REVISD: 16 SEPT 2020 |
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- NOTES**
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 3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA.

- KEY**
- MERROW STREET 3
 - EXISTING MARKINGS (GREY)
 - - - - MARKINGS TO BE REMOVED
 - PROPOSED MARKINGS (WRITE AND YELLOW)

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| REV | DATE | REVISION DESCRIPTION / DETAILS | DRN | CHKD | APPROV |
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PROJECT

LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE

MERROW STREET 3

| STATUS | PHASE ONE | DRAWN | MM |
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| SCALE | 1:200 | CHECKED | MM |
| DRAWING NO. | LBS/19204/SC/0000/27 | APPROVED | MM |
| DATE DRAWN | 16 SEPT 2020 | REV | - |
| DATE ISSUED | 16 SEPT 2020 | | |



Proposed HGV vehicle restriction sign to be mounted on new posts. Contraflow sign to be mounted below HGV sign.

Proposed HGV vehicle restriction sign to be mounted on new post.



Proposed HGV vehicle restriction sign to be mounted on new post.



NO ACCESS TO WALWORTH ROAD

Advanced warning sign to be mounted to existing lighting column.

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
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

- MERROW STREET PORTLAND STREET UPDATE
- - - - - EXISTING MARKING (GREY)
 - PROPOSED MARKING (WHITE)
 - PS PROPOSED SIGN AND POST

DRAFT

LOCATION PLAN



| REV. | DATE | REVISION DESCRIPTION / DETAILS | DESIGNER | CHECKED BY | APPROVED BY |
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PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD

TITLE: MERROW STREET PORTLAND STREET UPDATE

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|----------------------------------|------------------------|
| STATUS: PHASE ONE | DESIGNER: SBB |
| SCALE: 1:200 | CHECKING: SBB |
| DRAWING NO: LBS/19204/00/0000/53 | REV: - |
| DATE DRAWN: SEPT 2020 | DATE ISSUED: SEPT 2020 |



Point closures on Merrow Street. No vehicles permitted except cycles. TSRGD Diag.619 and Diag.879 signs to be mounted on new posts. Middle planter to be removed.

Parking spaces reduced by 7.5m to make room for turning head.



Left turn only and HGV restriction signs to be mounted on existing posts, facing westbound vehicles.

Except cycles

954-4 supplementary plates to be added below existing no-entry signs.



TSRGD Diag.612 sign to be removed from existing illuminated post.



TSRGD Diag.615 sign to be added to existing lighting column.



Lytham street to be one-way southbound. One-way signs and HGV restriction signs to be mounted on existing lighting column and post.

NOTES

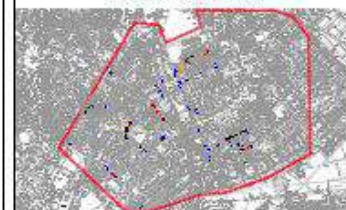
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA.

KEY

- MERROW STREET/LYTHAM STREET UPDATE
- EXISTING MARKINGS (GREY)
 - NEW/REMOVED MARKINGS (WHITE)
 - MARKINGS TO BE REMOVED
 - PROPOSED PLANTER BOX (1.2m x 0.5m)
 - PLANTER BOX TO BE REMOVED
 - PS PROPOSED SIGN ON EXISTING POST
 - PS PROPOSED SIGN ON NEW POST
 - PS EXISTING SIGN AND POST TO BE REMOVED

DRAFT

LOCATION PLAN



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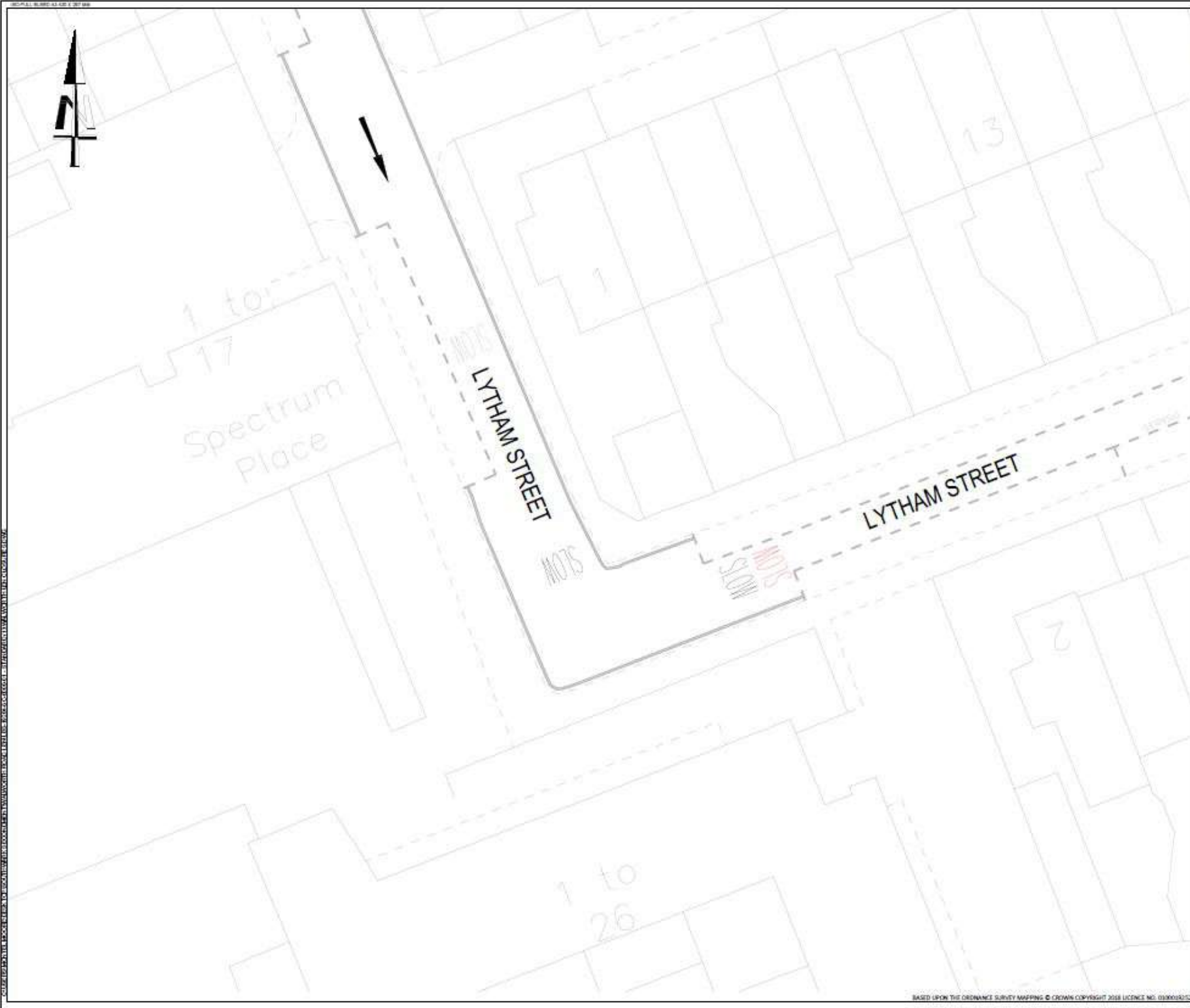
| REV | DATE | REVISION DESCRIPTION / DETAILS | DRN BY | CHKD BY | APPROV BY |
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PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD

TITLE: MERROW STREET/LYTHAM STREET UPDATE 1

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|-------------|---------------------|-------------|--------------|
| STATUS: | PHASE ONE | DRAWN: | MM |
| SCALE: | 1:200 | CHECKED: | MM |
| DRAWING NO: | LBS/19204/01/000045 | REV: | - |
| DATE DRAWN: | 15 SEPT 2020 | DATE REVIS: | 15 SEPT 2020 |



NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
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

- LYTHAM STREET UPDATE
- EXISTING MARKINGS (GREY)
 - NEW/RENEWED MARKINGS (WHITE)
 - MARKINGS TO BE REMOVED
 - PROPOSED SIGN ON NEW POST



LOCATION PLAN



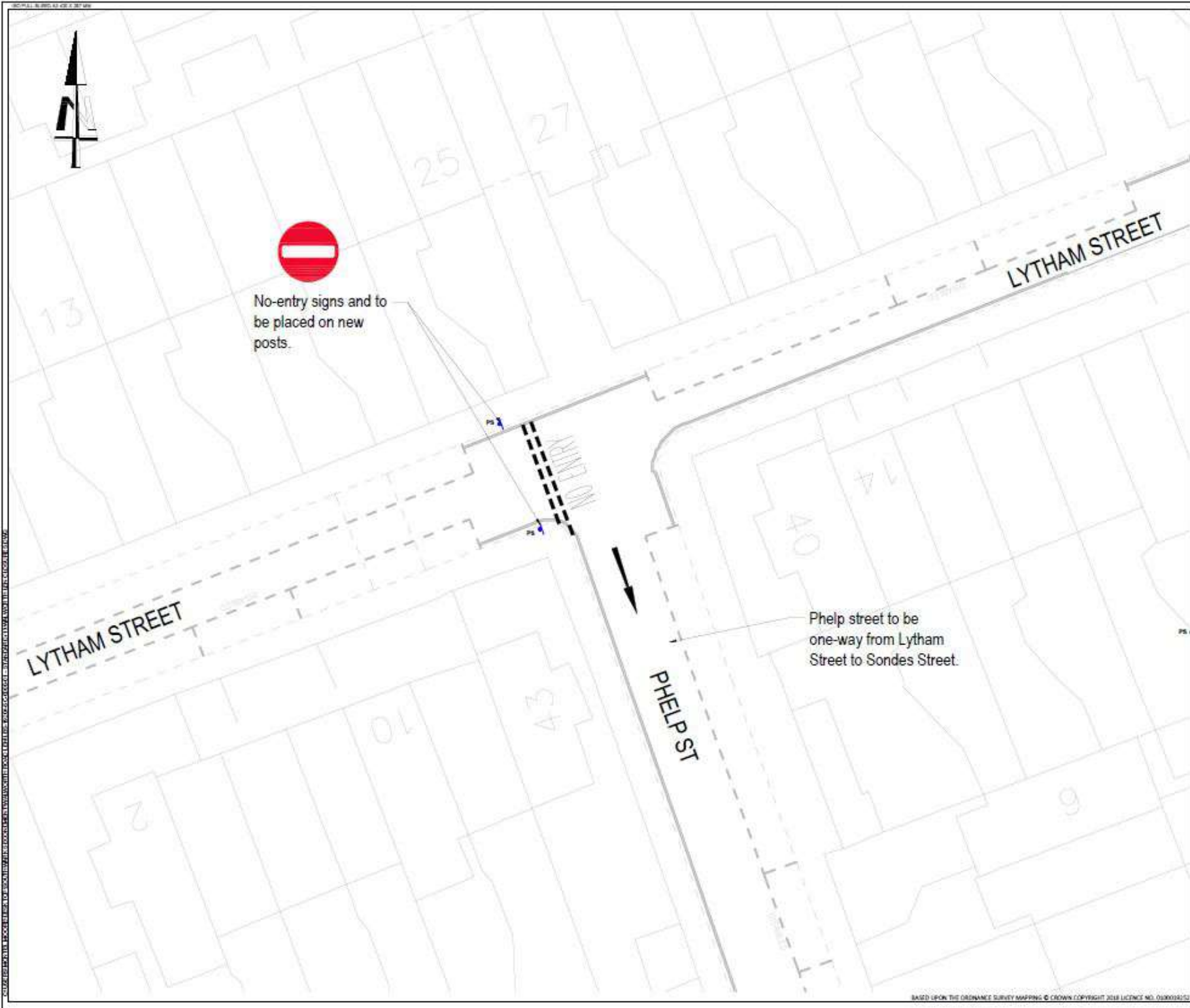
| REV | DATE | REVISION DESCRIPTION / DETAILS | DRN | CHKD | APPROV |
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PROJECT: LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE: LYTHAM STREET UPDATE

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|---------------------------------|---------------------------|----|
| STATUS: PHASE ONE | DRAWN: MM | MM |
| SCALE: 1:200 | CHECKED: TM | TM |
| DRAWING NO: LBS/19204/SC/000047 | REV: - | |
| DATE DRAWN: 15 SEPT 2020 | DATE REVISD: 15 SEPT 2020 | |



NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
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.

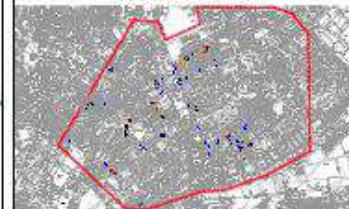
KEY

LYTHAM STREET/PHELP STREET UPDATE

- EXISTING MARKINGS (GREY)
- NEW/REVISED MARKINGS (WHITE)
- PROPOSED SIGN ON EXISTING POST

DRAFT

LOCATION PLAN



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PROJECT
LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE
LYTHAM STREET/PHELP STREET UPDATE

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| STATUS | PHASE ONE | DRAWN | MMJ |
| SCALE | 1:200 | CHECKED | MMJ |
| DRAWING NO | LBS/19204/SC/0000/48 | APPROVED | MMJ |
| DATE DRAWN | 15 SEPT 2020 | REV. | - |
| DATE REVISED | 15 SEPT 2020 | | |



PHHELP ST



No-entry sign and illuminated post to be rotated to face northbound vehicles



Relocated no entry sign to be mounted on new post.



Except cycles

Cul-de-sac signs and 954-4 supplementary plates to be mounted on new and relocated posts.



Right turn sign to be mounted on relocated post.



No right turn sign to be removed from existing post. Post to be relocated to No. 29.

NO ENTRY

SONDES STREET

PHHELP ST

NOTES

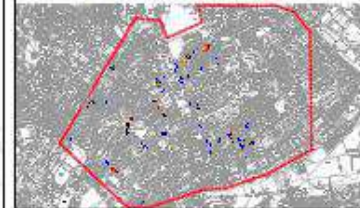
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDINANCE SURVEY DATA.

KEY

- PHHELP STREET/SONDES STREET UPDATE
- EXISTING MARKINGS (GREY)
 - NEW/RENEWED MARKINGS (WHITE)
 - MARKINGS TO BE REMOVED
 - PS PROPOSED SIGN ON EXISTING POST
 - PS PROPOSED SIGN ON NEW POST
 - PS PROPOSED SIGN ON EXISTING POST
 - PS EXISTING SIGN TO BE RELOCATED TO NEW POST. NEW SIGN TO BE INSTALLED ON EXISTING POST.

DRAFT

LOCATION PLAN



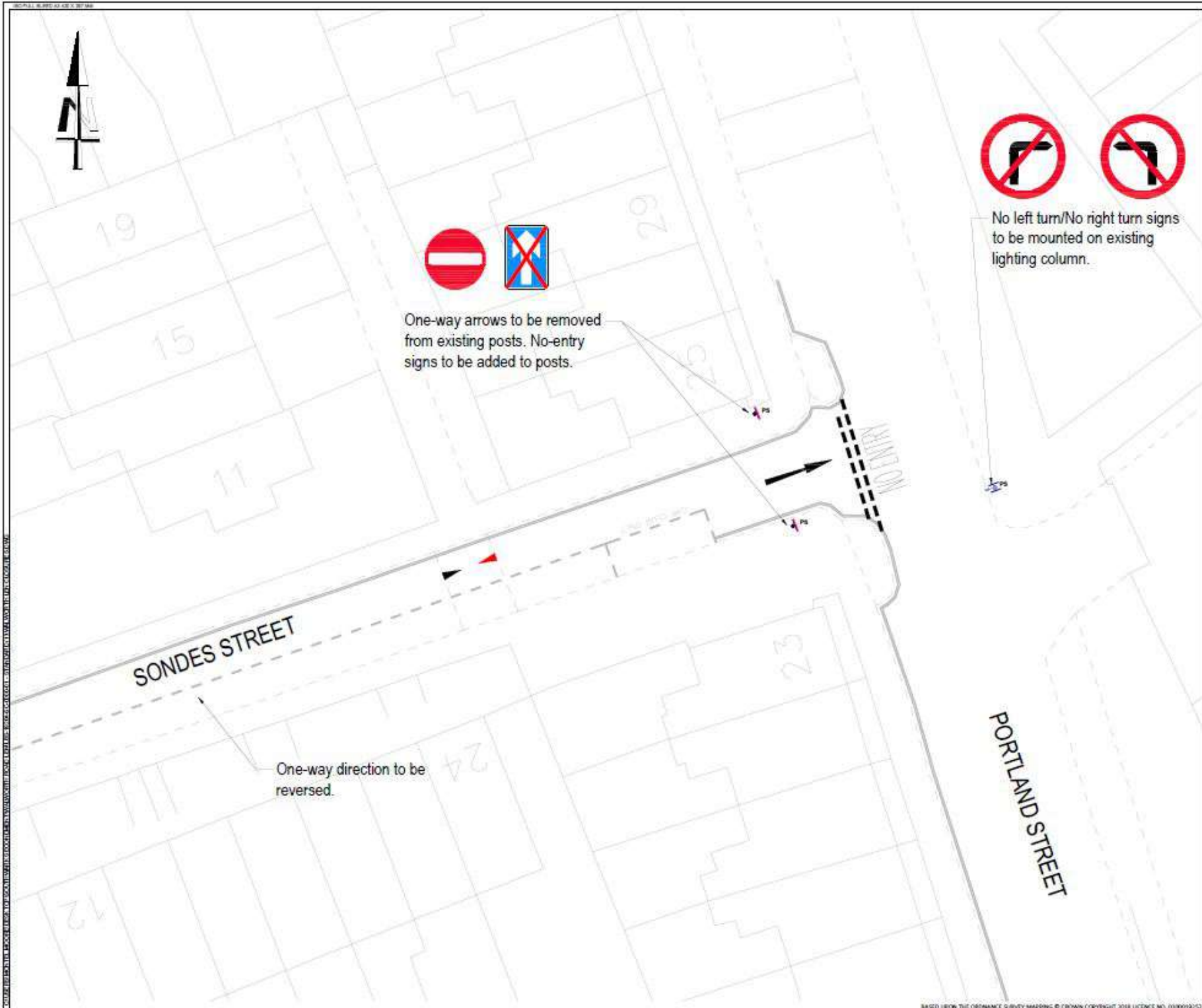
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PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD

TITLE: PHHELP STREET/SONDES STREET UPDATE

| STATUS | PHASE ONE | DRAWN | MM |
|-------------|---------------------|--------------|--------------|
| SCALE: | 1:200 | CHECKED | MM |
| DRAWING NO: | LBS/19204/SC/000049 | APPROVED | MM |
| DATE DRAWN: | 15 SEPT 2020 | REV: | - |
| | | DATE ISSUED: | 15 SEPT 2020 |






 One-way arrows to be removed from existing posts. No-entry signs to be added to posts.




 No left turn/No right turn signs to be mounted on existing lighting column.

One-way direction to be reversed.

NOTES

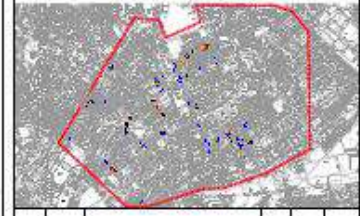
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA.

KEY

- SONES STREET ONE-WAY**
- EXISTING MARKINGS (GREY)
 - NEW/REVIEWED MARKINGS (WHITE)
 - MARKINGS TO BE REMOVED
 - PROPOSED SIGN ON EXISTING POST
 - SIGN TO BE REMOVED FROM EXISTING POST
 - SIGN TO BE ISOLATED ON EXISTING LIGHTING COLUMN

DRAFT

LOCATION PLAN



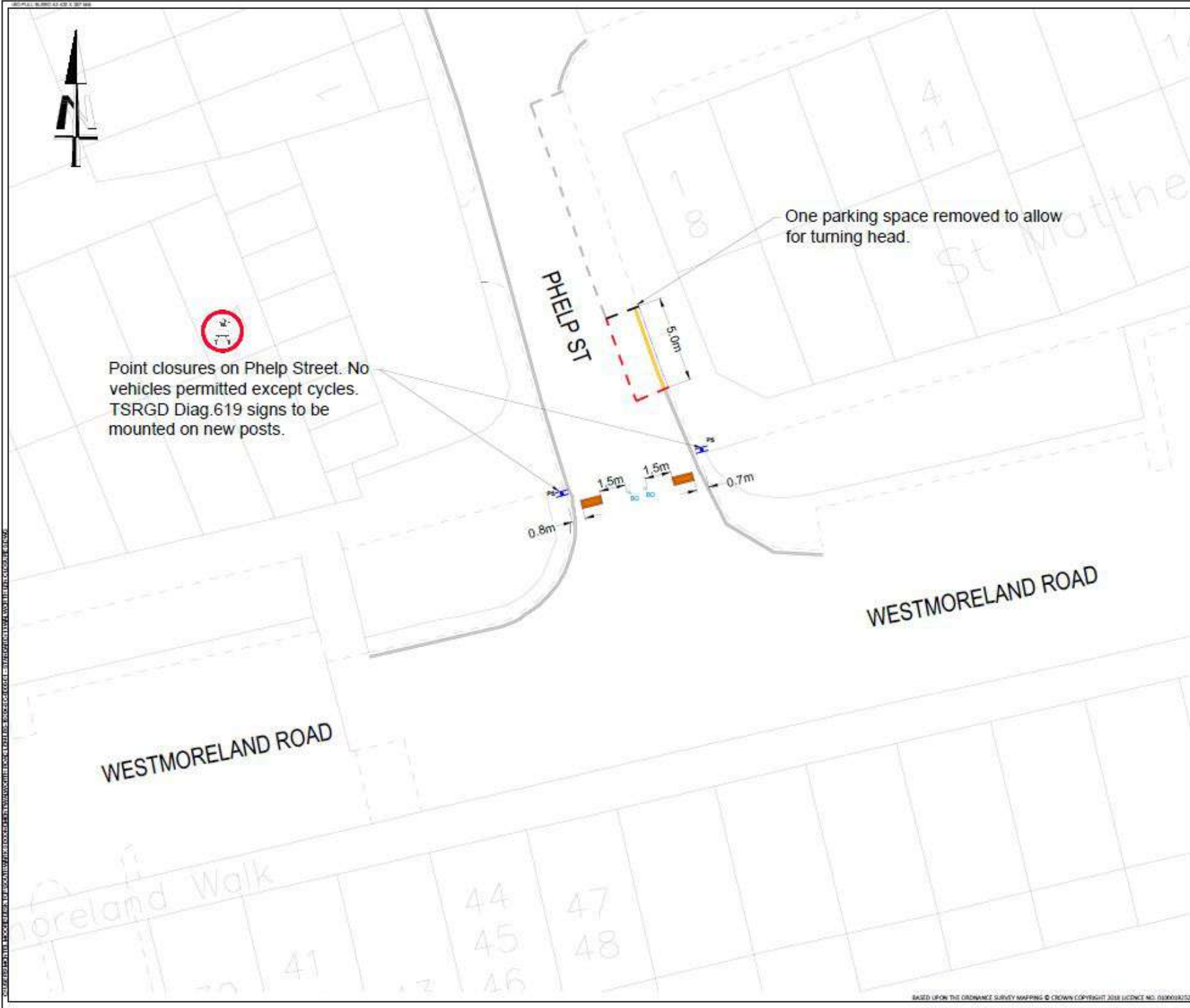
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PROJECT: LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE: SONES STREET ONE-WAY

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| STATUS: | PHASE ONE | DESIGN: | MM |
| SCALE: | 1:200 | DESIGNED: | MM |
| DRAWING NO: | LBS/19204/00/0000/51 | CHECKED: | MM |
| DATE DRAWN: | 15 SEPT 2020 | APPROVED: | MM |
| DATE REVISED: | 15 SEPT 2020 | REV: | - |



NOTES

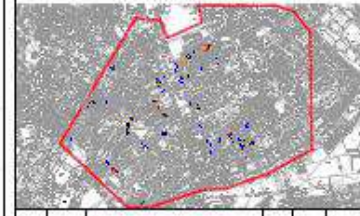
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
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3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDINANCE SURVEY DATA.

KEY

- PHelp STREET/WESTMORELAND ROAD
- EXISTING MARKINGS (GREY)
 - PROPOSED PLANTER BOX (1.5m x 0.5m)
 - PROPOSED REMOVABLE BOLLARD
 - PROPOSED SIGN ON NEW POST

DRAFT

LOCATION PLAN



| REV | DATE | REVISION DESCRIPTION / DETAILS | DRW | CHKD | APPROV |
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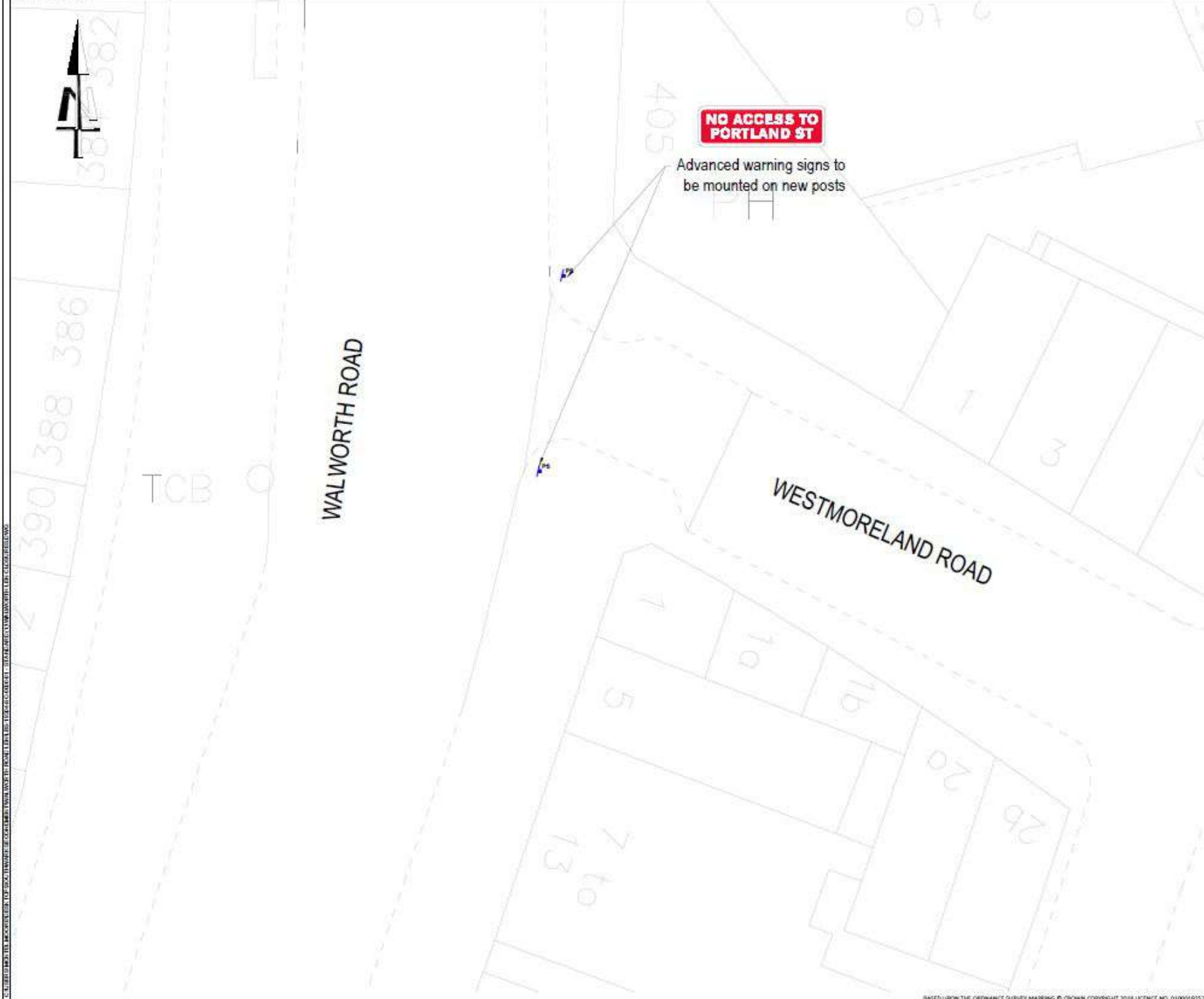
PROJECT

LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE

PHelp STREET/WESTMORELAND ROAD

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|--------------------|---------------------|----------------------|--------------|
| STATUS: | PHASE ONE | DRAWN: | MM |
| SCALE: | 1:200 | CHECKED: | MM |
| DRAWING NO: | LBS/1204/SC/0000/50 | APPROVED: | MM |
| DATE DRAWN: | 15 SEPT 2020 | DATE REVISED: | 15 SEPT 2020 |



NO ACCESS TO PORTLAND ST

Advanced warning signs to be mounted on new posts

NOTES

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

KEY

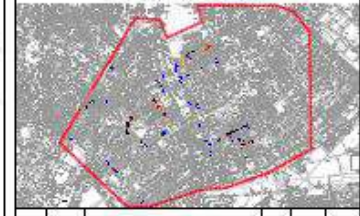
WESTMORELAND ROAD/WALWORTH ROAD



PROPOSED SIGN ON NEW POST

DRAFT

LOCATION PLAN



| REV | DATE | REVISION DESCRIPTION / DETAILS | DESIGNED BY | CHECKED BY | APPROVED BY |
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PROJECT:
LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE:
WESTMORELAND ROAD/WALWORTH ROAD

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|----------------------|----------------------|------------------|-----|
| STATUS: | PHASE ONE | DRAWN: | MSB |
| SCALE: | 1:200 | CHECKED: | MSB |
| DRAWING NO: | LBS/19204/SC/0000/23 | APPROVED: | MSB |
| DATE DRAWN: | 15 SEPT 2020 | REV: | - |
| DATE REVISED: | 15 SEPT 2020 | | |



EAST STREET

EAST STREET

Planned pedestrianisation of east street. No banned movement signs required.

Permit and Paid parking bay to be removed (Three parking spaces lost).



Point closures on Walworth Place, access only during permitted times. No vehicles to be permitted except cycles. TSRGD Diag.613.C Sign to be mounted on double posts.

WALWORTH PLACE
13.25

NOTES

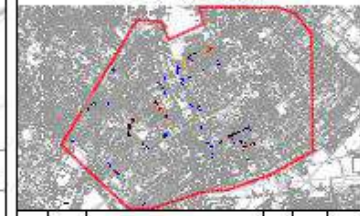
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
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3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA.

KEY

- EAST STREET/WALWORTH PLACE**
- EXISTING MARKINGS (GREY)
 - - - EXISTING MARKINGS TO BE REMOVED
 - PS PROPOSED SIGN ON NEW POST
 - PROPOSED ACCESS GATE

DRAFT

LOCATION PLAN



| REV | DATE | REVISION DESCRIPTION / DETAILS | DRN | CHKD | APPROV |
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PROJECT
LOWER EMISSIONS NEIGHBORHOOD
WALWORTH ROAD

TITLE
EAST STREET/WALWORTH PLACE

| STATUS | PHASE ONE | DRAWN | MM |
|-------------|---------------------|-------------|--------------|
| SCALE | 1:200 | CHECKED | MM |
| DRAWING NO. | LBS/19204/SC/000014 | REV. | - |
| DWG DRAWN | 18 SEPT 2020 | DATE REVIS. | 16 SEPT 2020 |

PS-8 A and PS-8 B
TSRGD DIAG. 817 WITH SUPPLEMENTARY "EXCEPT CYCLES" PLATES TO BE PLACED ON EXISTING LAMP COLUMN.



PS-8 A and PS-8 B
TSRGD DIAG. 817 WITH SUPPLEMENTARY "EXCEPT CYCLES" PLATES TO BE PLACED ON EXISTING LAMP COLUMN.



PS-7
TSRGD DIAG. 619 WITH SUPPLEMENTARY "EXCEPT AUTHORISED VEHICLES" PLATE PLACED ON NEW POSTS.

PS-10
TSRGD 618.3C SIGN PLACED ON NEW POLE.



PARKING BAYS SHORTENED AND REPLACED WITH DOUBLE YELLOW LINES.



Except authorised vehicles



Except authorised vehicles

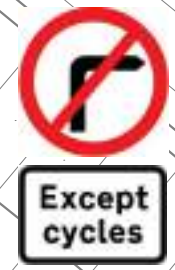
PS-7
TSRGD DIAG. 619 WITH SUPPLEMENTARY "EXCEPT AUTHORISED VEHICLES" PLATE PLACED ON NEW POSTS.

PS-6 A and PS-6 B
TSRGD DIAG. 613 WITH SUPPLEMENTARY "EXCEPT CYCLES" PLATE TO BE PLACED ON EXISTING LAMP COLUMNS.



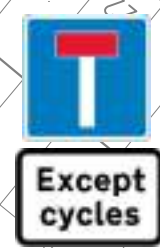
Except cycles

PS-5 A and PS-5 B
TSRGD DIAG. 612 WITH SUPPLEMENTARY "EXCEPT CYCLES" PLATE TO BE PLACED ON NEW POST.



Except cycles

PS-9 A and PS-9 B
TSRGD DIAG. 816 WITH SUPPLEMENTARY "EXCEPT CYCLES" PLATE TO BE PLACED ON NEW POSTS.



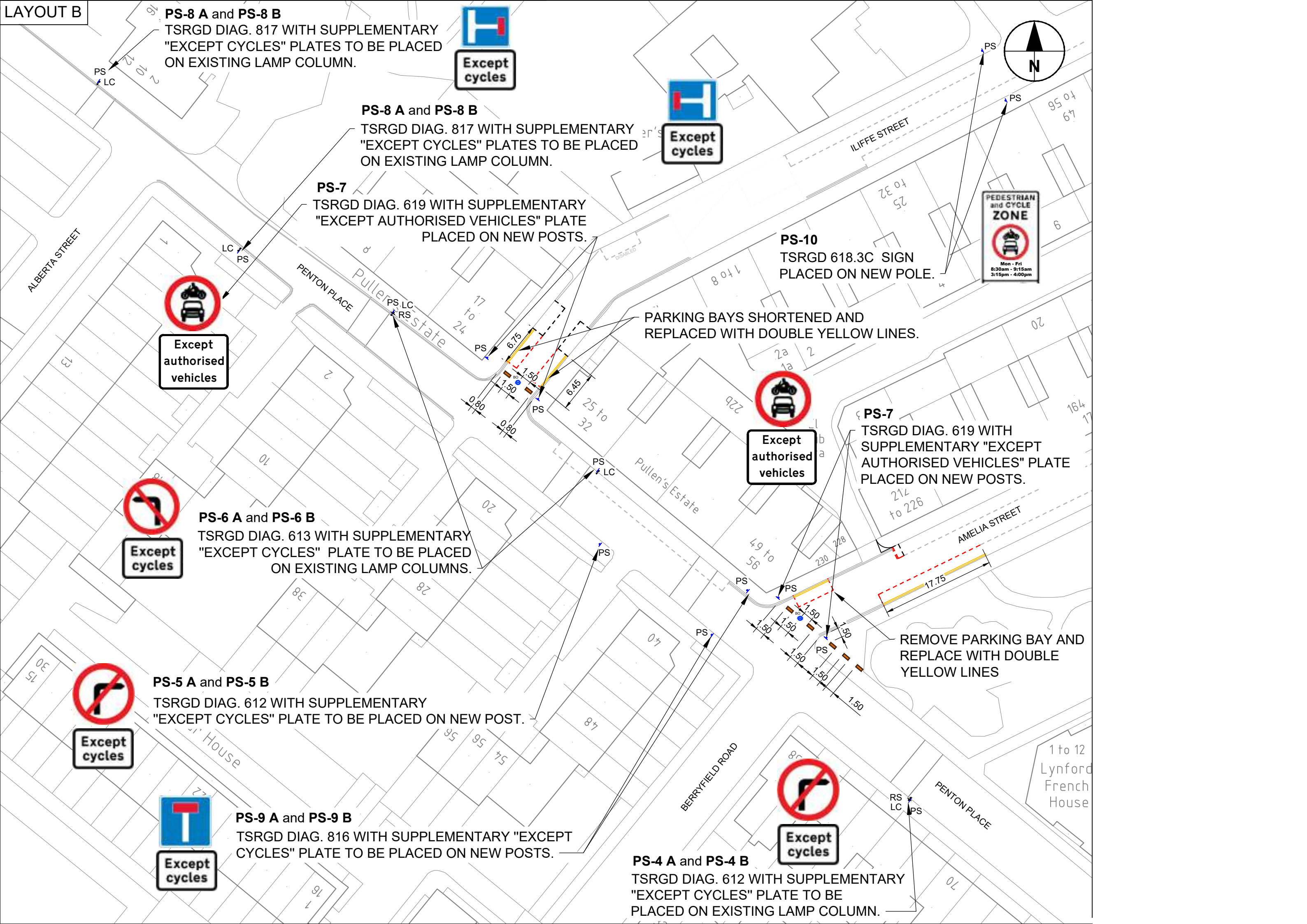
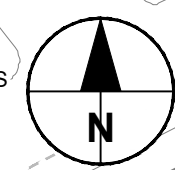
Except cycles

PS-4 A and PS-4 B
TSRGD DIAG. 612 WITH SUPPLEMENTARY "EXCEPT CYCLES" PLATE TO BE PLACED ON EXISTING LAMP COLUMN.



Except cycles

REMOVE PARKING BAY AND REPLACE WITH DOUBLE YELLOW LINES





THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 190

The London Borough of Southwark (Loading bays) (No. 5)
Experimental Traffic Order 2020

Made: 24 September 2020

Coming into force: 1 October 2020

Expires: 13 April 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 (Loading bays) (Amendment No. 5) Experimental Traffic Order 2020, shall come into force on 1 October 2020 and will expire on 13 April 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 2016" means the London Borough of Southwark (Loading bays) (No. 1) Order 2016^b, as amended; 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 2016 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2016/005

Designation of loading bays and application of the Order of 2016 thereto

- 3.1 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 loading bay.
- 3.2 The provisions of the Order of 2016 (other than Articles 3.1 and 12.1) shall apply to each area designated as a loading bay by this Order as if in those provisions any reference to a loading bay shall include a reference to each area designated as a loading bay by this Order and as if any reference to Schedule 1 to the Order of 2016 included a reference to the Schedule to this Order.

Placing of traffic signs etc.

- 4.1 The council shall:-
- (a) place and maintain traffic signs indicating the limits of each loading bay referred to in the Schedule to this Order;
 - (b) place and maintain in or in the vicinity of each loading bay referred to in the Schedule to this Order, traffic signs indicating that such a loading bay may be used during the permitted hours for the leaving only of the vehicles referred to in Article 4.1 of the Order of 2016; and
 - (c) carry out such other work as is reasonably required for the purposes of the satisfactory operation of a loading bay.

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 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 twenty-fourth day of September 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

SCHEDULE - LOADING BAYS

| <i>No. of loading bay (1)</i> | <i>Designated loading bay (2)</i> | <i>Permitted hours (3)</i> | <i>Maximum loading period (4)</i> | <i>Minimum return interval (5)</i> |
|-------------------------------|--|----------------------------|-----------------------------------|------------------------------------|
| X147. | <p>BROWNING STREET the south-east side, from a point 8 metres north-east of the point opposite the north-eastern kerb-line of Colworth Grove north-eastward for a distance of 18.5 metres.</p> | 7 am to 9 pm | 40 mins | 2 hours |

EXPLANATORY NOTE
(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Walworth 3 (revisions part 2) replaces an existing permit holders parking place with a new loading bay in Browning 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. 191

The London Borough of Southwark (Parking places) (CPZ 'E') (No. 5)
Experimental Traffic Order 2020

Made: 24 September 2020

Coming into force: 1 October 2020

Expires: 13 April 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. 5) Experimental Traffic Order 2020, shall come into force on 1 October 2020 and will expire on 13 April 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 2010” means The London Borough of Southwark (Parking places) (CPZ 'E') (No. 1) Order 2010^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 2010 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2010/065

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:-
- (a) the designation by the Order of 2010 of the parking places numbered 21, 24, 99 and 102 in Schedule 1 therein, and the parking place numbered 3 in Schedule 3 therein, are hereby suspended;
 - (b) the London Borough of Southwark (Parking places) (CPZ 'E') (No. 21) Order 2019^c is hereby suspended in its entirety; and
 - (c) the London Borough of Southwark (Parking places) (CPZ 'E') (No. 24) Order 2020^d is hereby suspended in its entirety.

Designation of parking places and application of the Order of 2010 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 2010 (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 2010 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 2010;
 - (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^e), 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 twenty-fourth day of September 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c LBS 2019/021

^d LBS 2020/158

^e 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> |
|---------------------------------|--|--|
| X24. | <p>AMELIA STREET</p> <p>the south-east side, from a point 34 metres north-east of the north-eastern kerb-line of Penton Place north-eastward for a distance of 53 metres.</p> | <p>8.30 am to 6.30 pm Monday to Friday</p> |
| X102. | <p>ILIFFE STREET</p> <p>the south-east side, from a point 10.5 metres north-east of the north-eastern kerb-line of Penton Place north-eastward for a distance of 6 metres.</p> | <p>8.30 am to 6.30 pm Monday to Friday</p> |

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 3 (revisions part 2):-

- (i) suspends an existing pay parking place in Amelia Street;
 - (ii) suspends an existing permit holders' parking place in Iliffe Street; and
 - (iii) reduces in length existing permit holders' parking places in Amelia Street and Iliffe 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. 192

The London Borough of Southwark (Parking places) (CPZ 'J') (No. 5)
Experimental Traffic Order 2020

Made: 24 September 2020

Coming into force: 1 October 2020

Expires: 13 April 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. 5) Experimental Traffic Order 2020, Experimental Traffic Order 2020, shall come into force on 1 October 2020 and will expire on 13 April 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:-
- (a) the designation by the Order of 2011 of the parking places numbered 10 and 15 in Schedule 1 therein, are hereby suspended;
 - (b) the London Borough of Southwark (Parking places) (CPZ 'J') (No. 4) Order 2013^c is hereby suspended in its entirety.

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^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 twenty-fourth day of September 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c LBS 2013/080

^d 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> |
|---------------------------------|---|--|
| X10. | CHAPTER ROAD the north-east side, from a point 1 metre south-east of a point opposite the south-eastern boundary wall of No. 28 Chapter Road south-eastward for a distance of 16.5 metres. | 8.30 am to 6.30 pm Monday to Friday |
| X15. | COOKS ROAD the south-west side, from a point 14 metres south-east of the south-eastern kerb-line of Otto Street south-eastward for a distance of 13.5 metres. | 8.30 am to 6.30 pm Monday to Friday |

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 3 (revisions part 2) reduces in length existing permit holders' parking places in Chapter Road and Cooks Road, 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. 193

The London Borough of Southwark (Parking places) (CPZ 'M1') (No. 4)
Experimental Traffic Order 2020

Made: 24 September 2020

Coming into force: 1 October 2020

Expires: 13 April 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. 4) Experimental Traffic Order 2020, shall come into force on 1 October 2020 and will expire on 13 April 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 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 the designation by the Order of 2014 of the parking place numbered 32 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.

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 twenty-fourth day of September 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</i> (1) | <i>Designated parking place</i> (2) | <i>Permitted hours</i> (3) |
|------------------------------------|---|--|
| X241. | WALCORDE AVENUE the south-west side, from a point 10.5 metres north-west of the north-western kerb-line of Browning Street north-westward for a distance of 16 metres. | 8.30 am to 6.30 pm Monday to Friday |

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 3 (revisions part 2):-

- (i) suspends the use of an existing permit holders' parking place on the south-eastern side of Browning Street;
- (ii) introduces a new permit holders' parking place on the south-western side of Walcorde Avenue,

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. 194

The London Borough of Southwark (Parking places) (CPZ 'M2') (No. 5)
Experimental Traffic Order 2020

Made: 24 September 2020

Coming into force: 1 October 2020

Expires: 13 April 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. 5) Experimental Traffic Order 2020, shall come into force on 1 October 2020 and will expire on 13 April 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 98 (Merrow Street) and 122 (Phelp Street) in Schedule 3 therein, are hereby suspended.

Designation of parking places and application of the Order of 2007 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 2007 (other than Articles 3 and 14) 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 3 to the Order of 2007 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 4.3 of the Order of 2007;
 - (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 twenty-fourth day of September 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

| <i>No. of parking place</i> | <i>Designated parking place</i> | <i>Permitted hours (hours of operation)</i> | <i>Maximum parking period</i> | <i>Minimum return interval</i> |
|-----------------------------|--|---|-------------------------------|--------------------------------|
| 1 | 2 | 3 | 4 | 5 |
| X98. | MERROW STREET the north-west side, from the south-western wall of No. 25 Merrow Street north-eastward for a distance of 62 metres. | 8.30 am to 6.30 pm Monday to Friday | 2 hours | - |
| X122. | PHELP STREET the north-east side, from a point 16 metres north-west of the north-western kerb-line build-out of Westmoreland Road north-westward for a distance of 12.5 metres. | 8.30 am to 6.30 pm Monday to Friday | 2 hours | - |

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Walworth 3 (revisions part 2) reduces in length existing ‘shared-use’ parking places in Merrow Street and Phelp 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. 195

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

Made: 24 September 2020

Coming into force: 1 October 2020

Expires: 13 April 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) (Chapter Road) (No. 2) Experimental Traffic Order 2020, shall come into force on 1 October 2020 and will expire on 13 April 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

Chapter Road

- 3.1 No person causing any motor vehicle to proceed in that part of Chapter Road which lies south-east of the north-western kerb-line of the north-westernmost north-east to south-west arm of Lorrimore Square shall, upon reaching that point, cause that motor vehicle to enter that part of Chapter Road which lies north-west of the north-western kerb-line of the north-westernmost north-east to south-west arm of Lorrimore Square.
- 3.2 No person causing any motor vehicle to proceed in that part of Chapter Road which lies north-west of the north-western kerb-line of the north-westernmost north-east to south-west arm of Lorrimore Square shall, upon reaching that point, cause that motor vehicle to enter that part of Chapter Road which lies south-east of the north-western kerb-line of the north-westernmost north-east to south-west arm of Lorrimore Square.

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 twenty-fourth day of September 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, by way of an experiment as part of the London Streetspace Programme – Walworth 3 (revisions part 2), re-introduces a point road closure prohibiting the movement of all motor vehicles, without exemption, in Chapter Road (north-west of its junction with the north-westernmost north-east to south-west arm of Lorrimore Square) in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 196

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

Made: 24 September 2020

Coming into force: 1 October 2020

Expires: 13 April 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 area) Experimental Traffic Order 2020, shall come into force on 1 October 2020 and will expire on 13 April 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" and taxi have the same meaning as in the Traffic Signs Regulations and General Directions 2016^b;

"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 authorities;

"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; 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 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

Merrow Street

- 3.1 No person causing any motor vehicle to proceed in that part of Merrow Street which lies south-west of a point 2 metres south-west of the south-western kerb-line of Lytham Street shall, upon reaching that point, cause that motor vehicle to enter into that part of Merrow Street which lies north-east of a point 2 metres south-west of the south-western kerb-line of Lytham Street, and priority must be given to on-coming vehicles.
- 3.2 Every person causing any vehicle to proceed in that part of Merrow Street which lies between the south-western kerb-line of Portland Street and the north-eastern kerb-line of Lytham Street shall, upon reaching its junction with Lytham Street, cause that vehicle to turn left.
- 3.3 Nothing in Articles 3.1 and 3.2 above shall apply to a taxi or any permitted vehicle as prescribed by Southwark Council.
- 3.4 Nothing in Article 3.2 above shall apply to a pedal cycle.

Lytham Street

- 4.1 No person causing any vehicle to proceed in Lytham Street shall, upon reaching its junction with that part of Merrow Street which lies between the south-western kerb-line of Portland Street and the north-eastern kerb-line of Lytham Street, cause that vehicle to enter or proceed into that part of Merrow Street which lies between the south-western kerb-line of Portland Street and the north-eastern kerb-line of Lytham Street.
- 4.2 No person causing any motor vehicle to proceed in Lytham Street shall, upon reaching its junction with Merrow Street, cause that motor vehicle to enter into or proceed in that part of Merrow Street which lies between the south-western kerb-line of Lytham Street and its junction with Walworth Road.
- 4.3 No person causing any vehicle to proceed in that part of Lytham Street, which lies between the south-eastern kerb-line of Merrow Street and the south-western kerb-line of Phelp Street, shall cause that vehicle to proceed in any direction other than from north-west to south-east then, at the bend in Lytham Street fronting St Johns House Elizabeth Estate, from south-west to north-east.
- 4.4 No person causing any vehicle to proceed in that part of Lytham Street which lies north-east of the south-western kerb-line of Phelp Street shall, upon reaching that point, cause that vehicle to enter into that part of Lytham Street which lies south-west of the south-western kerb-line of Phelp Street.
- 4.5 Nothing in Article 4.1 above shall apply to a pedal cycle.
- 4.6 Nothing in Article 4.2 above shall apply to a taxi or any permitted vehicle as prescribed by Southwark Council.

Exemptions

- 5.1 Nothing in Articles 3.1, 3.2, 4.1, 4.2, 4.3 and 4.4 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 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^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 twenty-fourth day of September 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 3 (revisions part 2):-

- (i) introduces a point closure, enforced by ANPR camera, prohibiting the movement of motor vehicles in Merrow Street (at the westernmost junction with Lytham Street), which includes the exemption for taxis, emergency service vehicles, refuse collection and 'permitted vehicles' for deliveries to No. 42 Merrow Street, The Queen Elizabeth public house, SE17 2NH only, and priority must be given to on-coming vehicles travelling in a south-westward direction;
- (ii) formalises an existing 'no entry' except cycles, at the junction of Lytham Street and Merrow Street (between its junctions with Lytham Street and Portland Street);
- (iii) introduces 'left turn only' for vehicles, except pedal cycles, in that part of Merrow Street which lies between its junctions with Portland Road and Lytham Street, upon reaching its junction with Lytham Street; and
- (iv) introduces 'one-way' working in part of Lytham Street between its junctions with Merrow Street and Phelp Street, reinforced by 'no entry' for all vehicles (at the south-western kerb-line of Phelp Street),

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 197

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

Made: 24 September 2020

Coming into force: 1 October 2020

Expires: 13 April 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) (Phelp Street area) Experimental Traffic Order 2020, shall come into force on 1 October 2020 and will expire on 13 April 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

Phelp Street

- 3.1 No person causing any vehicle to proceed in that part of Phelp Street, which lies between its junction with Lytham Street and its junction with Sondes Street, shall cause that vehicle to proceed in any direction other than from north-west to south-east.
- 3.2 No person causing any vehicle to proceed in that part of Phelp Street which lies south-east of the north-western kerb-line of Sondes Street shall, upon reaching that point, cause that vehicle to enter into or proceed in that part of Phelp Street which lies north-west of the north-western kerb-line of Sondes Street.
- 3.3 Every person causing any vehicle to proceed in that part of Phelp Street which lies south-east of the north-western kerb-line of Sondes Street shall, upon reaching its junction with Sondes Street, cause that vehicle to turn right.
- 3.4 No person causing any motor vehicle to proceed in that part of Phelp Street which lies north-west of a point 5 metres north-west of the north-western kerb-line build-out of Westmoreland Road shall, upon reaching that point, cause that motor vehicle to enter into or proceed in that part of Phelp Street which lies south-east of a point 5 metres of the north-west of the north-western kerb-line build-out of Westmoreland Road.
- 3.5 No person causing any motor vehicle to proceed in that part of Phelp Street which lies south-east of a point 5 metres north-west of the north-western kerb-line build-out of Westmoreland Road shall, upon reaching that point, cause that motor vehicle to enter into or proceed in that part of Phelp Street which lies north-west of a point 5 metres of the north-west of the north-western kerb-line build-out of Westmoreland Road.

Westmoreland Road

- 4.1 No person causing any motor vehicle to proceed in Westmoreland Road shall, upon reaching its junction with Phelp Street, cause that motor vehicle to enter into or proceed in Phelp Street which.

Exemptions

- 5.1 Nothing in Articles 3.1, 3.2, 3.3, 3.4, 3.5 and 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.

Dated this twenty-fourth day of September 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, by way of an experiment as part of the London Streetspace Programme – Walworth 3 (revisions part 2):-

- (i) introduces 'one-way' working in part of Phelp Street between its junctions with Lytham Street and Sondes Street, reinforced by 'no entry' for all vehicles (at the north-western kerb-line of Sondes Street) and 'right turn only' in Phelp Street at its junction with Sondes Street;
- (ii) introduces a point closure prohibiting the movement of motor vehicles in Phelp Street at its junction with Westmoreland Road, which includes the exemption for emergency service vehicles and refuse collection; and
- (iii) prohibits motor vehicle access to Phelp Street from Westmoreland Road, which includes the exemption for emergency service vehicles and refuse collection,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 198

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

Made: 24 September 2020

Coming into force: 1 October 2020

Expires: 13 April 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) (Sondes Street area) Experimental Traffic Order 2020, shall come into force on 1 October 2020 and will expire on 13 April 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; 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

Prescribed routes

Portland Street

- 3.1 No person causing any vehicle to proceed in Portland Street shall, upon reaching its junction with Sondes Street, cause that vehicle to enter into Sondes Street.
- 3.2 No person causing any vehicle to proceed in a north-westward direction in Portland Street shall, upon reaching its junction with Sondes Street, cause that vehicle to turn left.
- 3.3 No person causing any vehicle to proceed in a south-eastward direction in Portland Street shall, upon reaching its junction with Sondes Street, cause that vehicle to turn right.

Sondes Street

- 4.1 No person shall cause any vehicle to proceed in Sondes Street in a direction other than from south-west to north-east.

Exemptions

- 5.1 Nothing in Articles 3.1, 3.2 and 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.

Suspension or amendment of existing Orders

- 6.1 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 route) (Sondes Street) (No. 1) Traffic Order 2015^b is hereby suspended in its entirety.

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.

^b LBS 2015/131

^c 2004 c.18

Dated this twenty-fourth day of September 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, by way of an experiment as part of the London Streetspace Programme – Walworth 3 (revisions part 2):-

- (i) reverses the 'one-way' operation in Sondes Street to north-eastward;
- (ii) relocates an existing 'no entry' in Sondes Street at its junction with Phelp Street, to its junction with Portland Street; and
- (iii) introduces banned left turn and banned right turn for all vehicles, from Portland Street at its junction with Sondes Street,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 199

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 16)
Experimental Traffic Order 2020

Made: 24 September 2020

Coming into force: 1 October 2020

Expires: 13 April 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. 16) Experimental Traffic Order 2020, shall come into force on 1 October 2020 and will expire on 13 April 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, 29, 122, 168, 187, 229, 517, 567, 665 and 774 in Schedule 1 to that Order there are substituted the items numbered X13, X29, X122, X168, X187, X229, X517, X567, X665 and X774 and set out in columns 1, 2 and 3 of the Schedule to this Order.

Dated this twenty-fourth day of September 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

| <i>Item No.</i> (1) | <i>Street</i> (2) | <i>Prescribed hours</i> (3) |
|------------------------|---|--|
| 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 |
| | (iii) 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 |
| X29. | AMELIA STREET | |
| | (a) the north-west side | |
| | (i) between the south-western kerb-line of Walworth Road and a point 20.5 metres south-west of that kerb-line; | At any time |
| | (ii) between a point 31 metres south-west of the south-western kerb-line of Walworth Road and a point 34 metres south-west 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> |
|-------------------------|---|--|
| | (iii) between a point 23 metres south-east of the north-eastern kerb-line of Robert Dashwood Way and a point 30 metres north-east of the north-eastern kerb-line of Crampton Street; | At any time |
| | (iv) between a point 5 metres north-east of the north-eastern kerb-line of Crampton Street and a point 6 metres south-west of the south-western kerb-line of Crampton Street; | At any time |
| | (v) between a point 5 metres north-east of the north-eastern kerb-line of Iliffe Yard and the north-eastern kerb-line of Penton Place; | At any time |
| | (vi) between a point 8 metres north-east of the north-eastern kerb-line of Penton Place and the north-eastern kerb-line of Penton Place; | At any time |
| | (b) the south-east side | |
| | (i) between the south-western kerb-line of Walworth Road and a point 23 metres south-west of that kerb-line; | At any time |
| | (ii) between a point 58 metres south-west of the south-western kerb-line of Walworth Road and a point 49 metres north-east of the north-eastern kerb-line of Crampton Street; | At any time |
| | (iii) between a point 36 metres north-east of the north-eastern kerb-line of Crampton Street and a point 6 metres south-west of the south-western kerb-line of Crampton Street; | At any time |
| | (iv) between the north-eastern kerb-line of Penton Place and a point 34 metres north-east 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 |
| 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 6 metres north-west of the common boundary of Nos. 7 and 9 Braganza Street; | 8.30 am to 6.30 pm Monday to Friday |
| | (iii) between the common boundary of Nos. 7 and 9 Braganza Street and a point 1.5 metres north-west of | 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> |
|-------------------------|---|--|
| | the north-western boundary wall of No. 43 Braganza Street; | |
| | (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 |
| | (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 |

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

| <i>Item No. (1)</i> | <i>Street (2)</i> | <i>Prescribed hours (3)</i> |
|-------------------------|---|--|
| | (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 |
| X187. | CHAPTER ROAD | |
| | (a) the east, south-east and north-east side | |
| | (i) between the south-eastern kerb-line of Manor Place and a point 20 metres south of that kerb-line; | At any time |
| | (ii) between a point 6 metres north-east of northern wall of No. 7 Chapter Road and a point 5 metres south-west of that wall; | At any time |
| | (iii) between the north-western wall of No. 11 Chapter Road and a point 10 metres north-west of that wall; | At any time |
| | (iv) between the common boundary of Nos. 27 and 29 Chapter Road and a point 5 metres south-east of the south-eastern wall of No. 31 Chapter Road; | At any time |
| | (v) between a point 4 metres south-east of the south-eastern wall of No. 39 Chapter Road and a point 19.5 metres south-east of that wall; | At any time |
| | (vi) between a point 41 metres north-west of the north-western kerb-of Carter Street and a point 14 metres south-east of the south-eastern kerb-line of Carter Street; | At any time |
| | (vii) between the north-western kerb-line of Lorrimore Road and a point 24 metres north-west of that kerb-line; | At any time |
| | (b) the west, north-west and south-west side, | |
| | (i) between the southern kerb-line of Braganza Street and a point 15 metres south of that kerb-line; | At any time |
| | (ii) between a point 3.5 metres north of the northern kerb-line of the vehicular access to Arnold House and Burns House, Doddington Grove and the north-western wall of No. 8 Chapter Road; | At any time |
| | (iii) between the south-eastern kerb-line of Frederick Road and a point 8 metres south-east of the south-eastern kerb-line of Lorrimore Square (south-east arm); | At any time |
| | (iv) between a point 23 metres south-east of the south-eastern kerb-line of Lorrimore Square (south-east arm) and the north-western kerb-line of Lorrimore Road; | 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 |

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

| <i>Item No. (1)</i> | <i>Street (2)</i> | <i>Prescribed hours (3)</i> |
|-------------------------|---|--|
| X229. | COOKS ROAD | |
| | (a) the north-east side | |
| | (i) between its junction with Kennington Park Place and a point 5 metres north-west of the north-western kerb-line of Forsyth Gardens; | 8.30 am to 6.30 pm Monday to Friday |
| | (ii) between a point 5 metres north-west of the north-western kerb-line of Forsyth Gardens and a point 5 metres south-east of the south-eastern kerb-line of Forsyth Gardens; | At any time |
| | (iii) between a point 5 metres south-east of the south-eastern kerb-line of Forsyth Gardens and a point 8 metres north-west of the north-western kerb-line of Lorrimore Road; | 8.30 am to 6.30 pm Monday to Friday |
| | (iv) between a point 8 metres north-west of the north-western kerb-line of Lorrimore Road and a point 10 metres south-east of the south-eastern kerb-line of Lorrimore Road; | At any time |
| | (v) between a point 10 metres south-east of the south-eastern kerb-line of Lorrimore Road and a point 12 metres north-west of the north-western kerb-line of Hillingdon Street; | 8.30 am to 6.30 pm Monday to Friday |
| | (vi) between a point 12 metres north-west of the north-western kerb-line of Hillingdon Street and that kerb-line; | At any time |
| | (b) the south-west side | |
| | (i) between its junction with Kennington Park Place and a point 4 metres south-east of the south-eastern kerb-line of Otto Street; | 8.30 am to 6.30 pm Monday to Friday |
| | (ii) between a point 4 metres south-east of the south-eastern kerb-line of Otto Street and a point 14 metres south-east of that kerb-line; | At any time |
| | (iii) between a point 14 metres south-east of the south-eastern kerb-line of Otto Street and a point 5 metres north-west of the north-western kerb-line of Hillingdon Street; | 8.30 am to 6.30 pm Monday to Friday |
| | (iv) between the north-western kerb-line of Hillingdon Street and a point 5 metres north-west of that kerb-line. | At any time |
| X517. | ILIFFE STREET | |
| | (a) the north-west side | |

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

| <i>Item No. (1)</i> | <i>Street (2)</i> | <i>Prescribed hours (3)</i> |
|-------------------------|--|--|
| | (i) between the south-western kerb-line of Crampton Street and a point 8 metres south-west of that kerb-line; | At any time |
| | (ii) between a point 3 metres north-east of the north-eastern kerb-line of Peacock Yard and a point 6 metres south-west of the south-western kerb-line of Peacock Yard; | At any time |
| | (iii) between a point 32 metres south-west of the south-western kerb-line of Peacock Street and a point 33 metres north-east of the north-eastern kerb-line of Penton Place; | At any time |
| | (iv) between the north-eastern kerb-line of Penton Place and a point 10.5 metres north-east of that kerb-line; | At any time |
| | (b) the south-east side | |
| | (i) between the south-western kerb-line of Crampton Street and a point 8.5 metres south-west of that kerb-line; | At any time |
| | (ii) between a point 40 metres north-east of the common boundary of Nos. 1b and 1-8 Iliffe Street and a point 16.5 metres north-east of the north-eastern kerb-line of Penton Place; | At any time |
| | (iii) between the north-eastern kerb-line of Penton Place and a point 10.5 metres north-east 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 |
| 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 |

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

| <i>Item No.</i> (1) | <i>Street</i> (2) | <i>Prescribed hours</i> (3) |
|------------------------|---|--|
| | (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 north-eastern kerb-line of Ethel Street; | At any time |
| | (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 |

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

| <i>Item No.</i> (1) | <i>Street</i> (2) | <i>Prescribed hours</i> (3) |
|------------------------|---|--------------------------------|
| 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 13 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-western kerb-line of Villa Street and a point 11 metres north-east of the north-eastern kerb-line of Villa Street; | At any time |
| | (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 |
| | (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 13.5 metres south-west of that kerb-line; | At any time |
| | (iii) between a point 7 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 |
| | (iv) between a point 6 metres south-west of the south-western kerb-line of Portland Street and a point 8 metres north-east of the north-eastern kerb-line of Portland Street; | At any time |

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

| <i>Item No.</i> (1) | <i>Street</i> (2) | <i>Prescribed hours</i> (3) |
|------------------------|--|--|
| | (v) 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 |
| | (vi) 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 |
| X774. | PHELP STREET | |
| | (a) the north-east side | |
| | (i) between the south-eastern kerb-line of Lytham Street and a point 4 metres south-east of that kerb-line; | At any time |
| | (ii) between a point 7 metres north-west of the north-western kerb-line of Sondes Street and a point 6 metres south-east of the south-eastern kerb-line of Sondes Street; | At any time |
| | (iii) between a point 1 metre south-east of the south-eastern wall of No. 2 Sondes Street and a point 9.5 metres south-east of that wall; | At any time |
| | (iv) between the north-western kerb-line build-out of Westmoreland Road and a point 16 metres north-west of that kerb-line build-out; | At any time |
| | (b) the south-west side, between the south-eastern kerb-line of Lytham Street and a point 6.5 metres north-west of the north-western kerb-line build-out of Westmoreland Road; | 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, by way of an experiment as part of the London Streetspace Programme – Walworth 3 (revisions part 2) amends existing waiting restrictions in Alberta Street, Amelia Street, Braganza Street, Carter Street, Chapter Road, Cooks Road, Iliffe Street, Larcom Street, Merrow Street and Phelp 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.