

# Public notice

## Dulwich Village Streets for People



*The London Borough of Southwark (e-scooter & cycle hire parking places) (Dulwich Village Streets for People) Order 202\**

*The London Borough of Southwark (Prescribed routes) (Dulwich Village Streets for People) Traffic Order 202\**

*The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Dulwich Village Streets for People) 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 (e-scooter & cycle hire parking places) Order, would be to provide parking places on the carriageway for the use of e-scooter & cycle hire providers (who are participating in the pan-London e-scooter & cycle hire trails) only, each 2 metres ('m') in width 5.5m in length and aligned parallel to the kerb in:- (a) CALTON AVENUE north-east side, south-west of its junction with Gilkes Crescent, and (b) COURT LANE north-east side, north-west of its junction with Dekker Road.
3. The effects of the (Prescribed routes) Traffic Order would be to consolidate and make amendments to certain Dulwich Village area prescribed route restrictions to introduce a two-way cycle route for the use of cycles only throughout the entirety of an existing 'no motor vehicles' restriction, and to slightly amend the extent of this restriction to account for kerb-line adjustments, which lies in (i) that part of CALTON AVENUE which lies between the north-eastern kerb-line of Dulwich Village and a point 4m north-east of the common boundary of Nos. 1c and 1d Calton Avenue (there will continue to be no access for vehicles, except for pedal cycles, from Dulwich Village into Calton Avenue), and (ii) that part of COURT LANE which lies between the south-eastern kerb-line of Calton Avenue and a point 3m south-east of the common boundary of Nos. 1b and 1c Court Lane.  
The amended 'no motor vehicles' restriction mentioned above would be operational 'at any time' and all days of the week. Exemptions would be provided for emergency services vehicles only. The restrictions would be indicated by traffic signs.
4. The effects of the (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Order, would be to:-
  - (a) in CALTON AVENUE (i) north-west side (south-west of its junction with Gilkes Crescent) remove an existing 10m loading place and install a new pedal cycle parking place on the carriageway which would be 3m in width 5m in length and aligned parallel to the kerb, for the purpose of pedal cycle parking only 'at any time';
  - (b) install new 'unlimited stay' Disabled Persons' parking places ('DPPPs') 6m in length, in (i) DEKKER ROAD north-west side outside Nos. 25/26 Dekker Road, and (ii) DULWICH VILLAGE north-west side outside Nos. 76 and 78 Dulwich Village;
  - (c) relocate an existing 'unlimited stay' DPPP in GILKES CRESCENT north-westward by 2m to a new location south-west side (north-west of its junction with Calton Avenue) and amend existing 'at any time' waiting restrictions (double yellow lines 'DYLs') at the location to accommodate;
  - (d) remove existing 'at any time' loading restrictions (double kerb blips 'DKBs') on both sides in (i) CALTON AVENUE (12m on each side a total of 24m) south-west of its junction with Gilkes Crescent, and (ii) COURT LANE (42m on each side a total of 84m) south-east of its junction with Calton Avenue;
  - (e) amend existing 'DYLs' on both sides of the following streets to accommodate kerb-line build-outs, the implementation of the two-way cycle route in CALTON AVENUE and COURT LANE at the location described in item 3 above (in which any existing 'DYLs' would be removed), and any parking changes:- (i) CALTON AVENUE between its junctions with Dulwich Village and Gilkes Crescent, (ii) COURT LANE between its junctions with Calton Avenue and Dekker Road, and (iii) DULWICH VILLAGE between its junctions with Gilkes Place and Calton Avenue;
  - (f) add new 'DYLs' in (i) DULWICH VILLAGE south-west and north-west side between its junction with Turney Road and a point 111m south and south-west of that junction (111m), north-east

side outside No. 57 Dulwich Village (26m), and east side outside Nos. 61 and 63 Dulwich Village (10m), and (ii) TURNEY ROAD south-east side opposite Dulwich Village C of E Infants School; and

- (g) add new 'timed' loading restrictions (single kerb blips 'SKBs') on both sides of the following streets (operating between the hours of 7 am to 10 am and 4 pm to 7 pm every day of the week) on existing 'DYLs' wherever there are no parking restrictions existing or proposed, in:- (i) CALTON AVENUE between a point 6m south-west of the south-western kerb-line of Gilkes Crescent and a point 36m south-west of that kerb-line, (ii) COURT LANE between a point 3m south-east of the common boundary of Nos. 1b and 1c Court Lane and a point 5.5m north-west of the north-western kerb-line of Dekker Road, and (iii) DULWICH VILLAGE north-east side, north-west of its junction with Calton Avenue (20m) and outside Nos. 57 to 65 Dulwich Village (57m), south-west side opposite No. 49 Dulwich Village (18.5m) and outside Nos. 54 and 60 to 76 Dulwich Village (73m), (iv) TURNEY ROAD north-west side outside Dulwich Village C of E Infants School (14m) and south-east side opposite Dulwich Village C of E Infants School (67.5m).

*Notes: (1) 'at any time' means at all hours on every day of the week. (2) 'DPPPs' refers to Disabled Persons' parking places which may only be used by vehicles displaying a valid Disabled Persons' 'blue badge'. (3) 'SYLs' refer to timed waiting restrictions, 'DYLs' refer to 'at any time' waiting restrictions, 'SKBs' refer to timed loading restrictions and 'DKBs' refer to 'at any time' loading restrictions. (4) All measurements are in metres 'm' and are approximate. (5) Parking charges are listed on [www.southwark.gov.uk/parking](http://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 level with the surrounding kerb, and covering the entire width of: (a) the carriageway in GILKES CRESCENT extending from its junction with Calton Avenue (as measured from the north-western kerb-line of Calton Avenue, north-east of its junction with Gilkes Crescent) north-westward for 6.5m, and (b) throughout the two-way cycle route and at the same location as the existing 'no motor vehicle' restriction in CALTON AVENUE and COURT LANE at the location described in item 3 above, to complement the provision of a new highway layout at the junctions of Dulwich Village with Calton Avenue and Court Lane. Any existing traffic calming measures such as road humps or speed tables in the location as described in 5(b) will be removed and replaced with the above-mentioned raised speed table as described in 5(b).
6. For more information contact the Council's Highways team [Highways@southwark.gov.uk](mailto: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](http://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](mailto: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](mailto:traffic.orders@southwark.gov.uk) (or call 077 3132 4742) 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](mailto:traffic.orders@southwark.gov.uk) quoting reference 'TMO2425-012 Dulwich Village SfP' by 26 September 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 5 September 2024

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

# Statement of reasons

## Dulwich Village Streets for People



*The London Borough of Southwark (e-scooter & cycle hire parking places) (Dulwich Village Streets for People) Order 202\**

*The London Borough of Southwark (Prescribed routes) (Dulwich Village Streets for People) Traffic Order 202\**

*The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Dulwich Village Streets for People) Order 202\**

The purpose of this scheme is to implement changes to the street space, to provide public realm that is aligned with the healthy street indicators of the [Streets for People - Southwark Council](#) strategy (approved by Cabinet in July 2023), and work in harmony with the permanent traffic filters and proposed Controlled Parking Zone (CPZ 'DV') within the Dulwich Village area (Dulwich Village ward), in the London Borough of Southwark.

The overall objectives of this scheme are to improve the safety and experiences for pedestrians and for people using other modes of sustainable transport – such as bicycles and scooters – around major junctions in the Dulwich Village area. These proposals are part of the Streets for People programme which outlines the Council's commitment to providing healthier neighbourhoods, cleaner air, thriving town centres and safer roads.

Southwark Council wishes to improve people's quality of life and encourage different ways of travelling through the borough. The design ideas for Dulwich Village Streets for People are led by three core objectives:

**Community** A place for people from the local and wider area to enjoy, so that Dulwich Village is inclusive for all.

**Safety** The junctions in the Dulwich Village area should be safe and easier to use from all approaches, whether you walk, wheel, cycle and/or drive.

**Destination and connection** The space will help make Dulwich Village a place for people to visit, and connect people across south London.

The scheme proposals, and the Council's reasons for making these proposals, are summarised below.

At the junction of Dulwich Village with Carlton Avenue and Court Lane the layout of the kerb-lines will be changed to create more space for pedestrians on the footways around the existing traffic filter. A new raised two-way cycle route will run the length of the existing traffic filter and create a designated area for safe cycling. The existing traffic filter will be slightly amended to account for kerb-line adjustments. Seating and plants will enhance the social attractiveness of this junction area.

Businesses and residents in, and visitors to, the Dulwich Village area will be supported with new designated parking and loading spaces (which will be partially implemented with the new CPZ 'DV'). Calton Avenue will have new parking areas for larger 'cargo' bicycles, and there will be new permanent parking bays for the collection and drop-off of e-scooter & cycle hire use in Calton Avenue and Court Lane to encourage short journeys by sustainable transport.

The Council, after safety assessments and reviews which found there to be some visibility and spatial issues with the style and location of the parking, have decided that the echelon parking bays on Dulwich Village (outside the shopping parade between Gilkes Place and Calton Avenue) will be removed completely, with most of the parking replaced with inset horizontal bays (also to be partially implemented with the new CPZ 'DV'). Some of the parking from this area will be moved to Gilkes Place as part of the CPZ 'DV' proposals.

To boost the accessibility of the Dulwich Village area, there will be additional free parking for Disabled Persons' 'blue badge' holders in Dulwich Village and Dekker Road.

The junctions of Dulwich Village with Carlton Avenue and Dulwich Village with Turney Road will be adjusted with the addition of box junctions and to make space for sections of cycle lanes to enhance

the safety of cyclists navigating the junctions and to manage parking stress and school-related motorised traffic in the area.

There will be additional traffic calming in the form of a raised speed table at the junction of Gilkes Crescent and Calton Avenue to support safe crossing for pedestrians.

There will also be sections of 'timed' loading restrictions (single kerb blips) added to existing and new 'at any time' waiting restrictions (double yellow lines) throughout the Dulwich Village area to manage motorised traffic flow. The loading restrictions proposed will operate between the hours of 7 am to 10 am and 4 pm to 7 pm every day of the week.

For details of this decision, visit:- [Decision - Dulwich Village Streets for People - Junction re-design and Red Post Hill - Southwark Council](#)

Anyone wishing to view the proposed scheme and supplementary documents, or make any representations regarding the proposal, may use our consultation portal at [Public Consultation \(appyway.com\)](#)

Dated 5 September 2024

For more information on the design of the scheme, contact:-

**Naomi Dosunmu**

Highways

Environment, Neighbourhoods and Growth

[Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

202\* No. 0xx

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The London Borough of Southwark (e-scooter & cycle hire parking places)  
(Dulwich Village Streets for People) Order 202\*

Made: xx xxxxxxxx 202\*

Coming into force: xx xxxxxxxx 202\*

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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<sup>a</sup>, 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 (e-scooter & cycle hire parking places) (Dulwich Village Streets for People) Order 202\* and comes into force on xx xxxxx 202\*.

### Interpretation

2.1 In this Order:-

“this Order” means the London Borough of Southwark (e-scooter & cycle hire parking places) (Dulwich Village Streets for People) Order 202\*;

“the Order of 2021” means the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021<sup>b</sup>;

causing includes permitting;

“authorised agent” means a contractor appointed by and acting on behalf of the Council for the purposes of enforcing the provisions of this order;

“carriageway” has the same meaning as in section 329(1) of the Highways Act 1980<sup>c</sup>;

“civil enforcement officer” has the same meaning as in section 76 of the Traffic Management Act 2004<sup>d</sup>;

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

“electric scooter” (henceforth referred to as “e-scooter”), “e-scooter hire”, “e-scooter & cycle hire”, “pedal cycle” and “trial” have the same meaning as in the Traffic Signs Regulations and General Directions 2016<sup>e</sup>, as amended;

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<sup>a</sup> 1984 c.27

<sup>b</sup> LBS 2021/035

<sup>c</sup> 1980 c.66

<sup>d</sup> 2004 c.18

<sup>e</sup> SI 2016/362

“e-scooter & cycle hire parking place” refers to an area of carriageway designated by this Order as a parking place for electric scooters and cycles for hire being used in a trial;

“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;

“London e-scooter Trial Scheme” refers to the pan-London e-scooter trial scheme operated by Transport for London and their agents;

“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 places 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 shown 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; and

“vehicle” includes part of a vehicle.

- 2.2 The Interpretation Act 1978<sup>f</sup> applies to this order as if it were an enactment.
- 2.3 Any reference in this Order to any enactment must 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.
- 2.4 Unless the context otherwise requires, 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.

#### Amendment of the Order of 2021

3.1 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 Order of 2021 must have effect as though:-

(a) in Articles 3.1 of the Order of 2021 there were added the definitions as listed below:-

“electric scooter” (henceforth referred to as “e-scooter”), “e-scooter hire”, “e-scooter & cycle hire”, and “trial” have the same meaning as in the Traffic Signs Regulations and General Directions 2016, as amended;

“flexible cycle hire” means a cycle hire operations and providers approved by the Council to operate a point to point cycle hire scheme, requiring a cycle to be returned to a designated “e-scooter & cycle hire” parking place, within the London Borough of Southwark which is managed by the flexible cycle hire operators;

“London e-scooter Trial Scheme” refers to the pan-London e-scooter trial scheme operated by Transport for London and their agents;

(b) in Article 3.1 of the Order of 2021, the words ““parking place” means an area on a highway designated as a parking place by this Order, being either: a permit holders parking place, or a shared-use permit holders and pay parking place, or a shared-use ‘cross-borough’ permit holders and pay parking place, or a pay parking place, or a ‘stop and shop’ parking place, or a street traders permit holders parking place, or a doctors parking place or, a car club parking place, and in each case being identified as such type in the map-based schedule by reference to the map schedule legend”, are substituted with the words ““parking place” means an area on a highway designated as a parking place by this Order, being either: a permit holders parking place, or a shared-use permit holders and pay parking place, or a shared-use ‘cross-borough’ permit holders and pay parking place, or a

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<sup>f</sup> 1978 c.30

pay parking place, or a 'stop and shop' parking place, or a street traders permit holders parking place, or a doctors parking place or, a car club parking place or, an e-scooter hire parking place or, an e-scooter & cycle hire parking place and in each case being identified as such type in the map-based schedule by reference to the map schedule legend”;

- (c) Article 5.10 is added to the Order of 2021, containing the words “Each e-scooter hire parking place may be used, subject to the provisions of this Order, for the leaving at any time of electric scooters for hire being used in a trial in respect of which have an indication via hand-held device that there have been relevant permissions and access granted by the authorised agent”;
- (d) Article 5.11 is added to the Order of 2021, containing the words “Each e-scooter and cycle hire parking place may be used, subject to the provisions of this Order, for the leaving at any time of electric scooters for hire being used in a trial, and for the leaving of “flexible cycle hire” cycles being used in a trial, in respect of which have an indication via hand-held device that there have been relevant permissions and access granted by the authorised agent”; and
- (e) Article 6.9 is added to the Order of 2021, containing the words “At all times during which a vehicle is left in a e-scooter hire, or an e-scooter & cycle hire parking place during the permitted hours, there shall be an indication by hand-held device that there have been relevant permissions and access granted by the authorised agent in respect of that vehicle and that parking place, in accordance with the provisions of this Order”.

#### Addition or substitution of item in the map-based schedule

- 4.1 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 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.
- 4.2 The substitution or amendment referred to in Article 4.1(b) of this Order of any item in 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

- 5.1 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.
- 5.2 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<sup>9</sup>.
- 5.3 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 markings on the surface of the street, etc

- 6.1 The Council must:
  - (a) place and maintain appropriate markings on the surface of the street indicating the limits of the parking place designated by this Order and may be used during the permitted hours

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<sup>9</sup> SI 2016/362

for the leaving only of the vehicles specified in Articles 5.10 and 5.11 of the Order of 2021, as amended; and

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

Dated this xxxxxx day of xxxx 202\*

[signature here]

STEVEN GRAYER

Interim Head of Service, Highways  
Environment, Neighbourhoods and Growth



## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, on a permanent basis, introduces e-scooter hire, and e-scooter & cycle hire parking places as additions to the Order of 2021, and adds or substitutes items in the map-based schedule attached to the Order of 2021, so as to provide permanent e-scooter & cycle hire parking places in the carriageway in Calton Avenue and Court Lane, as part of the Dulwich Village Streets for People scheme and the wider pan-London e-scooter Trial Scheme, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

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The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Dulwich Village Streets for People) Order 202\*

Made: 202\*

Coming into force: 202\*

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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<sup>a</sup>, 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 (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Dulwich Village Streets for People) Order 202\* and comes into force on \*\* \*\*\*\*\* 202\*.

#### Interpretation

- 2.1 In this Order:-

“this Order” means the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Dulwich Village Streets for People) 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<sup>b</sup>;

“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 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, 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.

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<sup>a</sup> 1984 c.27

<sup>b</sup> 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 parking places and 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

“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 parking 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 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<sup>c</sup>.
- 4.3 The provisions of the Order of 2021 (other than Articles 4 and 15) 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 indicating the limits of each parking place and each loading place;
  - (b) place and maintain, in or in the vicinity of each parking place and each loading place, traffic signs indicating that such parking place or loading place, as the case 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 work as is reasonably required for the purposes of the satisfactory operation of a parking place or loading place.

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<sup>c</sup> 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 must 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 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, Neighbourhoods and Growth

## 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, so as to:-

- (a) in Calton Avenue (i) north-west side (south-west of its junction with Gilkes Crescent) remove an existing 10 metre ('m') loading place and install a new pedal cycle parking place on the carriageway which would be 3m in width 5m in length and aligned parallel to the kerb, for the purpose of pedal cycle parking only 'at any time';
- (b) install new 'unlimited stay' Disabled Persons' parking places 6m in length, in (i) Dekker Road north-west side outside Nos. 25/26 Dekker Road, and (ii) Dulwich Village north-west side outside Nos. 76 and 78 Dulwich Village;
- (c) relocate an existing 'unlimited stay' Disabled Persons' parking place in Gilkes Crescent north-westward by 2m to a new location south-west side (north-west of its junction with Calton Avenue) and amend existing 'at any time' waiting restrictions 'at any time' waiting restrictions (double yellow lines 'DYLs') at the location to accommodate;
- (d) remove existing 'at any time' loading restrictions (double kerb blips 'DKBs') on both sides in (i) Calton Avenue (12m on each side a total of 24m) south-west of its junction with Gilkes Crescent, and (ii) Court Lane (42m on each side a total of 84m) south-east of its junction with Calton Avenue;
- (e) amend existing 'DYLs' on both sides of the following streets to accommodate kerb-line build-outs, the implementation of a two-way cycle route in Calton Avenue and Court Lane (in which any existing 'DYLs' would be removed) and any parking changes:- (i) Calton Avenue between its junctions with Dulwich Village and Gilkes Crescent, (ii) Court Lane between its junctions with Calton Avenue and Dekker Road, and (iii) Dulwich Village between its junctions with Gilkes Place and Calton Avenue;
- (f) add new 'DYLs' in (i) Dulwich Village south-west and north-west side between its junction with Turney Road and a point 111m south and south-west of that junction (111m), north-east side outside No. 57 Dulwich Village (26m), and east side outside Nos. 61 and 63 Dulwich Village (10m), and (ii) Turney Road south-east side opposite Dulwich Village C of E Infants School; and
- (g) add new 'timed' loading restrictions (single kerb blips 'SKBs') on both sides of the following streets (operating between the hours of 7 am to 10 am and 4 pm to 7 pm every day of the week) on existing 'DYLs' wherever there are no parking restrictions existing or proposed, in:- (i) Calton Avenue between a point 6m south-west of the south-western kerb-line of Gilkes Crescent and a point 36m south-west of that kerb-line, (ii) Court Lane between a point 3m south-east of the common boundary of Nos. 1b and 1c Court Lane and a point 5.5m north-west of the north-western kerb-line of Dekker Road, and (iii) Dulwich Village north-east side, north-west of its junction with Calton Avenue (20m) and outside Nos. 57 to 65 Dulwich Village (57m), south-west side opposite No. 49 Dulwich Village (18.5m) and outside Nos. 54 and 60 to 76 Dulwich Village (73m), and (iv) Turney Road north-west side outside Dulwich Village C of E Infants School (14m) and south-east side opposite Dulwich Village C of E Infants School (67.5m),

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK  
**TRAFFIC MANAGEMENT ORDER**

202\* No. 0xx

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The London Borough of Southwark (Prescribed routes)  
(Dulwich Village Streets for People) Traffic Order 202\*

Made: xx xxxxxxxx 202\*

Coming into force: xx xxxxxxxx 202\*

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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<sup>a</sup>, 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 (Prescribed routes) (Dulwich Village Streets for People) Traffic Order 202\* and comes into force on xx xxxxxxxx 202\*.

Interpretation

- 2.1 In this Order:-

"this Order" means the London Borough of Southwark (Prescribed route) (Dulwich Village Streets for People) Traffic Order 202\*;

causing includes permitting;

"Council" means the Council of the London Borough of Southwark;

"Calton Avenue and Court Lane cycle route" means the entirety of the carriageway of the part of Calton Avenue which lies between the north-eastern kerb-line of Dulwich Village and a point 4 metres north-east of the common boundary of Nos. 1c and 1d Calton Avenue and that part of Court Lane which lies between the south-eastern kerb-line of Calton Avenue and a point 3 metres south-east of the common boundary of Nos. 1b and 1c Court Lane, 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, 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" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016<sup>b</sup>;

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<sup>a</sup> 1984 c.27

<sup>b</sup> SI 2016/362

“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 3.4 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 must 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 will cause any motor vehicle to enter or proceed in that part of Calton Avenue which lies between the north-eastern kerb-line of Dulwich Village and a point 4 metres north-east of the common boundary of Nos. 1c and 1d Calton Avenue, or the Calton Avenue and Court Lane cycle route.
- 3.2 No person will cause any motor vehicle to enter or proceed in that part of Court Lane which lies between the south-eastern kerb-line of Calton Avenue and a point 3 metres south-east of the common boundary of Nos. 1b and 1c Court Lane, or the Calton Avenue and Court Lane cycle route.
- 3.3 No person causing any vehicle, other than a pedal cycle, to proceed in a north-westbound direction in Dulwich Village will, upon reaching its junction with Calton Avenue, cause that vehicle to turn right into Calton Avenue, or the Calton Avenue and Court Lane cycle route.
- 3.4 No person causing any vehicle other than a pedal cycle to proceed in a south-eastbound direction in Dulwich Village will, upon reaching its junction with Calton Avenue, cause that vehicle to turn left into Calton Avenue, or the Calton Avenue and Court Lane cycle route.

#### Exemptions

- 4.1 Nothing in Articles 3.1 to 3.4 of this Order shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform; 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.

#### 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 the London Borough of Southwark (Prescribed routes) (Calton Avenue area) Traffic Order 2022<sup>c</sup>, the London Borough of Southwark (Prescribed routes) (Calton Avenue and Dulwich Village) (No. 1) Experimental Traffic Order 2020<sup>d</sup>, and the London Borough of Southwark (Prescribed routes) (Court Lane) (No. 1) Experimental Traffic Order 2020<sup>e</sup>, are revoked.

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

[signature here]

STEVEN GRAYER

Interim Head of Service, Highways  
Environment, Neighbourhoods and Growth

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<sup>c</sup> LBS 2022/011

<sup>d</sup> LBS 2020/052

<sup>e</sup> LBS 2020/053

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order consolidates and makes amendments to certain prescribed route restrictions within the Dulwich Village area, on a permanent basis in the London Borough of Southwark, as part of the Dulwich Village 'Streets for People' Scheme, 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 the part of Calton Avenue which lies between the north-eastern kerb-line of Dulwich Village and a point 4 metres north-east of the common boundary of Nos. 1c and 1d Calton Avenue and that part of Court Lane which lies between the south-eastern kerb-line of Calton Avenue and a point 3 metres south-east of the common boundary of Nos. 1b and 1c Court Lane (there will continue to be no access for vehicles, except for pedal cycles, from Dulwich Village into Calton Avenue).

The amended 'no motor vehicles' restriction mentioned above would be operational 'at any time' and all days of the week. Exemptions would be provided for emergency services vehicles only. The restrictions would be indicated by traffic signs.