

LONDON BOROUGH OF SOUTHWARK
MINOR TRAFFIC SCHEMES – 25/26 TRANCHE 2

The London Borough of Southwark (Charged-for parking places) (MTS 2526-T2) Order 2026
The London Borough of Southwark (Free parking places, Loading places and Waiting, Loading and Stopping restrictions) (MTS 2526-T2) Order 2026
The London Borough of Southwark (Prescribed routes) (Love Walkway) Traffic Order 2026

1. GIVES NOTICE that on 22 January 2026 it has made 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.
2. The effect of the (*Prescribed routes*) Order is to implement a 'no cycling' restriction in LOVE WALKWAY (which lies between the south-western kerb-line of Camberwell Road and the north-eastern kerb-line of Grove Lane) to restrict any pedal cycles and e-bikes from using this passage making the area safer for pedestrians. The restriction would also apply to e-scooters being used in the TfL-led trials, and there would be no exemptions.
3. The effects of the (*Charged-for parking places*) Order are:-
 - (a) in Controlled Parking Zone ('CPZ') 'G' in BEVINGTON STREET north-west side between its junction with Chambers Street and its junction with Scott Lidgett Crescent convert two existing permit-holders' and 'Pay by Phone' ('shared-use') parking places (a total of 85 metres 'm' in length) to new 'stop and shop' parking in which either:- vehicles may be left free of charge for up to 30mins, or vehicles which have paid the parking charge of (currently) £8.80 per hour or £12.80 per hour for diesel vehicles may be left for up to 4hrs, the first 30mins of which parking session would be free of charge, provided no vehicle may return to a parking place within the same 24-hour period, between the hours of 8.30 am and 11 pm on every day of the week;
 - (b) in CPZ 'M2' in BOUNDARY LANE (i) south-east side relocate an existing cycle hangar (north-east of its junction with Camberwell Road) to a new location on the north-west side opposite No. 18 Boundary Lane, and (ii) reduce existing 'shared-use' by 3m north-west side opposite No. 18 Boundary Lane (15m remain);
 - (c) in CPZ 'NC' in GROSVENOR TERRACE south-east side opposite Nos. 146 to 156 Grosvenor Terrace split and reduce existing permit-holders' only parking ('permit') by 4.5m south-east side opposite Nos. 146 to 156 Grosvenor Terrace (a total of 40.5m remain) to accommodate a new cycle hangar in the carriageway at this location (the existing cycle hangar formerly on the footway at the junction of Grosvenor Terrace and Grosvenor Park);
 - (d) in CPZ 'OKR' (i) in GALLEYWALL ROAD north-east side opposite Nos. 82 and 88 Galleywall Road reduce existing 'shared-use' by 15m (22.5m remain), and (ii) in SANDGATE STREET south-west side opposite the vehicular access to No. 57 Sandgate Street reduce existing 'shared-use' by 6m (21m remain) – which will be converted to new free solo motorcycle parking;
 - (e) in CPZ 'PR' in LYNDHURST GROVE north-east side opposite its junction with Azenby Road (i) reduce existing 'shared-use' by 3.5m (21.5m remain), and (ii) add a new cycle hangar 2.55m in length;
 - (f) in CPZ 'PW' (i) relocate an existing cycle hangar from OXENFORD STREET north-west side (side of No. 105 Copleston Road) to a new location in EVERTHORPE ROAD south-west side at the rear of Nos. 113 and 115 Copleston Road, (ii) in EVERTHORPE ROAD south-west side at the rear of Nos. 113 and 115 Copleston Road split and reduce existing 'permit' by 4.5m (a total of 94.5m remain), and (iii) in OXENFORD STREET increase existing 'permit' by 2.5m north-west side at the original location of the cycle hangar (new bay length will be 41.5m);
 - (g) in CPZ 'RV' in SWAN ROAD north-east side on the side of No. 170 Rotherhithe Street (i) relocate an existing cycle hangar north-westward by 14.5m, and (ii) to accommodate the relocation of the cycle hangar, amend the length of an existing 'permit' by 3.5m at both ends of this bay (no parking will be lost at this location the length will remain 13.5m);
 - (h) in CPZ 'T' in PECKHAM PARK ROAD north-west side o/s No. 120 Peckham Park Road reduce existing 'shared-use' by 5m (22.5m remain); and
 - (i) the Council will amend the Traffic Management Order map-based schedule in CPZ 'SEB' in ST JAMES'S ROAD south-east side to add 80m of existing 'shared-use' between its junction with Blue Anchor Lane and Alexis Street (this is an administrative exercise; no physical changes will be made in St James's Road at this location).
4. The effects of the (*Free parking places, Loading places and Waiting, Loading and Stopping restrictions*) Order are:-
 - (a) in SANDGATE STREET south-west side opposite the vehicular access to No. 57 Sandgate Street add 6m new free motorcycle only parking;
 - (b) in LORDSHIP LANE north-west side o/s Nos. 118-124 evens Lordship Lane remove 17.5m existing free 'short stay' parking place and add 17.5m new 'at any time' waiting restrictions (double yellow lines 'DYLs');
 - (c) in CRYSTAL PALACE ROAD west side o/s No. 56 Crystal Palace Road remove 7m of existing DYLs;
 - (d) convert existing 'timed' waiting restrictions (single yellow lines 'SYLs') to new DYLs in (i) COPPERFIELD STREET on all sides at its junction with Pepper Street (a combined total of 16.5m), and (ii) in PEPPER STREET on both sides throughout its entirety (a combined total of 132.5m);
 - (e) in ABBOTSWOOD ROAD add new lengths of 'at any time' loading restrictions (double kerb blips 'DKBs') on existing 'DYLs' south-east of its junction with Edgar Kail Way (a combined total of 34.5m);
 - (f) in SWAN ROAD north-east side on the side of No. 170 Rotherhithe Street relocate an existing cycle 1m length of existing DYLs north-westward by 14.5m;
 - (g) add new lengths or extend existing lengths of 'DYLs' (i) in ABBOTSWOOD ROAD west side o/s No. 6, south-east and north-east side o/s Nos. 3-29 odds, north-east side on the side of No. 1 Talbot Road, south-west side o/s Nos. 28-34 evens, south-east side o/s No. 39, and north-west side o/s Nos. 58-62 evens (a combined total of 171m), (ii) in ALLEYN PARK south-west side o/s No. 31 Alleen Park (a combined total of 12m), (iii) in BOUNDARY LANE south-east side north-east of its junction with Camberwell Road (2.5m), and north-west side opposite No. 18 Boundary Lane (1m), (iv) in BURROW ROAD north-west side o/s No. 1 and Nos. 29 and 31, and south-east side either side of its junction with Buxted Road (a combined total of 34m), (v) in BUXTED ROAD on both sides south-east of its junction with Burrow Road (a combined total of 16m), (vi) in DAYTON GROVE east side opposite Nos. 21 and 22 (10m), (vii) in EVERTHORPE ROAD south-west side at the rear of Nos. 113 and 115 Copleston Road (a combined total of 2m), (viii) in FARQUHAR ROAD south-west side north-west of its junction with Tylney Avenue (4m), (ix) in GALLEYWALL ROAD north-east side opposite Nos. 82 and 88 (15m), (x) in GROSVENOR TERRACE south-east side opposite Nos. 146 to 156 (a combined total of 2m), (xi) in HAWKSLADE ROAD north-east side opposite No. 4 (3m), (xii) in HOLLYDALE ROAD south-west side o/s Nos. 45-53 odds (20m), (xiii) in LYNDHURST GROVE north-east side opposite its junction with Azenby Road (1m), (xiv) in NUNHEAD GROVE south-west side over the vehicular access to No. 56 (5m), (xv) in PECKHAM PARK ROAD north-west side o/s No. 120 (5m), (xvi) in PECKHAM RYE south-west side o/s Nos. 234 and 238 (13.5m), (xvii) in SHAW ROAD on both sides north-west of its junction with Abbotswood Road (a combined total of 16.5m), (xviii) in TALBOT ROAD on both sides north-east of its junction with Abbotswood Road (a combined total of 20m), and (xix) in YORK GROVE west side o/s No. 31 (7m);
 - (h) the Council will make changes in the street to more closely match the Traffic Management Orders in LYNDHURST GROVE to correct a street-lining error north-east side opposite its junction with Azenby Road, a length of DYLs will be removed and the corresponding length of existing 'shared-use' parking will be replaced at this physical location; and
 - (i) the Council will amend the Traffic Management Order map-based schedule in ST JAMES'S ROAD south-east side to add 53.5m existing DYLs between a point 7m north of the northern kerb-line of Lynton Road and a point 66.5m north of that kerb-line (this is an administrative exercise; no physical changes will be made in St James's Road at this location).

NOTES: (1) 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone (CPZ) listed; 'shared-use' refers to parking places in which holders of a valid permit for the CPZ listed or 'pay' paid ticket holders are permitted to park within the permitted hours. (2) In reference to 'stop and shop' pay parking mentioned in item 3(a), a parking session must be registered with the Council's 'Pay by Phone' provider to obtain the 30 minutes free of charge parking in addition to a longer charged-for stay. The 'Pay by Phone' provider will calculate the total parking charge for the parking session payable automatically upon registering. (3) 'SYLs' refer to timed waiting restrictions, 'DYLs' refer to 'at any time' waiting restrictions, and 'DKBs' refer to 'at any time' loading restrictions. (4) All measurements are in metres 'm' and are approximate. (5) Parking charges are listed on www.southwark.gov.uk/parking
5. Copies of the Orders, which will come into force on 26 January 2026, and of all other relevant documents are available for inspection at Highways, Southwark Council, Environment, Sustainability & Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH, by appointment only. E-mail traffic.orders@southwark.gov.uk or call 077 3132 4742 for booking details.
6. Any person desiring to question the validity of the 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 Order/s may, within six weeks of the date on which the Order was made, make application for the purpose to the High Court.