

# Public notice

## Cycleway 7 – Southwark Bridge Road area



*The London Borough of Southwark (Bus priority) (Cycleway 7) Order 202\**

*The London Borough of Southwark (Charged-for parking places) (Cycleway 7) Order 202\**

*The London Borough of Southwark (Cycle lanes) (Cycleway 7) Order 202\**

*The London Borough of Southwark (Free parking places and Waiting restrictions) (Cycleway 7) Order 202\**

*The London Borough of Southwark (Prescribed routes) (Cycleway 7) Traffic 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 ('the 1984 Act').
2. The effect of the Orders would be, on a permanent basis, to introduce prescribed routes/turns which will be physically enforced with traffic signs and any necessary changes to existing highway restrictions to accommodate the segregation of cycle route 'Cycleway 7' in the Southwark Bridge Road area:-
  - (a) in SOUTHWARK BRIDGE ROAD to formalise an existing southbound bus priority lane on the east side between Southwark Bridge and its junction with Thrale Street, to operate 'at any time';
  - (b) within CPZ 'C1' remove, (i) 10m 'permit' parking on the south side of AMERICA STREET, and (ii) 54m 'pay' bus parking on the north-west side of SOUTHWARK BRIDGE ROAD (between its junctions with Southwark Street and Sumner Street);
  - (c) in GREAT GUILDFORD STREET to introduce partially segregated north-west and north-eastbound mandatory contra-flow cycle lanes between its junctions with Southwark Bridge Road and Copperfield Street on the south-west, west and north-west side;
  - (d) in SOUTHWARK BRIDGE ROAD (i) consolidate all existing cycle lanes, (ii) amend existing cycle lanes on both sides between its junctions with Borough Road and Sumner Road to accommodate the segregation to sections of Cycleway 7, and (iii) introduce new sections of segregated 'one-way' cycle lane between a point 29.5m south-west of the common boundary of Nos. 2 and 2a Southwark Bridge Road and a point 22m north-east of that common boundary (a north-eastbound with-flow mandatory cycle lane on the north-western side, and a south-westbound with-flow mandatory cycle lane on the south-eastern side);
  - (e) in SOUTHWARK BRIDGE ROAD (i) remove all existing solo motorcycle parking on the north-west side, o/s Riverside House, No. 2a Southwark Bridge Road (23m in total); and (ii) on both sides o/s Nos. 1 and 2 Southwark Bridge Road, remove existing 'short stay' parking for the use of buses and coaches (58.5m in total);
  - (f) to introduce a motor vehicle restriction in AMERICA STREET at its junction with Southwark Bridge Road;
  - (g) in BELVEDERE BUILDINGS (i) revoke existing 'one-way' south-eastward operation between its junctions with King James Street and Southwark Bridge Road and introduce to introduce a motor vehicle restriction, in that part of Belvedere Buildings, (ii) re-define and consolidate an existing 'one-way' north-westbound operation (between King James Street and Webber Street) to include the exception for pedal cycles, and reinforce this north-westbound 'one-way' operation with 'left turn' only for all vehicles except pedal cycles in King James Street (at its junction with Belvedere Buildings), and 'no entry' from Webber Street into Belvedere Buildings for vehicles, except pedal cycles;
  - (h) in DOYCE STREET revoke existing 'one-way' north-westbound operation and introduce a motor vehicle restriction throughout the full length of Doyce Street;
  - (i) in SOUTHWARK BRIDGE ROAD reinforce no access for vehicles except pedal cycles from Southwark Bridge Road, by introducing: (i) 'no left turn' into AMERICA STREET northbound, (ii) 'no left turn' into DOYCE STREET north-eastbound, (iii) 'no left turn' north-eastbound, 'no right turn' south-westbound, and 'no entry' (except for pedal cycles using a contra-flow cycle lane) into GREAT GUILDFORD STREET; and
  - (j) to add new lengths and amend existing 'at any time' waiting restrictions (double yellow lines) to accommodate the above changes in AMERICA STREET, COLLINSON STREET, SCOVELL ROAD (at their junctions with Southwark Bridge Road) and SOUTHWARK BRIDGE ROAD (between Southwark Bridge, the boundary with City of London, and its junction with Borough Road).

NOTES: (1) These Orders supersede similar provisions at the above locations implemented by way of experimental Orders made under section 9 of the 1984 Act (which would be revoked); (2) Exemption to the restrictions described in (f) to (j) preceding, would be provided for emergency services vehicles and refuse collection vehicles; (3) 'permit' refers to parking places for holders of valid parking permits within the CPZ listed, and 'pay' refers to parking places in which paid ticket holders are permitted to park within the permitted hours. All measurements are in metres 'm' and are approximate. Parking charges are listed on [www.southwark.gov.uk/parking](http://www.southwark.gov.uk/parking).

3. For more information contact Colleen Gardner of the Council's Highways, Transport projects team - [highways@southwark.gov.uk](mailto:highways@southwark.gov.uk) .
4. Copies of this Notice, the proposed Orders, and a statement of the Council's reasons for making the Orders together with plans showing the location and effect of the Orders may be either: found online at [www.southwark.gov.uk/trafficorders](http://www.southwark.gov.uk/trafficorders), or inspected by appointment only at: Highways, Southwark Council, Environment and 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. Contact [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) (or 020 7525 3497) for booking details.
5. Anyone wishing to object to or make any other representations regarding the proposals, may use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at [www.southwark.gov.uk/statutoryconsultationnotices](http://www.southwark.gov.uk/statutoryconsultationnotices) or send a statement in writing to: the Traffic Orders Officer, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX or by e-mail to [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) quoting reference 'TMO2122-026\_Cycleway 7' by 16 December 2021. Please note that if you wish to object to this proposal 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.

Dated 25 November 2021

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



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

202\* No. 0xx

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The London Borough of Southwark (Bus priority) (Cycleway 7) Order 202\*

Made: 202\*

Coming into force: 202\*

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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 the Road Traffic Regulation Act 1984<sup>a</sup>, 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 (Bus priority) (Cycleway 7) Order 202\*, and shall come into force on 202\*.

## Interpretation

- 2.1 In this Order-

a reference to an Article or Schedule followed by a number is a reference to the Article of, or Schedule to, this Order so numbered;

causing includes permitting;

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980<sup>b</sup>;

"vehicle" includes part of a vehicle;

"bus", "local bus", "pedal cycle", "taxi", "traffic lane", "contra-flow" and "with-flow" have the meanings given in the Traffic Signs Regulations and General Directions 2016<sup>c</sup>;

"bus lane" means a traffic lane on a length of road which is specified in column (2) in the table in Schedule 1 and in respect of which traffic signs are in place indicating the controls specified in this Order;

"bus-only route" means an area of road which is specified in column (2) in the table in Schedule 2 and in respect of which traffic signs are in place indicating the controls specified in this Order;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street, and for the avoidance of doubt, any dimension in a specified street referred to in this Order which is measured from the kerb-line of another specified street, shall be

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<sup>a</sup> 1984 c.27

<sup>b</sup> 1980 c.66

<sup>c</sup> SI 2016/362

construed as though measured from a point at the intersection of the two kerb-lines of those two streets;

“times of operation” means in relation to a bus lane specified in an item in column (2) of the table in Schedule 1, the times specified in column (3) of that item, and in relation to a bus-only route specified in an item in column (2) of the table in Schedule 2, the times specified in column (3) of that item; and

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

2.2 The Interpretation Act 1978<sup>d</sup> applies to this Order as if it were an enactment.

### Bus priority controls

- 3.1 Except as provided in Articles 4 and 5, no person shall cause a vehicle to be in a bus lane in a length of road specified in an item in column (2) of the table in Schedule 1 during the times specified in that item in column (3) of that item unless that vehicle is proceeding in the direction specified in column (4) of that item and is of a type specified in column (5) of that item.
- 3.2 Except as provided in Article 5, no person shall cause a vehicle to be in a bus-only route in an area of road specified in an item in column (2) of the table in Schedule 2 during the times specified in that column (3) of that item unless that vehicle is proceeding in the direction or directions specified in column (4) of that item and is of a type specified in column (5) of that item.

### Exemptions - bus lanes

- 4.1 The controls specified in Article 3.1 do not apply so as to prevent a vehicle being in a bus lane if and for as long as necessary-
- (a) to enable a person to get on or off the vehicle; or
  - (b) to enable goods to be loaded on to or unloaded from the vehicle;
- if and in so far as the activity is not prohibited by the provisions of any other Order.
- 4.2 The controls specified in Article 3.1 do not apply in respect of a vehicle which is being used for a purpose which is within an exemption to a restriction or prohibition imposed by any other Order or which is permitted by any other Order.
- 4.3 The controls specified in Article 3.1 do not apply in respect of a vehicle crossing a bus lane to get to or from any road adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane.

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<sup>d</sup> 1978 c.30

### Exemptions - bus lanes and bus-only routes

- 5.1 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane if the vehicle is being used:-
- (a) in the service of a local authority for the purpose of collecting refuse;
  - (b) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011<sup>e</sup>) provided the vehicle bears the livery of a universal service provider (as defined in the aforementioned Act);
  - (c) in connection with the removal of any obstruction to traffic;
  - (d) in connection with the maintenance, improvement or reconstruction of any road;
  - (e) in connection with the maintenance, improvement or construction of any street furniture including bus stop infrastructure;
  - (f) in connection with any building operation or demolition;
  - (g) in connection with the laying, erection, alteration or repair in or near the bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003<sup>f</sup>), providing the vehicle cannot be used for that purpose without being in the bus lane or the bus-only route and in so far as the activity is not prohibited by the provisions of any other Order.
- 5.2 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane:
- (a) so as to avoid an accident;
  - (b) to allow a person to get or give help in consequence of an accident or emergency or otherwise take action for public safety;
  - (c) to such an extent and for such a time as is needed to comply with any requirement resulting from works or an emergency in any part of the road adjoining the bus lane or bus-only route;
  - (d) if it is being used for ambulance, fire brigade or police purposes.
- 5.3 The controls specified in Articles 3.1 and 3.2 do not apply in respect of anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer.

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<sup>e</sup> 2011 c.5

<sup>f</sup> 2003 c.21

Revocations

6.1 Without prejudice to anything done or any liability incurred in respect of any act or omission before the coming into force of this Order, the London Borough of Southwark (Bus priority) (Southwark Bridge Road) Experimental Traffic Order 2020<sup>9</sup>, is hereby revoked.

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

[signature here]

DALE FODEN

Head of Service, Highways  
Environment and Leisure

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<sup>9</sup> LBS 2020/083

## SCHEDULE 1 - BUS LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of road	<i>(3)</i> Times of operation	<i>(4)</i> Direction of travel and type of bus lane	<i>(5)</i> Type of permitted vehicle
1.	SOUTHWARK BRIDGE ROAD the east side, between a point 18 metres north-east of the south-western wall of No. 1 Southwark Bridge Road and a point 8 metres north of north-eastern kerb-line of Thrale Street.	At any time	Southbound with-flow lane	Bus Pedal cycle Taxi

SCHEDULE 2 - BUS-ONLY ROUTES

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<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Lengths of road</i>	<i>(3)</i> <i>Times of operation</i>	<i>(4)</i> <i>Direction of travel</i>	<i>(5)</i> <i>Type of permitted vehicle</i>
No item.				

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## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, permanently formalises an existing bus lane for the use of buses, pedal cycles and taxis only in Southwark Bridge Road and extends the operating hours to 'at any time', complementary to the improvements to 'Cycleway 7', in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

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The London Borough of Southwark (Charged-for parking places) (Cycleway 7) Order 202\*

Made: 202\*

Coming into force: 202\*

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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<sup>a</sup>, 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 (Charged-for parking places) (Cycleway 7) Order 202\* and shall come into force on 202\*.

## 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 parking place 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 depicted 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.

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<sup>a</sup> 1984 c.27

"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

"the Order of 2021" means the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021<sup>b</sup>.

- 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.

### Revocations

- 3.1 Without prejudice to anything done or any liability incurred in respect of any act or omission before the coming into force of this Order, the London Borough of Southwark (LSP Southwark Bridge Road) (Map-based) (No. 1) Experimental Traffic Order 2021<sup>c</sup>, is hereby revoked.

### Amendment of items in the map-based schedule

- 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 force of this Order, the Order of 2021 shall have effect as though:-
- (a) the existing item indicating the location of a permit-holders parking place in America Street in the map-based schedule attached to that Order were omitted; and
  - (b) the existing item indicating the location of a bus pay parking place in Southwark Bridge Road in the map-based schedule attached to that Order were omitted.
- 4.2 The amendment referred to in Article 4.1 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.

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

[signature here]

DALE FODEN

Head of Service, Highways  
Environment and Leisure

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<sup>b</sup> LBS 2021/035

<sup>c</sup> LBS 2021/006

## 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, so as to permanently remove 10m 'permit' parking in America Street south side, and 54m 'pay' bus parking north-west side between its junctions with Southwark Street and Sumner Street complementary to the improvements to 'Cycleway 7', in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

202\* No. 0xx

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The London Borough of Southwark (Cycle lanes) (Cycleway 7) Order 202\*

Made: 202\*

Coming into force: 202\*

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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 the Road Traffic Regulation Act 1984<sup>a</sup>, 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 (Cycle lanes) (Cycleway 7) Order 202\*, and shall come into force on 202\*.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

"cycle lane" means an area of carriageway within a length of street specified in the Schedule to this Order which is indicated by a traffic sign as being a cycle lane for the use of pedal cycles only, subject to the provisions of this Order;

"electronic communications network" has the same meaning as that given in section 32 of the Communications Act 2003<sup>b</sup>;

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

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

"pedal cycle" has the meaning as in the Traffic Signs Regulations and General Directions 2016<sup>c</sup>;

"prescribed street", for the purposes of Article 4.1 (c) means any street or part of street referred to in the Schedule to this Order;

"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;

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<sup>a</sup> 1984 c.27

<sup>b</sup> 2003 c.21

<sup>c</sup> S.I. 2016 No. 362

"universal service provider", "provision of a universal postal service" and "postal packet" have the same meanings as in the Postal Services Act 2000<sup>d</sup>.

- 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.

#### Cycle lane

- 3.1 No person shall cause any vehicle other than a pedal cycle to enter into or proceed in the cycle lane specified in the Schedule to this Order at any time.
- 3.2 Every person causing a pedal cycle to enter into the cycle lane specified in the Schedule to this Order shall thereupon cause that vehicle to proceed in the direction specified in column (3) of that item.

#### Exemptions

- 4.1 Nothing in Articles 3.1 or 3.2 above shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform;
  - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
  - (c) any 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; 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 that street; or
  - (d) 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 Article 3.1 above shall apply in relation to any vehicle entering into the cycle lane specified in the Schedule to this Order for as long as necessary:-
- (a) to enable access to or exit from premises adjoining that cycle lane by way of a vehicular access or footway crossover, provided that vehicle leaves the cycle lane immediately thereafter;
  - (b) to enable access to or exit from a lay-by adjoining the cycle lane, provided that vehicle leaves the cycle lane immediately thereafter;
  - (c) to enable a person to board or alight from the vehicle; or
  - (d) to enable goods to be loaded on to or unloaded from the vehicle, if and in so far as the activity is not prohibited by the provisions of any other Order; or
  - (e) for the purpose of collecting refuse; or
  - (f) for the purposes of the provision of a universal postal service, provided the vehicle bears the livery of a universal postal service provider.

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<sup>d</sup> 2000 c.26

Amendments to existing Orders and Revocations

- 5.1 While this Order remains in force, and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order:-
- (a) the London Borough of Southwark (Prescribed Route) (Southwark Bridge Road Cycle Lanes) (No. 1) Traffic Order 2007<sup>e</sup>, the London Borough of Southwark (Cycle lanes) (No. 2) Experimental Traffic Order 2020<sup>f</sup>, and the London Borough of Southwark (Cycle lanes) (No. 4) Experimental Traffic Order 2020<sup>g</sup> are hereby revoked in entirety; and
  - (b) the London Borough of Southwark (Cycle Lanes) (No. 2) Traffic Order 1996<sup>h</sup> shall have the effect as though items 1(a)-(e) and 2(a)-(e) relating to Southwark Bridge Road in Schedule 1 therein were omitted.

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

[signature here]

DALE FODEN

Head of Service, Highways  
Environment and Leisure

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<sup>e</sup> LBS 2007/061

<sup>f</sup> LBS 2020/080

<sup>g</sup> LBS 2020/173

<sup>h</sup> LBS 1996/023

## SCHEDULE – CYCLE LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of street	<i>(3)</i> Direction of travel and type of cycle lane	<i>(4)</i> Hours of operation
1.	GREAT GUILDFORD STREET the south-west side, from the north-western kerb-line build-out of Southwark Bridge Road to a point 5 metres north-west of that kerb-line build-out.	north-westbound contra-flow mandatory segregated lane	At any time
2.	GREAT GUILDFORD STREET the west and north-west side, from a point 5 metres north-west of the north-western kerb-line build-out of Southwark Bridge Road to the south-western kerb-line of Copperfield Street.	north and north-eastbound contra-flow lane	At any time
3.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 29.5 metres south-west of the common boundary of Nos. 2 and 2a Southwark Bridge Road and a point 22 metres north-east of that common boundary.	north-eastbound with-flow mandatory segregated lane	At any time
4.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 5 metres south of the south-eastern kerb-line of Borough Road to a point 5 metres north-east of that kerb-line.	north-eastbound with-flow mandatory lane	At any time
5.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 5 metres north-east of the north-western kerb-line of Borough Road to the common boundary of Nos. 162 and 162A Southwark Bridge Road.	north-eastbound with-flow mandatory partially segregated lane	At any time
6.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 10 metres south-west of the south-western kerb-line of Belvedere Buildings to a point 2.5 metres south-west of the south-western kerb-line of Belvedere Buildings.	north-eastbound with-flow mandatory lane	At any time
7.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 2.5 metres north-east of the north-eastern kerb-line of Belvedere Buildings to a point 13 metres south-west of a point opposite the south-western kerb-line of Collinson Street.	north-eastbound with-flow mandatory partially segregated lane	At any time
8.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 32.5 metres south-west of the south-western kerb-line of Great Suffolk Street to a point 19 metres south-west of the south-western kerb-line of Great Suffolk Street.	north-eastbound with-flow mandatory lane	At any time



SCHEDULE – CYCLE LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of street	<i>(3)</i> Direction of travel and type of cycle lane	<i>(4)</i> Hours of operation
9.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 18 metres north-east of the north-eastern kerb-line of Great Suffolk Street to a point 5 metres south-west of the south-western kerb-line of Sawyer Street.	north-eastbound with-flow mandatory partially segregated lane	At any time
10.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 24 north-east of the north-eastern kerb-line of Sawyer Street to a point 75.5 metres north-east of the north-eastern kerb-line of Sawyer Street.	north-eastbound with-flow mandatory lane	At any time
11.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 92 metres north-east of the north-eastern kerb-line of Sawyer Street to a point 2 metres south-west of the south-western kerb-line build-out of Great Guildford Street.	north-eastbound with-flow mandatory lane	At any time
12.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 2 metres north-east of the north-eastern kerb-line build-out of Great Guildford Street to a point 2 metres south-west of the south-western kerb-line of Doyce Street.	north-eastbound with-flow mandatory partially segregated lane	At any time
13.	SOUTHWARK BRIDGE ROAD the north-west side, from the common boundary of Nos. 84 and 86 Southwark Bridge Road to the south-western wall of No. 80 Southwark Bridge Road.	north-eastbound with-flow mandatory partially segregated lane	At any time
14.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 12 metres north-east of the south-western wall of No. 80 Southwark Bridge Road to the common boundary of Nos 64 and 66 Southwark Bridge Road.	north-eastbound with-flow mandatory partially segregated lane	At any time
15.	SOUTHWARK BRIDGE ROAD the west side, from a point 18 metres north of the northern kerb-line of Union Street to the south-eastern kerb-line of America Street.	northbound with-flow mandatory segregated lane	At any time
16.	SOUTHWARK BRIDGE ROAD the west side, from a point 3 metres north of the north-western kerb-line of America Street to a point 16 metres north of the north-western kerb-line of America Street.	northbound with-flow mandatory segregated lane	At any time

SCHEDULE – CYCLE LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of street	<i>(3)</i> Direction of travel and type of cycle lane	<i>(4)</i> Hours of operation
17.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 24 metres north-east of the north-eastern kerb-line of Southwark Street to a point 42 metres north-east of the north-eastern kerb-line of Southwark Street.	north-eastbound with-flow mandatory segregated lane	At any time
18.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 50 metres north-east of the north-eastern kerb-line of Southwark Street to a point 32 metres south-west of the south-western kerb-line of Sumner Street.	north-eastbound with-flow mandatory segregated lane	At any time
19.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 2 metres south-west of the north-eastern wall of No. 1 Southwark Bridge Road to a point 55 metres south-west of that wall.	south-westbound with-flow mandatory segregated lane	At any time
20.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 3 metres south-west of the south-western kerb-line of Thrale Street to a point 16 metres south-west of the south-western kerb-line of Thrale Street.	south-westbound with-flow mandatory segregated lane	At any time
21.	SOUTHWARK BRIDGE ROAD the east side, from a point 42.5 metres south of the southern kerb-line of Southwark Street to a point 8 metres north of the north-eastern kerb-line build-out of Union Street.	southbound with-flow mandatory partially segregated lane	At any time
22.	SOUTHWARK BRIDGE ROAD the east side, from a point 4.5 metres south of the south-western kerb-line build-out of Union Street to a point 9 metres south of the south-western kerb-line build-out of Union Street.	southbound with-flow mandatory segregated lane	At any time
23.	SOUTHWARK BRIDGE ROAD the east side, from a point 36 metres south of the south-western kerb-line build-out of Union Street to a point 4.5 metres north of the southern wall of Nos. 91-95 Southwark Bridge Road.	southbound with-flow mandatory segregated lane	At any time
24.	SOUTHWARK BRIDGE ROAD the east side, from a point 9 metres south of the southern wall of Nos. 91-95 Southwark Bridge Road to a point 14 metres south of the southern wall of Nos. 91-95 Southwark Bridge Road to a point .	southbound with-flow mandatory segregated lane	At any time

SCHEDULE – CYCLE LANES

(1) Item	(2) Lengths of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
25.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 5 metres south-west of the south-west of the south-western kerb-line of Marshalsea Road to a point 19 metres south-west of the south-west of the south-western kerb-line of Marshalsea Road.	south-westbound with-flow mandatory lane	At any time
26.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 23 metres south-west of the common boundary of Nos. 135 and 137 Southwark Bridge Road to a point 77 metres north-east of the north-eastern kerb-line of Lant Street.	south-westbound with-flow mandatory partially segregated lane	At any time
27.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 15 metres north-east of the north-eastern kerb-line of Lant Street to a point a point 5.5 metres north-east of the north-eastern kerb-line of Lant Street.	south-westbound with-flow mandatory segregated lane	At any time
28.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 2 metres south-west of the south-western kerb-line of Lant Street to a point 26.5 metres south-west of the south-western kerb-line of Lant Street.	south-westbound with-flow mandatory partially segregated lane	At any time
29.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 33 metres north-east of the north-eastern kerb-line of Great Suffolk Street to a point 14.5 metres north-east of the north-eastern kerb-line of Great Suffolk Street.	south-westbound with-flow mandatory partially segregated lane	At any time
30.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 11 metres south-west of the south-western kerb-line of Great Suffolk Street to a point 2 metres north-east of the north-eastern kerb-line of Collinson Street.	south-westbound with-flow mandatory partially segregated lane	At any time
31.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 1 metre south-west of the south-western kerb-line of Collinson Street to a point 19 metres south-west of the south-western kerb-line of Collinson Street.	south-westbound with-flow mandatory segregated lane	At any time
32.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 27.5 metres south-west of the south-western kerb-line of Collinson Street to a point 3.5 metres north-east of the north-western kerb-line of Scovell Road.	south-westbound with-flow mandatory segregated lane	At any time

SCHEDULE – CYCLE LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of street	<i>(3)</i> Direction of travel and type of cycle lane	<i>(4)</i> Hours of operation
33.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 3 metres south-west of the south-western kerb-line of Scovell Road to a point 5.5 metres north-east of the southern wall of No. 207 Southwark Bridge Road.	south-westbound with-flow mandatory partially segregated lane	At any time
34.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 34 metres north-east of the north-western kerb-line of Borough Road to a point 14.5 metres north-east of the north-western kerb-line of Borough Road.	south-westbound with-flow mandatory lane	At any time
35.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 5 metres south-west of the south-eastern kerb-line of Borough Road to the north-eastern kerb-line of Gaunt Street.	south-westbound with-flow mandatory partially segregated lane	At any time
36.	SOUTHWARK BRIDGE ROAD the south-east side, from the south-western kerb-line of Gaunt Street to the north-eastern kerb-line of Keyworth Street.	south-westbound contra-flow mandatory segregated lane	At any time

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, permanently:-

- (a) (i) consolidates all existing cycle lane restrictions in Southwark Bridge Road and (ii) redefines segregated or partially segregated sections of with-flow cycle lane throughout Southwark Bridge Road to accommodate the segregation to sections of the Cycleway 7 between its boundary with City of London (Southwark Bridge) and its junctions with Borough Road;
- (b) introduces a segregated mandatory contra-flow cycle lane in Great Guildford Street (north-westbound); and
- (c) introduces a contra-flow cycle lane in Great Guildford Street (north and north-eastbound), complementary to the improvements to 'Cycleway 7', in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

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The London Borough of Southwark (Free parking places and Waiting restrictions)  
(Cycleway 7) Order 202\*

Made: 202\*

Coming into force: 202\*

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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<sup>a</sup>, 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 (Free parking places and Waiting restrictions) (Cycleway 7) Order 202\* and shall come into force on 202\*.

## 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 parking place, loading place and waiting restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular 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 restriction is depicted on the map-based schedule, that parking place, loading place or waiting 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 place, loading place or waiting restrictions imposed by this Order and, where appropriate, certain of their governing provisions; and

“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<sup>b</sup>.

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<sup>a</sup> 1984 c.27

<sup>b</sup> LBS 2021/036

- 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.

#### Revocation

- 3.1 Without prejudice to anything done or any liability incurred in respect of any act or omission before the coming into force of this Order, London Borough of Southwark (Free parking places) (Buses) Experimental Traffic Order 2020<sup>c</sup>, the London Borough of Southwark (Free parking places) (Solo motor cycles) Experimental Traffic Order 2020<sup>d</sup>, and the London Borough of Southwark (LSP Southwark Bridge Road) (Map-based) (No. 2) Experimental Traffic Order 2021<sup>e</sup>, are hereby revoked.

#### Amendment of items in the map-based schedule

- 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 force of this Order, the Order of 2021 shall have effect as though:-
- (a) the existing item indicating the locations bus 'short stay' parking places and solo motorcycle parking places in Southwark Bridge Road in the map-based schedule attached to that Order were omitted; and
  - (b) there were added to or substituted in, as the case may be, that map-based schedule the items indicating the location of waiting restrictions in America Street, Collinson Street, Scovell Road and Southwark Bridge Road,
- in the map-based schedule attached to this Order.
- 4.2 The amendments referred to in Article 4.1 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.

#### Waiting restrictions applicable in restricted streets

- 5.1 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 though it were a restricted street referred to in the Order of 2021.

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

[signature here]

DALE FODEN

Head of Service, Highways  
Environment and Leisure

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<sup>c</sup> LBS 2020/174

<sup>d</sup> LBS 2020/175

<sup>e</sup> LBS 2021/011

## 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, so as to permanently remove all existing solo motorcycle parking on the north-west side of Southwark Bridge Road, o/s Riverside House, No. 2a (23m in total), and on both sides o/s Nos. 1 and 2 Southwark Bridge Road remove existing 'short stay' parking for the use of buses and coaches (58.5m in total) complementary to the improvements to 'Cycleway 7', in the London Borough of Southwark.





THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

202\* No. 0xx

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The London Borough of Southwark (Prescribed routes) (Cycleway 7) Traffic Order 202\*

Made: 202\*

Coming into force: 202\*

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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 the Road Traffic Regulation Act 1984<sup>a</sup>, 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) (Cycleway 7) Traffic Order 202\*, and shall come into force on 202\*.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2016<sup>b</sup>;

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988<sup>c</sup> and section 136(1) of the Road Traffic Regulation Act 1984; and

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

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

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<sup>a</sup> 1984 c.27

<sup>b</sup> SI 2016/362

<sup>c</sup> 1988 c.52

## Prescribed routes

### *America Street*

- 3.1 No person causing any motor vehicle to proceed in America Street shall, upon reaching its junction with Southwark Bridge Road, cause that motor vehicle to enter into Southwark Bridge Road.

### *Belvedere Buildings*

- 4.1 No person causing any vehicle, except for pedal cycles, to proceed in that part of Belvedere Buildings which lies between the southern kerb-line of Webber Street and the north-western kerb-line of King James Street, shall cause that vehicle to proceed in any direction other than south-east to north-west.
- 4.2 No person shall cause any motor vehicle to enter into or proceed in that part of Belvedere Buildings, which lies between the south-eastern kerb-line of King James Street and the north-western kerb-line of Southwark Bridge Road.

### *Doyce Street*

- 5.1 No person shall cause any motor vehicle to enter into or proceed in Doyce Street.

### *King James Street*

- 6.1 Every person causing any vehicle, except for pedal cycles, to proceed in a north-eastward direction in King James Street shall, upon reaching its junction with Belvedere Buildings, cause that vehicle to turn left.

### *Southwark Bridge Road*

- 7.1 No person causing any motor vehicle to proceed in Southwark Bridge Road shall, upon reaching its junction with America Street, cause that motor vehicle to enter into America Street.
- 7.2 No person causing any vehicle, except for pedal cycles, to proceed in a northern direction in Southwark Bridge Road shall, upon reaching its junction with America Street, cause that vehicle to turn left into America Street.
- 7.3 No person causing any vehicle, except for pedal cycles, to proceed in a southern direction in Southwark Bridge Road shall, upon reaching its junction with America Street, cause that vehicle to turn right into America Street.
- 7.4 No person causing any vehicle, except for pedal cycles, to proceed in Southwark Bridge Road shall, upon reaching its junction with Belvedere Buildings, cause that vehicle to enter into Belvedere Buildings.
- 7.5 No person causing any vehicle, except for pedal cycles, to proceed in a north-eastern direction in Southwark Bridge Road shall, upon reaching its junction with Doyce Street, cause that vehicle to turn left into Doyce Street.
- 7.6 No person causing any vehicle to proceed in Southwark Bridge Road shall, upon reaching its junction with Great Guildford Street, cause that vehicle to enter into Great Guildford Street except pedal cycles using the contra-flow cycle lane.
- 7.7 No person causing any vehicle to proceed in a north-eastern direction in Southwark Bridge Road shall, upon reaching its junction with Great Guildford Street, cause that vehicle to turn left into Great Guildford Street except pedal cycles using the contra-flow cycle lane.
- 7.8 No person causing any vehicle to proceed in a south-western direction in Southwark Bridge Road shall, upon reaching its junction with Great Guildford Street, cause that vehicle to turn right into Great Guildford Street except pedal cycles using the contra-flow cycle lane.

### *Webber Street*

- 8.1 No person causing any vehicle, except for pedal cycles, to proceed in Webber Street shall, upon reaching its junction with Belvedere Buildings, cause that vehicle to enter into Belvedere Buildings.

### Exemptions

9.1 Nothing in Articles Articles 3.1, 4.1, 4.2, 5.1, 6.1, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8 and 8.1 above shall apply in relation to:-

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

9.2 Nothing in Articles 3.1, 5.1, 7.1, 7.2, 7.3, 7.4 and 7.5 above shall apply in relation to:-

- (a) any vehicle being used in connection with the removal of any obstruction to traffic, or the maintenance, improvement, reconstruction, cleansing or lighting of a prescribed street, or 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, 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.

### Revocations

10.1 While this Order remains in force, and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the London Borough of Southwark (Prescribed Route) (No 5) Traffic Management Order 1971/283<sup>d</sup>, the London Borough of Southwark (Prescribed Route) (One Way) Traffic Management Order 2001/116<sup>e</sup>, and the London Borough of Southwark (Prescribed routes) (Southwark Bridge Road area) Experimental Traffic Order 2020<sup>f</sup>, are hereby revoked in entirety.

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

[signature here]

DALE FODEN

Head of Service, Highways  
Environment and Leisure

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<sup>d</sup> LBS 1971/283

<sup>e</sup> LBS 2001/116

<sup>f</sup> LBS 2020/082

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, permanently implements a series of prescribed routes:-

- (a) no motor vehicle access to Southwark Bridge Road from America Street, and vice versa;
- (b) (i) suspends an existing 'one-way' south-eastward operation in part of Belvedere Buildings (between its junctions with King James Street and Southwark Bridge Road) and introduces the prohibition of motorised vehicles, in that part of Belvedere Buildings, (ii) re-defines and consolidates an existing 'one-way' north-westbound operation in part of Belvedere Buildings to include the exception of pedal cycles, and (iii) reinforces the north-westbound 'one-way' working (between King James Street and Webber Street) with 'left turn' only for all vehicles except pedal cycles in King James Street (at its junction with Belvedere Buildings), and 'no entry' from Webber Street into Belvedere Buildings for vehicles, except pedal cycles;
- (c) suspends an existing 'one-way' north-westbound operation in the full length of Doyce Street and introduces the prohibition of motorised vehicles throughout Doyce Street;
- (d) prohibits vehicles, other than pedal-cycles, from entering into Great Guildford Street from Southwark Bridge Road; and
- (e) reinforces no access for vehicles except pedal cycles from Southwark Bridge Road (i) 'no left turn' into America Street northbound, (ii) 'no right turn' into America Street southbound, (iii) 'no left turn' into Doyce Street north-eastbound, (iv) 'no left turn' north-eastbound and 'no right turn' south-westbound into Great Guildford Street,

to accommodate improvements to cycle route 'Cycleway 7', in the London Borough of Southwark.