

Public notice

Walworth Streets for People - Browning Street improvements

*The London Borough of Southwark (Pedestrian and cycle zones) (Browning Street) Traffic Order 202**

*The London Borough of Southwark (Loading places, Waiting and loading restrictions) (Browning Street) 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 effect of the Orders would be, on a permanent basis: -
 - (a) to alter an existing 'no motor vehicles' restriction in BROWNING STREET to include a new two-way cycle track for cycles only within a new 'pedestrian and cycle zone' which will operate at any time every day of the week, prohibiting any motor vehicle to enter that part of Browning Street between a point 7.5 metres north-east of the north-eastern kerb-line of Walworth Road and a point 16 metres south-west of the south-western kerb-line of Colworth Grove (which includes no motor vehicle access from WALWORTH ROAD into Browning Street);
 - (b) in BROWNING STREET on the south-east side o/s Barrett House, reduce in length by 4.7 metres an existing loading bay (14 metres of this loading bay remains) in which loading/unloading is permitted 7 am – 9 pm (max stay 40 mins, and no return within 2 hrs);
 - (c) in BROWNING STREET (i) on both sides remove all redundant DYs and DKBs between the north-eastern kerb-line of Walworth Road and a point 16 metres south-west of the south-western kerb-line of Colworth Grove, and (ii) add 9 metres new DYs o/s No. 3 and add 4.7 metres new DYs opposite No. 15 Browning Street; and
 - (d) in WALWORTH ROAD on the north-east side over its junction with Browning Street remove any redundant DYs and DKBs that previously covered the junction, and add 12 metres new DYs.

NOTES: (1) Exemption to the restrictions described in 2(a) preceding would be provided for emergency services vehicles and for vehicles used for road maintenance or cleansing purposes. (2) 'DYs' refer to 'at any time' waiting restrictions and 'DKBs' refer to 'at any time' loading restrictions. (3) All measurements are in metres and are approximate.

3. 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 level with the surrounding kerb in BROWNING STREET covering the entire width of the proposed two-way cycle track (the entire carriageway), at the following locations:-
 - (a) extending from a point 19.5m north-east of the north-eastern kerb-line of Walworth Road north-eastward for a distance of 5.5m, including both ramps; and
 - (b) extending from a point 38.5m north-east of the north-eastern kerb-line of Walworth Road north-eastward for a distance of 5.5m, including both ramps.
4. For more information about these proposals please contact Nazihah Begum of the council's Highways – Transport Projects team Highways@southwark.gov.uk.
5. 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.
6. 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 '*TMO2223-033 Browning St improvements*' by 9 March 2023. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.

7. 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 16 February 2023

Dale Foden - Head of Service, Highways

Statement of reasons

Walworth Streets for People - Browning Street improvements

*The London Borough of Southwark (Pedestrian and cycle zones) (Browning Street) Traffic Order 202**
*The London Borough of Southwark (Loading places, Waiting and loading restrictions) (Browning Street) Order 202**

The scheme proposes changes to an existing prescribed route, existing loading bay and existing waiting and loading restrictions in Browning Street (within the North Walworth ward), in the London Borough of Southwark.

In summary, the proposals are:

- (1) to alter an existing 'no motor vehicles' restriction in Browning Street to include a new two-way cycle track within a new 'pedestrian and cycle zone' which will operate at any time every day of the week, prohibiting any motor vehicle to enter that part of Browning Street between a point 7.5 metres north-east of the north-eastern kerb-line of Walworth Road and a point 16 metres south-west of the south-western kerb-line of Colworth Grove (which includes no motor vehicle access from Walworth Road into Browning Street).
- (2) in Browning Street on the south-east side o/s Barrett House, reduce in length by 4.7 metres an existing loading bay (14 metres of this loading bay remains) in which loading/unloading is permitted 7 am – 9 pm (max stay 40 mins, and no return within 2 hrs).
- (3) in Browning Street (i) on both sides remove all redundant 'at any time' waiting restrictions (double yellow lines) and 'at any time' loading restrictions (double kerb blips) between the north-eastern kerb-line of Walworth Road and a point 16 metres south-west of the south-western kerb-line of Colworth Grove, and (ii) add new 'at any time' waiting restrictions o/s No. 3 and opposite No. 15 Browning Street.
- (4) in Walworth Road on the north-east side over its junction with Browning Street remove any redundant 'at any time' waiting restrictions and 'at any time' loading restrictions that previously covered the junction, and add 12 metres new 'at any time' waiting restrictions.
- (5) Two new raised speed tables will be installed in Browning Street within the 'pedestrian and cycle zone' in the proposed two-way cycle track.

Please view the link to the decision:

[Issue details - Walworth Streets for People - Browning Street improvements - Southwark Council](#)

Dated 16 February 2023

For more information contact:

Nazihah Begum

Transport Projects

Highways

Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The London Borough of Southwark (Loading places, Waiting and loading restrictions)
(Browning Street) 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 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 (Loading places, Waiting and loading restrictions) (Browning Street) Order 202* and shall come into force on ** ***** 202*.

Interpretation

- 2.1 In this Order:-

"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 loading places designated by this Order, and the waiting, loading, and stopping restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular loading place, waiting restriction, loading restriction or stopping 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 loading place or waiting, loading or stopping restriction is depicted on the map-based schedule, that loading place or waiting, loading or stopping 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 loading places designated by this Order, and the waiting, loading and stopping 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 amendments 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 loading places and application of the Order of 2021 thereto

- 4.1 Each area on a street identified the map-based schedule as a loading 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 loading place is designated as a loading place.
- 4.2 Unless otherwise so identified, a 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 loading 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 loading place by this Order as if in those provisions any reference to a loading place included a reference to an area designated as a loading 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 loading place;
 - (b) place and maintain, in or in the vicinity of each loading place, traffic signs indicating that such loading place may be 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 loading place.

^b LBS 2021/036

^c SI 2016/362

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

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) in Browning Street south-east side o/s Barrett House reduce in length by 4.7m an existing loading bay (14m of this loading bay remains);
 - (b) remove redundant DYs and DKBs (i) in Browning Street between the north-eastern kerb-line of Walworth Road and a point 16 metres south-west of the south-western kerb-line of Colworth Grove amend, and (ii) in Walworth Road on the north-east side over its junction with Browning Street; and
 - (c) add new DYs in Browning Street and Walworth Road,
- in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Pedestrian and cycle zones)
(Browning Street) Traffic Order 202*

Made: xx xxxxx 202*

Coming into force: xx xxxxx 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 (Pedestrian and cycle zones) (Browning Street) Traffic Order 202* and shall come into force on xx xxxxx 202*.

Interpretation

- 2.1 In this Order:-

“Browning Street cycle route” means the entirety of the carriageway of the part of Browning Street which lies between a point 7.5 metres north-east of the north-eastern kerb-line of Walworth Road and a point 16 metres south-west of the south-western kerb-line of Colworth Grove, and which provides a separate two-way track for the use of pedal cycles only.

causing includes permitting;

“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;

“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;

“pedal cycle” and “pedestrian and cycle zone” have the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^b, and “pedestrian and cycle zone” means a pedestrian and cycle zone as defined in SI 2016/362, which comprises a street or length of street specified in Article 3 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.

^a 1984 c.27

^b SI 2016/362

- 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.

Pedestrian and cycle zone

- 3.1 No person shall cause any motor vehicle to enter or proceed into that part of Browning Street which lies between a point 7.5 metres north-east of the north-eastern kerb-line of Walworth Road and a point 16 metres south-west of the south-western kerb-line of Colworth Grove.

Prescribed routes

- 4.1 No person causing any motor vehicle to proceed in Walworth Road shall, upon reaching its junction with Browning Street, cause that motor vehicle to enter into Browning Street or the Browning Street cycle route.
- 4.2 No person causing any motor vehicle to proceed in that part of Browning Street which lies north-east of a point 16 metres south-west of the south-western kerb-line of Colworth Grove shall, upon reaching that point, cause that motor vehicle to enter or proceed into that part of Windsor Walk which lies south-west of a point 16 metres south-west of the south-western kerb-line of Colworth Grove or the Browning Street cycle route.

Exemptions

- 5.1 Nothing in Articles 3 or 4 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 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;
 - (d) any vehicle being used for the purpose of maintenance, improvement, re-construction, cleansing or lighting of that part of street; or
 - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of 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 street.

Revocations

- 6.1 While 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 (Prescribed routes) (Walworth Road area) (No. 2) Experimental Traffic Order 2020^c, and the London Borough of Southwark (Prescribed routes) (Browning Street) Traffic Order 2022^d, are hereby revoked.

Dated this xxxxxx day of xxxxxx 202*

[signature here]
DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

^c LBS 2020/137

^d LBS 2022/059

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, on a permanent basis provides a 'pedestrian and cycle zone' in part of Browning Street including a two-way cycle track for cycles only between a point 7.5 metres north-east of the north-eastern kerb-line of Walworth Road and a point 16 metres south-west of the south-western kerb-line of Colworth Grove, and 'no motor vehicle' restrictions from Walworth Road and in Browning Street between its junction with Walworth Road and a point 16m south-west of the south-western kerb-line of Colworth Grove, in the London Borough of Southwark.