

LONDON BOROUGH OF SOUTHWARK

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1)
(LOWER ROAD, REDRIFF ROAD, ROTHERHITHE OLD ROAD)

(TEMPORARY RESTRICTION OF TRAFFIC, TEMPORARY PROHIBITED TURNS)

1. The Council of the London Borough of Southwark hereby gives notice that to continue the operation of cycle lanes and the operation of prohibited turns, it has made an order under section 14 of the Road Traffic Regulation Act 1984, the effect of which is to prohibit vehicular traffic from entering parts of the above named roads as detailed in the schedule to this notice and to prohibit turns detailed within this order.
2. The effect of the order would be:
 - 2.1 No person causing any vehicle, except pedal cycles, to proceed in a north-eastbound direction in Culling Road shall, upon reaching its junction with Lower Road, cause that vehicle to turn right into Lower Road.
Provided that nothing in this Article shall apply to a pedal cycle entering into the cycle lane referred to in item 2 of the Schedule to this Order.
 - 2.2 No person causing any vehicle to proceed in a north-westbound direction in Lower Road shall, upon reaching its junction with Neptune Street, cause that vehicle to turn right into Neptune Street.
 - 2.3 No person causing any vehicle to proceed in a south-westbound direction in Neptune Street shall, upon reaching its junction with Lower Road, cause that vehicle to turn right into Lower Road.
 - 2.4 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.
 - 2.5 Exempt pedal cycles from the prohibited right turn from Redriff Road onto Lower Road.
 - 2.6 Exempt pedal cycles from the prohibited right turn from Ann Moss Way onto Lower Road, allowing access to the southbound cycle lane.
3. Nothing in Articles 2.1, 2.2 and 2.3 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 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. Nothing in Article 2.4 of this Order shall apply in relation to any vehicle entering into a cycle lane specified in the Schedule to this Order, insofar as the design of any segregating measures in place in relation to that cycle lane physically allows such activity, for as long as is necessary:-
 - (a) to enable access to or exit from any road adjoining that cycle lane, or to enable access to or exit from any premises adjoining that cycle lane by way of a vehicular access or footway crossover, provided that, in both cases, the vehicle leaves the cycle lane immediately thereafter;
 - (b) to enable a person to board or alight from the vehicle;
 - (c) 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;
 - (d) for the purpose of collecting refuse; or
 - (e) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011d) provided the vehicle bears the livery of a universal postal service provider.
5. Definitions and Interpretation
 - (a) "motor vehicle" has the same meaning as in section 136(1) of the Road Traffic Regulation Act 1984;
 - (b) "pedal cycle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016 ;
 - (c) causing includes permitting;
 - (d) "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;
6. This order under section 14(1) Road Traffic Regulation Act 1984 would be in place from the 29th of May 2026 for up to 6 months, until the 28th of November 2026.
7. Further information may be obtained by contacting Road Network Management at ttmo@southwark.gov.uk

Dated this 21st of May 2026

Ian Law
Traffic Manager, London Borough of Southwark,
Network Management, Environment, Neighbourhoods and Growth
160 Tooley Street, PO Box 64529, London, SE1 5LX
Ref: LBSLR11A1

Schedule

(1) Item	(2) Lengths of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
1.	LOWER ROAD all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by a line drawn 3.5 metres north-east of and parallel to the south-western kerb-line of Lower Road, as extends from a point 4 metres south-east of the south-eastern kerb-line of Gomm Road to a point 34.5 metres south-east of that kerb-line.	two-way mandatory segregated cycle lane	At any time
2.	LOWER ROAD all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road on the north-east by the south-western edge of the island site located to the north-west of its junction with Orange Place, as extends from a point 27 metres north-west of the north-western kerb-line of Orange Place to a point 3.5 metres north-west of that kerb-line.	two-way mandatory segregated cycle lane	At any time
3.	LOWER ROAD all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by a line drawn 3 metres north-east of and parallel to the south-western kerb-line of Lower Road, as extends from a point 3 metres south-east of the south-eastern kerb-line of Orange Place to a point 12 metres north-west of the north-western kerb-line of Hawkstone Road.	two-way mandatory partially-segregated cycle lane	At any time
4.	LOWER ROAD all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by the south-eastern edge of the site located to the south-east of its junction with Rotherhithe Old Road and subsequently by a line drawn 3 metres north-east of and parallel to the south-western kerb-line of Lower Road, as extends from a point 2.5 metres south-east of the north-westernmost wall of Surrey Quays London Overground Station to a point 1.5 metres south-east of the common boundary of Nos. 128 and 130-132 Lower Road.	two-way mandatory segregated cycle lane	At any time
5.	LOWER ROAD all that part of the north-eastern side of the carriageway as is bounded on the north-east by the north-eastern kerb-line of Lower Road and on the south-west by a line drawn 3 metres south-west of and parallel to the north-eastern kerb-line of Lower Road, as extends from the north-western wall of Nos. 187-207 Lower Road to a point 25 metres south-east of the north-western wall of Nos. 187-207 Lower Road.	two-way mandatory segregated cycle lane	At any time
6.	LOWER ROAD all that part of the north-eastern side of the carriageway as is bounded on the north-east by the north-eastern kerb-line of Lower Road and on the south-west by a line drawn 3 metres south-west of and parallel to the north-eastern kerb-line of Lower Road, as extends from a point 2 metres south-east of the north-western wall of No. 229 Lower Road to a point 11.5 metres north-west of the north-western kerb-line of Plough Way.	two-way mandatory partially-segregated cycle lane	At any time
7.	LOWER ROAD all that part of the north-eastern side of the carriageway as is bounded on the north-east by the north-eastern kerb-line of Lower Road and on the south-west by a line drawn 3 metres south-west of and parallel to the north-eastern kerb-line of Lower Road, as extends from a point 7.5 metres south-east of the south-eastern kerb-line of Plough Way to a point 4 metres north-west of the north-western kerb-line of Chilton Grove.	two-way mandatory segregated cycle lane	At any time
8.	LOWER ROAD all that part of the north-eastern side of the carriageway as is bounded on the north-east by the north-eastern kerb-line of Lower Road and on the south-west by a line drawn 3 metres south-west of and parallel to the north-eastern kerb-line of Lower Road, as extends from a point 5.5 metres south-east of the south-eastern kerb-line of Chilton Grove to a point 5 metres north-west of the north-western kerb-line of Croft Street.	two-way mandatory segregated cycle lane	At any time
9.	REDRIFF ROAD all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Redriff Road and on the north-west by a line drawn 2 metres north-west of and parallel to the south-eastern kerb-line of Redriff Road, as extends from a point 30 metres north-east of the north-eastern kerb-line of Lower Road to the north-eastern kerb-line of Lower Road.	south-westbound mandatory with-flow segregated cycle lane	At any time
10.	ROTHERHITHE OLD ROAD all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western edge of the westernmost island site located at its junction with Hawkstone Road, and on the north-east by a line drawn 1.5 metres north-east of and parallel to the south-western edge of the westernmost island site located at its junction with Hawkstone Road, as extends from a point 10 metres south-east of the south-eastern kerb-line of Hawkstone Road north-westward for a distance of 10 metres.	north-westbound mandatory with-flow segregated cycle lane	At any time