

Public notice

Rye Lane trial



The London Borough of Southwark (Prescribed routes) (Rye Lane) Experimental Traffic Order 2021

The London Borough of Southwark (Waiting, loading and stopping restrictions) (Rye Lane) Experimental Traffic Order 2021

1. Southwark Council hereby GIVES NOTICE that on 7 October 2021 it has made the above experimental orders under sections 9 and 10 of the Road Traffic Regulation Act 1984¹, as amended.
2. The effects of the experimental orders are, to:-
 - (a) prohibit motor vehicles from entering into or proceeding in that part of RYE LANE which lies between its junction with Hanover Park and the north-westernmost point of the Rye Lane island site, except for buses and taxis and except for the purposes of loading which may only be permitted between the hours of 7 am to 10 am (henceforth referred to as the 'permitted hours');
 - (b) prohibit motor vehicles from entering into Rye Lane from its junctions with HANOVER PARK, HIGHSHORE ROAD, ELM GROVE, BOURNEMOUTH ROAD, and BLENHEIM GROVE except for buses (where relevant) and taxis and except for the purposes of loading during the permitted hours only;
 - (c) in ELM GROVE (i) suspend existing 'one-way' operation, and (ii) prohibit motor vehicles from entering into the carriageway linking Elm Grove and Holly Grove (to the rear of Nos. 72-74 Rye Lane), except for taxis and except for the purposes of loading during the permitted hours only;
 - (d) suspend the 'bus and cycle only' bus route northbound only in RYE LANE at its junction with Copeland Road;
 - (e) convert all waiting and loading restrictions in RYE LANE, which lie between its junction with Hanover Park and its junction with Copeland Road, to operate (i) 'at any time' (double yellow lines and double kerb blips) on the east and north-east side, between the southern kerb-line of Hanover Park and a point 31 metres north-west of the north-western kerb-line of Copeland Road, and (ii) 'at any time' (double yellow lines) with timed loading permitted between the hours of 7 am to 10 am only (single kerb blips) on the south and south-west side, between point 5.5 metres north of a point opposite the southern kerb-line of Hanover Park and a point 3 metres south of the north-western wall of No. 206 Rye Lane; and
 - (f) in BOURNEMOUTH ROAD (i) suspend all existing 'at any time' loading restrictions on both sides north-east of its junction with Rye Lane, (ii) suspend existing 'one-way' south-eastbound operation between its junctions with Rye Lane and Bournemouth Close, and suspend the corresponding 'no-entry' from Rye Lane into Bournemouth Road.
3. For more information on the background and implementation of this trial please contact Malcolm Harris of the council's Highways, Transport Projects team Highways@southwark.gov.uk
4. Copies of the orders, which will come into force on 14 October 2021 (and can remain in force for up to 18 months from that date), this notice, plans and a statement of the council's reasons for making the orders may be found online at www.southwark.gov.uk/trafficorders. Paper copies may be obtained from or viewed at Highways, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only - for booking details contact traffic.orders@southwark.gov.uk or 020 7525 3497.
5. The council will in due course be considering whether the provisions of the experimental order/s should be continued in force indefinitely, by means of a permanent order made under 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

¹ 1984 c.27

www.southwark.gov.uk/statutoryconsultationnotices quoting the reference '*TMO2122-EXP12_Rye Lane*'. Please note that if you wish to object to the scheme you must state the grounds on which your objection is made.

6. Under requirements of current access to information legislation, any letter or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.
7. Anyone wishing to question the validity of the order/s or of any provision therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the order/s may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Dated 7 October 2021

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

Statement of reasons

Rye Lane trial

The London Borough of Southwark (Prescribed routes) (Rye Lane) Experimental Traffic Order 2021

The London Borough of Southwark (Waiting, loading and stopping restrictions) (Rye Lane) Experimental Traffic Order 2021

The decision has been made to the trial opening of Rye Lane to buses, taxis and for purposes of loading during permitted times only, which will be implemented by way of an experiment in the Rye Lane ward London Borough of Southwark.

A summary of the proposed schemes' details are as follows:

- (a) prohibit motor vehicles from entering into or proceeding in that part of RYE LANE which lies between its junction with Hanover Park and the north-westernmost point of the Rye Lane island site, except for buses and taxis and except for the purposes of loading which may only be permitted between the hours of 7 am to 10 am (henceforth referred to as the 'permitted hours');
- (b) prohibit motor vehicles from entering into Rye Lane from its junctions with HANOVER PARK, HIGHSHORE ROAD, ELM GROVE, BOURNEMOUTH ROAD, and BLENHEIM GROVE except for buses (where relevant) and taxis and except for the purposes of loading during the permitted hours only;
- (c) in ELM GROVE (i) suspend existing 'one-way' operation, and (ii) prohibit motor vehicles from entering into the carriageway linking Elm Grove and Holly Grove (to the rear of Nos. 72-74 Rye Lane), except for taxis and except for the purposes of loading during the permitted hours only;
- (d) suspend the 'bus and cycle only' bus route northbound only in RYE LANE at its junction with Copeland Road;
- (e) convert all waiting and loading restrictions in RYE LANE, which lie between its junction with Hanover Park and its junction with Copeland Road, to operate (i) 'at any time' (double yellow lines and double kerb blips) on the east and north-east side, between the southern kerb-line of Hanover Park and a point 31 metres north-west of the north-western kerb-line of Copeland Road, and (ii) 'at any time' (double yellow lines) with timed loading permitted between the hours of 7 am to 10 am only (single kerb blips) on the south and south-west side, between point 5.5 metres north of a point opposite the southern kerb-line of Hanover Park and a point 3 metres south of the north-western wall of No. 206 Rye Lane; and
- (f) in BOURNEMOUTH ROAD (i) suspend all existing 'at any time' loading restrictions on both sides north-east of its junction with Rye Lane, (ii) suspend existing 'one-way' south-eastbound operation between its junctions with Rye Lane and Bournemouth Close, and suspend the corresponding 'no-entry' from Rye Lane into Bournemouth Road.

Notes: (1) All measurements are approximated and in metres 'm'; (2) These Orders supersede similar provisions at the above location implemented by way of Temporary Order; (3) Exemption to the restrictions described in the (a-c) preceding, would be provided for emergency services vehicles, refuse collection vehicles, taxis, and (on a discretionary basis) disabled persons vehicles (registered to Southwark resident 'blue badge' holders).

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 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=7403>

Dated 7 October 2021

For more information contact:-

Malcolm Harris

Transport Projects

Highways

Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2021 No. 062

The London Borough of Southwark (Prescribed routes) (Rye Lane)
Experimental Traffic Order 2021

Made: 7 October 2021

Coming into force: 14 October 2021

Expires: 26 April 2023

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 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) (Rye Lane) Experimental Traffic Order 2021, shall come into force on 14 October 2021 and expire 26 April 2023.

Interpretation

- 2.1 In this Order:-

"bus", "pedal cycle", and "taxi" have the meanings given in the Traffic Signs Regulations and General Directions 2016^b, as amended;

causing includes permitting;

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

"disabled persons badge" has the same meanings as within the Local Authorities Traffic Orders (Exemptions for Disabled persons) (England) Regulations 2000^d;

"disabled person's parking place" means an area on a street designated as a disabled person's parking place by the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021^e;

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

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

^a 1984 c.27

^b SI 2016/362

^c 1980 c.66

^d SI 2000/683

^e LBS 2021/036

“permitted hours” for the purposes of this Order means the period between the hours of 7 am to 10 am;

“prescribed street” for the purposes of Article 3.13 means any part of street referred to in Article 3 of this Order;

“Rye Lane island site” means the triangular island located at the junction of Rye Lane, the Rye Lane spur road, Copeland Road and Heaton Road;

“Rye Lane spur road” means that part of the carriageway and footway of Rye Lane fronting Nos. 231-239 Rye Lane which forms a spur road linking Rye Lane and Copeland Road, and which is located immediately north of the Rye Lane island site; 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.

Prescribed routes

- 3.1 No person shall cause any motor vehicle to enter into or proceed in that part of Rye Lane which lies between the southern kerb-line of Hanover Park and the north-westernmost point of the Rye Lane island site.
- 3.2 No person causing any vehicle to proceed in a southbound direction, other than a bus or a pedal cycle, in that length of Rye Lane which lies north-west of its junction with the Rye Lane spur road shall cause that vehicle to enter into or proceed in that length of Rye Lane which lies immediately south-west of the Rye Lane island site.
- 3.3 No person causing any vehicle to proceed in Copeland Road or Heaton Road shall, upon reaching its junction with Rye Lane, cause that vehicle to turn right into that length of the carriageway of Rye Lane which lies north of its junction with Copeland Road and Heaton Road.
- 3.4 No person causing any motor vehicle to proceed in a northbound direction in that length of Rye Lane which lies south of its junction with Copeland Road and Heaton Road shall, upon reaching its junction with Copeland Road and Heaton Road, cause that motor vehicle to enter into or proceed in that part of Rye Lane which lies north of its junction with Copeland Road and Heaton Road.
- 3.5 No person causing any motor vehicle to proceed in Highshore Road shall, upon reaching its junction with Rye Lane, cause that motor vehicle to enter into Rye Lane.
- 3.6 No person causing any motor vehicle to proceed in Elm Grove shall, upon reaching its junction with Rye Lane, cause that motor vehicle to enter into Rye Lane.
- 3.7 No person causing any motor vehicle to proceed in Elm Grove shall, upon reaching its junction with the carriageway linking Elm Grove and Holly Grove (to the rear of Nos. 72-74 Rye Lane), cause that motor vehicle to enter into the carriageway linking Elm Grove and Holly Grove.
- 3.8 No person causing any motor vehicle to proceed in Blenheim Grove shall, upon reaching its junction with Rye Lane, cause that motor vehicle to enter into Rye Lane.
- 3.9 No person causing any motor vehicle to proceed in Bournemouth Road shall, upon reaching its junction with Rye Lane, cause that motor vehicle to enter into Rye Lane.
- 3.10 Nothing in Articles 3.1, 3.2, 3.4 and 3.8 above shall apply to a bus.
- 3.11 Nothing in Article 3.2 above shall apply to a pedal cycle.
- 3.12 Nothing in Articles 3.1, 3.4, 3.5, 3.6, 3.7, 3.8 and 3.9 above shall apply to a taxi.
- 3.13 Nothing in Articles 3.1, 3.4, 3.5, 3.6, 3.7, 3.8 and 3.9 above shall apply to a vehicle which enters any prescribed street for the purposes of loading or unloading goods therefrom between the permitted hours of 7 am to 10 am.

Exemptions

- 4.1 Nothing in Articles 3.1 to 3.9 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;
 - (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, 3.4, 3.5, 3.6, 3.7, 3.8, 3.8 and 3.9 shall apply in relation to:-
- (a) any vehicle being used for the purpose of refuse collection, maintenance, improvement, reconstruction, cleansing or lighting of that part of street;
 - (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; 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.

Power to modify or suspend this Order

- 5.1 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^f) 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.

Suspension or amendment of existing Orders

- 6.1 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 Southwark (Prescribed Routes) (No.4) Traffic Order 1984^g shall have effect as though item numbered 9, in the Schedule therein was suspended;
 - (b) the London Borough of Southwark (Prescribed Route) Traffic Management Order 2001^h shall have effect as though Schedule 1 therein was suspended;
 - (c) the London Borough of Southwark (Prescribed Route) (Rye Lane) (No. 1) Order 2010ⁱ shall have effect as though Article 3.4, therein was suspended; and
 - (d) the London Borough of Southwark (Prescribed routes) (Rye Lane area) (No. 4) Traffic Order 2013^j shall have effect as though Articles 3.1 and 3.2 therein were suspended.

^f 2004 c.18

^g LBS 1984/259

^h LBS 2001/017

ⁱ LBS 2010/051

^j LBS 2013/068

Dated this seventh day of October 2021



DALE FODEN
Head of Service, Highways
Environment and Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, as part of the Rye Lane trial, by way of an experiment:-

- (a) prohibits motor vehicle access to that part of Rye Lane, which lies between its junction with Hanover Park and the north-westernmost point of the Rye Lane island site, except for bus, taxis and for the purposes of loading only, and between the hours of 7 am to 10 am only (including access from Hanover Park, Highshore Road, Elm Grove, Bournemouth Road and Blenheim Grove);
- (b) suspends existing 'one-way' south-eastbound operation in Bournemouth Road between its junctions with Rye Lane and Bournemouth Close, and the corresponding 'no-entry' from Rye Lane into Bournemouth Road; and
- (c) suspends the northbound 'bus and cycle only' bus route in Rye Lane at its junction with Copeland Road/Heaton Road,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2021 No. 063

The London Borough of Southwark (Waiting, loading and stopping restrictions) (Rye Lane)
Experimental Traffic Order 2021

Made: 7 October 2021

Coming into force: 14 October 2021

Expires: 26 April 2023

The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Waiting, loading and stopping restrictions) (Rye Lane) Experimental Traffic Order 2021 and shall come into force on 14 October 2021 and expire 26 April 2023.

Interpretation

- 2.1 In this Order:-

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

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

“map-based schedule” means the map attached to and to be read in conjunction with this Order and the Order of 2021, which depicts the restrictions imposed by this Order and, in conjunction with the map schedule legend, identifies the type of each particular free parking place, loading place, waiting, loading or stopping 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 depicted 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 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 places and

^a 1984 c.27

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;

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

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

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

- 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 shall have effect as though:-
 - (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The substitution referred to in Article 3.1(b) of this Order of any item in in the map-based schedule will have the effect of suspending any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

Waiting restrictions applicable in restricted streets

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

Power to modify or suspend this Order

- 5.1 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^c) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this seventh day of October 2021



DALE FODEN

Head of Service, Highways
Environment and Leisure

^b LBS 2021_036

^c 2004 c.18

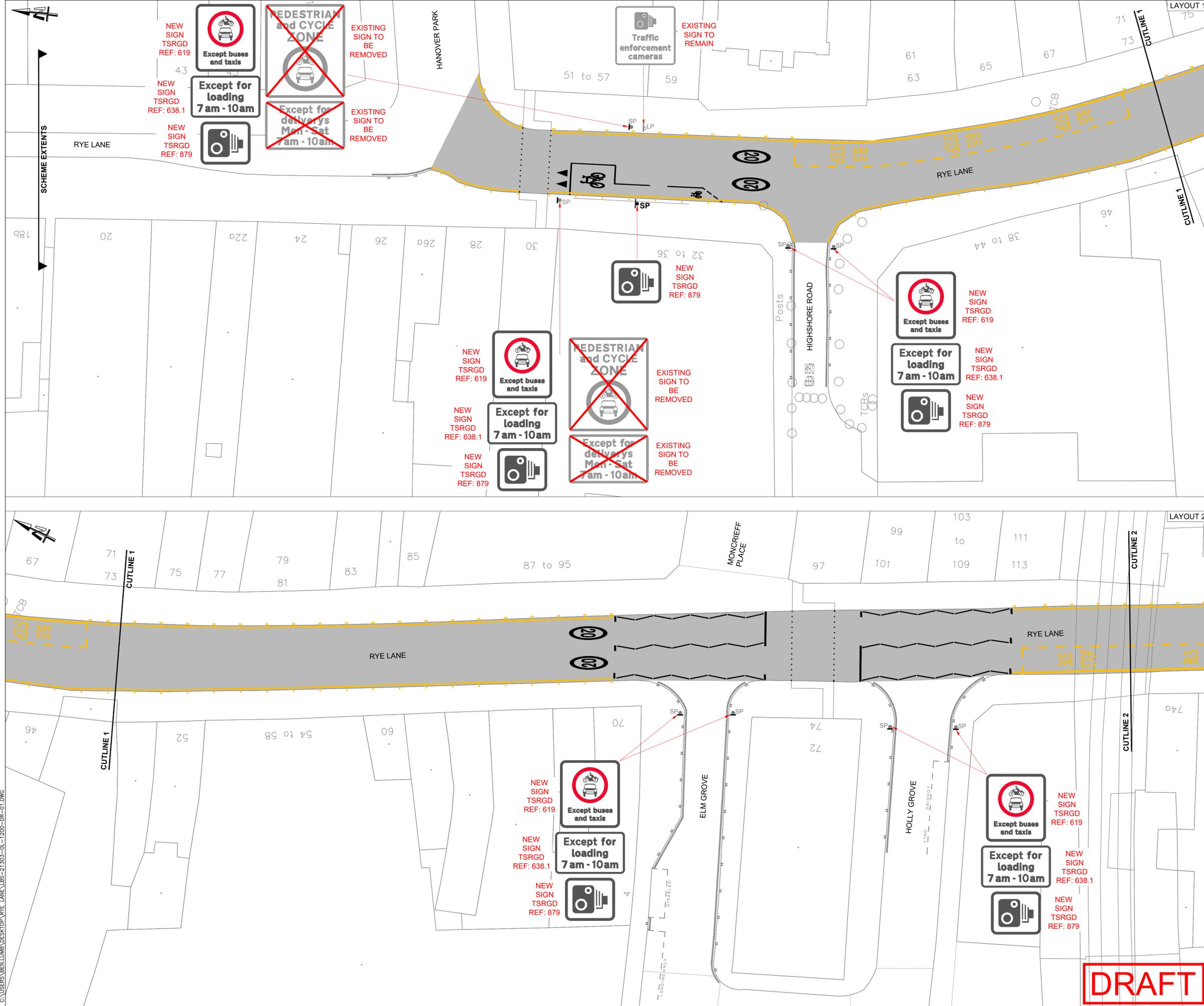
EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, adds or substitutes items in the map-based schedule attached to the Order of 2021, as part of the Rye Lane trial:-

- (a) all waiting and loading restrictions in Rye Lane, which lie between its junction with Hanover Park and its junction with Copeland Road, to operate (i) 'at any time' (double yellow lines and double kerb blips) on the east and north-east side, between the southern kerb-line of Hanover Park and a point 31 metres north-west of the north-western kerb-line of Copeland Road, and (ii) 'at any time' (double yellow lines) with timed loading permitted between the hours of 7 am to 10 am only (single kerb blips) on the south and south-west side, between point 5.5 metres north of a point opposite the southern kerb-line of Hanover Park and a point 3 metres south of the north-western wall of No. 206 Rye Lane, and
- (b) removes 'at any time' loading restrictions on both sides of Bournemouth Road north-east of its junction with Rye Lane,

in the London Borough of Southwark.



- NOTES:**
- All dimensions are in metres unless otherwise stated. Do not scale from this drawing.
 - All items shown in grey are to remain unless otherwise stated.
 - This drawing is to be read in conjunction with all drawings for job ref. LBS-21303 as listed on the drawing register.
 - This drawing is to be read in conjunction with LB Southwark Streetscape Design Manual (SSDM) and all relevant contract clauses.
 - Traffic management is to be in accordance with Chapter 8 of the Traffic Signs Manual and Safety at Street Works and Road Works.
 - All signs on sign posts or lighting columns to have a minimum mounting height of 2100mm from footway level.
 - All signs to have a minimum horizontal clearance of 450mm from kerb face.
 - All road markings and signs to be in accordance with Traffic Signs Regulation and General Directions 2016 (TSRGD 2016).
 - Any works around or in the vicinity of trees, the contractor shall ensure that the trees are sufficiently protected by maintaining at least one metre barrier protection from the tree trunk, that no materials or plant are stored / used within the canopy of the tree and that all works are undertaken by hand digging. If any tree roots in excess of 25mm are encountered on site, the contractor shall cease works in that area and seek guidance from the site engineer who will consult Southwark Council Arboricultural Officer.
 - Contractor to scan for services prior to excavation and refer to utility records and GPR surveys.

- KEY:**
- Proposed yellow line markings
 - Proposed white line markings
 - Existing line markings (Indicative and for reference only)
 - Existing line markings to be removed
 - SP Proposed sign on new post
 - LP Proposed sign on existing lamp post
 - SP Existing sign on existing post
 - LP Existing sign on existing lamp post
 - ISP Existing illuminated sign post
 - Indicative area of carriageway to be planned and dressed (Exact area to be confirmed at detailed design stage)



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
A	04/10/21	DRAFT FOR TMO	BL	MH	MH

Southwark Council
southwark.gov.uk
160 TOOLEY STREET LONDON SE1P 5LX

PROJECT: RYE LANE

DRAWING TITLE: ROAD MARKINGS AND SIGNAGE

SHEET: 1 OF 3

STATUS: OUTLINE DESIGN

DRAWING NO: LBS-21303-OL-1200-DR-01

SCALE: 1:200

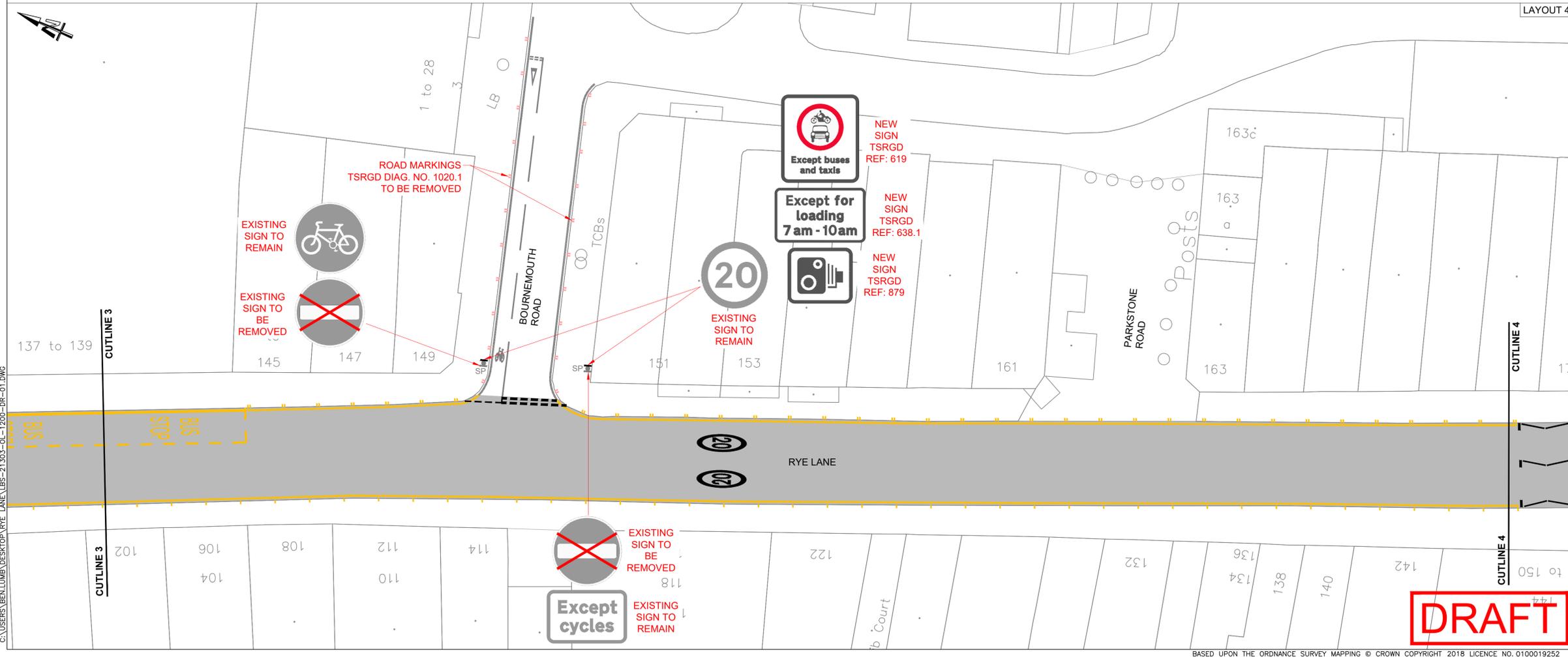
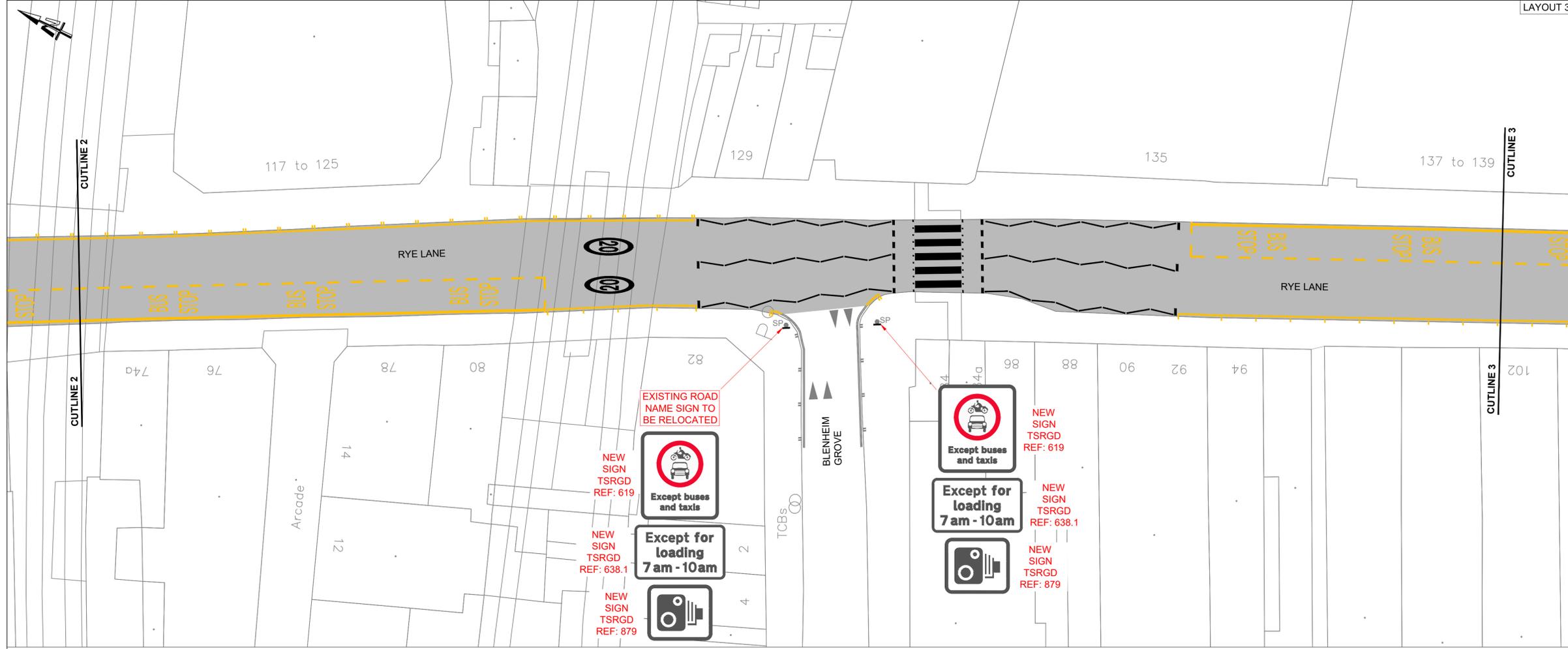
DATE: 30/07/21

DRAWN BY: BL
DESIGNED BY: MH
APPROVED BY: MH/SY
DATE: 30/07/21

REV: A

DRAFT

C:\USERS\BEN.LUMB\DESKTOP\RYE LANE\LBS-21303-OL-1200-DR-01.DWG

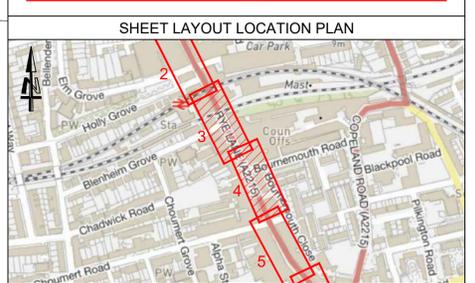


- NOTES:**
- All dimensions are in metres unless otherwise stated. Do not scale from this drawing.
 - All items shown in grey are to remain unless otherwise stated.
 - This drawing is to be read in conjunction with all drawings for job ref. LBS-21303 as listed on the drawing register.
 - This drawing is to be read in conjunction with LB Southwark Streetscape Design Manual (SSDM) and all relevant contract clauses.
 - Traffic management is to be in accordance with Chapter 8 of the Traffic Signs Manual and Safety at Street Works and Road Works.
 - All signs on sign posts or lighting columns to have a minimum mounting height of 2100mm from footway level.
 - All signs to have a minimum horizontal clearance of 450mm from kerb face.
 - All road markings and signs to be in accordance with Traffic Signs Regulation and General Directions 2016 (TSRGD 2016).
 - Any works around or in the vicinity of trees, the contractor shall ensure that the trees are sufficiently protected by maintaining at least one metre barrier protection from the tree trunk, that no materials or plant are stored / used within the canopy of the tree and that all works are undertaken by hand digging. If any tree roots in excess of 25mm are encountered on site, the contractor shall cease works in that area and seek guidance from the site engineer who will consult Southwark Council Arboricultural Officer.
 - Contractor to scan for services prior to excavation and refer to utility records and GPR surveys.

- KEY:**
- Proposed white line markings
 - Proposed yellow line markings
 - Existing line markings (Indicative and for reference only)
 - Existing line markings to be removed
 - SP: Proposed sign on new post
 - LP: Proposed sign on existing lamp post
 - SP: Proposed sign on existing post
 - SP: Existing sign on existing post
 - LP: Existing sign on existing lamp post
 - ISP: Existing illuminated sign post
 - Indicative area of carriageway to be planned and dressed (Exact area to be confirmed at detailed design stage)

All sticker signs on metal bollards along Rye Lane to be replaced (Please see illustrations below for more information) Exact locations to be specified at detailed design stage

East side	West side
EXISTING BOLLARD STICKER SIGNS TO BE REPLACED	EXISTING BOLLARD STICKER SIGNS TO BE REPLACED
REPLACE WITH NEW STICKER SIGN TSRGD REF: 638	REPLACE WITH NEW STICKER SIGN TSRGD REF: 638.1



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
A	04/10/21	DRAFT FOR TMO	BL	MH	MH

Southwark Council
southwark.gov.uk
160 TOOLEY STREET LONDON SE1P 5LX

PROJECT: RYE LANE

DRAWING TITLE: ROAD MARKINGS AND SIGNAGE

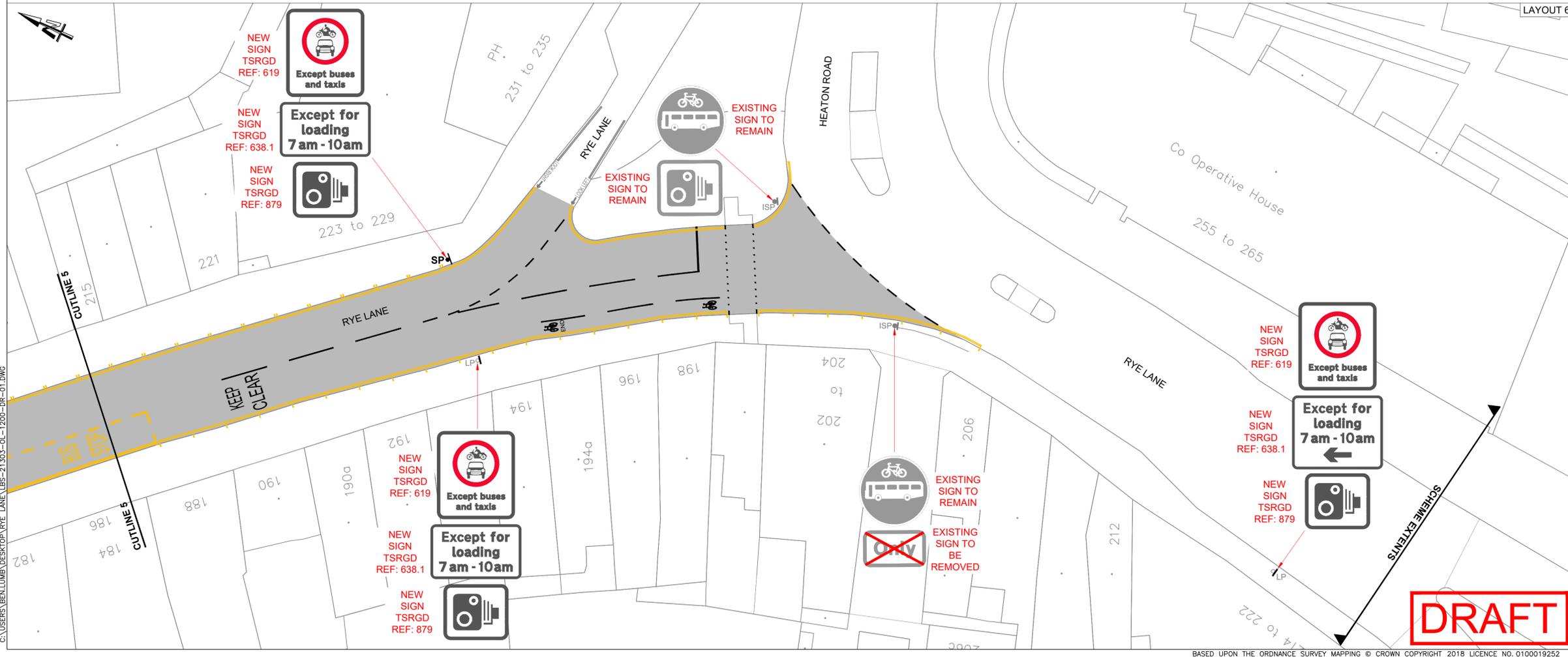
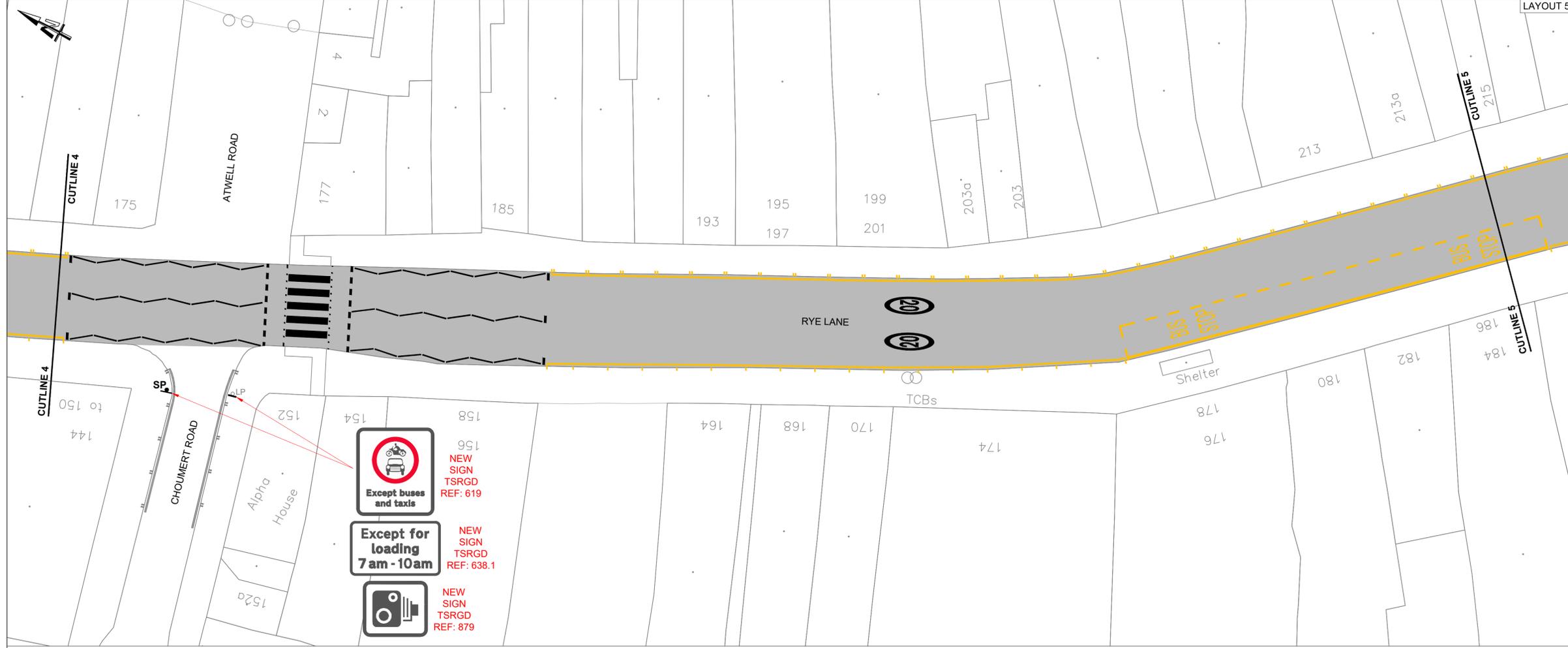
SHEET: 2 OF 3

STATUS: OUTLINE DESIGN

DRAWING NO: LBS-21303-OL-1200-DR-02

DRAWN BY: BL
DESIGNED BY: MH
CHECKED BY: MH/SY
APPROVED BY: JW/JR
DATE: 30/07/21
SCALE: A1: 1:200
REV: A

DRAFT



- NOTES:**
- All dimensions are in metres unless otherwise stated. Do not scale from this drawing.
 - All items shown in grey are to remain unless otherwise stated.
 - This drawing is to be read in conjunction with all drawings for job ref. LBS-21303 as listed on the drawing register.
 - This drawing is to be read in conjunction with LB Southwark Streetscape Design Manual (SSDM) and all relevant contract clauses.
 - Traffic management is to be in accordance with Chapter 8 of the Traffic Signs Manual and Safety at Street Works and Road Works.
 - All signs on sign posts or lighting columns to have a minimum mounting height of 2100mm from footway level.
 - All signs to have a minimum horizontal clearance of 450mm from kerb face.
 - All road markings and signs to be in accordance with Traffic Signs Regulation and General Directions 2016 (TSRGD 2016).
 - Any works around or in the vicinity of trees, the contractor shall ensure that the trees are sufficiently protected by maintaining at least one metre barrier protection from the tree trunk, that no materials or plant are stored / used within the canopy of the tree and that all works are undertaken by hand digging. If any tree roots in excess of 25mm are encountered on site, the contractor shall cease works in that area and seek guidance from the site engineer who will consult Southwark Council Arboricultural Officer.
 - Contractor to scan for services prior to excavation and refer to utility records and GPR surveys.

- KEY:**
- Proposed yellow line markings
 - Proposed white line markings
 - Existing line markings (Indicative and for reference only)
 - Existing line markings to be removed
 - SP: Proposed sign on new post
 - LP: Proposed sign on existing lamp post
 - SP: Proposed sign on existing post
 - SP: Existing sign on existing post
 - LP: Existing sign on existing lamp post
 - ISP: Existing illuminated sign post
 - Indicative area of carriageway to be planned and dressed (Exact area to be confirmed at detailed design stage)



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN	CHKD	APRVD	BY	BY	BY
-	DD/MM/YY	-	-	-	-	-	-	-
-	DD/MM/YY	-	-	-	-	-	-	-
-	DD/MM/YY	-	-	-	-	-	-	-
-	DD/MM/YY	-	-	-	-	-	-	-
A	04/10/21	DRAFT FOR TMO	BL	MH	MH			

Southwark Council
southwark.gov.uk
160 TOOLEY STREET LONDON SE1 5LX

PROJECT: RYE LANE

DRAWING TITLE: ROAD MARKINGS AND SIGNAGE	DRAWN BY: BL
SHEET: 3 OF 3	DESIGNED BY: MH
STATUS: OUTLINE DESIGN	CHECKED BY: MH/SY
DRAWING NO: LBS-21303-OL-1200-DR-03	APPROVED BY: JW/JR
	DATE: 30/07/21
	SCALE: A1: 1:200
	REV: A

DRAFT

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