

Public notice

Goose Green Streets for People



*The London Borough of Southwark (e-scooter & cycle hire parking places) (Goose Green Streets for People) Order 202**

*The London Borough of Southwark (Prescribed routes) (Goose Green Streets for People) Traffic Order 202**

*The London Borough of Southwark (Charged-for parking) (Goose Green Streets for People) Order 202**

*The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Goose Green Streets for People) Order 202**

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The effects of the (e-scooter & cycle hire parking places) Order, would be to provide a parking place on the carriageway for the use of e-scooter & cycle hire providers (who are participating in the pan-London e-scooter & cycle hire trails) only, 2 metres ('m') in width 10m in length and aligned parallel to the kerb in MELBOURNE GROVE south-east side o/s Nos. 1 b-c Melbourne Grove. Note that an existing trial e-scooter & cycle hire parking place on the north-west side of Melbourne Grove (12m in length) will be removed to accommodate the permanent scheme.
3. The effects of the (Prescribed routes) Traffic Order would be to consolidate and make amendments to prescribed route restrictions in the Goose Green area (i) at junctions with Grove Lane in Derwent Grove, Elsie Road, Melbourne Grove, and Tintagel Crescent, and (ii) in Melbourne Grove south of its junction with Tell Grove, to convert any existing 'no motor vehicles' point closures to part road closures and amend the extent of these restrictions to account for kerb-line adjustment, as follows:-
 - (a) that part of DERWENT GROVE which lies between the southern kerb-line build-out of Grove Vale and a point 12m south-east of that kerb-line build-out;
 - (b) that part of ELSIE ROAD which lies between the south-eastern kerb-line build-out of Grove Vale and a point 22m south-east of that kerb-line build-out;
 - (c) that part of MELBOURNE GROVE which lies (i) between the south-western kerb-line build-out of Grove Vale and a point 22m south-west of that kerb-line build-out, and (ii) between a point 2m south-east of the south-eastern kerb-line build-out of Tell Grove and a point 6m south-east of that kerb-line build-out (all vehicles in Tell Grove, except for pedal cycles and taxis, would be instructed to turn right at its junction with Melbourne Grove); and
 - (d) that part of TINTAGEL CRESCENT which lies between the south-western kerb-line of Grove Vale and a point 8.5m south-west of that kerb-line.The amended 'no motor vehicles' restrictions described in 3 (a-d) would all be operational 'at any time' and all days of the week, and exemptions would be provided for emergency services vehicles. For the restrictions described in 3 (b) Melbourne Grove (at its junction with Grove Vale and at its junction with Tell Grove), and Tell Grove there are further exemptions provided for vehicles used for road maintenance, refuse collection or cleansing purposes; and for the restrictions described in 3 (a) Derwent Grove (at its junction with Grove Vale) only, there would be further exceptions provided for taxis and (on a discretionary basis) Disabled Persons' vehicles (registered to Southwark resident 'blue badge' holders), rapid response healthcare workers vehicles and SEND vehicles.
4. The effects of the (Charged-for parking) Order, would be to:-
 - (a) in existing Controlled Parking Zone ('CPZ') 'ED' in ELSIE ROAD (i) south-west side (side of No. 56 Grove Vale) remove 6m existing 'Pay by Phone' and permit-holders' parking ('shared-use'), and (ii) north-east side relocate existing 'Pay by Phone' parking ('pay') 6m in length south-eastward by 10m to a location o/s No. 1 Elsie Road and add new 'pay' parking 6m in length o/s Nos. 1 and 3 Elsie Road;
 - (b) in existing Controlled Parking Zone 'PW' GROVE VALE north side (i) o/s Nos. 29 to 33 Grove Vale remove 25m existing 'pay' parking, and (ii) o/s Nos. 31 to 39 Grove Vale extend existing 'stop and shop' parking by 16.5m (new bay length will be 32m) in which vehicles may either be left free of charge for up to 30 minutes, or vehicles which have paid the parking charge may be

left for up to 2 hours, the 30 minutes of which parking session would be free of charge provided no same vehicle may return to a parking place within 2 hours (Monday to Saturday 8.30 am - 6.30 pm);

- (c) in existing Controlled Parking Zone 'ED' MELBOURNE GROVE south-east side o/s Nos. 1b-c Melbourne Grove remove 10m existing 'pay' parking (that will be replaced with the e-scooter & cycle hire parking described in item 2);
 - (d) in existing Controlled Parking Zone 'ED' TINTAGEL CRESCENT north-west side add 10m new 'pay' parking opposite No. 1 Tintagel Crescent.
5. The effects of the (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Order, would be to:-
- (a) install new 'limited stay' Disabled Persons' parking places ('DPPPs') which may only be used by vehicles displaying a valid Disabled Persons' 'blue badge', at all times and every day of the week, for a maximum stay of 4 hours (i) in DERWENT GROVE south-west side (side of No. 34 Grove Vale 6.6m in length) and north-east side (side of No. 36 Grove Vale 6.6m in length), and (ii) in TINTAGEL CRESCENT south-east side (side of No. 98 Grove Vale 6m in length);
 - (b) in GROVE VALE (between its junction with Melbourne Grove and its junction with Elsie Road) (i) amend existing 'at any time' waiting restrictions (double yellow lines 'DYLs') to accommodate the kerb-line build-outs (footway widening), the part road closures and parking amendments (described in item 4b above), (ii) south side o/s Nos. 28 to 34 Grove Vale remove 10m existing 'DYLs' with 'timed' loading restrictions (single kerb blips 'SKBs') to accommodate the new raised 'zebra' pedestrian crossing (described in item 6 below), (iii) north-east side o/s No. 23 Grove Lane upgrade existing 'SKBs' to 'at any time' loading restrictions (double kerb blips 'DKBs'), and (iv) south-east side o/s No. 58 Grove Vale add 9m of new 'SKBs' (operating Mondays-Fridays between 9 am and 11 am) to existing 'DYLs';
 - (c) on all sides of the following streets amend existing 'DYLs' and add new 'DKBs' at their junctions with Grove Vale to accommodate the part road closures, the kerb-line build-outs, and parking amendments in:- (i) DERWENT GROVE, (ii) ELSIE ROAD, (iii) MELBOURNE GROVE, and (iv) TINTAGEL CRESCENT; and
 - (d) in MELBOURNE GROVE north-east o/s No. 63 Melbourne Grove and in TELL GROVE south-east side (east of its junction with Melbourne Grove) amend existing DYLs to accommodate the kerb-line build-out at this junction.

Notes: (1) 'at any time' means at all hours on every day of the week. (2) 'DYLs' refer to 'at any time' waiting restrictions, 'SKBs' refer to timed loading restrictions and 'DKBs' refer to 'at any time' loading restrictions. (3) All measurements are in metres 'm' and are approximate. (4) Parking charges are listed on www.southwark.gov.uk/parking

6. Southwark Council hereby GIVES FURTHER NOTICE that it has approved under section 23 of the Road Traffic Regulation Act 1984, the provision of a raised 'zebra' pedestrian crossing in GROVE VALE the centre of which would be located at a point 3m east of the common boundary of Nos. 30 and 32 Grove Vale. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on the carriageway for a distance of up to 8m on both sides of the road either side of the crossing.
7. Southwark Council hereby GIVES FURTHER NOTICE under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (Traffic Calming) Regulations 1999, propose to construct speed tables of flat-top construction having a maximum height level with the surrounding kerb and covering the entire width of the carriageway:-
- (a) in DERWENT GROVE extending from the southern kerb-line build-out of Grove Vale south-eastward for a distance of 12m;
 - (b) in ELSIE ROAD extending from the south-eastern kerb-line build-out of Grove Vale south-eastward for a distance of 22m;
 - (c) at the site of the 'zebra' pedestrian crossing described in item 7 above, in GROVE VALE extending from a point 1.5m west of the common boundary of Nos. 30 and 32 Grove Vale eastward for a distance of 9m;
 - (d) in MELBOURNE GROVE extending from the south-western kerb-line build-out of Grove Vale south-westward for a distance of 22m;

- (e) in RAILWAY RISE extending from the south-western kerb-line build-out of Grove Vale south-westward for a distance of 5m; and
- (f) in TINTAGEL CRESCENT extending from the south-western kerb-line of Grove Vale south-westward for a distance of 8.5m.

The measurements above include the ramps and any existing traffic calming measures at the exact locations above will be refreshed and replaced.

- 8. For more information contact the Council's Highways team Highways@southwark.gov.uk
- 9. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of the Council's reasons for making the Orders) may be found online at www.southwark.gov.uk/trafficorders; paper or digital copies of plans showing the location and effect of the Orders and the supporting documents may be requested by emailing traffic.orders@southwark.gov.uk, or inspected by appointment only at: Highways, Southwark Council, Environment, Sustainability & Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH - from the date of this Notice until the end of a period of six weeks from the date on which the Orders are made. Email traffic.orders@southwark.gov.uk (or call 077 3132 4742) for booking details.
- 10. Anyone wishing to make any representations either for or to object to the proposals, may use our consultation portal at <https://consultation.appyway.com/southwark>; or send a statement in writing to: Traffic Order Consultations, Highways, Southwark Council, Environment, Sustainability & Leisure, P.O. Box 64529, London SE1P 5LX or traffic.orders@southwark.gov.uk quoting reference 'TMO2425-019 Goose Green SfP' by 24 October 2024. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.
- 11. Under requirements of current access to information legislation, any letter, form or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.

Dated 3 October 2024

Steven Grayer Interim Head of Service - Highways, Environment, Sustainability & Leisure

Statement of reasons

Goose Green Streets for People



*The London Borough of Southwark (e-scooter & cycle hire parking places) (Goose Green Streets for People) Order 202**

*The London Borough of Southwark (Prescribed routes) (Goose Green Streets for People) Traffic Order 202**

*The London Borough of Southwark (Charged-for parking) (Goose Green Streets for People) Order 202**

*The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Goose Green Streets for People) Order 202**

The purpose of this scheme is to implement changes to the street space, within the Goose Green area (Goose Green ward) in the London Borough of Southwark, to provide spaces that are aligned with the healthy street indicators of the [Streets for People - Southwark Council](#) strategy (approved by Cabinet in July 2023).

The overall objectives of this scheme are to improve the safety and experiences for pedestrians and for people using other modes of sustainable transport – such as bicycles and scooters – around junctions in the Goose Green area. These proposals are part of Southwark Council's 'Streets for People' programme which outlines the Council's commitment to providing healthier neighbourhoods, cleaner air, thriving town centres and safer roads.

Southwark Council wishes to improve people's quality of life and encourage different ways of travelling through the borough. The design ideas for Goose Green Streets for People are led by three core objectives:

Community – Encourage social interaction and provide space to sit and relax.

Create good quality space that is accessible for all people and to make walking, cycling, and wheeling easier, especially for children and young people. The area has been designed to be inclusive and accessible for cyclists and pedestrians. Segregated cycle lanes, greenery and street furniture will improve the quality of the space. The proposals include wider and more direct pedestrian access between the local amenities such as the shops, public library, train station and bus stops. The proposals widen footways to make the streets more accessible for everyone.

Reclaim, reallocate, and repurpose public land for community use. The improvements repurpose the streetspace for community use by creating new public spaces, which will have outdoor seating to support local businesses. The proposed trees and rain gardens will improve the look and feel of the areas and help to prevent flooding and other negative environmental factors. The simplified layout makes the area cleaner, greener, and safer from motorised traffic.

Safety – Improve safety and security for everyone using our streets.

Create safer walking and cycling routes by separating pedestrians and cyclists from motorists for example, by using segregated cycle lanes and widening footways. Use wider and more direct pedestrian crossings and a new zebra crossing to promote safer access across busy roads. New gateway features, such as the narrowing of the entrance of Derwent Grove (at its junction with Grove Vale), will deter vehicles cutting through the area at high speeds. The new layout will accommodate traffic calming geometry and so will improve safety for vulnerable road users using the community spaces by reducing traffic speeds. Creating a community space in the Goose Green area will improve natural surveillance as more people use the space by using the seating, will maximise the ability to see what is occurring, and optimise the potential to spot suspicious persons or activities.

Destination and connection – A better place for all: to live, work, study and visit.

The proposals aim to provide more sustainable cycle routes and parking. Cyclists will have their own cycle lanes and 'traffic islands' to improve the safety and confidence of cyclists navigating junctions. Pedestrian crossings will be introduced along desired paths, continuous footways and widened to improve priority to pedestrians (some examples being along Grove Vale and at its junctions with Melbourne Grove, Derwent Grove, Elsie Road, and Tintagel Crescent). Creating a safer environment for walking, cycling, and wheeling will encourage pupils to actively travel to and from school. The wider footway on Grove Vale and proposed pedestrian crossing will make it easier

for young people to travel by cycle or on foot. This will also reduce emissions from transport and improve air quality.

The scheme proposals, and the Council's reasons for making these proposals, are summarised below.

Along Grove Vale (between its junction with Railway Rise and its junction with Elsie Road) the layout of the kerb-lines will be changed to create more space for pedestrians on the footways. A new raised 'zebra' pedestrian crossing will provide more direct and safer access. Existing waiting restrictions (yellow lines), loading restrictions (kerb blips) and parking will be adjusted to accommodate the kerb-line build-outs (footway widening) and to make the part road closures (traffic filters) in Melbourne Grove, Derwent Grove, and Elsie Road clearer for motorists.

At junctions with Grove Vale in Derwent Grove, Elsie Road, Melbourne Grove, and Tintagel Crescent; and in Melbourne Grove south of its junction with Tell Grove, any existing 'no motor vehicles' point closures will be upgraded to part road closures and amendments will be made to waiting restrictions (yellow lines), loading restrictions (kerb blips) and parking restrictions to account for kerb-line adjustment and to create designated spaces with seating and plants that will enhance the social attractiveness of these junctions. 'At any time' loading restrictions (double kerb blips) will be added to Derwent Grove, Elsie Road, Melbourne Grove, and Tintagel Crescent off their junctions with Grove Vale to prevent inconsiderate parking which would block pedestrian, cycle, and emergency services access to the part road closures.

Businesses and residents in, and visitors to, the Goose Green area will be supported with new designated parking places. Melbourne Grove will have new permanent parking areas for the collection and drop-off of e-scooter & cycle hire use to encourage short journeys by sustainable transport. Note that an existing trial e-scooter & cycle hire bay will be removed to make space for the permanent e-scooter & cycle hire bay.

To boost the accessibility of the Goose Green area, there will be additional free parking for Disabled Persons' 'blue badge' holders in Derwent Grove and in Tintagel Crescent. These spaces will be operational at all times and every day of the week, for a maximum stay of 4 hours and designated for 'blue badge' holders only.

There will be additional traffic calming in the form of a raised speed tables at the sites of all part road closures south of Grove Vale (in Derwent Grove, Elsie Road, Melbourne Grove, and Tintagel Crescent) to lower cycle speeds within these social spaces to create safer areas for pedestrians.

For details of this decision, visit:- [Issue details - Goose Green Streets for People - Melbourne Grove, Elsie Road, Derwent Grove, Tintagel Crescent Pocket Parks - Southwark Council](#)

Anyone wishing to view the proposed scheme and supplementary documents, or make any representations regarding the proposal, may use our consultation portal at [Public Consultation \(appyway.com\)](#) between the dates of the consultation period, which for this scheme are between Thursday 3 October 2024 and Thursday 24 October 2024.

Dated 3 October 2024

For more information on the design of the scheme, contact:-

Nazihah Begum

Highways

Environment, Sustainability & Leisure

Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. 0xx

The London Borough of Southwark (e-scooter & cycle hire parking places)
(Goose Green Streets for People) Order 202*

Made: xx xxxxxxxx 202*

Coming into force: xx xxxxxxxx 202*

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

Citation and commencement

1.1 This Order may be cited as the London Borough of Southwark (e-scooter & cycle hire parking places) (Goose Green Streets for People) Order 202* and comes into force on xx xxxxx 202*.

Interpretation

2.1 In this Order:-

“this Order” means the London Borough of Southwark (e-scooter & cycle hire parking places) (Dulwich Village Streets for People) Order 202*;

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

causing includes permitting;

“authorised agent” means a contractor appointed by and acting on behalf of the Council for the purposes of enforcing the provisions of this order;

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

“civil enforcement officer” has the same meaning as in section 76 of the Traffic Management Act 2004^d;

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

“electric scooter” (henceforth referred to as “e-scooter”), “e-scooter hire”, “e-scooter & cycle hire”, “pedal cycle” and “trial” have the same meaning as in the Traffic Signs Regulations and General Directions 2016^e, as amended;

^a 1984 c.27

^b LBS 2021/035

^c 1980 c.66

^d 2004 c.18

^e SI 2016/362

“e-scooter & cycle hire parking place” refers to an area of carriageway designated by this Order as a parking place for electric scooters and cycles for hire being used in a trial;

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

“London e-scooter Trial Scheme” refers to the pan-London e-scooter trial scheme operated by Transport for London and their agents;

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

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

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

“vehicle” includes part of a vehicle.

- 2.2 The Interpretation Act 1978^f applies to this order as if it were an enactment.
- 2.3 Any reference in this Order to any enactment must 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.
- 2.4 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021, must have the same meaning as in the Order of 2021.

Amendment of the Order of 2021

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 Order of 2021 must have effect as though:-

(a) in Articles 3.1 of the Order of 2021 there were added the definitions as listed below:-

“electric scooter” (henceforth referred to as “e-scooter”), “e-scooter hire”, “e-scooter & cycle hire”, and “trial” have the same meaning as in the Traffic Signs Regulations and General Directions 2016, as amended;

“flexible cycle hire” means a cycle hire operations and providers approved by the Council to operate a point to point cycle hire scheme, requiring a cycle to be returned to a designated “e-scooter & cycle hire” parking place, within the London Borough of Southwark which is managed by the flexible cycle hire operators;

“London e-scooter Trial Scheme” refers to the pan-London e-scooter trial scheme operated by Transport for London and their agents;

(b) in Article 3.1 of the Order of 2021, the words ““parking place” means an area on a highway designated as a parking place by this Order, being either: a permit holders parking place, or a shared-use permit holders and pay parking place, or a shared-use ‘cross-borough’ permit holders and pay parking place, or a pay parking place, or a ‘stop and shop’ parking place, or a street traders permit holders parking place, or a doctors parking place or, a car club parking place, and in each case being identified as such type in the map-based schedule by reference to the map schedule legend”, are substituted with the words ““parking place” means an area on a highway designated as a parking place by this Order, being either: a permit holders parking place, or a shared-use permit holders and pay parking place, or a shared-use ‘cross-borough’ permit holders and pay parking place, or a

^f 1978 c.30

pay parking place, or a 'stop and shop' parking place, or a street traders permit holders parking place, or a doctors parking place or, a car club parking place or, an e-scooter hire parking place or, an e-scooter & cycle hire parking place and in each case being identified as such type in the map-based schedule by reference to the map schedule legend”;

- (c) Article 5.10 is added to the Order of 2021, containing the words “Each e-scooter hire parking place may be used, subject to the provisions of this Order, for the leaving at any time of electric scooters for hire being used in a trial in respect of which have an indication via hand-held device that there have been relevant permissions and access granted by the authorised agent”;
- (d) Article 5.11 is added to the Order of 2021, containing the words “Each e-scooter and cycle hire parking place may be used, subject to the provisions of this Order, for the leaving at any time of electric scooters for hire being used in a trial, and for the leaving of “flexible cycle hire” cycles being used in a trial, in respect of which have an indication via hand-held device that there have been relevant permissions and access granted by the authorised agent”; and
- (e) Article 6.9 is added to the Order of 2021, containing the words “At all times during which a vehicle is left in a e-scooter hire, or an e-scooter & cycle hire parking place during the permitted hours, there shall be an indication by hand-held device that there have been relevant permissions and access granted by the authorised agent in respect of that vehicle and that parking place, in accordance with the provisions of this Order”.

Addition or substitution of item in the map-based schedule

- 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 2021 must have effect as though:-
 - (a) where there is no existing item at a location shown in the map-based schedule attached to the Order of 2021, there were added to that map-based schedule the item shown in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location shown in the map-based schedule attached to the Order of 2021, there were substituted in that map-based schedule the item shown in the map-based schedule attached to this Order.
- 4.2 The substitution or amendment referred to in Article 4.1(b) of this Order of any item in in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

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

- 5.1 Each area on a street identified in the map-based schedule as a parking place and, where applicable, by way of the map schedule legend, as an area marked out and signed for the use of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of parking place, is designated as a parking place.
- 5.2 Unless otherwise so identified, a parking place must be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place, as specified in the Traffic Signs Regulations and General Directions 2016⁹.
- 5.3 The Order of 2021 (other than Articles 4 and 19) applies to the areas designated as a parking place by this Order, as if in the provisions of the Order of 2021, any reference to a parking place included a reference to an area designated as a parking place by this Order.

Placing of markings on the surface of the street, etc

- 6.1 The Council must:
 - (a) place and maintain appropriate markings on the surface of the street indicating the limits of the parking place designated by this Order and may be used during the permitted hours

⁹ SI 2016/362

for the leaving only of the vehicles specified in Articles 5.10 and 5.11 of the Order of 2021, as amended; and

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

Dated this xxxxxx day of xxxx 202*

[signature here]

STEVEN GRAYER

Interim Head of Service, Highways
Environment, Sustainability & Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, on a permanent basis, introduces e-scooter hire, and e-scooter & cycle hire parking places as additions to the Order of 2021, and adds or substitutes items in the map-based schedule attached to the Order of 2021, so as to provide a permanent e-scooter & cycle hire parking place in the carriageway in Melbourne Grove, as part of the Goose Green Streets for People scheme and the wider pan-London e-scooter Trial Scheme, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. 0xx

The London Borough of Southwark (Prescribed routes)
(Goose Green Streets for People) Traffic Order 202*

Made: xx xxxxxxxx 202*

Coming into force: xx xxxxxxxx 202*

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

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Goose Green Streets for People) Traffic Order 202* and comes into force on xx xxxxxxxx 202*.

Interpretation

- 2.1 In this Order:-

“this Order” means the London Borough of Southwark (Prescribed route) (Goose Green Streets for People) Traffic Order 202*;

causing includes permitting;

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

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

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

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

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

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

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

^a 1984 c.27

^b SI 2000/682

^c SI 2016/362

“prescribed street” for the purposes of Article 4.1 of this Order means the part of street referred to in Articles 3.1 to 3.6 of this Order;

“taxi” has the meaning given in the Traffic Signs Regulations and General Directions 2016^d; 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 must 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

Derwent Grove and Grove Vale

- 3.1 No person causing any motor vehicle to proceed in Derwent Grove or Grove Vale will cause that motor vehicle to enter into or proceed in that part of Derwent Grove which lies between the southern kerb-line build-out of Grove Vale and a point 12 metres south-east of that kerb-line build-out.

Elsie Road and Grove Vale

- 3.2 No person causing any motor vehicle to proceed in Elsie Road or Grove Vale will cause that motor vehicle to enter into or proceed in that part of Elsie Road which lies between the south-eastern kerb-line build-out of Grove Vale and a point 22 metres south-east of that kerb-line build-out.

Melbourne Grove and Grove Vale

- 3.3 No person causing any motor vehicle to proceed in Melbourne Grove or Grove Vale will cause that motor vehicle to enter into or proceed in that part of Melbourne Grove which lies between the south-western kerb-line build-out of Grove Vale and a point 22 metres south-west of that kerb-line build-out.

Melbourne Grove and Tell Grove

- 3.4 No person causing any motor vehicle to proceed in Melbourne Grove or Tell Grove will cause that motor vehicle to enter into or proceed in that part of Melbourne Grove which lies between a point 2 metres south-east of the south-eastern kerb-line build-out of Tell Grove and a point 6 metres south-east of that kerb-line build-out.

- 3.5 Any person causing a vehicle, other than a pedal cycle, to proceed in a south-westbound direction in Tell Grove will turn right on reaching its junction with Melbourne Grove.

Tintagel Crescent and Grove Vale

- 3.6 No person causing any motor vehicle to proceed in Tintagel Crescent or Grove Vale will cause that motor vehicle to enter into or proceed in that part of Tintagel Crescent which lies between the south-western kerb-line of Grove Vale and a point 8.5 metres south-west of that kerb-line.

Exemptions

- 4.1 Nothing in Articles 3.1 to 3.6 to this Order shall apply in relation to:-

- (a) anything done with the permission or at the direction of a police constable in uniform;
- (b) any vehicle being used for ambulance, fire brigade or police purposes; or
- (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.

- 4.2 Nothing in Articles 3.1, 3.3, 3.4 and 3.5 to this Order shall apply in relation to:-

^d SI 2016/362

- (a) a refuse collection vehicle being operated by the Council or its appointed contractor, whilst being used for the purpose of refuse collection at premises located within a prescribed street;
- (b) any vehicle being used for the purpose of maintenance, improvement, re-construction, cleansing or lighting of that part of street; or
- (c) 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.

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

- (a) a taxi;
- (b) a disabled person's vehicle, the vehicle registration number thereof being registered with and authorised by the Council for this purpose by or on the behalf of a disabled person's badge holder resident in the London Borough of Southwark, such authorisation being granted by the Council on a discretionary basis and subject to such criteria as may be set from time to time by the Council;
- (c) a vehicle recognised by the Council as being a "rapid response healthcare workers vehicle", the vehicle registration number thereof being registered with and authorised by the Council for this purpose by or on the behalf of a healthcare worker or healthcare organisation providing healthcare services to residents of the London Borough of Southwark, such authorisation being granted by the Council on a discretionary basis and subject to such criteria as may be set from time to time by the Council; or
- (d) a vehicle recognised by the Council as being a "SEND vehicle", the vehicle registration number thereof being registered with and authorised by the Council for this purpose by or on the behalf of a person or organisation providing "SEND" services in the London Borough of Southwark, such authorisation being granted by the Council on a discretionary basis and subject to such criteria as may be set from time to time by the Council.

Revocations and amendments of existing Orders

5.1 Without prejudice to anything done or any liability incurred in respect of any act or omission before the coming into force of this Order:-

- (a) the London Borough of Southwark (Prescribed routes) (East Dulwich area) (No. 1) Traffic Order 2022^e will have the effect as though the Articles 4.1, 4.2, 4.4, 4.5, and 4.6 were omitted, and Article 4.7 had the text '4.1, 4.2 and' omitted; and
- (b) the London Borough of Southwark (Prescribed routes) (Melbourne Grove) Traffic Order 2023^f, the London Borough of Southwark (Prescribed routes) (Melbourne Grove) Experimental Traffic Order 2020^g, and the London Borough of Southwark (Prescribed routes) (Melbourne Grove north) Experimental Traffic Order 2021^h, are revoked.

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

[signature here]

STEVEN GRAYER

Interim Head of Service, Highways
Environment, Neighbourhoods and Growth

^e LBS 2022/015

^f LBS 2023/010

^g LBS 2020/054

^h LBS 2021/064

EXPLANATORY NOTE

(This note is not part of the Order)

This Order consolidates and makes amendments to certain prescribed route restrictions within the Goose Green area, on a permanent basis in the London Borough of Southwark, as part of the Goose Green 'Streets for People' Scheme to amend existing 'no motor vehicles' restrictions (i) at junctions with Grove Lane in Derwent Grove, Elsie Road, Melbourne Grove, and Tintagel Crescent, and (ii) in Melbourne Grove south of its junction with Tell Grove, to accommodate kerb-line build-outs and to change the existing point closures to part road closures.

The amended 'no motor vehicles' restrictions mentioned above, indicated by traffic signs, would be operational 'at any time' and all days of the week, and exemptions are provided for emergency services vehicles. For the restrictions at Melbourne Grove (at its junction with Grove Vale and at its junction with Tell Grove), and Tell Grove there are further exemptions provided for vehicles used for road maintenance, refuse collection or cleansing purposes; and for the restrictions at Derwent Grove (at its junction with Grove Vale) only there would be further exceptions provided for taxis and (on a discretionary basis) Disabled Persons' vehicles (registered to Southwark resident 'blue badge' holders), rapid response healthcare workers vehicles and SEND vehicles.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. 0xx

The London Borough of Southwark (Charged-for parking places)
(Goose Green Streets for People) Order 202*

Made: xx xxxxxxxx 202*

Coming into force: xx xxxxxxxx 202*

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

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Charged-for parking places) (Goose Green Streets for People) Order 202* and comes into force on xx xxxxxxxx 202*.

Interpretation

- 2.1 In this Order:-

“this Order” means the London Borough of Southwark (Charged-for parking places) (Goose Green Streets for People) Order 202*;

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

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

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

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

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

^a 1984 c.27

^b LBS 2021/035

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

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

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

Amendment of items in the map-based schedule

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

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

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

Placing of traffic signs, etc

- 5.1 The Council must:
 - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of the parking place designated by this Order;
 - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 5.1, 5.3, 5.5 and 5.6 of the Order of 2021; and

^c SI 2016/362

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

Dated this xxxxxxxx day of xxxxxxxx 202*

[signature here]

STEVEN GRAYER
Interim Head of Service, Highways
Environment, Sustainability & Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

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

- (a) in existing Controlled Parking Zone ('CPZ') 'ED' in Elsie Road (i) south-west side (side of No. 56 Grove Vale) remove 6m existing 'Pay by Phone' and permit-holders' parking ('shared-use'), and (ii) north-east side relocate existing 'Pay by Phone' parking ('pay') 6m in length south-eastward by 10m to a location o/s No. 1 Elsie Road and add new 'pay' parking 6m in length o/s Nos. 1 and 3 Elsie Road;
- (b) in existing Controlled Parking Zone 'PW' Grove Vale north side (i) o/s Nos. 29 to 33 Grove Vale remove 25m existing 'pay' parking, and (ii) o/s Nos. 31 to 39 Grove Vale extend existing 'stop and shop' parking by 16.5m (new bay length will be 32m) in which vehicles may either be left free of charge for up to 30 minutes, or vehicles which have paid the parking charge may be left for up to 2 hours, the 30 minutes of which parking session would be free of charge provided no same vehicle may return to a parking place within 2 hours (Monday to Saturday 8.30 am - 6.30 pm);
- (c) in existing Controlled Parking Zone 'ED' Melbourne Grove south-east side o/s Nos. 1b-c Melbourne Grove remove 10m existing 'pay' parking (that will be replaced with the e-scooter & cycle hire parking described in item 2);
- (d) in existing Controlled Parking Zone 'ED' Tintagel Crescent north-west side add 10m new 'pay' parking opposite No. 1 Tintagel Crescent,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Goose Green Streets for People) Order 202*

Made: 202*

Coming into force: 202*

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

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Goose Green Streets for People) Order 202* and comes into force on ** ***** 202*.

Interpretation

- 2.1 In this Order:-

“this Order” means the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Goose Green Streets for People) Order 202*;

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

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

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

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

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

^a 1984 c.27

^b LBS 2021_036

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

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

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

Addition to or substitution of items in the map-based schedule

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

Designation of parking places and application of the Order of 2021

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

Placing of traffic signs, etc

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

^c SI 2016/362

Waiting and loading restrictions applicable in restricted streets

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

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

[signature here]

STEVEN GRAYER

Interim Head of Service, Highways
Environment, Sustainability & Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, adds or substitutes items in the map-based schedule attached to the Order of 2021, so as to:-

- (a) install new 'limited stay' Disabled Persons' parking places ('DPPPs') which may only be used by vehicles displaying a valid Disabled Persons' 'blue badge', at all times and every day of the week, for a maximum stay of 4 hours (i) in Derwent Grove south-west side (side of No. 34 Grove Vale 6.6m in length) and north-east side (side of No. 36 Grove Vale 6.6m in length), and (ii) in Tintagel Crescent south-east side (side of No. 98 Grove Vale 6m in length);
- (b) in Grove Vale (between its junction with Melbourne Grove and its junction with Elsie Road) (i) amend existing 'at any time' waiting restrictions (double yellow lines 'DYLs') to accommodate the kerb-line build-outs (footway widening), the part road closures and parking amendments (described in item 4b above), (ii) south side o/s Nos. 28 to 34 Grove Vale remove 10m existing 'DYLs' with 'timed' loading restrictions (single kerb blips 'SKBs') to accommodate the new raised 'zebra' pedestrian crossing (described in item 6 below), (iii) north-east side o/s No. 23 Grove Lane upgrade existing 'SKBs' to 'at any time' loading restrictions (double kerb blips 'DKBs'), and (iv) south-east side o/s No. 58 Grove Vale add 9m of new 'SKBs' (operating Mondays-Fridays between 9 am and 11 am) to existing 'DYLs';
- (c) on all sides of the following streets amend existing 'DYLs' and add new 'DKBs' at their junctions with Grove Vale to accommodate the part road closures, the kerb-line build-outs, and parking amendments in:- (i) Derwent Grove, (ii) Elsie Road, (iii) Melbourne Grove, and (iv) Tintagel Crescent; and
- (d) in Melbourne Grove north-east o/s No. 63 Melbourne Grove and in Tell Grove south-east side (east of its junction with Melbourne Grove) amend existing DYLs to accommodate the kerb-line build-out at this junction,

in the London Borough of Southwark.