

Public notice

Walworth Streets for People: Newington Pocket Parks

*The London Borough of Southwark (Charged-for parking places) (Newington Pocket Parks) Order 202**

*The London Borough of Southwark (Free parking places and Waiting restrictions) (Newington Pocket Parks) Order 202**

*The London Borough of Southwark (Prescribed routes) (Newington Pocket Parks) Traffic Order 202**

1. Southwark Council hereby GIVES NOTICE that it proposes to make 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 effects of the (Charged-for parking places) Order would be to:-
 - (a) within CPZ 'E' (i) in ALBERTA STREET south-east side opposite No. 26 Alberta Street remove 23.5m existing 'permit' parking, (ii) in AMBERGATE STREET (north-easternmost north-west to south-east arm) south-west side on the side of Nos. 43 to 47 Alberta Street reduce existing 'permit' by 0.5m (67m remain), (iii) in PENTON PLACE north-east side opposite No. 40 Penton Place reduce in length existing 'permit' by 4m (30.5m remain), south-west side o/s No. 40 Penton Place remove 6m existing 'permit' parking, and (iv) in PENTON PLACE amend length to 5m an existing 'car club only' parking place south-west side o/s No. 40 Penton Place and relocate this bay north-westward by 7m; and
 - (b) within CPZ 'J' (i) in CHAPTER ROAD north-east side opposite No. 28 Chapter Road, remove 16.5m existing 'permit', (ii) in LORRIMORE SQUARE (south-east of its north-westernmost junction with Chapter Road) north-west side o/s Nos. 50/63/64 Lorrimore Square reduce in length existing 'permit' by 10m (46.5m remain), and south-east side opposite Nos. 50/63/64 Lorrimore Square reduce in length existing 'permit' by 9.5m (20m remain).
3. The effects of the (Prescribed routes) Traffic Order would be to consolidate and make amendments to certain Walworth area prescribed route restrictions as described below:-
 - (a) to amend the extent of existing 'no motor vehicles' restrictions to accommodate kerb-line build-outs, and introduce two-way cycle tracks for the use of cycles only, in (i) that part of ALBERTA STREET which lies between its junction with Braganza Street and a point 20m north-east of the north-eastern kerb-line build-out of Braganza Street (there will continue to be no access for motor vehicles from Braganza Street into Alberta Street), and (ii) that part of AMELIA STREET which lies between its junction with Penton Place and a point 13m north-east of the north-eastern kerb-line build-out of Penton Place;
 - (b) to clarify 'no motor vehicles' restriction in PENTON PLACE, where there will no access for motor vehicles from Penton Place into Amelia Street;
 - (c) remove an existing point road closure in CHAPTER ROAD at the north-western kerb-line of the north-westernmost north-east to south-west arm of Lorrimore Square, and to introduce a 'no motor vehicles' restriction and a two-way cycle track for the use of cycles only in that part of CHAPTER ROAD which lies between the common boundary of Nos. 26 and 28 Chapter Road and a point 11m south-east of that common boundary, with priority given to south-eastbound vehicles in Chapter Road, over north-eastbound vehicles in Lorrimore Square.

All new and amended 'no motor vehicles' restrictions mentioned above would be operational 'at any time' and all days of the week. Exemptions would be provided for emergency services vehicles and for vehicles used for road maintenance or cleansing purposes. The restrictions would be indicated by traffic signs.
4. The effects of the (Free parking places and Waiting restrictions) Order would be:-
 - (a) in BRAGANZA STREET north-east side o/s No. 3 Braganza Street (i) reduce in length by 5m an existing free 'short stay' parking place (5m remain), and (ii) install a new loading bay for the use of loading only 5m in length and operating 'at any time' and every day of the week (max stay 1hr);
 - (b) amend existing and add new DYLS to accommodate kerb-line changes and the introduction of two-way cycle tracks, or to accommodate parking changes:- (i) in ALBERTA STREET all sides between the north-eastern kerb-line build-out of Braganza Street and a point 20m north-east of that kerb-line build-out (a total of 38m removed and 5m added) and south-east side opposite No. 26 Alberta Street (23.5m added), (ii) AMBERGATE STREET (north-easternmost north-west to south-east arm) south-west side on the side of Nos. 43 to 47 Alberta Street (0.5m added), (iii) in AMELIA STREET all sides in between its junction with Penton Place and a point 13m north-east

of the north-eastern kerb-line build-out of Penton Place (total of 24m removed and 8m added), (iv) in BERRYFIELD ROAD north-west side, south-west of its junction with Penton Place (1.5m added), (v) in BRAGANZA STREET north-east side across its junction with Alberta Street (7.5m added) and south-west side o/s No. 8 Braganza Street (1.5m added), (vi) in CHAPTER ROAD all sides between the north-western kerb-line of its north-westernmost north-east to south-west arm of Lorrimore Square and o/s No. 26 Chapter Road (total of 17m removed and total of 26.5m added), (vii) in LORRIMORE SQUARE (north-westernmost north-east to south-west arm) on both sides o/s Nos. 50/63/64 Lorrimore Square (total of 19.5m added), and (viii) in PENTON PLACE on both sides o/s No. 40 Penton Place (total of 1.5m removed and total of 24m added);

- (c) convert existing SYLs into DYLS (i) in ALBERTA STREET south-east side opposite No. 26 Alberta Street (2.5m), and (ii) at the junction of BERRYFIELD ROAD north-west side and PENTON PLACE south-west side (a total of 11m); and
- (d) in CHAPTER ROAD formalise 11m existing DYLS north-east side opposite No. 26 Chapter Road, and in DE LAUNE STREET south-east side formally amend the layout of existing DYLS at its junction with Braganza Street.

NOTES: (1) 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone (CPZ) listed. (2) 'SYLs' refer to timed waiting restrictions and 'DYLS' refer to 'at any time' waiting restrictions. (3) All measurements are in metres 'm' and are approximate. (4) Parking charges are listed on www.southwark.gov.uk/parking

- 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 (Traffic calming) Regulations 1999, propose to construct speed tables of flat-top construction having a maximum height of 100 millimetres and covering the entire width of the carriageway or cycle tracks, (i) in ALBERTA STREET extending from the north-eastern kerb-line build-out of Braganza Street north-eastward for a distance of 7m including both ramps, (ii) in AMBERGATE STREET extending from the south-eastern kerb-line of Alberta Street south-eastward for a distance of 5.5m including both ramps, (iii) in AMELIA STREET extending from the north-eastern kerb-line build-out of Penton Place north-eastward for a distance of 9m including both ramps, (iv) in BRAGANZA STREET extending from a point 2.5m north-west of the common boundary of Nos. 2 and 4 Braganza Street south-eastward for a distance of 8m including both ramps and (v) in CHAPTER ROAD extending from the common boundary of Nos. 26 and 28 Chapter Road south-eastward for a distance of 11m including both ramps.

Any existing speed tables or road humps at the locations of the above-mentioned measures would be replaced.

- 6. For more information about these proposals please contact Bryn Lockwood of the council's Highways – Transport Projects team Highways@southwark.gov.uk.
- 7. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of the Council's reasons for making the Orders) may be found online at 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, or inspected by appointment only at: Highways, Southwark Council, Environment, Neighbourhoods and Growth, 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 (or call 020 7525 3497) for booking details.
- 8. Anyone wishing to make any representations either for or to object to the proposals, may use our consultation portal at <https://consultation.appyway.com/southwark>; or send a statement in writing to: Traffic Order Consultations, Highways, Southwark Council, Environment, Neighbourhoods and Growth, P.O. Box 64529, London SE1P 5LX or traffic.orders@southwark.gov.uk quoting reference 'TMO2324-021 Newington Pocket Parks' by 14 March 2024. 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, 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.

Dated 22 February 2024

Dale Foden - Head of Service, Highways

Statement of reasons

Walworth Streets for People: Newington Pocket Parks

*The London Borough of Southwark (Charged-for parking places) (Newington Pocket Parks) Order 202**

*The London Borough of Southwark (Free parking places and Waiting restrictions) (Newington Pocket Parks) Order 202**

*The London Borough of Southwark (Prescribed routes) (Newington Pocket Parks) Traffic Order 202**

The scheme proposes changes in Alberta Street, Ambergate Street, Amelia Street, Berryfield Road, Braganza Street, Chapter Road, De Laune Street, Lorrimore Square, and Penton Place within the Newington ward, in the London Borough of Southwark.

The purpose of the project is to transform the public realm and re-purpose the streets of the Newington area to create four 'Pocket Parks' to support 'play-on-the-way' features and greening within the low-traffic neighbourhoods, as part of the Council's 'Streets for People' initiative.

The locations of the four 'Pocket Parks' (Alberta Street junction with Braganza Street and junction with Ambergate Street; Amelia Street junction with Penton Place; and Chapter Road at the north-westernmost junction with Lorrimore Square) have been selected as they are on key routes for young people on their journey to schools and parks across the Newington ward.

Implementing the four 'Pocket Parks' will encourage play and physical activity for young people, provide a place to socialise, build stronger communities and enhance mental wellbeing. The kerb-line changes and added cycle tracks will create safe walking and cycling routes across Newington, and planted elements are proposed make the streets better adapted to climate change with rain-gardens to help with drainage and more trees and greenery to improve air quality.

In summary, the proposals are:

- (1) to implement kerb-line build-outs at the junctions around the new 'pocket parks' and amend existing or add new 'at any time' waiting restrictions (double yellow lines) in Alberta Street, Ambergate Street, Amelia Street, Berryfield Road, Braganza Street, Chapter Road, De Laune Street, Lorrimore Square, and Penton Place to accommodate the changes which will widen the footways and create more kerb space. In some cases, existing timed waiting restrictions (single yellow lines) will be converted into 'at any time' waiting restrictions to provide further junction protection;
- (2) to make amendments to existing road closures in Alberta Street and in Amelia Street, at the locations proposed for the new 'pocket parks', to amend the extent of existing 'no motor vehicles' restrictions to accommodate the kerb-line build-outs and to introduce two-way cycle tracks with new flat-topped speed tables for the use of cycles only, which will allow designated cycle routes and control cycle speeds. Existing 'at any time' waiting restrictions will be removed from the area of the new two-way cycle tracks;
- (3) an existing road closure in Chapter Road at the north-westernmost junction with Lorrimore Square will be removed and replaced with a new part road closure with 'no motor vehicles' restrictions to accommodate the kerb-line build-outs and a new two-way cycle track with a new flat-topped speed table for the use of cycles only, (vehicle priority will be given to south-eastbound motor vehicles in Chapter Road, over north-eastbound motor vehicles in Lorrimore Square) which will improve access. Existing 'at any time' waiting restrictions will be removed from the area of the new two-way cycle track;

All new and amended 'no motor vehicles' restrictions mentioned above would be operational 'at any time' and all days of the week. Exemptions would be provided for emergency services vehicles and for vehicles used for road maintenance or cleansing purposes. The restrictions would be indicated by traffic signs.
- (4) necessary changes within Controlled Parking Zones 'E' and 'J' in Alberta Street, Ambergate Street, Chapter Road, Lorrimore Square, and Penton Place will be to remove a total length of 46 metres of 'permit-holders only' parking places and to reduce existing 'permit-holders only' parking places by a total of 24 metres (a total of 163.5 metres of these reduced bays would remain), which will facilitate the kerb-line changes for the new 'pocket parks'.

Additionally, one existing 'car club only' parking place will be shortened to a length of 5 metres and relocated north-westward by 7 metres in Penton Place;

- (5) 5 metres of existing free 'short stay' parking place will be removed in Braganza Street north-east side o/s No. 3 Braganza Street and replaced with a new loading only bay (operating 'at any time' every day of the week, with a maximum stay of 1 hour); and
- (6) the Council will take the opportunity to formalise 11 metres of existing 'at any time' waiting restrictions in Chapter Road (opposite No. 26 Chapter Road).

Link to decision: [Decision - Walworth Streets for People - Amelia Street, Alberta Street and Chapter Road Pocket Parks - Southwark Council](#)

Dated 22 February 2024

For more information contact:

Highways

Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Charged-for parking places)
(Newington Pocket Parks) Order 202*

Made: 202*

Coming into force: 202*

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 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, 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 (Charged-for parking places) (Newington Pocket Parks) Order 202* and shall come into force on xx xxxx 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 parking place designated by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place 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 parking place is depicted on the map-based schedule, that parking place will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

“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 parking place designated by this Order and, where appropriate, certain of its governing provisions;

^a 1984 c.27

"the Order of 2021" means the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021^b; and

"traffic sign" means a sign of any size, type and colour prescribed or authorised under, or having effect as though prescribed or authorised under, section 64 of the Road Traffic Regulation Act 1984.

- 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:-
 - (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The amendment 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.

Designation of parking place and application of the Order of 2021 thereto

- 4.1 Each area on a street identified the map-based schedule as a parking place and, where applicable, by way of the map schedule legend as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of parking place, is designated as a parking place.
- 4.2 Unless otherwise so identified, a parking 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 as specified in the Traffic Signs Regulations and General Directions 2016^c.
- 4.3 The provisions of the Order of 2021 (other than Articles 4 and 19) shall apply to the area designated as a parking place by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order.

Placing of traffic signs, etc

- 5.1 The Council shall:
 - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of the parking place designated by this Order;
 - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 5.1, 5.2 and 5.9 of the Order of 2021; and
 - (c) place and maintain in or in the vicinity of each pay parking place a traffic sign indicating that such parking place may be used by vehicles making payment of the parking charge by

^b LBS 2021/035

^c SI 2016/362

way of the electronic payment system; and the location identification number of such parking place or part thereof; and

- (d) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

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

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

EXPLANATORY NOTE

(This note is not part of the Order)

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

- (a) within CPZ 'E' (i) in Alberta Street south-east side opposite No. 26 Alberta Street remove 23.5m existing 'permit' parking, (ii) in Ambergate Street (north-easternmost north-west to south-east arm) south-west side on the side of Nos. 43 to 47 Alberta Street reduce existing 'permit' by 0.5m (67m remain), and (iii) in Penton Place north-east side opposite No. 40 Penton Place reduce in length existing 'permit' by 4m (30.5m remain), south-west side o/s No. 40 Penton Place remove 6m existing 'permit' parking;
- (b) in Penton Place amend length to 5m an existing 'car club only' parking place south-west side o/s No. 40 Penton Place and relocate this bay north-westward by 7m; and
- (c) within CPZ 'J', (i) in Chapter Road north-east side opposite No. 28 Chapter Road remove 16.5m existing 'permit', (ii) in Lorrimore Square (south-east of its north-westernmost junction with Chapter Road) north-west side o/s Nos. 50/63/64 Lorrimore Square reduce in length existing 'permit' by 10m (46.5m remain), and south-east side opposite Nos. 50/63/64 Lorrimore Square reduce in length existing 'permit' by 9.5m (20m remain),

so as to accommodate kerb-line build-outs and new road closures with segregated cycle tracks in the London Borough of Southwark, as part of the Walworth 'Streets for People' Newington Pocket Parks Scheme.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. 0xx

The London Borough of Southwark (Free parking places and Waiting restrictions)
(Newington Pocket Parks) Order 202*

Made: xx xxx 202*

Coming into force: xx xxx 202*

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^a, 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 (Free parking places and Waiting restrictions) (Newington Pocket Parks) Order 202* and shall come into force on xx xxxx 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, by-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 parking places designated by this Order, and the waiting restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place or waiting restriction 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 parking place or waiting restriction is depicted on the map-based schedule, that parking place or waiting restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

“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 parking places designated by this Order, and the waiting restrictions imposed by this Order and, where appropriate, certain of their governing provisions; and

^a 1984 c.27

"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^b.

- 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:-
- (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The amendment 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.

Designation of parking places and application of the Order of 2021 thereto

- 4.1 Each area on a street identified the map-based schedule as a parking place by way of the map schedule legend as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of parking place is designated as a parking place.
- 4.2 Unless otherwise so identified, a parking 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 as specified in the Traffic Signs Regulations and General Directions 2016^c.
- 4.3 The provisions of the Order of 2021 (other than Articles 4 and 15) shall apply to the area designated as a parking place by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order.

Placing of traffic signs, etc

- 5.1 The Council shall:
- (a) place and maintain traffic signs indicating the limits of each parking place;
 - (b) place and maintain, in or in the vicinity of each parking place, traffic signs indicating that such parking place used during the permitted hours for the leaving only of the vehicles specified in Article 5.1 of the Order of 2021; and
 - (c) carry out such other work as is reasonably required for the purposes of the satisfactory operation of a parking place.

^b LBS 2021_036

^c SI 2016/362

Waiting restrictions applicable in restricted streets

- 6.1 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 restriction identified in the map-based schedule and by way of the map schedule legend and marked out as a waiting restriction shall be construed as through it were a restricted street referred to in the Order of 2021.

Dated this xxxxxxxxxxxx day of xxxx 202*

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

EXPLANATORY NOTE

(This note is not part of the Order)

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

- (a) remove 5m of existing free 'short stay' parking place in Braganza Street north-east side o/s No. 3 Braganza Street and replace with a 5m new loading only bay operating 'at any time' and every day of the week (max stay 1hr);
- (b) amend existing or add new 'at any time' waiting restrictions (DYLs) to accommodate changes to parking and to amend the layout to accommodate kerb-line build-outs and new segregated cycle tracks in (i) in Alberta Street all sides between the north-eastern kerb-line build-out of Braganza Street and a point 20m north-east of that kerb-line build-out (a total of 38m removed and 5m added) and south-east side opposite No. 26 Alberta Street (23.5m added), (ii) Ambergate Street (north-easternmost north-west to south-east arm) south-west side on the side of Nos. 43 to 47 Alberta Street (0.5m added), (iii) in Amelia Street all sides in between its junction with Penton Place and a point 13m north-east of the north-eastern kerb-line build-out of Penton Place (total of 24m removed and 8m added), (iv) in Berryfield Road north-west side, south-west of its junction with Penton Place (1.5m added), (v) in Braganza Street north-east side across its junction with Alberta Street (7.5m added) and south-west side o/s No. 8 Braganza Street (1.5m added), (vi) in Chapter Road all sides between the north-western kerb-line of its north-westernmost north-east to south-west arm of Lorrimore Square and o/s No. 26 Chapter Road (total of 17m removed and total of 26.5m added), (vii) in Lorrimore Square (north-westernmost north-east to south-west arm) on both sides o/s Nos. 50/63/64 Lorrimore Square (total of 19.5m added), and (viii) in Penton Place on both sides o/s No. 40 Penton Place (total of 1.5m removed and total of 24m added);
- (c) existing timed waiting restrictions (SYLs) will be converted into DYLs (i) in Alberta Street south-east side opposite No. 26 Alberta Street (2.5m), and (ii) at the junction of Berryfield Road north-west side and Penton Place south-west side (a total of 11m); and
- (d) formalise 11m existing DYLs north-east side opposite No. 26 Chapter Road, and in De Laune Street formally amend the layout of existing DYLs south-east side at its junction with Braganza Street,

in the London Borough of Southwark, as part of the Walworth 'Streets for People' Newington Pocket Parks Scheme.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Prescribed routes) (Newington Pocket Parks) Traffic Order 202*

Made: xx xxxxxxxx 202*

Coming into force: xx xxxxxxxx 202*

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^a, 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 (Prescribed routes) (Newington Pocket Parks) Traffic Order 202* and shall come into force on xx xxxxxxxx 202*.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

“Alberta Street cycle route” means the entirety of the carriageway of the part of Alberta Street which lies the north-eastern kerb-line build-out of Braganza Street and a point 20 metres north-east of that kerb-line build-out, and which provides a separate two-way carriageway for the use of pedal cycles only;

“Amelia Street cycle route” means the entirety of the carriageway of the part of Amelia Street which lies the north-eastern kerb-line build-out of Penton Place and a point 13 metres north-east of that kerb-line build-out, and which provides a separate two-way carriageway for the use of pedal cycles only;

“Chapter Road cycle route” means the entirety of the carriageway of the part of Chapter Road which lies (as measured from the south-west side) between the common boundary of Nos. 26 and 28 Chapter Road and a point 11 metres south-east of that common boundary, and which provides a separate two-way carriageway for the use of pedal cycles only;

“enactment” means any enactment, whether public general or local, and includes any order, by-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

“kerb-line” means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

“motor vehicle” has the same meaning as in section 136 of the Road Traffic Regulation Act 1984;

^a 1984 c.27

“pedal cycle” has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^b;

“prescribed street” for the purposes of Article 4.1(d) of this Order means the part of street referred to in Articles 3.1 to 3.5 of this Order; 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.

- 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.

Prescribed routes

- 3.1 No person shall cause any motor vehicle to enter into or proceed in that part of Alberta Street which lies the north-eastern kerb-line build-out of Braganza Street and a point 20 metres north-east of that kerb-line build-out, or the Alberta Street cycle route.
- 3.2 No person causing any motor vehicle to proceed in Braganza Street shall, upon reaching its junction with Alberta Street, cause that motor vehicle to enter into Alberta Street, or the Alberta Street cycle route.
- 3.3 No person shall cause any motor vehicle to enter into or proceed in that part of Amelia Street which lies the north-eastern kerb-line build-out of Penton Place and a point 13 metres north-east of that kerb-line build-out, or the Amelia Street cycle route.
- 3.4 No person causing any motor vehicle to proceed in Penton Place shall, upon reaching its junction with Amelia Street, cause that motor vehicle to enter into Amelia Street, or the Amelia Street cycle route.
- 3.5 No person shall cause any motor vehicle to enter into or proceed in that part of Chapter Road which lies (as measured from the south-west side) between the common boundary of Nos. 26 and 28 Chapter Road and a point 11 metres south-east of that common boundary, or the Chapter Road cycle route. Priority is given to any vehicle travelling in a south-eastbound direction in Chapter Road, over any vehicle travelling in a north-eastbound direction in Lorrimore Square.

Exemptions

- 4.1 Nothing in Articles 3.1 to 3.5 of this Order shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform; or
 - (b) any vehicle being used for ambulance, fire brigade or police purposes; or
 - (c) 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; or
 - (d) 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 (as defined in section 32 of the Communications Act 2003^c); 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 thereof; or
 - (e) any vehicle being used for the purpose of maintenance, improvement, re-construction, cleansing or lighting of that part of street; or
 - (f) a refuse collection vehicle being operated by the Council or its appointed contractor, whilst being used for the purpose of refuse collection at premises located within a prescribed street.

^b SI 2016/362

^c 2003 c.21

Revocations

5.1 Without prejudice to anything done or any liability incurred in respect of any act or omission before the coming into force of this Order:-

- (a) the London Borough of Southwark (Prescribed routes) (Chapter Road area) Traffic Order 2022^d, shall have effect as though Articles 3.3 and 3.4 therein are omitted; and
- (b) the London Borough of Southwark (Prescribed Routes) (Alberta Street and Braganza Street) (No. 2) Experimental Traffic Order 2020^e, the London Borough of Southwark (Prescribed routes) (Alberta Street and Braganza Street) Traffic Order 2022^f, the London Borough of Southwark (Prescribed routes) (Amelia Street) Experimental Traffic Order 2021^g, the London Borough of Southwark (Prescribed routes) (Amelia Street) Traffic Order 2022^h, are hereby revoked.

Dated this xxxxxxxx day of xxxxxxxxxxxx 202*

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

^d LBS 2022/053

^e LBS 2020/127

^f LBS 2022/048

^g LBS 2021/042

^h LBS 2022/067

EXPLANATORY NOTE

(This note is not part of the Order)

This Order consolidates and make amendments to certain Walworth area prescribed route restrictions, on a permanent basis in the London Borough of Southwark, as part of the Walworth 'Streets for People' Newington Pocket Parks Scheme, as described below:-

- (a) to amend the extent of existing 'no motor vehicles' restrictions to accommodate kerb-line build-outs, and introduce two-way cycle tracks for the use of cycles only, in the part of Alberta Street which lies between its junction with Braganza Street and a point 20m north-east of the north-eastern kerb-line build-out of Braganza Street (there will continue to be no access for motor vehicles from Braganza Street into Alberta Street), and in the part of Amelia Street which lies between its junction with Penton Place and a point 13m north-east of the north-eastern kerb-line build-out of Penton Place;
- (b) 'no motor vehicles' restriction in Penton Place is clarified, where there will no access for motor vehicles from Penton Place into Amelia Street;
- (c) an existing point road closure in Chapter Road is removed at the north-western kerb-line of the north-westernmost north-east to south-west arm of Lorrimore Square; and
- (d) to introduce a 'no motor vehicles' restriction and a two-way cycle track for the use of cycles only in that part of Chapter Road which lies between the common boundary of Nos. 26 and 28 Chapter Road and a point 11m south-east of that common boundary, with priority given to south-eastbound vehicles in Chapter Road, over north-eastbound vehicles in Lorrimore Square.

All new and amended 'no motor vehicles' restrictions mentioned above would be operational 'at any time' and all days of the week. Exemptions would be provided for emergency services vehicles and for vehicles used for road maintenance or cleansing purposes. The restrictions would be indicated by traffic signs.