

WALWORTH STREETS FOR PEOPLE: NEWINGTON POCKET PARKS

The London Borough of Southwark (Charged-for parking places) (Newington Pocket Parks) Order 2024
The London Borough of Southwark (Free parking places and Waiting restrictions) (Newington Pocket Parks) Order 2024

The London Borough of Southwark (Prescribed routes) (Newington Pocket Parks) Traffic Order 2024

1. Southwark Council hereby GIVES NOTICE that on 25 July 2024 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. For the purpose of transforming the public realm and re-purposing the below-mentioned 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.

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

2. The effects of the (Charged-for parking places) Order are to:-

(a) within CPZ 'E' (i) in ALBERTA STREET south-east side opposite No. 26 Alberta Street remove 23.5 metres ('m') 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 are to consolidate and make amendments to certain prescribed route restrictions in the Walworth area, 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 route 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 an existing '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 route 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 are:-

(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 routes, 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.

5. Copies of the Orders, which will come into force on 29 July 2024, and of all other relevant documents are available for inspection at Highways, Southwark Council, Environment, Neighbourhoods and Growth, 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.

Dated 25 July 2024

Steven Grayler Interim Head of Service - Highways, Environment, Neighbourhoods and Growth