

Public notice

London Streetspace Programme:

Great Suffolk Street area modification of existing trials

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

1. Southwark Council hereby GIVES NOTICE that on 22 April 2021 it has made modifications to the above experimental order under sections 9 and 10 of the Road Traffic Regulation Act 1984¹.
2. The modifications of the experimental order are to make certain revisions to the Great Suffolk Street area trials, by removing the trial introductions of:-
 - (a) a 'no motorised vehicles' point in Great Suffolk Street at its junction with Southwark Bridge Road; and
 - (b) 'no left turn' north-eastbound and 'no right turn' south-westbound into Great Suffolk Street from Southwark Bridge Road.
3. For more information on the background and implementation of this experimental order please contact Colleen Gardner of the council's Highways, Transport Projects team Highways@southwark.gov.uk
4. Copies of the modified order, which will come into force on 29 April 2021 (and expire on 5 May 2022), this notice, plan and a statement of the council's reasons for making the order 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 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 order or make any other representation regarding the scheme would have 6 months to do so, from the date that these modifications come 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 '*TMO2122-EXP03_GSS phase 2*'. 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 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 may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Dated 22 April 2021

Dale Foden - Head of Service - Highways, Environment and Leisure

¹ [1984 c.27](#)

Statement of reasons

London Streetspace Programme: Great Suffolk Street area modification of existing trials

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

The decision has been made to revise some previous experimental measures as implemented in October 2020 by the London Streetspace Programme – Great Suffolk Street area scheme (public notice originally advertised in *the London Gazette* on 22 October 2020¹).

The modifications of the experimental order are to make certain revisions to the Great Suffolk Street area trials, by removing the trial introductions of:-

- (a) a 'no motorised vehicles' point in Great Suffolk Street at its junction with Southwark Bridge Road; and
- (b) 'no left turn' north-eastbound and 'no right turn' south-westbound into Great Suffolk Street from Southwark Bridge Road.

These measures are modifications to existing 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 from the original date Made (expires 5 May 2022) to allow the assessment of any impact the 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.

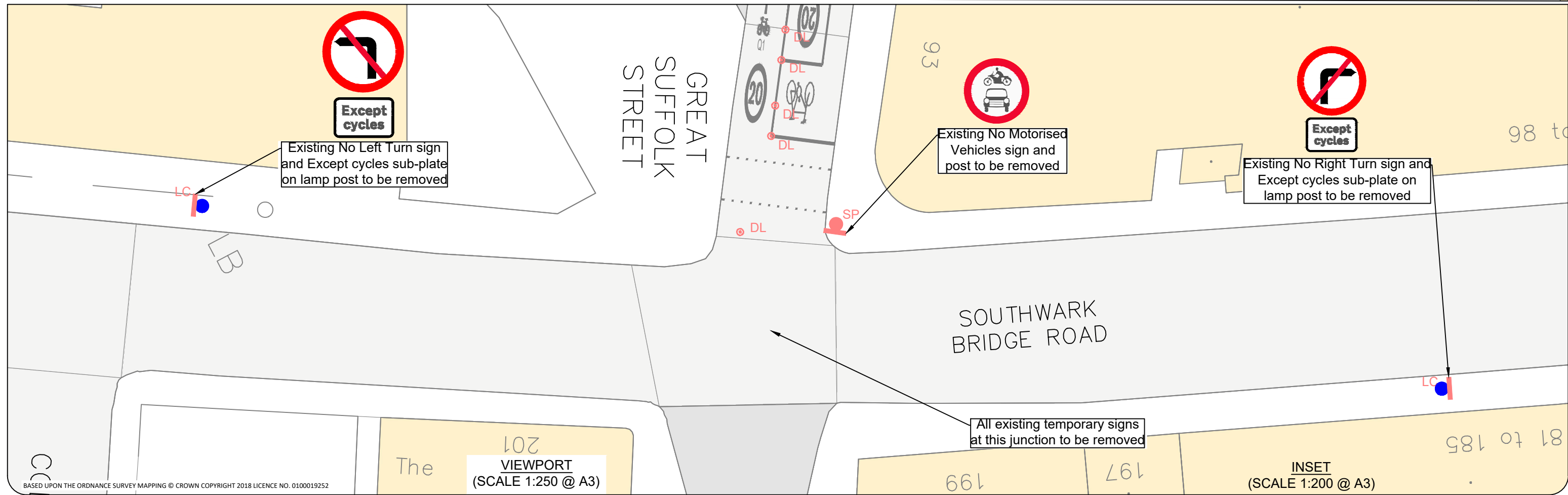
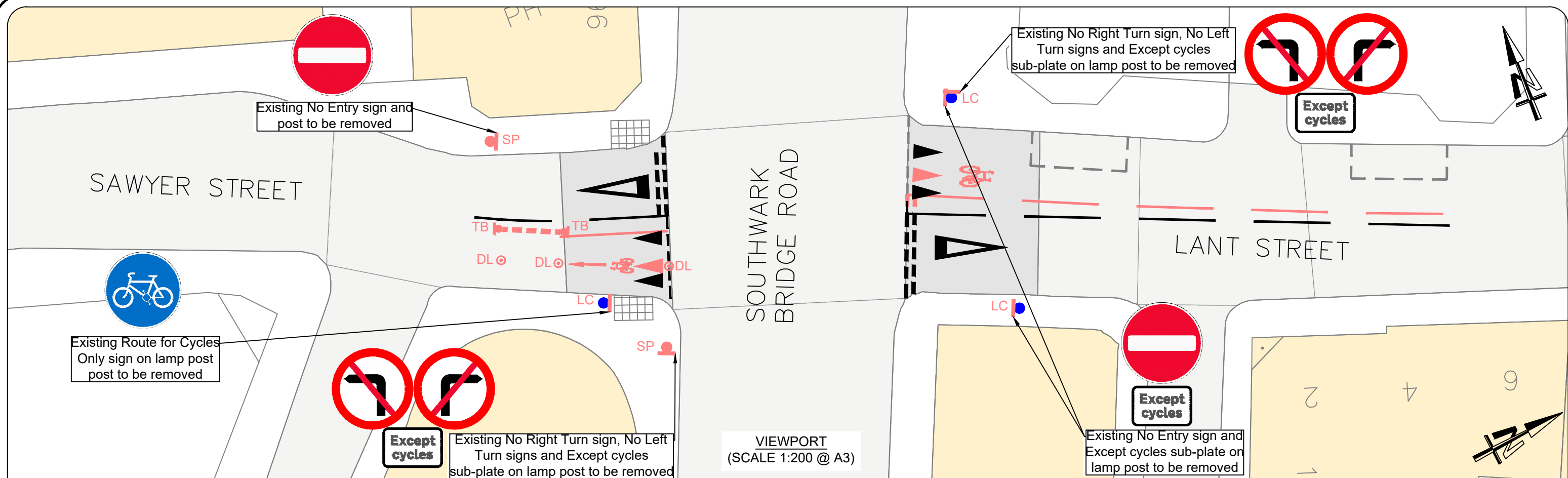
Link to the decision details: <https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=7327>

Dated 22 April 2021

For more information contact:-

Colleen Gardner
Transport Projects
Highways
Highways@southwark.gov.uk

¹ <https://www.thegazette.co.uk/notice/3659457>



NOTES

1. Exact location of proposed signs and road markings to be agreed on site with the site supervisor to ensure conflicts are avoided.
2. Any existing markings that conflict with proposed measures, are to be removed.

KEY

	Proposed road marking		Existing sign and post to be removed		Existing delineator to be removed
	Existing road marking		Existing sign on lamp post to be removed		
	Existing road marking to be removed		Existing traffic bollard to be removed		

REV	DATE MODIFIED	DESCRIPTION

Southwark Council
southwark.gov.uk

LONDON STREET SPACE PROGRAMME
GREAT SUFFOLK STREET AREA

GSS LTN REMOVAL WORKS (SHEET 1 of 1)

DATE DRAWN: Mar. 2021
REV: -

BASED UPON THE ORDNANCE SURVEY MAPPING © CROWN COPYRIGHT 2018 LICENCE NO. 0100019252



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 216

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

Made: 22 April 2021

Coming into force: 29 April 2021

Expires: 5 May 2022

The council of the London Borough of Southwark, pursuant to arrangements made with Transport for London under section 101 of the Local Government Act 1972^a, and 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^b, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Great Suffolk Street area) Experimental Traffic Order 2020 and shall come into force on 29 April 2021 and will expire on 5 May 2022.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

“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

“motor vehicle” has the same meaning as in section 136 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 1972 c.70

^b 1984 c.27

^c SI 2016/362

Prescribed routes

Bear Lane

- 3.1 No person shall cause any vehicle to proceed in that part of Bear Lane which lies between its junction with Dolben Street and its junction with Treveris Street in a direction other than from south-east to north-west.
- 3.2 No person causing any vehicle to proceed in that part of Bear Lane which lies between its junction with Southwark Street and its junction with Treveris Street shall, upon reaching its junction with Treveris Street, cause that vehicle to enter into that part of Bear Lane which lies between its junction with Treveris Street and its junction with Dolben Street.

Belvedere Buildings

- 4.1 No person causing any vehicle other than a pedal cycle to proceed in Blackfriars Road or that part of Webber Street which lies to the west of Blackfriars Road shall, upon reaching the junction of Blackfriars Road and Webber Street, cause that vehicle to enter into that part of Webber Street which lies to the east of said junction.

Blackfriars Road

- 5.1 No person causing any vehicle other than a pedal cycle to proceed in a northbound direction in Blackfriars Road shall, upon reaching the junction with Surrey Row, cause that vehicle to turn right into Surrey Row.
- 5.2 No person causing any vehicle other than a pedal cycle to proceed in Blackfriars Road or Boundary Row shall, upon reaching the junction of Blackfriars Road, Boundary Row and Surrey Row, cause that vehicle to enter into Surrey Row.
- 5.3 No person causing any vehicle other than a pedal cycle to proceed in Blackfriars Road or that part of Webber Street which lies to the west of Blackfriars Road shall, upon reaching the junction of Blackfriars Road and Webber Street, cause that vehicle to enter into that part of Webber Street which lies to the east of said junction.
- 5.4 Every person causing a vehicle to proceed in a southbound direction in that part of the southbound carriageway of Blackfriars Road which lies to the north of its junction with Webber Street shall, upon reaching its junction with Webber Street, cause that vehicle to proceed ahead into that part of the southbound carriageway of Blackfriars Road which lies to the south of its junction with Webber Street.

Boyfield Street

- 6.1 Every person causing a vehicle other than a pedal cycle to proceed in a north-westbound direction in Boyfield Street shall, upon reaching its junction with Webber Street, cause that vehicle to turn left into Webber Street.

Copperfield Street

- 7.1 Every person causing a vehicle other than a pedal cycle to proceed in a westbound direction in Copperfield Street shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn left into Great Suffolk Street.
- 7.2 Every person causing a vehicle other than a pedal cycle to proceed in a south-eastbound direction in Copperfield Street shall, upon reaching its junction with Great Guildford Street, cause that vehicle to turn right into Great Guildford Street.

Dolben Street

- 8.1 Every person causing a vehicle other than a pedal cycle to proceed in an eastbound direction in Dolben Street shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn left into that part of Great Suffolk Street which lies between its junction with Dolben Street and its junction with Southwark Street.

Ewer Street

- 9.1 Every person causing a vehicle other than a pedal cycle to proceed in a northbound direction in Ewer Street shall, upon reaching its junction with Lavington Street, cause that vehicle to turn left into Lavington Street.

Farnham Place

- 10.1 Every person causing a vehicle other than a pedal cycle to proceed in a westbound direction in Farnham Place shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn right into Great Suffolk Street.

Gambia Street

- 11.1 Every person causing a vehicle other than a pedal cycle to proceed in a southbound direction in Gambia Street shall, upon reaching its junction with Union Street, cause that vehicle to turn left into Union Street.

Glasshill Street

- 12.1 Every person causing a vehicle other than a pedal cycle to proceed in a south-eastbound direction in Glasshill Street shall, upon its junction with Webber Street, cause that vehicle to turn right into Webber Street.

Great Guildford Street

- 13.1 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Great Guildford Street which lies between its junction with Union Street and its junction with America Street in a direction other than from south to north.
- 13.2 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Great Guildford Street which lies between its junction with Union Street and its junction with Southwark Bridge Road in a direction other than from north to south.
- 13.3 No person causing any vehicle other than a pedal cycle to proceed in America Street or Wardens Grove or that part of Great Guildford Street which lies to the north-west of its junction with America Street shall, upon reaching the junction of Great Guildford Street and America Street, cause that vehicle to enter into that part of Great Guildford Street which lies to the south-east of said junction.

Great Suffolk Street

- 14.1 No person causing any vehicle other than a pedal cycle to proceed in Great Suffolk Street shall, on reaching its junction with Lavington Street, cause that vehicle to enter into Lavington Street.
- 14.2 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Great Suffolk Street which lies between its junction with Union Street and its junction with Southwark Street in a direction other than from south to north-east.
- 14.3 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Great Suffolk Street which lies between its junction with Union Street and its junction with Webber Street in a direction other than from north to south-east.
- 14.4 Every person causing a vehicle other than a pedal cycle to proceed in a north-westbound direction in that part of Great Suffolk Street which lies north-west of its junction with Southwark Bridge Road shall, upon reaching its junction with Webber Street, cause that vehicle to turn left into Webber Street.
- 14.5 No person causing any vehicle other than a pedal cycle to proceed in that part of Great Suffolk Street which lies between its junction with Webber Street and its junction with Southwark Bridge Road shall, upon reaching its junction with Webber Street, cause that vehicle to enter into that part of Great Suffolk Street which lies to the north-west of its junction with Webber Street.

Lavington Street

- 15.1 No person shall cause any vehicle other than a pedal cycle to proceed in Lavington Street in a direction other than from east to west.
- 15.2 Every person causing a vehicle other than a pedal cycle to proceed in a north-westbound direction in Lavington Street shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn right into that part of Great Suffolk Street which lies between its junction with Lavington Street and its junction with Southwark Street.

Loman Street

- 16.1 Every person causing a vehicle other than a pedal cycle to proceed in a westbound direction in Loman Street shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn left into Great Suffolk Street.

Nelson Square

- 17.1 Every person causing a vehicle other than a pedal cycle to proceed in a northbound direction in Nelson Square shall, upon reaching its junction with Union Street, cause that vehicle to turn right into Union Street.

Pepper Street

- 18.1 Every person causing a vehicle other than a pedal cycle to proceed in a northbound direction in Pepper Street shall, upon reaching its junction with Union Street, cause that vehicle to turn right into Union Street.

Pocock Street

- 19.1 No person causing any vehicle other than a pedal cycle to proceed in an eastbound direction in that part of Pocock Street which lies to the west of its junction with Great Suffolk Street shall, upon reaching said junction, cause that vehicle to turn left into Great Suffolk Street.
- 19.2 No person causing any vehicle other than a pedal cycle to proceed in an westbound direction in that part of Pocock Street which lies to the east of its junction with Great Suffolk Street shall, upon reaching said junction, cause that vehicle to turn right into Great Suffolk Street.
- 19.3 No person causing any vehicle other than a pedal cycle to proceed in Pocock Street or that part of Great Suffolk Street which lies to the south-east of its junction with Pocock Street shall, upon reaching the junction of Great Suffolk Street and Pocock Street, cause that vehicle to enter into that part of Great Suffolk Street which lies to the north-west of said junction.

Risborough Street

- 20.1 Every person causing a vehicle other than a pedal cycle to proceed in a northbound direction in Risborough Street shall, upon reaching its junction with Union Street, cause that vehicle to turn right into Union Street.

Rushworth Street

- 21.1 Every person causing a vehicle other than a pedal cycle to proceed in a south-eastbound direction in that part of Rushworth Street which lies to the north-west of its junction with Webber Street shall, upon reaching said junction, cause that vehicle to turn right into Webber Street.
- 21.2 Every person causing a vehicle other than a pedal cycle to proceed in a north-westbound direction in that part of Rushworth Street which lies to the south-east of its junction with Webber Street shall, upon reaching said junction, cause that vehicle to turn left into Webber Street.

Silex Street

- 22.1 Every person causing a vehicle other than a pedal cycle to proceed in a north-westbound direction in Silex Street shall, upon reaching its junction with Webber Street, cause that vehicle to turn left into Webber Street.

Southwark Street

- 23.1 No person causing any vehicle other than a pedal cycle to proceed in Southwark Street or Sumner Street shall, upon reaching the junction of Great Suffolk Street, Southwark Street and Sumner Street, cause that vehicle to enter into Great Suffolk Street.
- 23.2 Every person causing a vehicle to proceed in a north-westbound direction in that part of Southwark Street which lies to the south-east of its junction with Great Suffolk Street and Sumner Street shall, upon reaching said junction, cause that vehicle to proceed ahead into that part of Southwark Street which lies to the north-west of said junction.
- 23.3 Every person causing a vehicle to proceed in a south-eastbound direction in that part of Southwark Street which lies to the north-west of its junction with Great Suffolk Street and Sumner Street shall, upon reaching said junction, cause that vehicle to proceed ahead into that part of Southwark Street which lies to the south-east of said junction.

Sturge Street

- 24.1 Every person causing a vehicle other than a pedal cycle to proceed in a south-westbound direction in Sturge Street shall, upon its junction with Great Suffolk Street, cause that vehicle to turn left into Great Suffolk Street.

Surrey Row

25.1 No person shall cause any vehicle other than a pedal cycle to proceed in Surrey Row in a direction other than from east to west.

Treveris Street

26.1 Every person causing a vehicle to proceed in an eastbound direction in Treveris Street shall, upon reaching its junction with Bear Lane, cause that vehicle to turn left into that part of Bear Lane which lies between its junction with Treveris Street and its junction with Southwark Street.

Union Street

27.1 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Union Street which lies between its junction with Blackfriars Road and its junction with Great Guildford Street in a direction other than from west to east.

Webber Street

28.1 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Webber Street which lies between its junction with Great Suffolk Street and its junction with Blackfriars Road in a direction other than from east to west.

Exemptions

29.1 Nothing in Articles 4 to 28 of this Order shall apply in relation to:-

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

Power to modify or suspend this Order

30.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Service, Highways (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.

^d 2004 c.18

Suspension or amendment of existing Orders

31.1 Whilst 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 London Traffic (Prescribed Routes) (No. 8) Regulations 1953^e are hereby suspended;
- (b) the London Borough of Southwark (Prescribed routes) (Pedal cycle quietways) (No. 2) Traffic Order 2015^f shall have effect as though items 1 and 8 in the Schedule therein were omitted; and
- (c) the London Borough of Southwark (Prescribed Routes) (TfL cycle superhighway north to south route) (No. 1) Traffic Order 2015^g shall have effect as though Article 4.1 therein were omitted.

Dated this twenty-second day of April 2021



DALE FODEN

Head of Service, Highways
Environment and Leisure

^e SI 1953/230

^f LBS 2015/033

^g LBS 2015/046

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, Great Suffolk Street area (revisions, which include removal of measures in Great Suffolk Street and Southwark Bridge Road), which:-

- (i) suspends an existing 7.5 tonne goods vehicles weight restriction and cycle lane in Webber Street on the east side of its junction with Blackfriars Road and an existing cycle lane in Great Suffolk Street on the north-west side of its junction with Southwark Bridge Road;
- (ii) suspends existing southbound one-way traffic working in Bear Lane between its junctions with Treveris Street and Dolben Street to introduce 'one-way' north-westbound traffic working, with corresponding 'no entry' restriction at its junction with Treveris Street and compulsory turn in Treveris Street;
- (iii) introduces westbound 'one-way' traffic working with pedal cycle contra-flow in Lavington Street, with corresponding 'no entry except pedal cycles' in Great Suffolk Street and compulsory turn in Ewer Street at junctions with Lavington Street;
- (iv) introduces northbound/north-eastbound 'one-way' traffic working with pedal cycle contra-flow in Great Suffolk Street between its junctions with Union Street and Southwark Street with corresponding compulsory turns in Dolben Street and Farnham Place at junctions with Great Suffolk Street;
- (v) introduces southbound/south-eastbound 'one-way' traffic working with pedal cycle contra-flow in Great Suffolk Street between its junctions with Union Street and Webber Street with corresponding compulsory turns in Copperfield Street, Loman Street and Sturge Street at junctions with Great Suffolk Street;
- (vi) introduces eastbound 'one-way' traffic working with pedal cycle contraflow in Union Street between its junctions with Blackfriars Road and Great Guildford Street with corresponding compulsory turns in Gambia Street, Nelson Square, Pepper Street and Risborough Street at junctions with Union Street;
- (vii) introduces westbound 'one-way' traffic working with pedal cycle contra-flow in Webber Street between its junctions with Great Suffolk Street and Blackfriars Road with corresponding compulsory turns in Belvedere Buildings, Boyfield Street, Glasshill Street, Rushworth Street and Silex Street at junctions with Webber Street;
- (viii) introduces northbound 'one-way' traffic working with pedal cycle contra-flow in Great Guildford Street between its junctions with Union Street and America Street, with corresponding 'no entry except pedal cycles' restriction in Great Guildford Street at its junction with America Street and Wardens Grove;
- (ix) introduces southbound 'one-way' traffic working with pedal cycle contra-flow in Great Guildford Street between its junctions with Union Street and Southwark Bridge Road with corresponding compulsory turn in Copperfield Street at junction with Great Guildford Street;
- (x) introduces westbound 'one-way' traffic working with pedal cycle contra-flow in Surrey Row between its junctions with Great Suffolk Street and Blackfriars Road, with corresponding 'no entry except pedal cycles' restriction in Surrey Row at its junction with Blackfriars Road;
- (xi) prohibits northbound vehicles other than pedal cycles in Blackfriars Road from turning right into Surrey Row;
- (xii) provides compulsory 'ahead-only' southbound traffic working in Blackfriars Road at its junction with Webber Street;
- (xiii) provides compulsory 'ahead-only' traffic working in both directions in Southwark Street at its junction with Great Suffolk Street;
- (xiv) prohibits vehicles other than pedal cycles from entering Great Suffolk Street at its junction with Southwark Street and Sumner Street;
- (xv) prohibits eastbound vehicles except pedal cycles in Pocock Street west of its junction with Great Suffolk Street from turning left into Great Suffolk Street;

- (xvi) prohibits westbound vehicles except pedal cycles in Pocock Street east of its junction with Great Suffolk Street from turning right into Great Suffolk Street;
- (xvii) prohibits vehicles other than pedal cycles proceeding in Pocock Street or Great Suffolk Street south-east of its junction with Pocock Street from entering into Great Suffolk Street north-west of its junction with Pocock Street;
- (xviii) prohibits vehicles other than pedal cycles proceeding in Blackfriars Road or Webber Street west of Blackfriars Road from entering into Webber Street east of its junction with Blackfriars Road; and
- (xix) prohibits vehicles other than pedal cycles proceeding in Great Suffolk Street south-east of its junction with Webber Street from entering into Great Suffolk Street north-west of its junction with Webber Street with corresponding compulsory turn in Great Suffolk Street on north-westbound approach to Webber Street,

as part of the London Streetspace Programme, in the London Borough of Southwark.