

Public notice

Great Suffolk Street Streetspace

*The London Borough of Southwark (Charged-for parking places) (Great Suffolk Street Streetspace) Order 202**

*The London Borough of Southwark (Loading Places) (Great Suffolk Street Streetspace) Order 202**

*The London Borough of Southwark (Prescribed Routes) (Great Suffolk Street Streetspace) 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:-
 - (a) BEAR LANE reverse existing one-way working between its junctions with Dolben Street and Treveris Street so as to provide north-westbound traffic working for all vehicles, with a corresponding 'no entry' restriction applicable to south-eastbound vehicles at its junction with Treveris Street;
 - (b) BELVEDERE BUILDINGS introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Webber Street;
 - (c) BLACKFRIARS ROAD (i) prohibit northbound vehicles except pedal cycles from turning right into Surrey Row and prohibit vehicles other than pedal cycles from entering into Surrey Row; and (ii) introduce 'ahead only' southbound traffic working at its junction with Webber Street;
 - (d) BOYFIELD STREET introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Webber Street;
 - (e) COPPERFIELD STREET (i) introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Great Suffolk Street; and (ii) introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Great Guildford Street;
 - (f) DOLBEN STREET introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Great Suffolk Street;
 - (g) EWER STREET introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Lavington Street;
 - (h) FARNHAM PLACE introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Great Suffolk Street;
 - (i) GAMBIA STREET introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Union Street;
 - (j) GLASSHILL STREET introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Webber Street;
 - (k) GREAT GUILDFORD STREET (i) introduce one-way northbound traffic working with pedal cycle contra-flow between its junctions with Union Street and America Street, with a corresponding 'no entry except pedal cycles' restriction applicable to southbound vehicles in that part of Great Guildford Street to the north of its junction with America Street; and (ii) introduce one-way southbound traffic working with pedal cycle contra-flow between its junctions with Union Street and Southwark Bridge Road;
 - (l) GREAT SUFFOLK STREET (i) introduce one-way northbound/north-eastbound traffic working with pedal cycle contra-flow between its junctions with Union Street and Southwark Street; (ii) introduce one-way southbound/south-eastbound traffic working with pedal cycle contra-flow between its junctions with Union Street and Webber Street; (iii) prohibit vehicles other than pedal cycles from entering Lavington Street; (iv) prohibit vehicles other than pedal cycles in that part of Great Suffolk Street south-east of its junction with Webber Street from entering into that part of Great Suffolk Street north-west of its junction with Webber Street with corresponding compulsory left turn for north-westbound traffic on approach to that junction; (v) prohibit motor vehicles entering that part of Great Suffolk Street north-west of its junction with Southwark Bridge Road from either Southwark Bridge Road or that part of Great Suffolk Street south-east of its junction with Southwark Bridge Road; and (vi) remove existing loading only bay 15 metres in length on the north-east side and (vii) remove the existing cycle lane on the north-west side of its junction with Southwark Bridge Road;
 - (m) LAVINGTON STREET (i) introduce one-way south-westbound traffic working with pedal cycle contra-flow throughout; (ii) introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Great Suffolk Street; and (iii) replace two existing 'pay' parking places on the south-west side at its junction with Great Suffolk Street with a new loading bay, 25.5 metres in length, in which vehicles may load/unload Mon to Fri, 7am - 7pm for up to 40 minutes (no return within 2 hrs);
 - (n) LOMAN STREET introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Great Suffolk Street;

- (o) NELSON SQUARE introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Union Street;
- (p) PEPPER STREET introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Union Street;
- (q) POCOCK STREET (i) prohibit eastbound vehicles except pedal cycles in that part of Pocock Street west of its junction with Great Suffolk Street from turning left into Great Suffolk Street; (ii) prohibit westbound vehicles except pedal cycles in that part of Pocock Street east of its junction with Great Suffolk Street from turning right into Great Suffolk Street; and (iii) prohibit vehicles other than pedal cycles from entering into that part of Great Suffolk Street north-west of its junction with Pocock Street;
- (r) RISBOROUGH STREET introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Union Street;
- (s) RUSHWORTH STREET (i) introduce a compulsory right turn for all vehicles except pedal cycles at its north-western junction with Webber Street; and (ii) introduce a compulsory left turn for all vehicles except pedal cycles at its south-eastern junction with Webber Street;
- (t) SILEX STREET introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Webber Street;
- (u) SOUTHWARK STREET (i) introduce 'ahead only' traffic working in both directions at its junction with Great Suffolk Street; and (ii) to prohibit vehicles other than pedal cycles from entering Great Suffolk Street;
- (v) STURGE STREET introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Great Suffolk Street;
- (w) SUMNER STREET prohibit vehicles other than pedal cycles from entering Great Suffolk Street;
- (x) SURREY ROW introduce one-way westbound traffic working with pedal cycle contra-flow between its junctions with Great Suffolk Street and Blackfriars Road, with a corresponding 'no entry except pedal cycles' restriction at its junction with Blackfriars Road and Boundary Row;
- (y) TREVERIS STREET introduce a compulsory left turn for all vehicles at its junction with Bear Lane;
- (z) UNION STREET introduce one-way eastbound traffic working with pedal cycle contra-flow between its junctions with Blackfriars Road and Great Guildford Street; and
- (aa) WEBBER STREET (i) introduce one-way westbound traffic working with pedal cycle contra-flow between its junctions with Great Suffolk Street and Blackfriars Road, with a corresponding 'no entry except pedal cycles' restriction at its eastern junction with Blackfriars Road, and (ii) remove a cycle lane in Webber Street on the east side of its junction with Blackfriars 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); and (2) Exemption to the moving restrictions described in the preceding, would be provided for emergency services vehicles.

3. For more information contact Colleen Gardner of the Council's Highways, Transport projects team - 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, 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 (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 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 quoting reference 'TMO2122-028_Great Suffolk Street' by 7 January 2022. 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 9 December 2021

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



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The London Borough of Southwark (Charged-for parking places)
(Great Suffolk Street Streetspace) Order 202*

Made: 202*

Coming into force: 202*

The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers 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) (Great Suffolk Street Streetspace) 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.

^a 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^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.

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 (Parking Places) (CPZ 'C1') (No. 3) Experimental Traffic Order 2020^c, 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 the existing items indicating the locations of two pay parking places in Lavington Street 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

^b LBS 2021/035

^c LBS 2020/217

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 two 'pay' parking places in Lavington Street south-west side complementary to Great Suffolk Street Streetspace, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The London Borough of Southwark (Loading Places)
(Great Suffolk Street Streetspace) Order 202*

Made: 202*

Coming into force: 202*

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

Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Loading Places) (Great Suffolk Street Streetspace) 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.

^a 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, 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^b; and

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

- 2.2 Any reference in this Order to any enactment 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 (Loading bays) (No. 7) Experimental Traffic Order 2020^c, and the London Borough of Southwark (Great Suffolk Street) (Map-based) (No. 1) Experimental Traffic Order 2021^d, 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 there were added to that map-based schedule the item indicating the location of a loading place in Lavington Street, 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.

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

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

Placing of traffic signs, etc

- 6.1 The Council shall:
 - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of the loading place designated by this Order;

^b LBS 2021/036

^c LBS 2020/218

^d LBS 2021/015

^e SI 2016/362

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

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

[signature here]

DALE FODEN

Head of Service, Highways

Environment and Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, amends items in the map-based schedule attached to the Order of 2021, so as to permanently provide a loading place in Lavington Street, operating Mon-Fri 7am to 7pm (max stay 40mins and no return within 2hrs), complementary to Great Suffolk Street Streetspace, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Prescribed Routes)
(Great Suffolk Street Streetspace) Traffic Order 202*

Made: 202*

Coming into force: 202*

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 6 and 124 of and Part IV of Schedule 9 to 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 Streetspace) Traffic Order 202* and shall come into force on 202*.

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

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 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.
- 13.3 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.

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.

Amendments to existing Orders and Revocations

30.1 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 Traffic (Prescribed Routes) (No. 8) Regulations 1953^d and the London Borough of Southwark (Prescribed routes) (Great Suffolk Street area) Experimental Traffic Order 2020^e hereby revoked in entirety; and
- (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.

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

[signature here]

DALE FODEN

Head of Service, Highways

Environment and Leisure

^d SI 1953/230

^e LBS 2020/216

^f LBS 2015/033

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, on a permanent basis and as part of Great Suffolk Street Streetspace:-

- (i) removes 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) reverses existing 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,

in the London Borough of Southwark.