

Public notice

Sumner Street improvements



*The London Borough of Southwark (Cycle lanes) (No. *) Traffic Order 20***

*The London Borough of Southwark (Sumner Street) (Map-based) Order 20***

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above orders under the Road Traffic Regulation Act 1984, as amended.
2. The effects of the orders would be, in SUMNER STREET: -
 - (a) the north-west side, to introduce a section of northbound segregated mandatory contra-flow cycle lane north of its junction with Southwark Street; and
 - (b) the south-east side, to relocate an existing CPZ 'C1' pay parking place (11 metres in length) north-eastward to a point 51 metres north of the north-eastern kerb-line of Sumner Street and amend existing 'at any time' waiting restrictions to accommodate the relocation.
3. For more information about these proposals please contact Nigel Bradbury of the council's Highways – Transport Projects team Highways@southwark.gov.uk .
4. Copies of this notice, the proposed orders, a statement of the council's reasons for making this change and plans may be found online at www.southwark.gov.uk/trafficorders, paper copies may be obtained from or viewed at Highways, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only. Contact traffic.orders@southwark.gov.uk or 020 7525 3497 for booking details.
5. Anyone wishing to object to or make any other representations regarding the proposal, may use the online form at www.southwark.gov.uk/statutoryconsultationnotices or our consultation portal at <https://consultation.appyway.com/southwark>; or send a statement in writing to: Traffic Order Consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX or traffic.orders@southwark.gov.uk quoting reference 'TMO2021-019 Sumner Street' by 18 March 2021. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made, in writing.
6. 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 25 February 2021

Dale Foden Head of Service - Highways, Environment and Leisure

Statement of reasons

Sumner Street improvements

*The London Borough of Southwark (Cycle lanes) (No. *) Traffic Order 20***

*The London Borough of Southwark (Sumner Street) (Map-based) Order 20***

The scheme proposes the following changes in Sumner Street (within the Borough & Bankside ward, in the London Borough of Southwark):-

- Segregated cycle lanes are proposed on each side of Sumner Street, requiring the relocation of an existing parking place. On the north-west side, a section of northbound segregated mandatory contraflow cycle lane will be introduced, north of its junction with Southwark Street;
- A traffic island creating a right turn lane for cyclists at the junction with Holland Street is introduced; and
- On the south-east side, an existing CPZ 'C1' pay parking place (11 metres in length) will be relocated north-eastward to a point 51 metres north of the north-eastern kerb-line of Sumner Street and existing 'at any time' waiting restrictions will be amended to accommodate the relocation.

The existing Controlled Parking Zone (CPZ) 'C1' pay parking place is proposed to be relocated to accommodate new cycle infrastructure and there will be no loss of parking in Sumner Street.

The proposal is part of Transport for London's Cycleway programme to make the cycle route from Southwark Bridge Road to Southwark Bridge Road, along Sumner Street and Great Suffolk Street, safer for road users, especially cyclists. This will provide a link for cyclists to Cycle Superhighway 7 on Southwark Bridge Road and Quietway 14 on Great Suffolk Street.

The Sumner Street link, between Southwark Bridge Road and Southwark Street, is the Phase 1 of proposed improvements.

Link to decision:

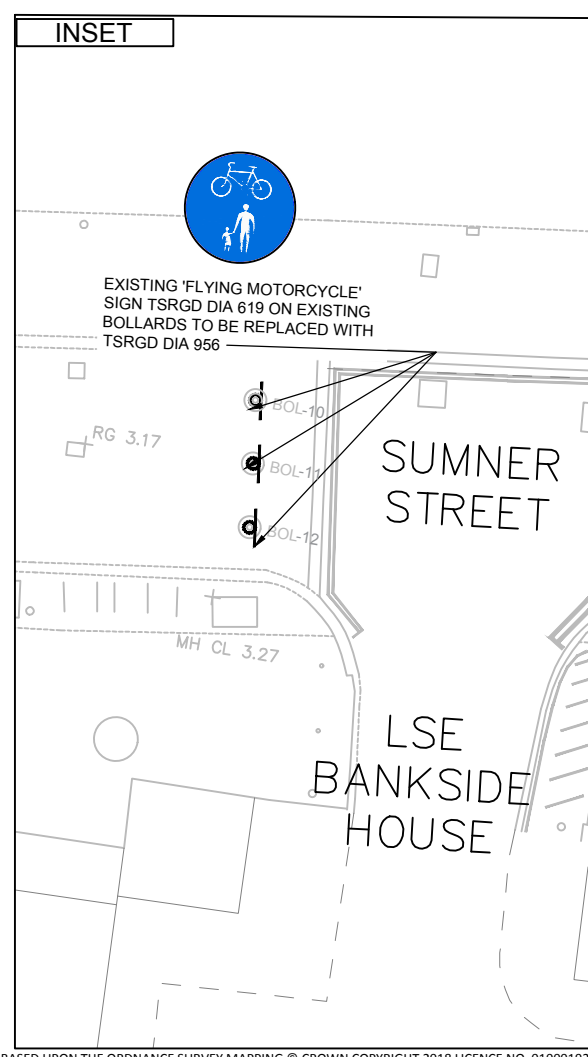
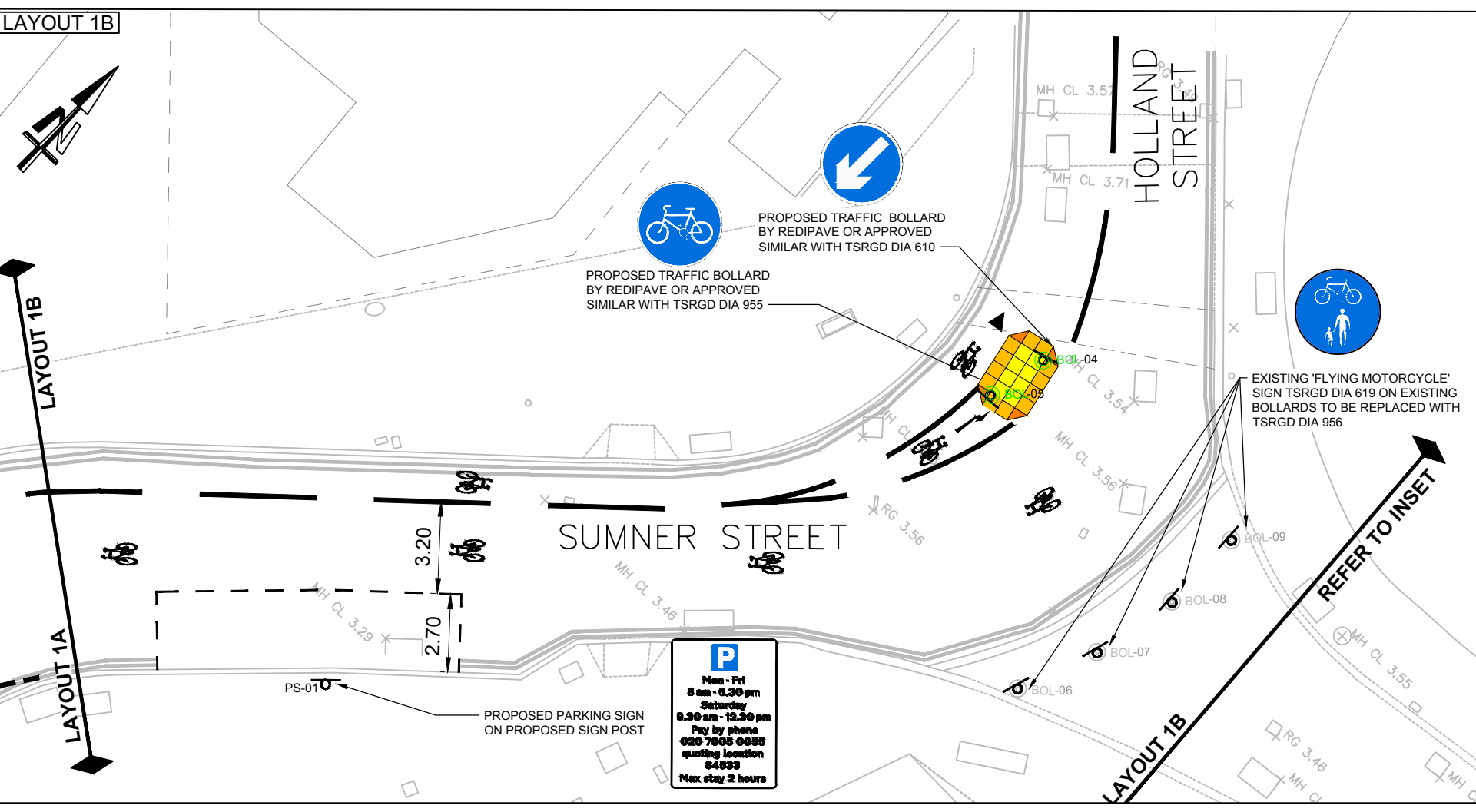
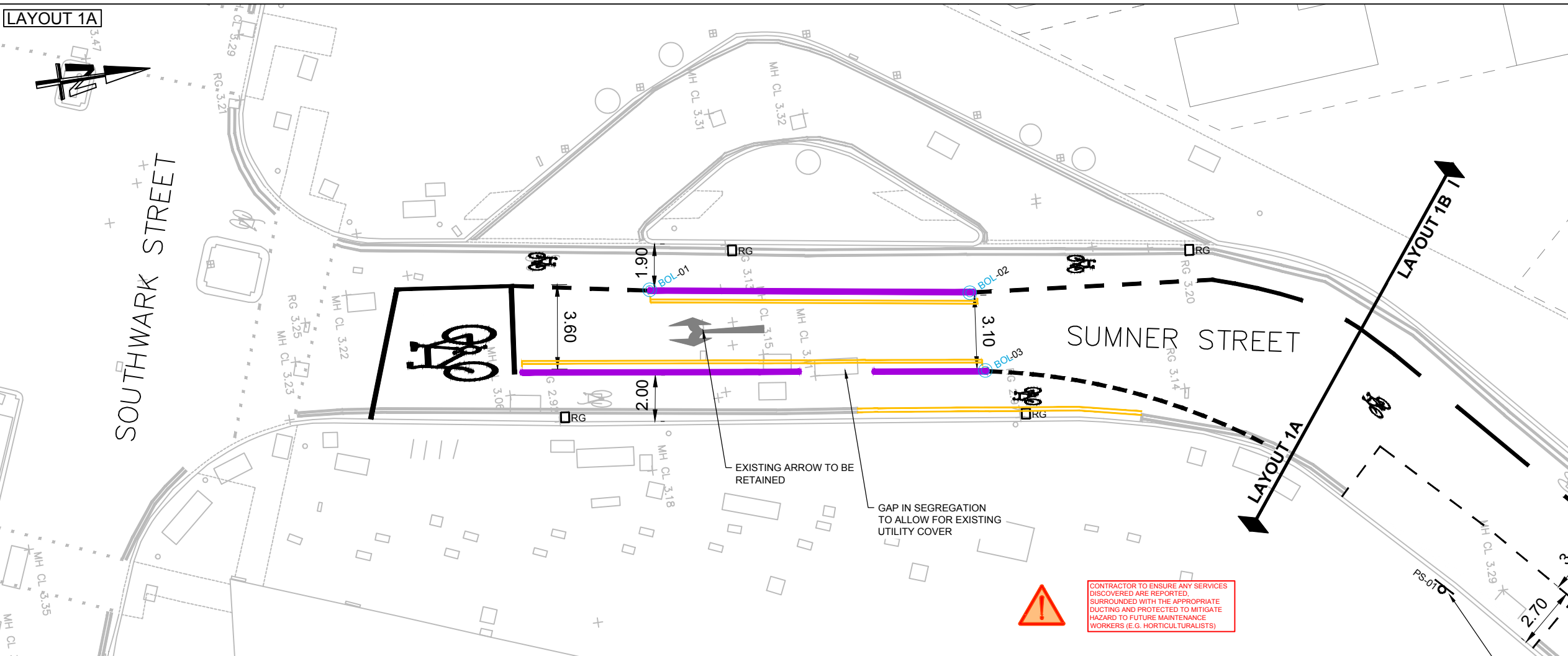
<http://modern.gov.southwark.gov.uk/mglIssueHistoryHome.aspx?Id=50022920&Opt=0>

Dated 25 February 2021

For more information contact:

Nigel Bradbury
Transport Projects
Highways

Highways@southwark.gov.uk



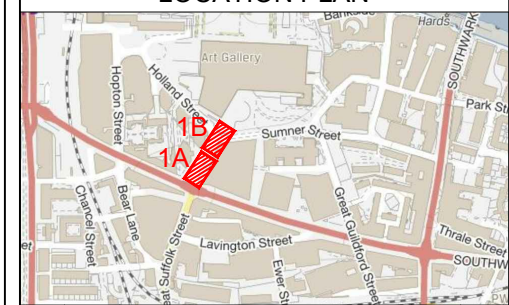
NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY BY 'PREMIER SURVEYS LIMITED' ON APRIL 2018.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS FOR JOB REF 18225 AS LISTED ON THE DRAWING ISSUE SHEET.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE LB OF SOUTHWARK STREETScape DESIGN GUIDANCE (SSDM) AND ALL RELEVANT CONTRACT CLAUSES.
6. TRAFFIC MANAGEMENT TO BE IN ACCORDANCE WITH CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL AND SAFETY AT STREET WORK AND ROAD WORKS.
7. ALL ROAD MARKINGS AND SIGNS TO BE INSTALLED AS PER THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD 2016).
8. CONTRACTOR TO SCAN FOR SERVICES PRIOR TO EXCAVATION AND REFER TO UTILITY PLANS PROVIDED.
9. CONTRACTOR TO MAINTAIN ACCESS TO ALL PROPERTIES AND BUSINESSES AT ALL TIMES AND AGREE ALTERNATIVE ACCESS ARRANGEMENTS WITH STAKEHOLDERS.

KEY

- PROPOSED STICK DOWN KERBS. SEE SERIES 1100 FOR MORE INFORMATION
- PROPOSED ROAD MARKINGS. SEE SERIES 1200 FOR MORE INFORMATION
- BOL PROPOSED SIGN ON BOLLARD
- BOL PROPOSED FLAT BLADE HAZARD MARKER WITH SIGN FACE
- BOL EXISTING SIGN ON BOLLARD TO BE REPLACED
- RG EXISTING GULLY TO REMAIN. EXISTING GULLY FRAME TO BE REPLACED WITH CYCLE FRIENDLY FRAME
- EG EXISTING GULLY TO REMAIN
- PS PROPOSED SIGN ON PROPOSED SIGN POST. SEE SERIES 1200 FOR MORE INFORMATION

LOCATION PLAN



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
A	JAN 2021	CONSTRUCTION ISSUE	SA	RB	RB



PROJECT:	SUMNER STREET- (GRID PHASE 2)			
TITLE:	GENERAL ARRANGEMENT SHEET 1 OF 1			
STATUS:	DETAILED DESIGN	DRAWN	AS	AS
SCALE:	1:200	CHECKED	SA	APPROVED
DRAWING NO:	LBS/18225/DD/SUMNER/0100/01	REV:	0	
DATE DRAWN:	10 SEPTEMBER 2020	DATE ISSUED:	17 APRIL 2020	

S:\TRANSPORT PROJECTS\SCHEME DESIGN & CONSTRUCTION TEAM\DESIGN TASKS\18225\GRID PHASE 2 - SOUTHWARK BRIDGE ROAD\DRAWINGS\DETAILED DESIGN\SUMNER ST DD\18225-DD-01 - SUMNER STREET.DWG



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Cycle lanes) (No. *) Traffic Order 20**

Made: xx xxxxxxxx 20**

Coming into force: xx xxxxxxxx 20**

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 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 (Cycle lanes) (No. *) Traffic Order 20**, shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

"cycle lane" and "pedal cycle" have the meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^b;

"electronic communications network" has the same meaning as that given in section 32 of the Communications Act 2003^c;

"enactment" means any enactment, whether public general or local, and includes any order, byelaw, 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;

"prescribed street", for the purposes of Article 4.1(c) means any street or part of street referred to in the Schedule to this Order;

"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;

"universal service provider", "provision of a universal postal service" and "postal packet" have the same meanings as in the Postal Services Act 2000^d.

^a 1984 c.27

^b S.I. 2016 No. 362

^c 2003 c.21

^d 2000 c.26

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.

Cycle lane

3.1 No person shall cause any vehicle other than a pedal cycle to enter into or proceed in the cycle lane specified in the Schedule to this Order at any time.

3.2 Every person causing a pedal cycle to enter into the cycle lane specified in the Schedule to this Order shall thereupon cause that vehicle to proceed in the direction specified in column (3) of that item.

Exemptions

4.1 Nothing in Articles 3.1 or 3.2 above 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 in an emergency;
- (c) 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; 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 that street; or
- (d) 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.

4.2 Nothing in Article 3.1 above shall apply in relation to any vehicle entering into the cycle lane specified in the Schedule to this Order for as long as necessary:-

- (a) to enable access to or exit from premises adjoining that cycle lane by way of a vehicular access or footway crossover, provided that vehicle leaves the cycle lane immediately thereafter;
- (b) to enable access to or exit from a lay-by adjoining the cycle lane, provided that vehicle leaves the cycle lane immediately thereafter;
- (c) to enable a person to board or alight from the vehicle; or
- (d) to enable goods to be loaded on to or unloaded from the vehicle, if and in so far as the activity is not prohibited by the provisions of any other Order; or
- (e) for the purpose of collecting refuse; or
- (f) for the purposes of the provision of a universal postal service, provided the vehicle bears the livery of a universal postal service provider.

Dated this xxxxxxxxxxxx day of xxxxxxxxxxxxxxxx 20**

[signature here]

DALE FODEN
Head of Service - Highways
Environment and Leisure

<i>(1) Item</i>	<i>(2) Lengths of street</i>	<i>(3) Direction of travel and type of cycle lane</i>	<i>(4) Hours of operation</i>
1.	SUMNER STREET the north-west side, from a point 18.5 metres north of its junction with Southwark Street to a point 34.5 metres north of that junction.	northbound contra-flow segregated mandatory lane	At any time

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, introduces a new section of northbound segregated mandatory contra-flow cycle lane in Sumner Street, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. 0xx

The London Borough of Southwark (Sumner Street) (Map-based) Order 20**

Made: xx xxxxxxx 20**

Coming into force: xx xxxxxxx 20**

The Council of the London Borough of Southwark, in exercise of the powers conferred by the Road Traffic Regulation Act 1984 as amended, and of all other enabling powers, and having consulted the Commissioner of Police for the Metropolis, hereby make the following Order:-

Citation and commencement

1.1 This Order may be cited as the London Borough of Southwark (Sumner Street) (Map-based) Order 20** and shall come into force xx xxxxxxx 20**.

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; and

“the parking Order of 2021” means the London Borough of Southwark (Parking places) (Map-based) (No. 1) Order 2021^a, and “the WLSR Order of 2021” means the London Borough of Southwark (Waiting, loading and stopping restrictions) (Map-based) (No. 1) 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 parking Order of 2021 shall have the same meaning as in that Order, and any expression used in this Order which is also used in the WLSR Order of 2021 shall have the same meaning as in that Order.

^a LBS 2021/001

^b LBS 2021/002

Amendments

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done or to the liability incurred in respect of any act or omission before the coming into operation of this Order, the parking Order of 2021 and the WLSR Order of 2021 shall have effect as though:-
- a) the items represented on the plans in the Schedule to this Order shall replace those plans as listed in Schedule 1 to the 2021 Orders; and
 - b) the provisions of the parking Order of 2021 (other than Article 3.1 and including the Appendix), and the provisions of the WLSR Order of 2021 shall apply to the area described in the Schedule to this Order.

Dated this xxxxxxxxxxxx day of xxxxxxxxxxxxxxxx 20**

[signature here]

DALE FODEN
Head of Service - Highways
Environment and Leisure

SCHEDULE

Maps showing the locations and restriction types as indicated within each revised plan of the static restrictions are listed as 'The London Borough of Southwark Summer Street Map-based Order 20**^c .

^c see map-tiles <https://hub.appyway.com/mapper>

EXPLANATORY NOTE
(This is not part of the Order)

This Order, in Sumner Street, the London Borough of Southwark, relocates an existing CPZ 'C1' pay parking place on the south-east side, (11 metres in length) north-eastward to a point 51 metres north of the north-eastern kerb-line of Sumner Street, and amends existing 'AAT' waiting restrictions.