

Public notice

Dynamic loading places

The London Borough of Southwark (Dynamic loading places) (No. 2) Experimental Traffic Order 2023

1. Southwark Council hereby GIVES NOTICE that on 5 October 2023 it has made the above experimental Order under sections 9 and 10 of the Road Traffic Regulation Act 1984.
 2. The effects of the experimental Order, the intention of which is to trial the introduction of a new type of loading facility on the highway – which may be pre-booked online or via a software application by the user (an ‘authorised permit holder’) in respect of a specific vehicle, location and time period, thereby improving availability and turnover of kerbside loading at times and locations of peak demand whilst providing greater flexibility during off-peak periods, will be:-
 - (a) to make provision for the application for and grant of permits in respect of certain vehicles for the purpose of permitting waiting for the purpose of loading, and loading in designated dynamic loading places, or where applicable, by virtue of an exception to waiting or waiting and loading restrictions, whilst those permits remain valid, and to set the terms and conditions of use and charges for those permits;
 - (b) to designate new dynamic loading places, for the use of authorised permit holders only at all times, at the following locations:-
 - (i) WALWORTH ROAD north-east side, from a point 55.5 metres south-east of the south-eastern kerb-line of Browning Street south-eastward for a distance of 6.5 metres;
 - (ii) WALWORTH ROAD north-east side, from a point 62 metres south-east of the south-eastern kerb-line of Browning Street south-eastward for a distance of 6.5 metres;
 - (iii) WALWORTH ROAD north-east side, from a point 68.5 metres south-east of the south-eastern kerb-line of Browning Street south-eastward for a distance of 6.5 metres;
 - (iv) WALWORTH ROAD south-west side, from a point 18 metres south-east of the south-eastern kerb-line of Manor Place south-eastward for a distance of 7 metres; and
 - (v) WALWORTH ROAD south-west side, from a point 25 metres south-east of the south-eastern kerb-line of Manor Place south-eastward for a distance of 14 metres.
- Notes: (1) existing ‘any vehicle’ loading places at the locations described above would be suspended for the duration of this trial; and (2) all measurements are in metres and are approximate; and*
- (c) to amend the provisions of the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021, so as to provide an exception to waiting or waiting and loading restrictions at certain locations at certain times in relation to authorised permit holders vehicles – known as ‘virtual dynamic loading places’.
3. Permits for the use of dynamic loading places or for exception to waiting or waiting and loading restrictions in relation to authorised permit holders vehicles shall be granted free of charge during the trial period with validity periods of either 15 minutes, 30 minutes or 1 hour, according to availability.
4. For more information on the background and implementation of the experimental Order and operation of the dynamic loading places and exceptions for authorised permit holders’ vehicles, contact the Council’s Highway team - Highways@southwark.gov.uk
5. Copies of the Order, which will come into force on 12 October 2023 (and may remain in force for up to 18 months from that date), this notice, and a statement of the council’s reasons for making the Order may be found online www.southwark.gov.uk/trafficorders; paper or digital copies of plans showing the location and effect of the Order and the supporting documents may be requested by emailing traffic.orders@southwark.gov.uk, or inspected by appointment only at: Highways, Southwark Council, Environment, Neighbourhoods and Growth Department, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH. Email traffic.orders@southwark.gov.uk (or call 020 7525 3497) for booking details.
6. The Council will in due course be considering whether the provisions of the experimental order should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent order or make any other representation regarding the scheme would have 6 months to do so,

from the date the experimental order comes into force (or, if the order is 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 or modification comes into force), and may send a statement to traffic.orders@southwark.gov.uk or to: Traffic Order consultations, Highways, Southwark Council, Environment, Neighbourhoods and Growth Department, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices quoting reference '*TMO2324-EXP04_Dynamic loading Walworth*'. Please note that if you wish to object to the scheme you must state the grounds on which your objection is made.

7. 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.
8. Anyone wishing to question the validity of the Order or of any provision 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 have not been complied with in relation to the Order may, within 6 weeks of the date on which the Order were made, make application for the purpose to the High Court.

Dated 5 October 2023

Dale Foden - Head of Service, Highways

Statement of reasons

Dynamic loading places



The London Borough of Southwark (Dynamic loading places) (No. 2) Experimental Traffic Order 2023

The intention of the above experimental traffic order is to trial the introduction of a new type of loading facility on the highway – which may be pre-booked online or via a software application by the user (an ‘authorised permit holder’) in respect of a specific vehicle, location and time period, thereby improving availability and turnover of kerbside loading at times and locations of peak demand whilst providing greater flexibility during off-peak periods.

Southwark Council will trial, by way of an experiment, 5 new dynamic loading places, for the use of authorised permit holders only at all times, in Walworth Road (across 2 locations) within the North Walworth ward, in the London Borough of Southwark.

The experimental traffic order will provide for the application for and grant of permits for use in new ‘dynamic loading places’ – which will be signed and permit validity indicated by way of a new ‘e-ink’ variable message sign, and, where applicable, for use as exception to waiting or waiting and loading restrictions at certain locations – known as ‘virtual dynamic loading places’, at certain times.

Pre-booking of permits for use in the dynamic loading places, or for eligibility for the exception to waiting or waiting and loading restrictions, will be undertaken by way of an online process or via a software application provided by the Council’s partnering service provider, Grid Smarter Cities. For more information as to how this will work please use the [link to website - Kerb](#).

Permits will be granted free of charge for the duration of this trial.

These measures are subject to an experimental Traffic Management Order (TMO). A TMO is the legal mechanism the council, as traffic authority, uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

The experimental TMO will be enforceable for a period up to 18 months to allow the assessment of any impact the measures might have on the area and surrounding roads, and to revise the scheme if necessary within that time. A review will be carried out to assess the initial success of the scheme and whether the measures should be made permanent.

Link to the decision details:

[Decision - Implementation of trial of Bookable Loading Bays - Southwark Council](#)

Dated 5 October 2023

For more information contact:-

Highways

Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2023 No. 066

The London Borough of Southwark (Dynamic loading places) (No. 2)
Experimental Traffic Order 2023

Made: 5 October 2023

Coming into force: 12 October 2023

Expires: 25 April 2025

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 9 and 10 of 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 (Dynamic loading places) (No. 2) Experimental Traffic Order 2023, shall come into force on 12 October 2023, and will expire on 25 April 2025.

Interpretation

- 2.1 In this Order:-

“authorised agent” means the parking services contractor appointed by and acting on behalf of the Council for the purposes of the supervision and enforcement of the provisions of this Order;

“authorised permit holder” means a person to whom a permit has been granted in respect of a specific vehicle, a specific dynamic loading place or specific location, and a specific time period, under the provisions of Article 16 of this Order;

“authorised permit holders vehicle” means a vehicle in respect of which a permit has been granted under the provisions of this Order, whilst that permit is valid;

“Council” means the Council of the London Borough of Southwark;

“dynamic loading place” means an area on a highway designated as a parking place reserved for loading and unloading by authorised permit holders only, under the provisions of this Order;

“e-ink sign” means an electronic sign with variable text placed in or in the vicinity of a dynamic loading place for the purpose of indicating the specific authorised permit holders vehicle or vehicles permitted to use that dynamic loading place during a specific time period;

“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;

^a 1984 c.27

"goods" means goods of any kind whether animate or inanimate and includes postal packets of any description; and "delivering" and "collecting" in relation to any goods includes checking the goods for the purpose of their delivery or collection;

"goods vehicle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^b;

"hand-held device", means a portable computing device which can transmit data to and receive data from the Council or authorised agent's electronic permits record-keeping system for the purposes of verifying if valid permits have been granted in respect of vehicles waiting either: in any dynamic loading place specified in Schedule 1 to this Order, or by virtue of Articles 19.2 and 19.3 of the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021^c, as amended by Article 17.1 of this Order;

"map-based schedule" and "map schedule legend" have the same meaning as in either the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021^d, or the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021, as the context requires;

"motor cycle" has the same meaning as in section 136 of the Road Traffic Regulation Act 1984;

"passenger vehicle" means a motor vehicle (other than a motor cycle) constructed or adapted solely for the carriage of not more than twelve passengers (exclusive of the driver) and their effects and not drawing a trailer;

"permitted hours" means at any time;

"service provider" means the organisation appointed by the Council to manage the application for and grant of permits for use of dynamic loading places and to transmit such information to the Council or authorised agent's electronic permits record-keeping system; and

"valid" in relation to a permit granted under the provisions of this Order in respect of a vehicle waiting either: in a dynamic loading place, or by virtue of Articles 19.2 and 19.3 of the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021 as amended by Article 17.1 of this Order, means:-

- (a) the vehicle so waiting is the vehicle in respect of which the permit has been granted; and
- (b) the dynamic loading place or location is the dynamic loading place or location in respect of which the permit has been granted; and
- (c) the time period during which the vehicle is waiting is the time period in respect of which the permit has been granted.

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.

^b SI 2016/362

^c LBS 2012/036

^d LBS 2021/035

Amendment or suspension of existing provisions

- 3.1 Whilst 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 the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, loading and Stopping Restrictions) (Map-based) Order 2021, as amended, shall have effect as though the existing items indicating the location of loading places (as defined in that Order) in Walworth Road in the map-based schedule attached to that Order at the dynamic loading place locations specified in Schedule 1 to this Order, were suspended.

Designation of dynamic loading places

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in column (2) of Schedule 1 to this Order is designated as a dynamic loading place.
- 4.2 Unless otherwise so identified, a dynamic 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 reserved for loading and unloading as specified in the Traffic Signs Regulations and General Directions 2016.

Vehicles for which dynamic loading places are designated

- 5.1 Each dynamic loading place designated by this Order may be used, subject to the provisions of this Order, for waiting for the purpose of loading or unloading during the permitted hours of such vehicles of the following class, that is: passenger vehicles, goods vehicles and motor cycles as are authorised permit holders vehicles.

Indications by hand-held device in respect of vehicles waiting in dynamic loading places

- 6.1 At all times during which a vehicle is waiting in a dynamic loading place during the permitted hours, there shall be an indication via hand-held device that a permit has been granted in respect of that vehicle and that dynamic loading place under the provisions of this Order, and that the permit is valid.

Manner of standing in a dynamic loading place

- 7.1 Every vehicle waiting in a dynamic loading place in accordance with the foregoing provisions of this Order, shall so stand wholly within the limits of the dynamic loading place (or part thereof) in relation to which a permit has been granted in respect of that vehicle under the provisions of Article 16, and either:-
- (a) in the case of a dynamic loading place in relation to which special provisions as to the manner of standing of a vehicle in that dynamic loading place is identified on the highway by means of appropriate road markings or the placing of an appropriate sign nearby, or both, as to be in accordance with that identification or sign, or both; or
 - (b) in the case of any other dynamic loading place:
 - (i) if the dynamic loading place is not in a one-way street, that the left or near-side of the vehicle is adjacent to the left-hand edge of the carriageway;
 - (ii) if the dynamic loading place is in a one-way street, that the left or near-side of the vehicle is adjacent to the left-hand edge of the carriageway or that the right or off-side of the vehicle is adjacent to the right-hand edge of the carriageway;
 - (iii) that the distance between the edge of the carriageway and the nearest wheel of the vehicle is not more than 300 millimetres; and
 - (iv) that every part of a vehicle is within the limits of a dynamic loading place.

Alteration of position of a vehicle in a dynamic loading place

- 8.1 Where any vehicle is standing in a dynamic loading place in contravention of the provisions of Article 7.1, a civil enforcement officer may alter or cause to be altered the position of the vehicle in order that its position shall comply with those provisions.

Removal of a vehicle from a dynamic loading place

- 9.1 Where a civil enforcement officer is of the opinion that any of the provisions contained in this Order have been contravened or not complied with in respect of a vehicle waiting in a dynamic loading place, they may remove or cause to be removed the vehicle from the dynamic loading place and, where it is so removed, shall provide for the safe custody of the vehicle.

Movement of a vehicle in a dynamic loading place in an emergency

- 10.1 A police constable in uniform or a civil enforcement officer may, in case of emergency, move or cause to be moved to any place they think fit, any vehicle left in a dynamic loading place.

Restriction on the use of a dynamic loading place

- 11.1 During the permitted hours no person shall use any dynamic loading place or any vehicle while it is in a dynamic loading place in connection with:-
- (a) the sale or offering or exposing for sale of any goods to any person in or near the dynamic loading place or in connection with the selling or offering for sale of their skill in handicraft or their services in any other capacity:
 - Provided that nothing in sub-paragraph (a) preceding shall prevent the sale or offering or exposing for sale of goods from a vehicle if the vehicle is an authorised permit holders vehicle and the goods are immediately delivered at or taken into premises adjacent to the vehicle from which the sale is effected; or
 - (b) the carrying out of any work or construction or repair of any vehicle, except as may be necessary to enable the vehicle to be removed from the dynamic loading place.

Restriction on waiting by a vehicle in a dynamic loading place

- 12.1 Notwithstanding the foregoing provisions of this Order any vehicle may wait during the permitted hours in any part of a dynamic loading place if the use of that part of that dynamic loading place has not been suspended, and if:
- (a) the vehicle is waiting in a dynamic loading place for a period not exceeding two minutes, or such longer period as a police constable in uniform or a civil enforcement officer may approve to enable a person to board or alight from the vehicle or load thereon or unload therefrom their personal luggage:

Provided that if the said person is a person suffering from any disability or injury which seriously impairs their ability to walk or who is blind, the vehicle may wait for as long as may be necessary to enable that person to board or alight from the vehicle or load thereon or unload therefrom their personal luggage; or
 - (b) the vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond their control or to such waiting being necessary in order to avoid an accident; or
 - (c) the vehicle is being used for fire brigade, ambulance or police purposes or, not being a passenger vehicle, is being used in the service of a local authority in pursuance of statutory powers or duties provided that in all circumstances it is reasonably necessary in the exercise of such powers or in the performance of such duties for the vehicle to wait in the dynamic loading place in which it is waiting; or
 - (d) the vehicle is waiting for only so long as may be necessary to enable it to be used in connection with the removal of any obstruction to traffic; or
 - (e) the vehicle is being used by a universal service provider for the provision of a universal postal service and is waiting in a dynamic loading place; or
 - (i) while postal packets addressed to premises adjacent to the dynamic loading place in which the vehicle is waiting are being unloaded from the vehicle or, having been unloaded therefrom are being delivered; or
 - (ii) while postal packets are being collected for loading on the vehicle from premises or posting boxes adjacent to the dynamic loading place in which the vehicle is waiting or, having been so collected, are being loaded thereon; or
 - (f) the vehicle, not being a passenger vehicle, is waiting in a dynamic loading place only for so long as may be reasonably necessary to enable it to be used for any purpose specified in Article 14.1(b); or
 - (g) the vehicle is waiting with the written consent of the Council or authorised agent and such conditions and requirements as they may impose are being complied with.
- 12.2 Except as provided by this Order, the driver or person in charge of a vehicle shall not cause or permit that vehicle to wait in a dynamic loading place during the permitted hours.
- 12.3 Nothing in the foregoing provisions of this Order shall be taken as authorising anything which would be a contravention of any Regulations made or having effect as if made under section 25 of the Road Traffic Regulation Act 1984.
- 12.4 The driver of a vehicle waiting in a dynamic loading place by virtue of the provisions of Article 12.1 shall cause it so to stand in accordance with the provisions of Article 7.1.

Engines to be turned off whilst vehicles are stationary

- 13.1 Notwithstanding the foregoing provisions of this Order, no person shall cause or permit any vehicle to wait in any dynamic loading place specified in Schedule 1 to this Order, unless the driver of the vehicle shall turn off the engine of that vehicle as soon as the vehicle is in position and stationary in the dynamic loading place and shall not start the engine again except when about to change the position of the vehicle or depart from the dynamic loading place.
- 13.2 Save as provided in Article 13.1, the driver of a vehicle shall, when the vehicle is stationary, stop the action of any machinery attached to, or forming part of the vehicle, so far as may be necessary for the prevention of noise or of exhaust emissions (as defined in regulation 3 of the Road Vehicles (Construction and Use) Regulations 1986^e - as amended by the Road Vehicles (Construction and Use) (Amendment) Regulations 1998^f).
- 13.3 The provisions of Article 13.1 and 13.2 do not apply:
- (a) when the vehicle is stationary owing to the necessities of traffic; or
 - (b) so as to prevent the examination or working of the machinery where the examination is necessitated by any failure or derangement of the machinery or where the machinery is required to be worked for a purpose other than driving the vehicle; or
 - (c) in respect of a vehicle propelled by gas produced in plant carried on the vehicle, to such plant; or
 - (d) to any vehicle being used for police, fire brigade or ambulance purposes.

Power to suspend the use of a dynamic loading place

- 14.1 Any person duly authorised by the Council or the Commissioner of Police of the Metropolis may suspend the use of a dynamic loading place or any part thereof whenever they consider such suspension reasonably necessary:
- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
 - (b) for the purpose of any building operation, demolition or excavation adjacent to the dynamic loading place, the maintenance, improvement or reconstruction of the highway or the cleansing of gullies in or adjacent to the dynamic loading place, the laying, erection, alteration or repair in or adjacent to the dynamic loading place of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications network (as defined in section 32 of the Communications Act 2003^g); or the placing, maintenance or removal of any traffic sign;
 - (c) for the convenience of occupiers of premises adjacent to the dynamic loading place on any occasion of the removal of furniture to or from one office or dwelling house adjacent to the dynamic loading place from or to a depository, another office or dwelling house;
 - (d) on any occasion when it is likely by reason of some special attraction that any street will be thronged or obstructed; or
 - (e) for the convenience of occupiers of premises adjacent to the dynamic loading place at times of weddings or funerals, or on any other special occasions.
- 14.2 A police constable in uniform may suspend for not more than seven days the use of a dynamic loading place or any part thereof whenever they consider such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.
- 14.3 Any person, civil enforcement officer or police constable suspending the use of a dynamic loading place or any part thereof in accordance with the provisions of Article 14.1 or 14.2, as the case may be, shall thereupon place or cause to be placed in or adjacent to that dynamic loading place or that part thereof, as the case may be, the use of which is suspended, a traffic sign indicating that waiting by all vehicles is prohibited.

^e SI 1986/1078

^f SI 1998/1

^g 2003 c.21

14.4 No person shall cause or permit a vehicle to wait in a dynamic loading place or any part thereof during such period as there is in or adjacent to that dynamic loading place or that part thereof a traffic sign placed in pursuance of Article 14.3:

Provided that nothing in this paragraph shall apply:

- (i) in respect of any vehicle being used for fire brigade, ambulance or police purposes or any vehicle which is waiting for any reason specified in Article 12.1 (b), (d), or (e); or
- (ii) to anything done with the permission of the person suspending the use of the dynamic loading place or part thereof in pursuance of Article 14.1, or a police constable in uniform or a civil enforcement officer.

Placing of traffic signs, etc

15.1 The Council shall:

- (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each dynamic loading place designated by this Order;
- (b) place and maintain in or in the vicinity of each dynamic loading place, traffic signs indicating that such dynamic loading place may be used during the permitted hours for the waiting for the purpose of loading and unloading only of the vehicles specified in Article 5.1 of this Order;
- (c) place and maintain in or in the vicinity of each dynamic loading place an e-ink sign indicating that such dynamic loading place may be used by certain authorised permit holders vehicles at certain times by way of indicating which permits granted in respect of those vehicles are valid and the time periods during which those permits are valid, in respect of that dynamic loading place; and
- (d) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a dynamic loading place.

Application for, grant and validity of permits for the use of dynamic loading places

16.1 Any person or organisation may apply to the Council or authorised agent for the grant of a permit for use in respect of a vehicle of the class specified to in Article 5.1, and a specific dynamic loading place and time period and any such application shall be made online by way of a webpage, or a software application, or both, provided and maintained by the service provider, and shall include such particulars and information required by such webpage or software application to be supplied, and shall be accompanied by the remittance of the relevant charge (if applicable) specified in Schedule 2.

Providing that any quota of permits for use in dynamic loading places, or a specific loading place or a specific time period, as the case may be, granted to any applicant, which the Council may from time to time resolve to limit, has not been exceeded.

16.2 The Council or authorised agent or service provider may at any time require either an applicant for a permit for the use of a dynamic loading place, or permit holder, as the case may be, to produce to an officer of the Council or a representative of the authorised agent or service provider such evidence in respect of an application for a permit for the use of a dynamic loading place made to them as they may reasonably call for to verify any particulars or information given to them, or in respect of any permit granted by them as they may reasonably call for to verify that the permit is valid.

16.3 Upon receipt of an application duly made under the foregoing provisions of this Article and upon receipt of the appropriate charge (if applicable) specified in Schedule 2, the Council or authorised agent or service provider, upon being satisfied that the applicant is a resident, shall grant to the applicant in a permit for the use of a dynamic loading place during the permitted hours of a vehicle of the class specified in Article 5.1 in a specific dynamic loading place during the specific time period to which such permit relates.

16.4 A permit granted under the provisions of this Article shall be deemed valid in respect of the dynamic loading place specified and during the time period specified at time of application for the permit only, and shall cease to be valid at the expiration of said time period.

- 16.5 Where a permit granted in respect of a vehicle under the provisions of this Article is due to expire under the provisions of Article 16.4, and there is availability at the dynamic loading place being used by that vehicle, an authorised permit holder may apply for an extension of the validity period of that permit to include an additional time period, by way of the mechanism for application for a permit referred to in Article 16.1.

Exceptions to waiting and loading restrictions at certain locations in respect of authorised permit-holders vehicles

- 17.1 Whilst 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, the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, loading and Stopping Restrictions) (Map-based) Order 2021 shall have effect as though, after sub-paragraph (h) of Article 19.1 of that Order there were inserted the following text as Articles 19.2 and 19.3:-
- “19.2 The restrictions imposed by Part IV of this Order shall not apply in relation to an authorised permit holders vehicle, waiting for the purpose of loading or unloading that vehicle in a specified part of a restricted street in respect of which an exception has been provided by the Council or authorised agent in respect of that vehicle and part of a restricted street, and time period, said exception being indicated via hand-held device, that a permit granting such an exception has been granted in respect of that vehicle and part of a restricted street and time period under the provisions of that Order, and that the permit is valid.
- 19.3 For the purpose of Article 19.2 preceding, the expressions “authorised permit holders vehicle”, “hand-held device”, “permit” and “valid” shall have the same meanings as those assigned to them in the London Borough of Southwark (Dynamic loading places) (No. 1) Experimental Traffic Order 2022.”

Contravention of this Order

- 18.1 If a vehicle is left in a dynamic loading place without complying with the provisions of this Order, then a contravention of, or failure to comply with, the provisions of this Order shall be deemed to have occurred.

Power to modify or suspend this Order

- 19.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Council’s Head of Service, Highways, Environment and Leisure (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^h) may, if it appears to them or to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this fifth day of October 2023



DALE FODEN
Head of Service, Highways
Environment, Neighbourhoods and Growth

^h 2004 c.18

SCHEDULE 1 - DYNAMIC LOADING PLACES

(1)	(2)
<i>No. of dynamic loading place</i>	<i>Designated dynamic loading place</i>
1.	WALWORTH ROAD north-east side, from a point 55.5 metres south-east of the south-eastern kerb-line of Browning Street south-eastward for a distance of 6.5 metres.
2.	WALWORTH ROAD north-east side, from a point 62 metres south-east of the south-eastern kerb-line of Browning Street south-eastward for a distance of 6.5 metres.
3.	WALWORTH ROAD north-east side, from a point 68.5 metres south-east of the south-eastern kerb-line of Browning Street south-eastward for a distance of 6.5 metres.
4.	WALWORTH ROAD south-west side, from a point 18 metres south-east of the south-eastern kerb-line of Manor Place south-eastward for a distance of 7 metres.
5.	WALWORTH ROAD south-west side, from a point 25 metres south-east of the south-eastern kerb-line of Manor Place south-eastward for a distance of 14 metres.

SCHEDULE 2 – PERMIT CHARGES

<i>(1)</i> <i>Period for which a permit is applied for</i>	<i>(2)</i> <i>Charge</i>
0 to 15 minutes	Free of charge
15 to 30 minutes	Free of charge
30 minutes to one hour	Free of charge

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment provides for the designation of a new type of pre-booked loading place, known as a dynamic loading place, and provides for the grant of permits for the use thereof, and designates 5 such dynamic loading places in Walworth Road (across 2 sites), in the London Borough of Southwark.