

Public notice

Guy's and St Thomas' Charity Programme: North Peckham Trial Street Changes

The London Borough of Southwark (Prescribed Routes) (Peckham Park Primary School area) Experimental Traffic Order 2020
The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 21) Experimental Traffic Order 2020

1. Southwark Council hereby GIVES NOTICE that on 10 December 2020 it has made the above experimental Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984.
2. The effects of the experimental Orders, the intention of which is to improve local air quality, promote social distancing, exercise local to home, and sustainable travel (walking and cycling), and to deter motor vehicle through traffic in the vicinity of Peckham Park Primary School, as part of the Guy's and St Thomas' Charity programme, will be:-
 - (a) to introduce point road closures prohibiting the movement of motor vehicles, with certain exemptions including that of emergency services access, which will be physically enforced with traffic signs and the installation of planters and flexible bollards, in the following locations:-
 - (i) FENHAM ROAD, at the common boundary of Nos. 109 and 111 Fenham Road;
 - (ii) GOLDSMITH ROAD, 6 metres west of the western kerb-line of Meeting House Lane;
 - (iii) MARMONT ROAD, 27 metres north of the northern kerb-line of Peckham High Street; and
 - (b) to add new or extend existing 'at any time' waiting restrictions in:- (i) FENHAM ROAD the north side from the common boundary of Nos. 105 and 107 Fenham Road to a point 1.5 metres east of the common boundary of Nos. 113 and 115 Fenham Road (adds 20 metres) and the south side from its junction with Friary Road to a point 7.5 metres west of that junction (adds 2 metres) and from a point 12 metres east of the eastern kerb-line of Pennethorne Road to a point 12.5 metres west of the western kerb-line of Kincaid Road (adds 21 metres); (ii) GOLDSMITH ROAD the south side from its junction with Meeting House Lane to a point 12 metres west of that junction (adds 1.5 metres); and (iii) MARMONT ROAD east side at its junction with Goldsmith Road to a point 7.5 metres south of that junction (adds 1 metre).
3. For more information on the background and implementation of these experimental Orders please contact Rebecca Barkham (Highways@southwark.gov.uk) of the Council's Highways, Transport Projects team.
4. Copies of the Orders, which will come into force on 17 December 2020 (and expire on 22 June 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 – to book 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 Orders should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent Orders or make any other representation regarding the scheme would have 6 months to do so, from the date the experimental order comes into force (or, if the order is varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation order or modification comes into force), and may send a statement to traffic.orders@southwark.gov.uk or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices quoting reference '*TMO2021-EXP21_GSTTC Peckham*'. 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 Orders 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 Orders may, within 6 weeks of the date on which the Orders were made, make application for the purpose to the High Court.

Dated 10 December 2020

Dale Foden Head of Service - Highways, Environment & Leisure

Statement of reasons

Guy's and St Thomas' Charity Programme: North Peckham Trial Street Changes



The London Borough of Southwark (Prescribed Routes) (Peckham Park Primary School area) Experimental Traffic Order 2020

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 21) Experimental Traffic Order 2020

The decision has been made to introduce a series of **experimental measures**, the intention of which is to improve local air quality, promote social distancing, exercise local to home, and sustainable travel (walking and cycling), and to deter motor vehicle through traffic in the Peckham Park Primary School area, sponsored by Guy's and St Thomas' Charitable Trust.

Guy's and St Thomas' Charitable Trust (GSTTC) is delivering a long-term multimillion pound programme tackling the main health challenges facing Lambeth & Southwark. Within this programme, there is a focus on improving air quality, reducing child obesity and reducing the burden of long-term conditions such as heart disease and type-2 diabetes. In particular, GSTTC have asked Southwark Council to focus on areas with high levels of deprivation and poor air quality.

The public health measures implemented in response to the Covid-19 pandemic have raised the importance and public awareness of people having a safe, wide space for walking and cycling. This is needed to enable them to socially distance from other people, exercise locally to their home and travel sustainably in their neighbourhood. GSTTC want to support this rapid mobilisation effort by funding projects which support both the emergency response to Covid-19 and longer-term changes which will reduce health inequalities in the borough.

These measures will include: modal filters to prevent 'rat-running' (provided by point 'no motor vehicles' prohibitions backed up with planters; placemaking at filter locations, crossings to schools with footway buildouts, dropped kerbs and art crossings, and widened footways.

These measures are subject to experimental Traffic Management Orders (TMOs). A TMO is the legal mechanism the council, as traffic authority, uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

The experimental TMOs will be enforceable for a period up to 18 months to allow the assessment of any impact the road closures and other restrictions might have on the area and surrounding roads, and to revise the scheme if necessary within that time. A review will be carried out to assess the initial success of the scheme and whether the road closure/s and other restrictions should be made permanent.

<http://moderngov.southwark.gov.uk/mglIssueHistoryHome.aspx?lId=50024511&Opt=0>

Dated 10 December 2020

For more information contact:-

Rebecca Barkham

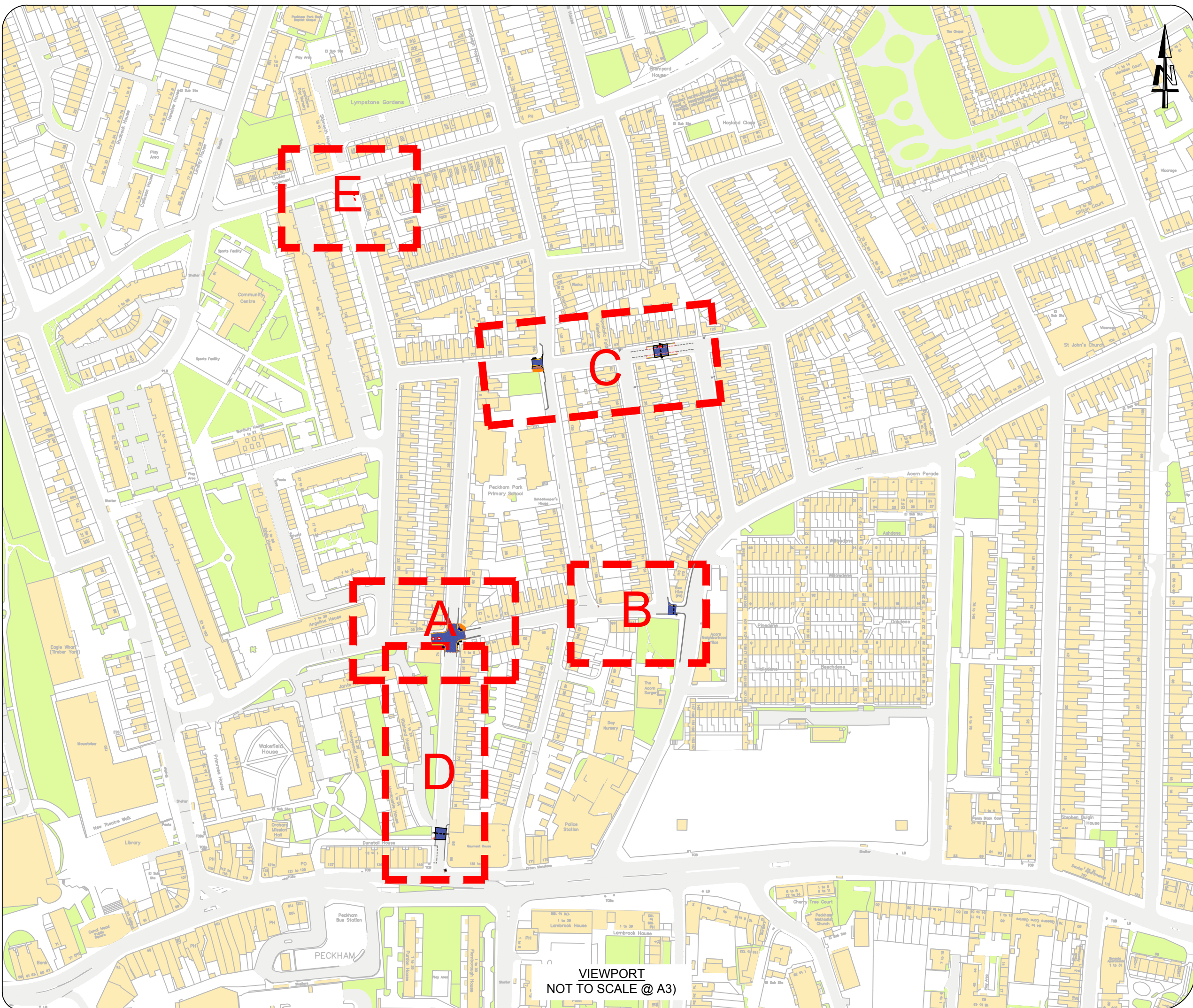
Transport Projects

Highways

Highways@southwark.gov.uk

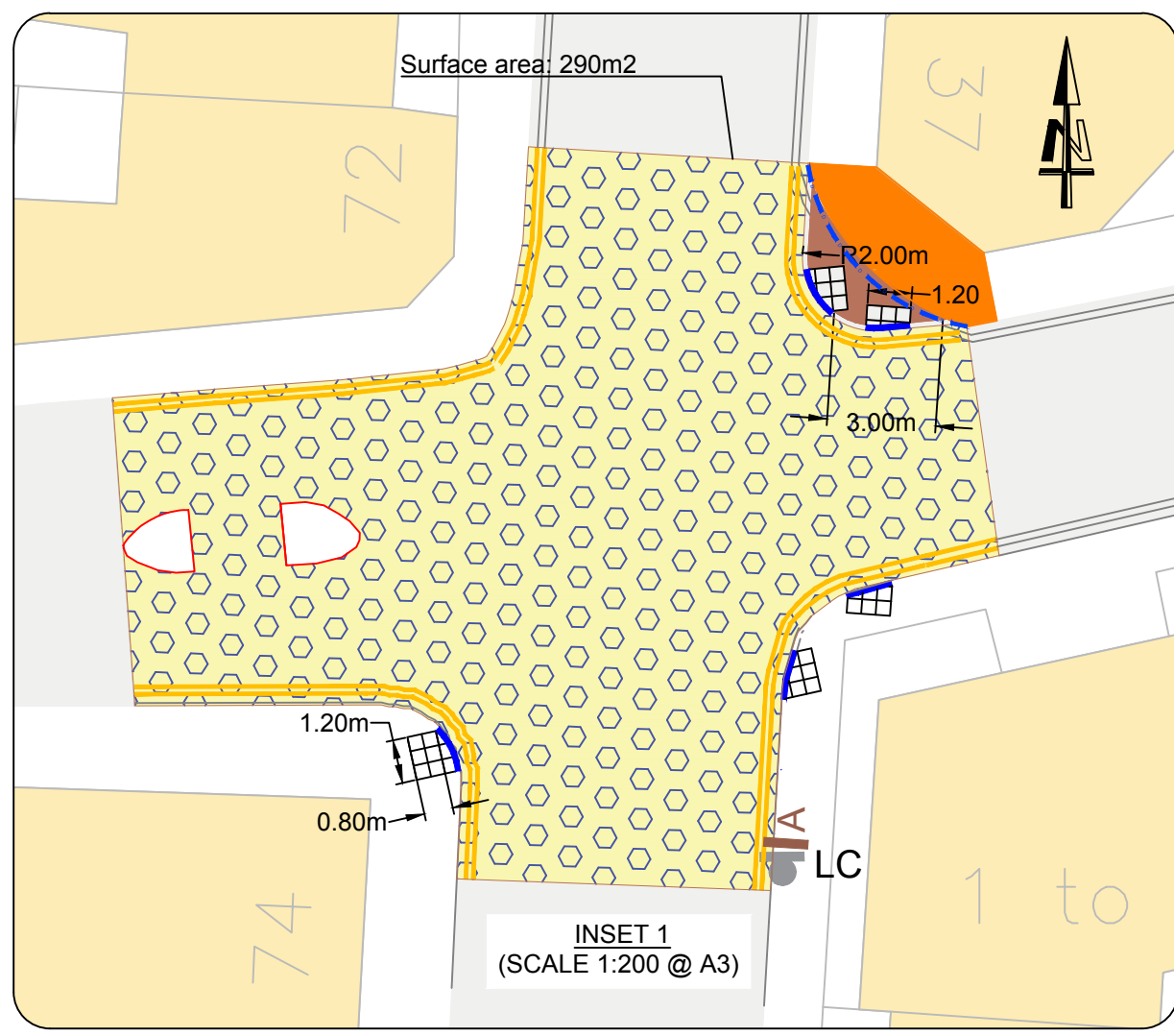
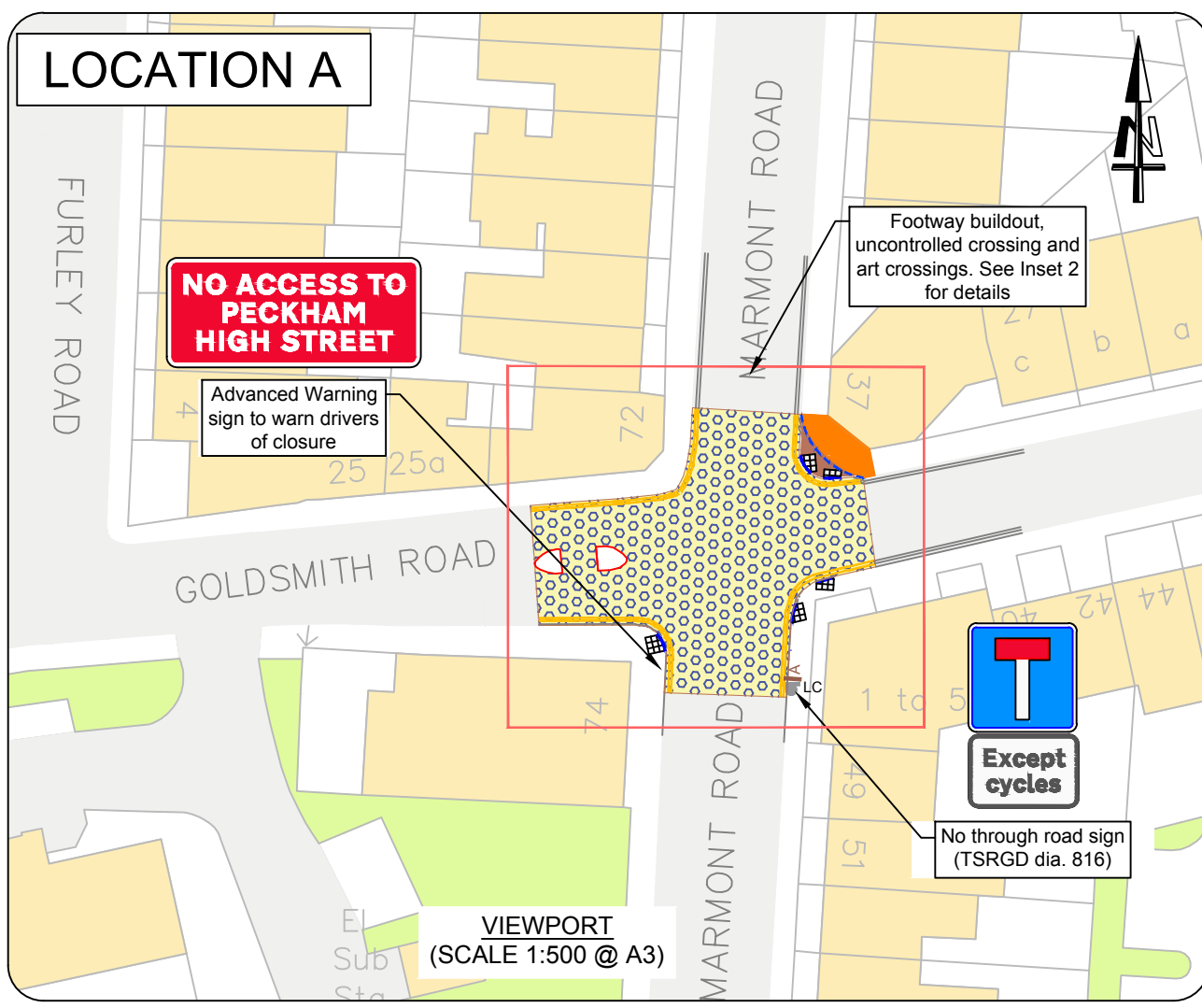
KEY

■ Extents

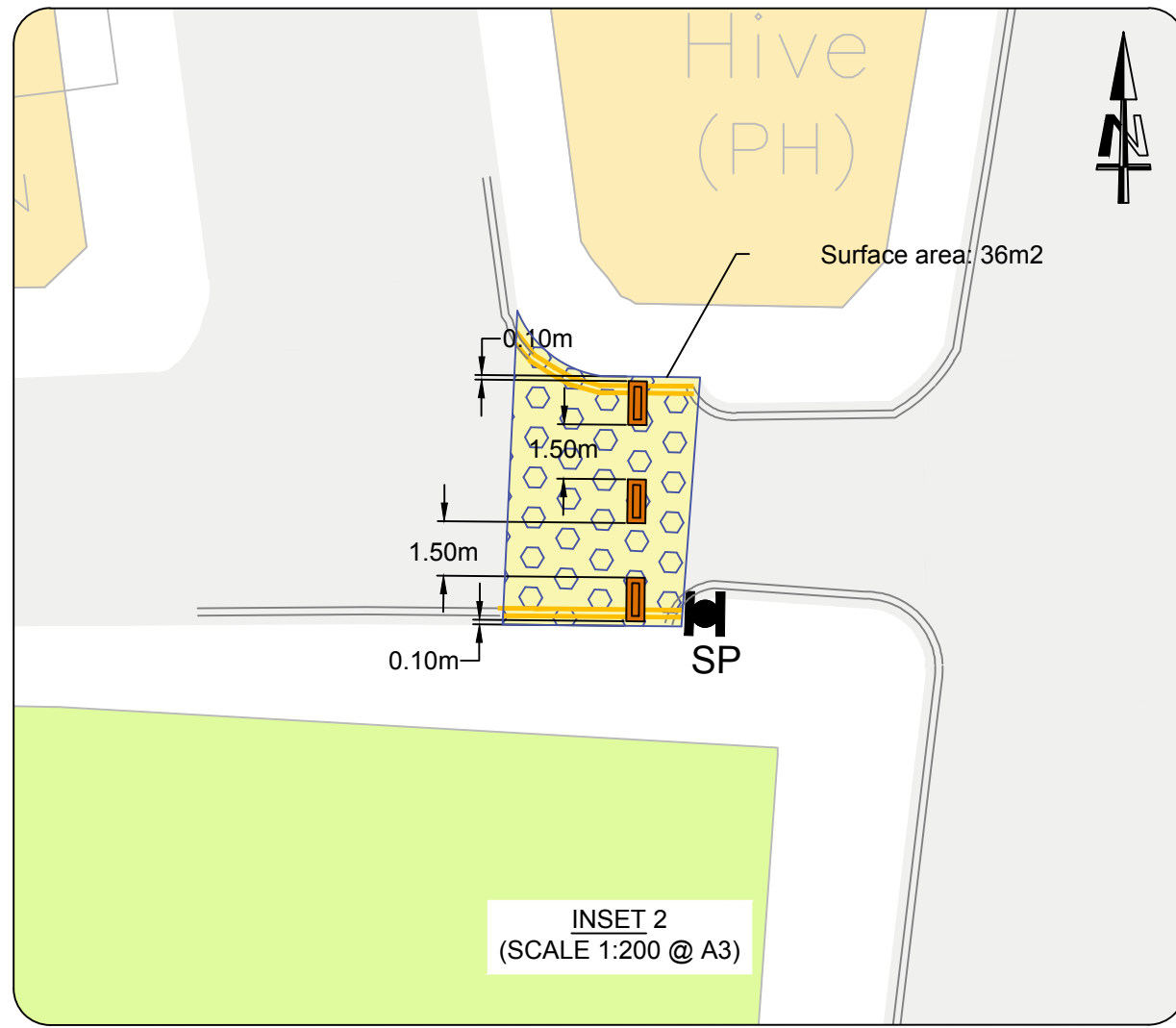
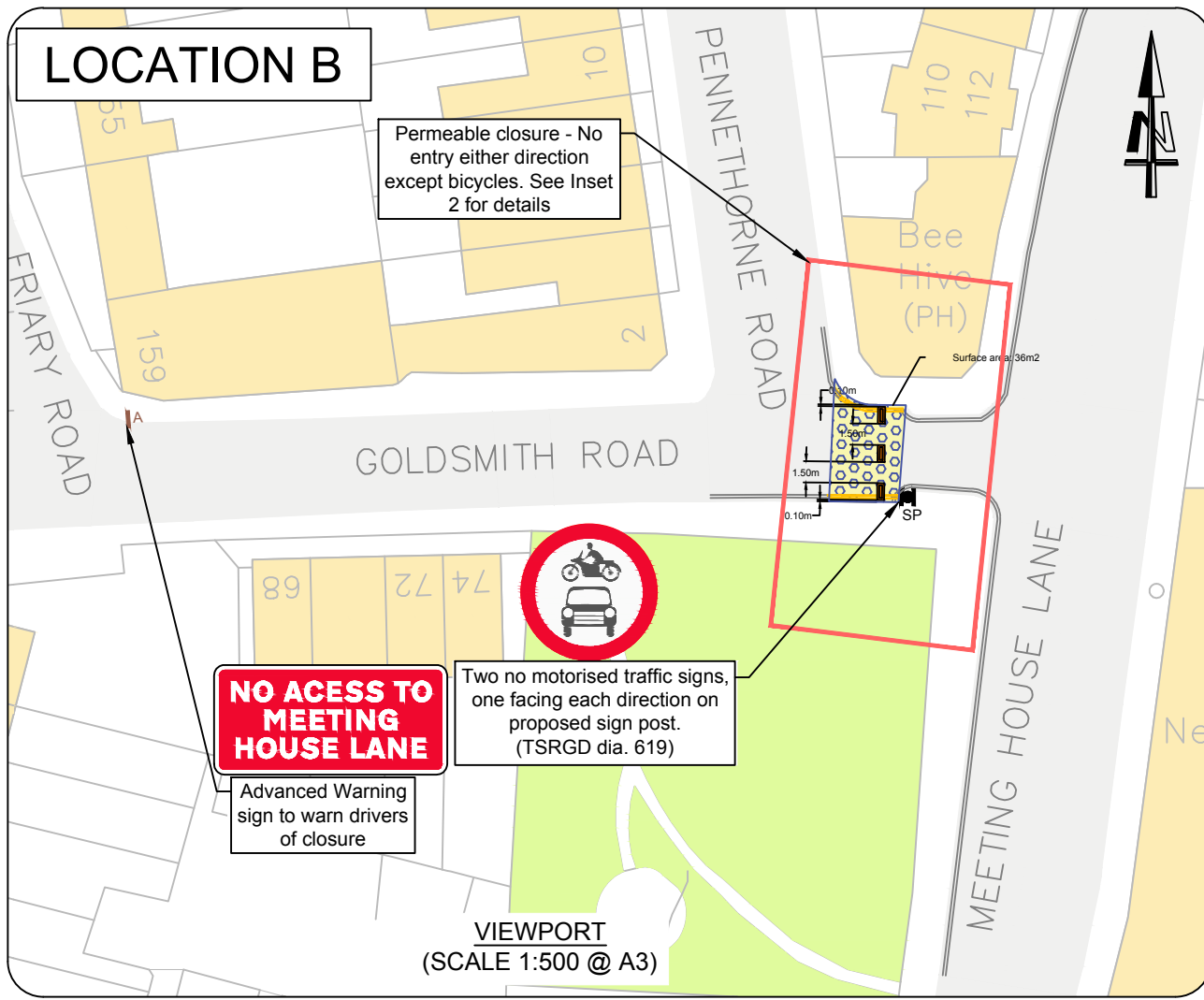


VIEWPORT
NOT TO SCALE @ A3

LOCATION A



LOCATION B



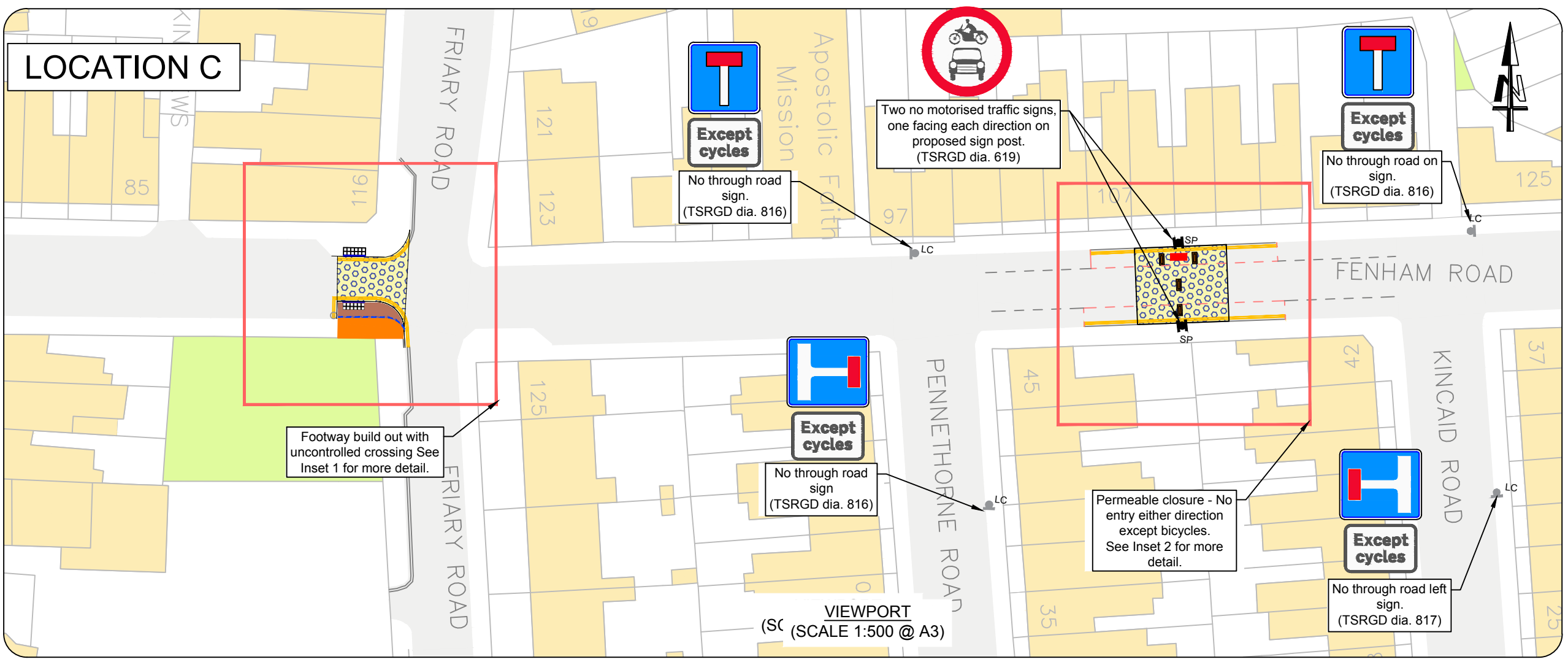
Guy's and St Thomas' Charity

LOCATION 1 GOLDSMITH ROAD

- KEY**
- Proposed planters (1.2m x 0.5m)
 - Proposed sign post
 - Proposed sign to be mounted on existing sign post
 - Proposed sign to be mounted on existing lamp column
 - Proposed A Frame
 - Proposed double yellow line
 - Existing road marking
 - Existing road marking removed
 - Proposed coloured surfacing
 - Proposed dropped kerb
 - Proposed single sided bench
 - Footway realignment
 - Proposed kerb build out
 - Proposed drainage
 - Proposed bench

- NOTES**
1. Double yellow lines to be installed where currently no restrictions are in place. Any existing on street parking to be suspended to accommodate vehicles turning.
 2. Signs to be installed in locations shown to give advance warning of road closures.

LOCATION C



Guy's and St Thomas' Charity

LOCATION 1 FENHAM ROAD EAST

- KEY**
- Proposed planters (1.2m x 0.5m)
 - Proposed sign post
 - Proposed sign to be mounted on existing sign post
 - Proposed sign to be mounted on existing lamp column
 - Proposed A Frame
 - Proposed double yellow line
 - Existing road marking
 - Existing road marking removed
 - Proposed coloured surfacing
 - Proposed dropped kerb
 - Proposed double sided bench
 - Footway realignment
 - Proposed kerb build out
 - Proposed drainage
 - Proposed bench

- NOTES**
1. Double yellow lines to be installed where currently no restrictions are in place. Any existing on street parking to be suspended to accommodate vehicles turning.
 2. Signs to be installed in locations shown to give advance warning of road closures.

Footway build out with uncontrolled crossing See Inset 1 for more detail.

Two no motorised traffic signs, one facing each direction on proposed sign post. (TSRGD dia. 619)

No through road sign. (TSRGD dia. 816)

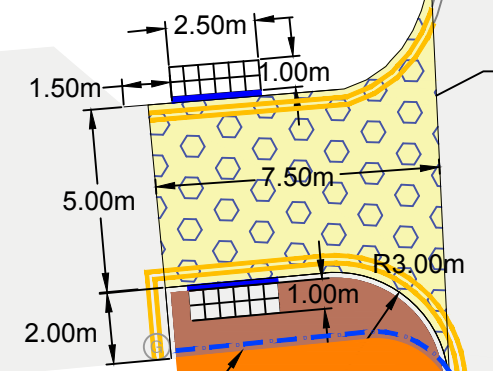
No through road on sign. (TSRGD dia. 816)

No through road sign (TSRGD dia. 816)

Permeable closure - No entry either direction except bicycles. See Inset 2 for more detail.

No through road left sign. (TSRGD dia. 817)

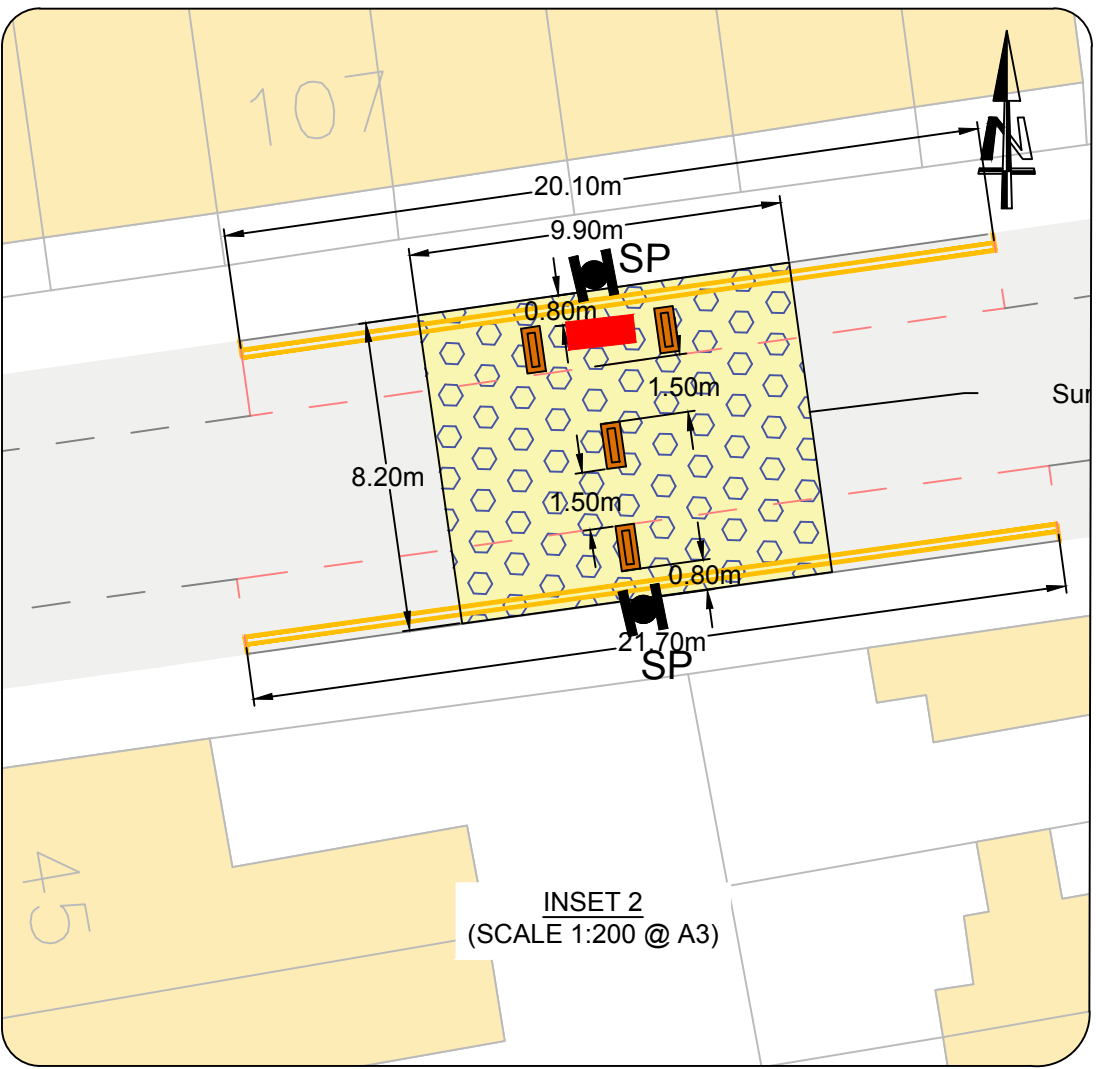
VIEWPORT (SCALE 1:500 @ A3)



INSET 1 (SCALE 1:200 @ A3)

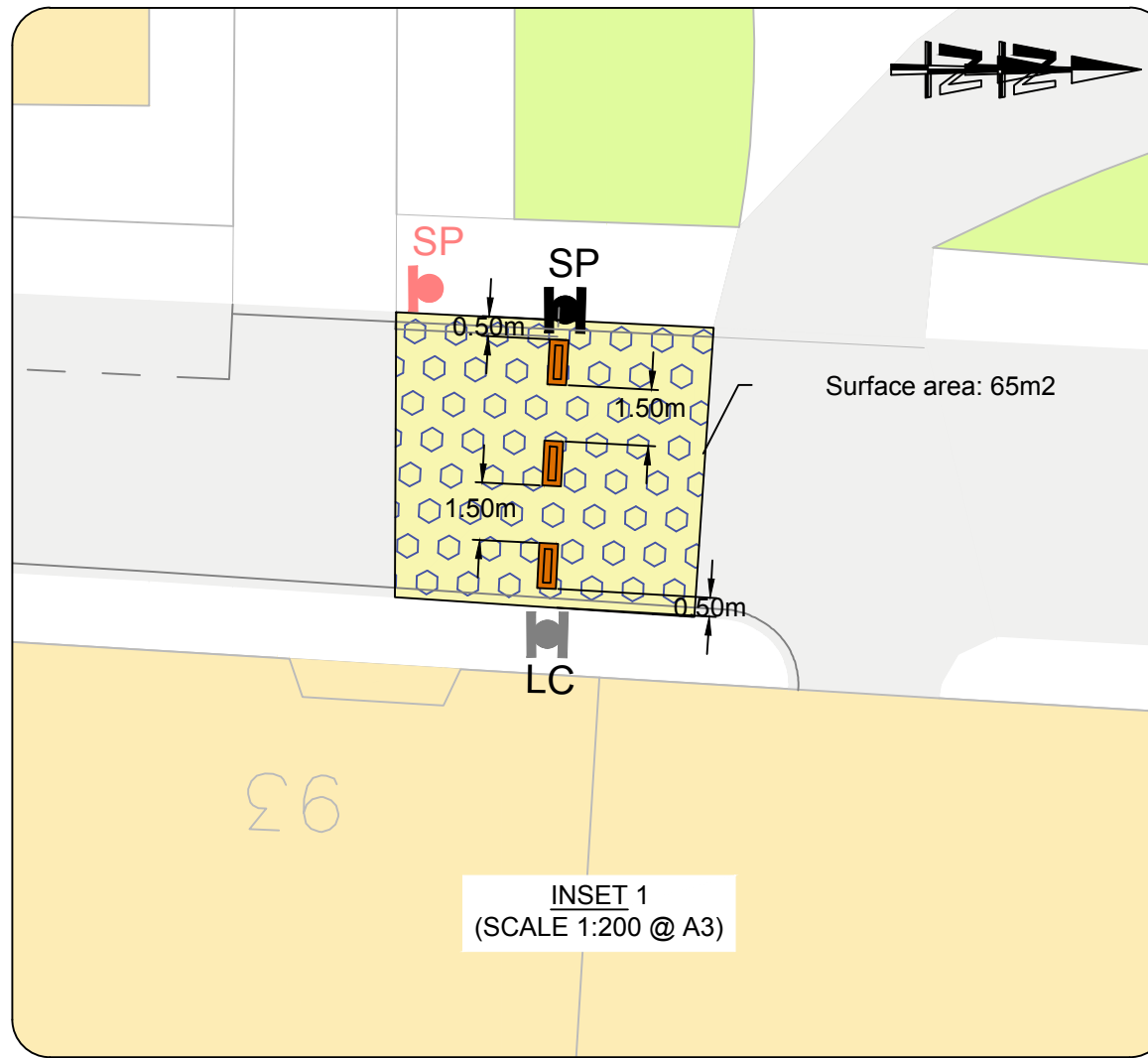
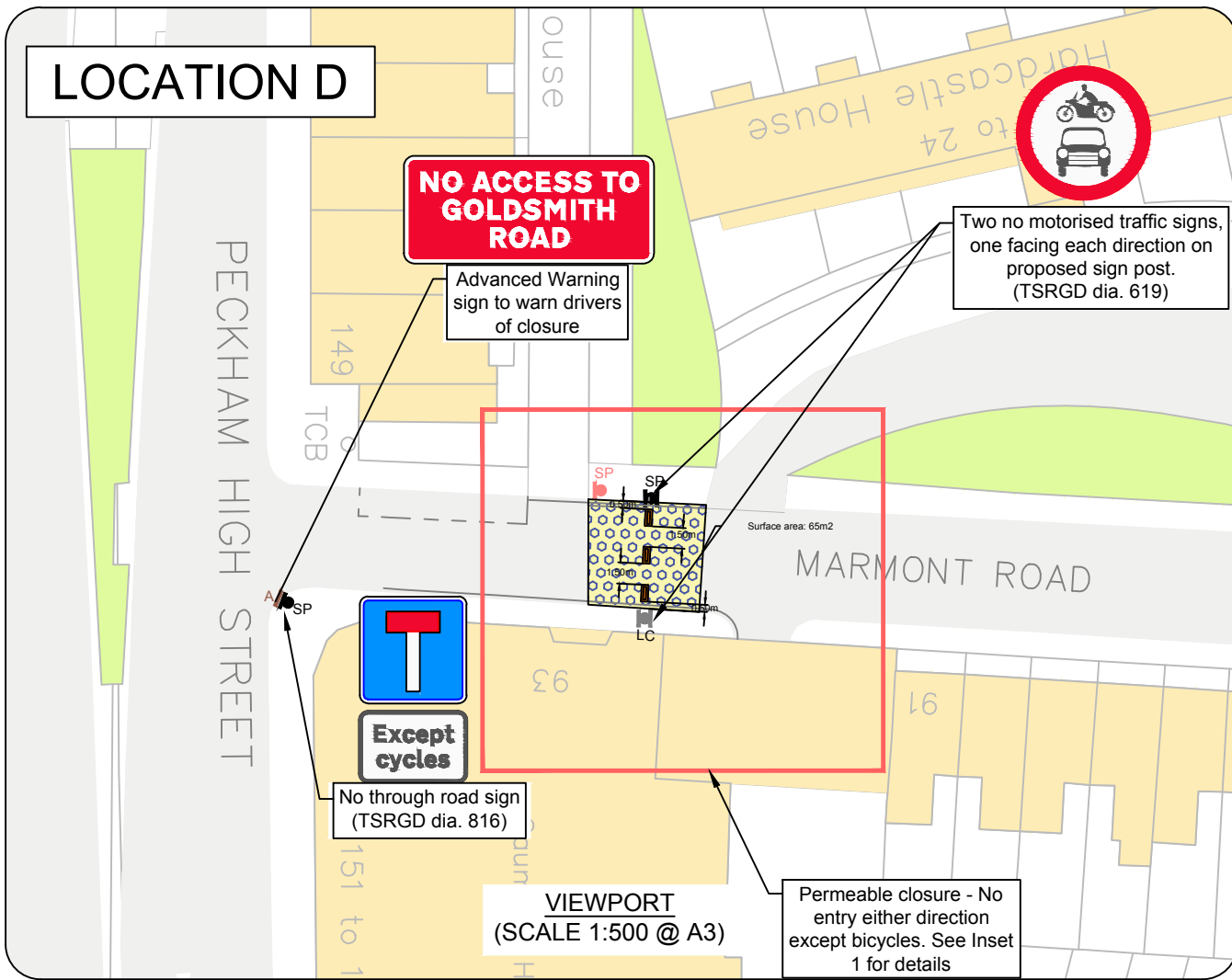
Build-out to tie into existing gully

Surface area: 41m²



INSET 2 (SCALE 1:200 @ A3)

LOCATION D



Guy's and St Thomas' Charity

LOCATION 1 MARMONT ROAD

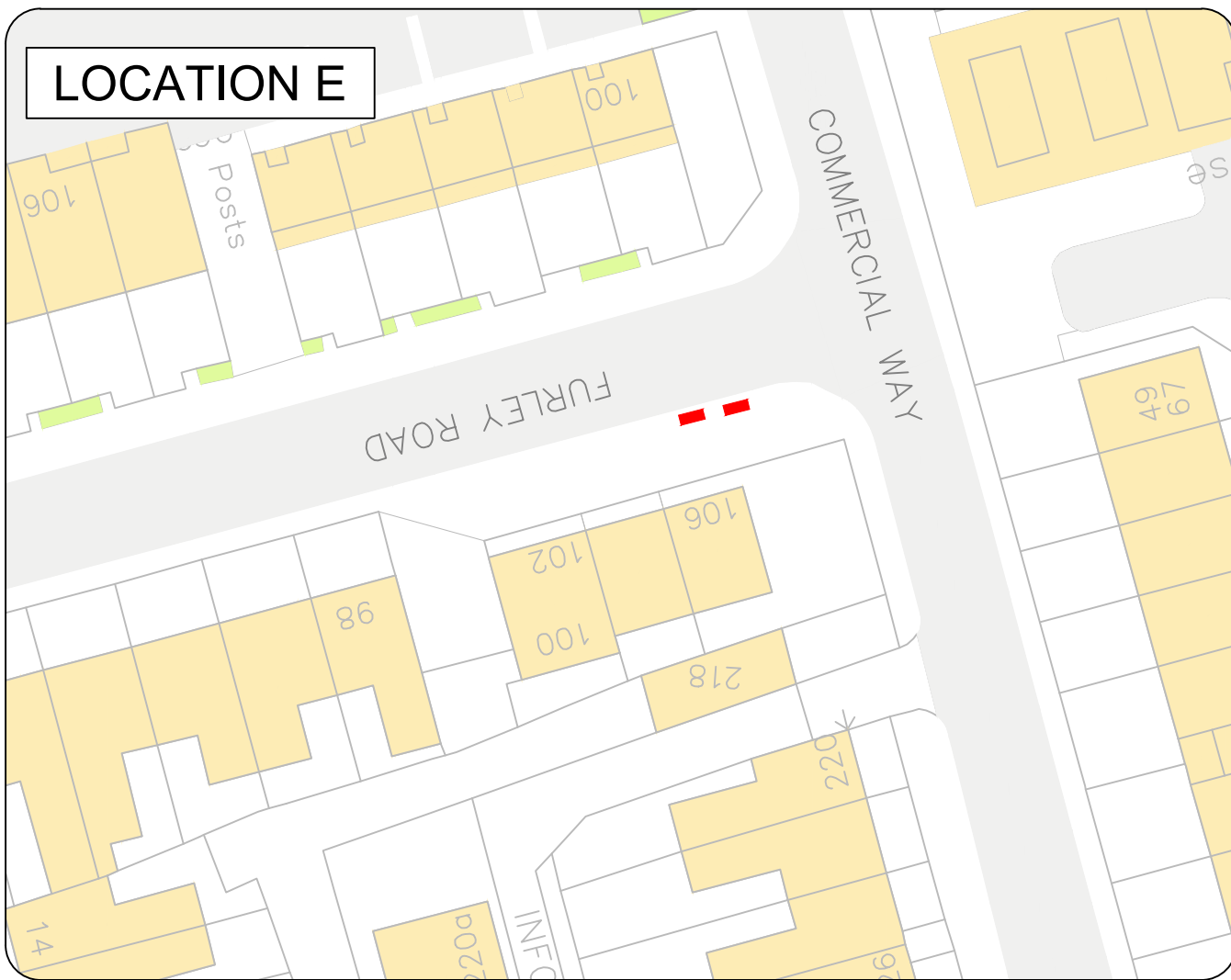
KEY

- Proposed planter (1.2m x 0.5m)
- Proposed sign post
- Proposed sign to be mounted on existing sign post
- Existing sign post and signed to be removed
- Proposed sign to be mounted on existing lamp column
- Proposed A Frame
- Proposed double yellow line
- Existing road marking
- Existing road marking removed
- Proposed coloured surfacing
- Proposed dropped kerb
- Proposed bench

NOTES

1. Double yellow lines to be installed where currently no restrictions are in place. Any existing on street parking to be suspended to accommodate vehicles turning.
2. Signs to be installed in locations shown to give advance warning of road closures.

LOCATION E





THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 251

The London Borough of Southwark (Prescribed routes) (Peckham Park Primary School area)
Experimental Traffic Order 2020

Made: 10 December 2020

Coming into force: 17 December 2020

Expires: 22 June 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) (Peckham Park Primary School area) Experimental Traffic Order 2020, shall come into force on 17 December 2020, and will expire on 22 June 2022.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

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

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

Fenham Road

- 3.1 No person causing any motor vehicle to proceed in that part of Fenham Road which lies west of the common boundary of Nos. 109 and 111 Fenham Road shall, upon reaching that point, cause that motor vehicle to enter into that part of Fenham Road which lies east of the common boundary of Nos. 109 and 111 Fenham Road.
- 3.2 No person causing any motor vehicle to proceed in that part of Fenham Road which lies east of the common boundary of Nos. 109 and 111 Fenham Road shall, upon reaching that point, cause that motor vehicle to enter into that part of Fenham Road which lies west of the common boundary of Nos. 109 and 111 Fenham Road.

Goldsmith Road

- 3.3 No person causing any motor vehicle to proceed in that part of Goldsmith Road which lies west of a point 6 metres west of the western kerb-line of Meeting House Lane shall, upon reaching that point, cause that motor vehicle to enter into that part of Goldsmith Road which lies east of a point 6 metres west of the western kerb-line of Meeting House Lane.
- 3.4 No person causing any motor vehicle to proceed in that part of Goldsmith Road which lies east of a point 6 metres west of the western kerb-line of Meeting House Lane shall, upon reaching that point, cause that motor vehicle to enter into that part of Goldsmith Road which lies west of a point 6 metres west of the western kerb-line of Meeting House Lane.

Marmont Road

- 3.5 No person causing any motor vehicle to proceed in that part of Marmont Road which lies north of a point 27 metres north of the northern kerb-line of Peckham High Street shall, upon reaching that point, cause that motor vehicle to enter into that part of Marmont Road which lies south of a point 27 metres north of the northern kerb-line of Peckham High Street.
- 3.6 No person causing any motor vehicle to proceed in that part of Marmont Road which lies south of a point 27 metres north of the northern kerb-line of Peckham High Street shall, upon reaching that point, cause that motor vehicle to enter into that part of Marmont Road which lies north of a point 27 metres north of the northern kerb-line of Peckham High Street.

Exemptions

- 4.1 Nothing in Articles 3.1 to 3.6 of this Order shall apply in relation to:-
 - (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes 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 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 a prescribed street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003^b); or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part thereof.

^b 2003 c.21

Power to modify or suspend this Order

- 5.1 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 him or 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 tenth day of December 2020



DALE FODEN
Head of Service
Environment & Leisure

^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 Guy's and St Thomas' Charity Programme – Location 1 Peckham (in the vicinity of Peckham Park Primary School), introduces point road closures prohibiting the movement of motor vehicles (with certain exemptions), in:-

- (i) Fenham Road, between its junctions with Kincaid Road and Pennethorne Road;
- (ii) Goldsmith Road, between its junctions with Meeting House Lane and Pennethorne Road; and
- (iii) Marmont Road, north of its junction with Peckham High Street;

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 252

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 21)
Experimental Traffic Order 2020

Made: 10 December 2020

Coming into force: 17 December 2020

Expires: 22 June 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. 21) Experimental Traffic Order 2020, shall come into force on 17 December 2020, and will expire on 22 June 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 361, 424 and 638 in Schedule 1 to that Order there were substituted the items numbered X361, X424 and X638 and set out in columns 1, 2 and 3 of the Schedule to this Order.

Dated this tenth day of December 2020



DALE FODEN
Head of Service
Environment & Leisure

^c 2004 c.18

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
X361.	FENHAM ROAD	
(a)	on both sides, between the eastern kerb-line of Furley Road and a point 7.5 metres east of that kerb-line;	At any time
(b)	the north side	
(i)	between a point 10 metres west of the western kerb-line build-out of Friary Road and the western wall of No. 123 Friary Road;	At any time
(ii)	between the common boundary of Nos. 105 and 107 Fenham Road and a point 1.5 metres east of the common boundary of Nos. 113 and 115 Fenham Road;	At any time
(b)	the south side	
(i)	between a point 7.5 metres west of the western kerb-line of Marmont Road and a point 7.5 metres east of the eastern kerb-line of Marmont Road;	At any time
(ii)	between a point 7.5 metres west of the western kerb-line build-out of Friary Road and a point 10 metres east of the eastern kerb-line of Friary Road;	At any time
(iii)	between a point 12 metres east of the eastern kerb-line of Pennethorne Road and a point 12.5 metres west of the western kerb-line of Kincaid Road.	At any time
X424.	GOLDSMITH ROAD	
(a)	the north side	
(i)	between a point 49 metres west of the western kerb-line of Furley Road and a point 10.5 metres east of the eastern kerb-line of Furley Road;	At any time
(ii)	between a point 17.5 metres west of the western kerb-line of Marmont Road and a point 10 metres east of the eastern kerb-line of Marmont Road;	At any time
(iii)	between a point 7 metres west of the western kerb-line of Friary Road and a point 6 metres east of the eastern kerb-line of Friary Road;	At any time
(iv)	between a point 10 metres west of the western kerb-line of Pennethorne Road and its junction with Meeting House Lane;	At any time
(b)	the south side	

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(i) between a point 40.5 metres west of a point opposite the western kerb-line of Furley Road and a point 10.5 metres east of the eastern kerb-line of Marmont Road;	At any time
	(ii) between a point 10.5 metres west of the western kerb-line of Staffordshire Street and a point 10 metres east of the eastern kerb-line of Staffordshire Street;	At any time
	(iii) between the western kerb-line of Meeting House Lane and a point 12 metres west of that kerb-line;	At any time
(c)	on both sides, between the eastern kerb-line of Peckham Hill Street and a point 40 metres east of that kerb-line;	At any time
(d)	so much else as does not lie within the lengths of Goldsmith Road specified in sub-paragraphs (a) and (b) above.	8.30 am to 6.30 pm Monday to Saturday
X638.	MARMONT ROAD	
(a)	the east side	
	(i) between the southern kerb-line of Fenham Road and a point 7.5 metres south of that kerb-line;	At any time
	(ii) between a point 13 metres south of the southern kerb-line of Fenham Road and a point opposite the common boundary of Nos. 28 and 30 Marmont Road;	At any time
	(iii) between a point 10 metres north of the northern kerb-line of Goldsmith Road and a point 6 metres south of the southern kerb-line of Goldsmith Road;	At any time
	(iv) between a point 6 metres south of the southern kerb-line of Goldsmith Road and a point 6 metres south of the southern wall of No. 91 Marmont Road;	8.30 am to 6.30 pm Monday to Saturday
	(v) between a point 6 metres south of the southern wall of No. 91 Marmont Road and a point 22.5 metres north of the northern kerb-line of Peckham High Street;	At any time
(b)	the west side	
	(i) between the southern kerb-line of Fenham Road and a point 8 metres south of that kerb-line;	At any time
	(ii) between a point 10 metres north of the northern kerb-line of Goldsmith Road and a point 7.5 metres south of the southern kerb-line of Goldsmith Road;	At any time
	(iii) between a point 7.5 metres south of the southern kerb-line of Goldsmith Road and a point 6 metres south of a point opposite the southern wall of No. 91 Marmont Road;	8.30 am to 6.30 pm Monday to Saturday

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
(iv)	between a point 6 metres south of a point opposite the southern wall of No. 91 Marmont Road and a point 22 metres north of the northern kerb-line of Peckham High Street.	At any time

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the Guy's and St Thomas' Charity Programme – Location 1 Peckham (in the vicinity of Peckham Park Primary School), introduces new lengths of 'at any time' waiting restrictions in Fenham Road and extends existing lengths of 'at any time' waiting restrictions at certain junctions in Goldsmith Road and Marmont Road, complementary to the introduction of surface treatments and point 'no motor vehicles' restrictions, in the London Borough of Southwark.