

Public notice

Emerson Street area improvements



*The London Borough of Southwark (Charged-for parking places) (Emerson Street area improvements) Order 202**

*The London Borough of Southwark (Loading places and Waiting restrictions) (Emerson Street area improvements) 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 general effect of the Orders, within the existing Controlled Parking Zone ('CPZ') 'C1' in the vicinity of the development site known as No. 185 Park Street, the purpose of which would be to facilitate the priorities of the area and clear obstructive parking around the new access point, would be to:-
 - (a) in EMERSON STREET relocate an existing 'pay by phone' parking place (27 metres in length) from the north-west side to a new location on the south-east side (south-west of its junction with Park Street);
 - (b) in PARK STREET south-west side (opposite Nos. 62 to 76 Park Street) install a new inset loading place (9 metres in length), which may be used 'at any time' and every day of the week without time limit for the purpose of loading only;
 - (c) remove a total of 36 metres of existing 'at any time' waiting restrictions (double yellow lines 'DYLs') to accommodate the parking changes (in both roads mentioned in 2 a and b above);
 - (d) in PARK STREET south-east side (opposite the vehicular access to the Tate Gallery of Modern Art) convert 26.5 metres of existing 'timed' waiting restrictions (single yellow lines 'SYLs') to new 'DYLs';
 - (e) add new 'DYLs' throughout the kerb-line that is not designated as existing or new parking in both EMERSON STREET (entirety) and PARK STREET (between its junction with Sumner Street and its junction with New Globe Walk);
 - (f) add 19 metres of new 'DYLs' in PARK STREET on the north-east side (west of its junction with Porter Street) to deter obstructive parking over access points to No. 1 Southwark Bridge Road; and
 - (g) to amend the Traffic Management Order map-based schedule (an administrative exercise to match the records more closely after the removal of temporary suspensions of restrictions for the purpose of development works), by making changes in SUMNER STREET between its junction with Great Guildford Street and its junction with Emerson Street (i) north side add existing 'DYLs', and (ii) south side add 9.5 metres existing 'DYLs', add 16.5 metres existing permit holders' parking place, and extend another existing permit holders' parking place by 20.5 metres (new bay length will be shown as 28 metres), and add 6.5 metres existing 'SYLs' (operating between 8 am and 11 pm every day of the week) between the existing permit holders' parking places [note that there will be no physical changes at these locations].

NOTES: (1) 'at any time' means at all hours on every day of the week. (2) All measurements are in metres and are approximate. (3) Parking charges are listed on www.southwark.gov.uk/parking

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 a speed table of flat-top construction having a maximum height level with the surrounding kerb covering the entire width of the carriageway, in PARK STREET extending from a point 5 metres north-east of its junction with Sumner Street/Great Guildford Street north-eastward for a distance of 33 metres. These measurements include the ramps, and any existing traffic calming measures at the exact location above will be refreshed and replaced.
4. For more information contact the Council's Highway Development 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, Sustainability & Leisure, 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 077 3132 4742) for booking details.

6. Anyone wishing to make any representations either for or to object to the proposals, may use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices or send a statement in writing to: the Traffic Orders Officer, Highways, Southwark Council, Environment, Sustainability & Leisure, P.O. Box 64529, London SE1P 5LX or by e-mail to traffic.orders@southwark.gov.uk quoting reference '*TMO2425-016 Emerson St area*' by 17 October 2024. 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 26 September 2024

Steven Grayer Interim Head of Service - Highways, Environment, Sustainability & Leisure

Statement of reasons

Emerson Street area improvements



*The London Borough of Southwark (Charged-for parking places) (Emerson Street area improvements) Order 202**

*The London Borough of Southwark (Loading places and Waiting restrictions) (Emerson Street area improvements) Order 202**

The scheme proposes changes in Emerson Street, Park Street and Sumner Street the vicinity of the redevelopment sites known as No. 185 Park Street and the 'former FT Building' (within the Borough & Bankside ward), in the London Borough of Southwark.

The purpose of the changes is to facilitate the priorities of the area and clear obstructive parking around the new access point.

An existing 'pay by phone' parking (27 meters in length) within the existing Controlled Parking Zone ('CPZ') 'C1' in Emerson Street will be relocated to the opposite side of the road and replaced with new lengths of 'at any time' waiting restrictions (double yellow lines 'DYLs') to deter parking blocking the vehicular access point. In Park Street (opposite Nos. 62 to 76 Park Street) install a new inset loading bay, for the purpose of loading only (9 metres in length), which may be used 'at any time' and every day of the week without time limit to service deliveries to the area. A total of 36 metres of existing 'DYLs' will be removed in Emerson Street and Park Street to accommodate the parking changes.

New 'DYLs' will be added throughout the kerb-line that is not designated as existing or new parking in both Emerson Street (entirety) and Park Street (between its junction with Sumner Street and its junction with New Globe Walk), and 26.5 metres of existing 'timed' waiting restrictions (single yellow lines 'SYLs') in Park Street (opposite the vehicular access to the Tate Gallery of Modern Art) will be converted to new 'DYLs'.

19 metres of new 'DYLs' will be added in Park Street on the north-east side (west of its junction with Porter Street) to deter obstructive parking over access points to No. 1 Southwark Bridge Road (the 'former FT Building').

There will be new traffic calming measures introduced, in the form of a raised speed table, in Park Street north-east of its junction with Sumner Street/Great Guildford Street to reduce motor traffic speeds at designated pedestrian crossing points.

The Council will amend the Traffic Management Order map-based schedule by making changes in Sumner Street between its junction with Great Guildford Street and its junction with Emerson Street to add existing CPZ 'C1' permit holders' parking places, 'DYLs' and 'SYLs' (operating between 8 am and 11 pm every day of the week). Note that there will be no physical changes at these locations, this is an administrative exercise to match the records more closely after the removal of temporary suspensions of these restrictions for the purpose of development works.

The developer was granted planning permission (ref: 14/AP/3842) in 2016 which allows a redevelopment of the site known as 185 Park Street. The second development was granted planning permission (21/AP/0599) in 2022 which allows the redevelopment of the site known as the 'former FT Building'.

Dated 26 September 2024

For more information contact:

Highway Development Team
Highways
Environment, Sustainability & Leisure
Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. 0xx

The London Borough of Southwark (Charged-for parking places)
(Emerson Street area improvements) 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 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 enabling, make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Charged-for parking places) (Emerson Street area improvements) Order 202* and comes into force on xx xxxxxxxx 202*.

Interpretation

- 2.1 In this Order:-

"this Order" means the London Borough of Southwark (Charged-for parking places) (Emerson Street area improvements) Order 202*;

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

"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 shows the parking place amended 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 shown on the map-based schedule, that parking place will continue to apply irrespective of any subsequent changes that have been made to the Ordnance Survey data.

^a 1984 c.27

^b LBS 2021/035

“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 amended by this Order and, where appropriate, certain of its governing provisions; 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 must be read 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 Any expression used in this Order which is also used in the Order of 2021 must have the same meaning as in the Order of 2021, unless stated otherwise.

Addition to or substitution 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 must have effect as though:-
- (a) where there is no existing item at a location shown in the map-based schedule attached to the Order of 2021, there were added to that map-based schedule the item shown in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location shown in the map-based schedule attached to the Order of 2021, there were substituted in that map-based schedule the item shown in the map-based schedule attached to this Order.
- 3.2 The amendment or substitution referred to in Article 3.1(b) 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

- 4.1 Each area on a street identified in 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 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 must 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 Order of 2021 (other than Articles 4 and 19) applies to the areas designated as a parking place by this Order, as if in the provisions of the Order of 2021, 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 must:
- (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 5.5 of the Order of 2021;
 - (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 way of the electronic payment system; and the location identification number of such parking place; and

^c SI 2016/362

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

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

[signature here]

STEVEN GRAYER
Interim Head of Service, Highways
Environment, Sustainability & Leisure

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) existing 'pay by phone' parking (27 meters in length) within the existing Controlled Parking Zone ('CPZ') 'C1' in Emerson Street will be relocated to the opposite side of the road; and
- (b) the Council will amend the Traffic Management Order map-based schedule by making changes in Sumner Street between its junction with Great Guildford Street and its junction with Emerson Street to add existing CPZ 'C1' permit holders' parking places [note that there will be no physical changes at this location], this is an administrative exercise to match the records more closely after the removal of temporary suspensions of these restrictions for the purpose of development works,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The London Borough of Southwark (Loading places and Waiting restrictions)
(Emerson Street area improvements) 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 enabling, make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Loading places and Waiting restrictions) (Emerson Street area improvements) Order 202* and comes into force on ** ***** 202*.

Interpretation

- 2.1 In this Order:-

“this Order” means the London Borough of Southwark (Loading places and Waiting restrictions) (Emerson Street area improvements) Order 202*;

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;

“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 shows the loading 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 loading 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, loading place or waiting, loading or stopping restriction is shown on the map-based schedule, that parking place, loading place or waiting, loading or stopping restriction will continue to apply irrespective of any subsequent changes that have been made to the Ordnance Survey data.

^a 1984 c.27

^b LBS 2021_036

“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 restrictions imposed by this Order and, where appropriate, certain of their governing provisions; 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 must be read 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 Any expression used in this Order which is also used in the Order of 2021 must have the same meaning as in the Order of 2021, unless stated otherwise.

Addition to or substitution 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 must have effect as though:-
 - (a) where there is no existing item at a location shown in the map-based schedule attached to the Order of 2021, there were added to that map-based schedule the item shown in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location shown in the map-based schedule attached to the Order of 2021, there were substituted in that map-based schedule the item shown 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 loading places and application of the Order of 2021

- 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 loading place is designated as a loading place.
- 4.2 Unless otherwise so identified, a loading place must 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) applies to the areas designated as a loading place by this Order, as if in the provisions of the Order of 2021, 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 must:
 - (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 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 work as is reasonably required for the purposes of the satisfactory operation of a loading place.

^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 must 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 must be construed as through it were a restricted street referred to in the Order of 2021.

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

[signature here]

STEVEN GRAYER

Interim Head of Service, Highways
Environment, Sustainability & Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, adds or substitutes items in the map-based schedule attached to the Order of 2021, as follows:-

- (a) new lengths of 'at any time' waiting restrictions (double yellow lines 'DYLs') added (i) throughout the kerb-line that is not designated as existing or new parking in both Emerson Street (entirety) and Park Street (between its junction with Sumner Street and its junction with New Globe Walk), and (ii) in Park Street on the north-east side (west of its junction with Porter Street) over access points to No. 1 Southwark Bridge Road (the 'former FT Building') a total of 19 metres added;
- (b) 26.5 metres of existing 'timed' waiting restrictions (single yellow lines 'SYLs') in Park Street (opposite the vehicular access to the Tate Gallery of Modern Art) converted to new 'DYLs';
- (c) a total of 36 metres of existing 'DYLs' removed in Emerson Street and Park Street to accommodate the parking changes;
- (d) in Park Street (opposite Nos. 62 to 76 Park Street) install a new inset loading bay, for the purpose of loading only (9 metres in length), which may be used 'at any time' and every day of the week without time limit; and
- (e) the Council will amend the Traffic Management Order map-based schedule by making changes in Sumner Street between its junction with Great Guildford Street and its junction with Emerson Street to amend existing 'DYLs' and 'SYLs' (operating between 8 am and 11 pm every day of the week) on both sides [note that there will be no physical changes at these locations, this is an administrative exercise to match the records more closely after the removal of temporary suspensions of these restrictions for the purpose of development works],

in the London Borough of Southwark.