

LONDON BOROUGH OF SOUTHWARK

BEDALE STREET AREA TRIAL

The London Borough of Southwark (Charged-for parking) (Bedale Street Area) Experimental Traffic Order 2025
The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Bedale Street Area) Experimental Traffic Order 2025

1. Southwark Council hereby GIVES NOTICE that on 6 November 2025 it made the above Experimental Traffic Management Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984, as amended. The Experimental Traffic Management Orders come into force on 13 November 2025.
2. The effects of the Experimental Traffic Orders, the intention of which is to trial the provision of measures that will make the Bedale Street area safer for pedestrians by providing more usable footway areas and reducing potential conflict with vehicular traffic, will be, by way of experiment:-
 - (a) to suspend the use of two existing loading only places ('loading bays') and add new trial 'at any time' ('AAT') waiting restrictions (double yellow lines 'DYLs') with contiguous loading restrictions (double kerb blips 'DKBs') (i) in BEDALE STREET south-west side o/s Nos. 8 metres ('m') in length, and (ii) in CATHEDRAL STREET north-west side 17.5m in length;
 - (b) in STONEY STREET suspend the use of three existing Disabled Persons' Parking Places ('DPPPs') each 6m in length (a total of 18m) south-east side opposite Nos. 14-17 Stoney Street and add a trial 'loading bay' 18m in length operating 'AAT' every day of the week at this location;
 - (c) in PARK STREET add three new trial 'unlimited stay' 'DPPPs' (each 6m in length) operating 'AAT' every day of the week south-east side o/s Nos. 1-5 Park Street;
 - (d) within the existing Controlled Parking Zone 'C1' in PARK STREET south-east side o/s Nos. 3-9 Park Street (i) to suspend the use of an existing 13m permit holders' only parking place ('permit bay'), and (ii) to add a new trial 'permit bay' (10m in length) at a new location 9.5m south-west of the existing location;
 - (e) on both sides in BEDALE STREET between the north-western kerb-line build-out of Borough High Street and its junction with Cathedral Street (as much as is highway owned and maintained by the London Borough of Southwark), and in CATHEDRAL STREET between its junction with Bedale Street and a point 6.5m south-west of the south-western kerb-line of Winchester Walk amend existing 'DYLs' to accommodate trial kerb-line build-outs ('footway widening');
 - (f) add new trial 'DYLs' with contiguous 'DKBs' (i) in BEDALE STREET south-west side o/s No. 2 to 4 Bedale Street (4m) and north-east side south of its junction with Cathedral Street (22.5m), (ii) in CATHEDRAL STREET south-east side north of its junction with Bedale Street (22m), (iii) in STONEY STREET south-east side north-east of its junction with Park Street (7m), and (iv) in WINCHESTER WALK north-east side o/s Nos. 15 and 16 Winchester Walk (32m);
 - (g) introduce trial 'DKBs' on existing 'DYLs' and suspend all existing 'timed loading restrictions (single kerb blips 'SKBs') (i) on both sides in BEDALE STREET between the north-western kerb-line build-out of Borough High Street and its junction with Cathedral Street (as much as is highway owned and maintained by the London Borough of Southwark), (ii) on both sides in CATHEDRAL STREET between its junction with Bedale Street and a point 3m south-west of the south-western kerb-line of Winchester Walk (south-west side) and a point 1m north-east of a point opposite the north-eastern kerb-line of Winchester Walk (north-east side), (iii) in WINCHESTER WALK north-east side between its junction with Winchester Square and its junction with Cathedral Street, and south-west side for 10m south-east of its junction with Stoney Street and for 10m north-west of its junction with Cathedral Street; and
 - (h) suspend the use of existing 'DYLs' with contiguous 'SYLs' (i) in PARK STREET south-east side (a total of 16m) to accommodate trial parking and kerb-line changes, and (ii) in STONEY STREET south-west side (4m) to accommodate trial kerb-line changes.
3. 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 (Traffic calming) Regulations 1999, propose 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 in (the measurements below include the ramps and any existing traffic calming measures at the exact locations above will be refreshed and replaced):-
 - (a) in CATHEDRAL STREET 16m south-west of the south-western kerb-line of Winchester Walk extending south-westward for a distance of 8.5m;
 - (b) in BEDALE STREET 16m north-west common boundary of Nos. 2 to 4 and 5 Bedale Street extending north-westward for a distance of 10m; and
 - (c) in BEDALE STREET 20m north-west of the north-western kerb-line build-out of Borough High Street boundary of No. 1 Bedale Street extending north-westward for a distance of 15m.
4. For more information contact the Council's Highways team Highways@southwark.gov.uk
5. Copies of the Experimental Traffic Management Orders, which will come into force on 13 November 2025 (and can remain in force for up to 18 months from that date: until 18 May 2027), together with copies of the supporting documents (this Notice and a statement of the Council's reasons for making the Orders) may be found online at <https://consultation.appyway.com/southwark>; and paper or digital copies showing the location and effect plans showing the location and effect of the Orders and the supporting documents may be requested by emailing traffic.orders@southwark.gov.uk, or inspected by appointment only at: Highways, Southwark Council, Environment, Sustainability & Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH. Email traffic.orders@southwark.gov.uk (or call 077 3132 4742) for booking details.
6. The Council will in due course be considering whether the provisions of these Experimental Traffic Management Orders should be continued in force indefinitely, by means of permanent Traffic Management Orders made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the Experimental Traffic Management Orders being made permanent, or make any other representation regarding the scheme would have 6 months to do so, from the date the Experimental Traffic Management Order/s come into force (or, if the Experimental Traffic Management Order/s are varied by a subsequent Order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation Order/s or modification comes into force), and may use our online consultation portal <https://consultation.appyway.com/southwark>, or send a statement in writing to Traffic Order Consultations, Highways, Southwark Council, Environment, Sustainability & Leisure, P.O. Box 64529, London SE1P 5LX or traffic.orders@southwark.gov.uk quoting reference 'TMO2526-EXP01_Bedale St area trial'. Please note that if you wish to object to making the trial measures permanent you must state the grounds on which your objection is made.
7. Under requirements of current access to information legislation, any letter, form 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.
8. Any person desiring to question the validity of the Experimental Traffic Management Order/s or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with in relation to the Experimental Traffic Management Order/s may, within six weeks of the date on which the Experimental Traffic Management Order/s were made, make application for the purpose to the High Court.

Dated 6 November 2025

Steven Grayer Interim Head of Service - Highways, Environment, Sustainability & Leisure