

# Public notice

## North Peckham Healthy Streets – traffic calming, cycling and walking measures

*The London Borough of Southwark (Cycle Lanes) (Commercial Way area) Traffic Order 202\**

*The London Borough of Southwark (Waiting and loading restrictions) (North Peckham HS) (No. \*) Order 202\**

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above Orders under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The effect of the (Cycle Lanes) Order would be to provide new mandatory two-way cycle lanes, operational at any time, at the following locations:-
  - (a) COMMERCIAL WAY, the north-west side, aligned with the south-eastern edge of the north-western footway, having a width throughout of 3m and segregated from the adjoining motor vehicle traffic flow, by way of a kerb constructed in the carriageway, extending: (i) from the north-eastern kerb-line of Chandler Way to a point 6m south-west of the south-western kerb-line build-out of Pentridge Street; and (ii) from a point 5m north-east of the north-eastern kerb-line build-out of Pentridge Street to a point 30m north-east of that kerb-line build-out; and
  - (b) MOODY ROAD, the full width of the carriageway as extends from the south-eastern kerb-line of Commercial Way to a point 6m south-east of that kerb-line.
3. The effect of the (Waiting and loading restrictions) Order would be:-
  - (a) in COMMERCIAL WAY and MOODY ROAD, to update the layout of existing 'at any time' waiting restrictions so as to accommodate the provision of cycle lanes referred to in item 2 preceding, and pedestrian and pedestrian/cycle crossings referred to in item 4 following;
  - (b) to formalise existing 'at any time' waiting restrictions in PENTRIDGE STREET on both sides, 9m north of its junction with Commercial Way; and
  - (c) in COMMERCIAL WAY add 'at any time' loading restrictions (i) north-west side from the north-eastern kerb-line of Chandler Way to a point 6m south-west of the south-western kerb-line build-out of Pentridge a point 13m north-east of the north-eastern kerb-line build-out of Pentridge Street, and (ii) south-west side from a point 1m south-west of the common boundary of Nos. 30 and 32 Commercial Way to a point 18.5m north-east of the common boundary of Nos. 56 and 58 Commercial Way.
4. Southwark Council hereby GIVES FURTHER NOTICE that it proposes under section 23 of the Road Traffic Regulation Act 1984, the provision in COMMERCIAL WAY of:-
  - (a) a raised 'zebra' pedestrian crossing, the centre of which would be located at a point 15m south-west of the south-western kerb-line of Chandler Way, the 'controlled area' would be laid on both sides of the carriageway for a distance of 20m either side of this crossing; and
  - (b) a raised 'zebra' pedestrian crossing with parallel pedal cycle crossing facility, the centre of which would be located at the north-eastern kerb-line build-out of Moody Road, the 'controlled area' would be laid on both sides of the carriageway for a distance of up to 15m north-east of and 17m south-west of these crossings.
5. Southwark Council hereby GIVES FURTHER NOTICE under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (Road humps) Regulations 1999, that it proposes to construct speed tables of flat-top construction, having a maximum height level with the surrounding kerb, and covering the entire width of the carriageway at the following locations:-
  - (a) in CHANDLER WAY, extending from a point 4m south of the southern kerb-line of St George's Way (measured on the east side of Chandler Way) southward for a distance of 6m;
  - (b) in COMMERCIAL WAY:-
    - (i) at the 'zebra' pedestrian crossing referred to in item 4(a) preceding, extending from a point 10m south-west of the south-western kerb-line of Chandler Way south-westward for a distance of 10m;
    - (ii) at the 'zebra' pedestrian crossing with cycle crossing facility referred to in item 4(b) preceding, extending from a point 4.5m south-west of the south-western kerb-line of Moody Road north-eastward for a distance of 14m; and
    - (iii) within the segregated cycle lanes referred to in item 2(b) preceding, extending: (A) from a point 11m north-east of the north-eastern kerb-line of Chandler Way north-eastward for a distance of 32m; and (B) from a point 5m north-east of the north-eastern kerb-line of Pentridge Street north-eastward for a distance of 24.5m, including the south-western ramp, becoming contiguous at its north-eastern end with the speed table referred to in item 5(b)(ii) preceding; and

- (c) in MOODY ROAD, within the cycle lane referred to in item 2(b) preceding and contiguous with the speed table referred to in item 5(b)(ii) preceding, extending from the south-eastern kerb-line of Commercial Way south-eastward for a distance of 6m.

*Notes: (1) All measurements are in metres 'm' and are approximate. (2) In item 4 preceding, the 'controlled area' refers to 'zig-zag' markings (on which vehicles would be prohibited from stopping at all times), which would be laid on both sides of the carriageway for a distance either side of a crossing.*

6. For more information contact Lola Olanlokun of the Council's Highways, Transport projects team - [Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)
7. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of Southwark Council's reasons for making the Orders) may be found online at [www.southwark.gov.uk/trafficorders](http://www.southwark.gov.uk/trafficorders); paper or digital copies of plans showing the location and effect of the Orders and the supporting documents may be requested by emailing [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk), 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. Email [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) (or call 020 7525 3497) for booking details.
8. 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 '*TMO2122-045\_North Peckham HS*' by 17 March 2022. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.
9. Under requirements of current access to information legislation, any letter or e-mail sent to the Councils in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.

Dated 24 February 2022

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

# Statement of reasons

## North Peckham Healthy Streets – traffic calming, cycling and walking measures

*The London Borough of Southwark (Cycle Lanes) (Commercial Way area) Traffic Order 202\**

*The London Borough of Southwark (Waiting and loading restrictions) (North Peckham HS) (No. \*) Order 202\**

North Peckham Healthy Streets, is part of the wider 'healthy streets' Council initiatives, and focuses on areas within the Peckham ward, in the London Borough of Southwark.

The Council have recently introduced controlled parking zone 'R' in the North Peckham area, which has reduced parking pressures.

The Council is now proposing to implement pedestrian and cycling improvements at key junctions to make the area safer for all road users.

The objective of the scheme is to improve cycling and pedestrian facilities within the North Peckham area, by providing:-

- new segregated 2-way cycle lanes in the north-west side of Commercial Way between its junctions with Commercial Way and Moody Road, providing a safe place for cycling away from motor vehicle traffic;
- new segregated 2-way cycle lane comprising the full width of Moody Road at its junction with Commercial Way (said location currently being closed to all vehicles but a popular route for north/southbound pedal cycle users);
- new raised 'zebra' pedestrian crossing in Commercial Way west of Chandler Way to improve pedestrian provision;
- upgrade of existing 'zebra' pedestrian crossing in Commercial Way at Moody Road to a raised 'zebra' pedestrian crossing with parallel pedal cycle facility linking the new cycle lanes in Commercial Way and Moody Road;
- a new speed table in Chandler Way south of its junction with St George's Way, so as to reduce motor vehicle speeds where vehicles are diverted by the experimental closure of St George's Way;
- update lengths of 'at any time' waiting restrictions in Commercial Way, Moody Road, and Pentridge Street following the realignment of the carriageway and footway of those streets; and
- add 'at any time' loading restrictions in Commercial Way on both sides, between its junctions with Chandler Way and Moody Road.

<https://www.southwark.gov.uk/parking/parking-projects/north-peckham-healthy-streets>

Link to decision: <https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=7513>

For more information contact:-

**Lola Olanlokun**

Transport Projects

Highways

[Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK  
**TRAFFIC MANAGEMENT ORDER**

202\* No. 0\*\*

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The London Borough of Southwark (Cycle Lanes) (Commercial Way area) 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 section 6 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) (Commercial Way area) Traffic Order 202\* and shall come into force on 202\*.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

“carriageway” and “footway” have the same meaning as in section 329(1) of the Highways Act 1980<sup>b</sup>;

“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;

“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 Schedule 1 to the Traffic Signs Regulations and General Directions 2016<sup>c</sup>; 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.

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

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

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

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 lanes

3.1 No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane specified in the Schedule to this Order at any time.

#### Exemptions

4.1 Nothing in Article 3.1 of this Order shall apply in relation to:-

- (a) anything done with the permission or at the direction of a police constable in uniform;
- (b) any vehicle being used for ambulance, fire brigade or police purposes;
- (c) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a cycle lane of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003<sup>d</sup>); or the placing, maintenance or removal of any traffic sign in or adjacent to a cycle lane, if the vehicle cannot be used for that purpose in any other length of 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.

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

[signature here]

DALE FODEN

Head of Service, Highways  
Environment and Leisure

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

SCHEDULE – CYCLE LANES (see Article 3.1)

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Lengths of street</i>	<i>(3)</i> <i>Direction of travel and type of cycle lane</i>
1.	<p><b>COMMERCIAL WAY</b></p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the south-eastern edge of the north-western footway of Commercial Way and on the south-east by a segregating kerb constructed 2.6 metres south-east of and parallel to said kerb-line (measured at its north-eastern extent), as extends from the north-eastern kerb-line of Chandler Way to a point 6 metres south-west of the south-western kerb-line build-out of Pentridge Street.</p>	Two-way segregated cycle lane
2.	<p><b>COMMERCIAL WAY</b></p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the south-eastern edge of the north-western footway of Commercial Way and on the south-east by a segregating kerb constructed 2.6 metres south-east of and parallel to said kerb-line, as extends from a point 5 metres north-east of the north-eastern kerb-line build-out of Pentridge Street to a point 30 metres north-east of that kerb-line build-out.</p>	Two-way segregated cycle lane
3.	<p><b>MOODY ROAD</b></p> <p>the full width of the carriageway as extends from the south-eastern kerb-line of Commercial Way to a point 6 metres south-east of that kerb-line.</p>	Two-way segregated cycle lane

## EXPLANATORY NOTE

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

This Order introduces two-way segregated cycle lanes, operating at any time, in Commercial Way and Moody Road in the London Borough of Southwark, as part of 'North Peckham Healthy Streets'.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK  
**TRAFFIC MANAGEMENT ORDER**

202\* No. 0\*\*

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The London Borough of Southwark (Waiting and loading restrictions)  
(North Peckham HS) (No. \*) 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 and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Waiting and loading restrictions) (North Peckham HS) (No. \*) 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 waiting and loading restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular waiting and loading restrictions, 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 waiting or loading restrictions is depicted on the map-based schedule, that waiting restriction or loading restriction 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 waiting and loading 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>.

- 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.

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

- 3.1 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: -
  - (a) substituted in that map-based schedule the items indicating the location of waiting restrictions in Commercial Way, Moody Road, and Pentridge Street; and
  - (b) added to that map-based schedule the items indicating the location of loading restrictions in Commercial Way,

in the map-based schedule attached to this Order.

- 3.2 The amendments referred to in Article 3.1 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 and loading 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 or loading restriction identified in the map-based schedule and by way of the map schedule legend and marked out as a waiting or loading restriction shall be construed as through 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>b</sup> LBS 2021/036

## EXPLANATORY NOTE

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

This Order amends existing items in the map-based schedule attached to the Order of 2021, so as to:-

- (a) provide an updated depiction of lengths of 'at any time' waiting restrictions in Commercial Way, Moody Road, and Pentridge Street following the realignment of the carriageway and footway of those streets; and
- (b) to add 'at any time' loading restrictions in Commercial Way

in the London Borough of Southwark, as part of 'North Peckham Healthy Streets'.