

Public notice

Dulwich Streetspace: Melbourne Grove north

The London Borough of Southwark (Prescribed routes) (Melbourne Grove north) Experimental Traffic Order 2021

The London Borough of Southwark (Charged-for parking places) (Melbourne Grove north) Experimental Traffic Order 2021

The London Borough of Southwark (Free parking places and Waiting restrictions) (Melbourne Grove north) Experimental Traffic Order 2021

1. Southwark Council hereby GIVES NOTICE that on 21 October 2021 it has made the above experimental orders under sections 9 and 10 of the Road Traffic Regulation Act 1984¹.
2. The effects of the experimental Orders, the intention of which is to relocate a trial road closure the amendment of existing parking and waiting restrictions, and introduction of additional parking within Controlled Parking Zone 'ED' in the East Dulwich area, to complement the low-traffic neighbourhood measures in Dulwich, will be:-
 - (a) to prohibit motor vehicles proceeding: (i) in EAST DULWICH GROVE from entering into that part of Melbourne Grove which lies to the north-west of its junction with East Dulwich Grove; and (ii) south-eastbound in that part of MELBOURNE GROVE which lies to the north-west of its junction with East Dulwich Grove from entering into East Dulwich Grove;
 - (b) in MELBOURNE GROVE suspend the use of 37m existing 'stop and shop' on the south-east side;
 - (c) in MELBOURNE GROVE relocate two existing 'limited stay' disabled persons parking places on the south-east side further south-west from its junction with Grove Vale;
 - (d) in MELBOURNE GROVE in CPZ 'ED' (i) north-east side convert 10m existing 'permit' to 'shared-use', (ii) south-east side introduce 7.5m new 'shared-use' and (iii) new 'pay' parking places (south-east side 10m and north-west side 15m); and
 - (e) amend existing waiting restrictions (yellow lines) on both sides of MELBOURNE GROVE between its junctions with Grove Vale and East Dulwich Grove to accommodate the parking changes and road closure.

NOTES: (1) These Orders would supersede similar provisions at the above locations implemented by way of experimental Orders made under section 9 of the 1984 Act (which would be revoked); (2) Exemption to the restrictions described in (a) preceding would be provided for emergency services vehicles and refuse collection vehicles; and (3) 'permit' refers to parking places for holders of valid parking permits within the CPZ listed; 'shared-use' refers to parking places in which holders of a valid permit for the CPZ listed, 'pay' paid ticket holders are permitted to park within the permitted hours or 'stop and shop' parking places in which either: (i) vehicles may be left free of charge for up to 30 minutes, or (ii) 'pay'. All measurements are in metres 'm' and are approximate. Parking charges are listed on www.southwark.gov.uk/parking.

3. For more information on the background and implementation of this trial scheme please contact Rachel Gates of the council's Highways, Transport Projects team Highways@southwark.gov.uk
4. Copies of the orders, which will come into force on 28 October 2021 (and can remain in force for up to 18 months from that date), this notice, plan and a statement of the council's reasons for making the orders may be found online at www.southwark.gov.uk/trafficorders. Paper copies may be obtained from or viewed at Highways, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only - for booking details contact traffic.orders@southwark.gov.uk or 020 7525 3497.
5. The council will in due course be considering whether the provisions of the experimental order/s should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent order/s or make any other representation regarding the scheme would have 6 months to do so, from the date the experimental order comes into force (or, if the order/s is varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation order or modification comes into force), and may send a statement to traffic.orders@southwark.gov.uk or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled 'Parking - Road traffic and highway schemes - responding to statutory consultation notices' at www.southwark.gov.uk/statutoryconsultationnotices quoting reference 'TMO2122-EXP13_Melbourne Grove north'. Please note that if you wish to object to the scheme you must state the grounds on which your objection is made.
6. Under requirements of current access to information legislation, any letter 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.
7. Anyone wishing to question the validity of the order/s or of any provision therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant

requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the order may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Dated 21 October 2021

Dale Foden - Head of Service - Highways, Environment and Leisure

¹ [1984 c.27](#)

Statement of reasons

Dulwich Streetspace: Melbourne Grove north

The London Borough of Southwark (Prescribed routes) (Melbourne Grove north) Experimental Traffic Order 2021

The London Borough of Southwark (Charged-for parking places) (Melbourne Grove north) Experimental Traffic Order 2021

The London Borough of Southwark (Free parking places and Waiting restrictions) (Melbourne Grove north) Experimental Traffic Order 2021

The decision has been made to re-introduce, by way of an experiment, a previously trialled point closure relocated; and changes to parking and to waiting restrictions in Melbourne Grove (north – between its junctions with Grove Vale and with East Dulwich Grove) in the East Dulwich area (Goose Green ward), in the London Borough of Southwark.

The intention of which is to separate the original trial measures for Melbourne Grove (the amendment of existing parking and waiting restrictions, and introduction of additional parking in the East Dulwich area, as detailed below) and to relocate the trial road closure.

The original trial measures were part of the London Streetspace Programme – East Dulwich area trials (public notice originally advertised in *the London Gazette* on 20 August 2020¹), additions and modifications to the scheme were advertised in *the London Gazette* on 17 June 2021^{2&3}, of which the overall objectives are to reduce traffic, encourage active travel and support local businesses. All parts of the LSP East Dulwich trials will be revoked in full as all parts are being proposed as either new trial schemes with additional changes; or new permanent changes to the Highway.

This new trial for Melbourne Grove (north), will separate the original trial measures for Melbourne Grove (north) from the other parts of LSP East Dulwich area trials and accommodate the relocation of the trial road closure, re-starting the trial with the following measures:-

- **relocate trial road closure** in Melbourne Grove from its junction with Grove Vale to a new location at its junction with East Dulwich Grove. The new trial road closure will be enforceable with traffic signs, planters and bollards.
- **relocate two existing 'limited stay' disabled persons parking places** further south-west from the junction with Grove Vale.
- **amend existing parking in CPZ 'ED'** suspend 'stop and shop' parking on the south-east side and convert 10 metres 'permit' parking to 'shared-use' parking.
- **introduce new parking in CPZ 'ED'** south-east side 7.5 metres of new 'shared-use' parking and new 'pay' parking places on the south-east side 10 metres and on the north-west side 15 metres.
- **amend waiting restrictions** in Melbourne Grove (north) between its junctions with Grove Vale and East Dulwich Grove to accommodate the parking changes and road closure.

note: All measurements are in metres and are approximate. East Dulwich is within an existing Controlled Parking Zone (CPZ), 'ED'. Parking charges are listed on www.southwark.gov.uk/parking

These measures are subject to experimental Traffic Management Orders (TMOs). A TMO is the legal mechanism the council, as traffic authority, uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

The experimental TMOs will be enforceable for a period up to 18 months to allow the assessment of any impact the restrictions might have on the area and surrounding roads, and to revise the scheme if necessary within that time. A review will be carried out to assess the initial success of the scheme and whether the restrictions should be made permanent.

Link to decision - <https://moderngov.southwark.gov.uk/mglIssueHistoryHome.aspx?IId=50025701&Opt=0>

Dated 21 October 2021

For more information contact:-

Rachel Gates

Transport Projects

Highways

Highways@southwark.gov.uk

¹ <https://www.thegazette.co.uk/notice/3617792>











² <https://www.thegazette.co.uk/notice/3824347>

³ <https://www.thegazette.co.uk/notice/3824334>

DULWICH STREETSPACE MEASURES

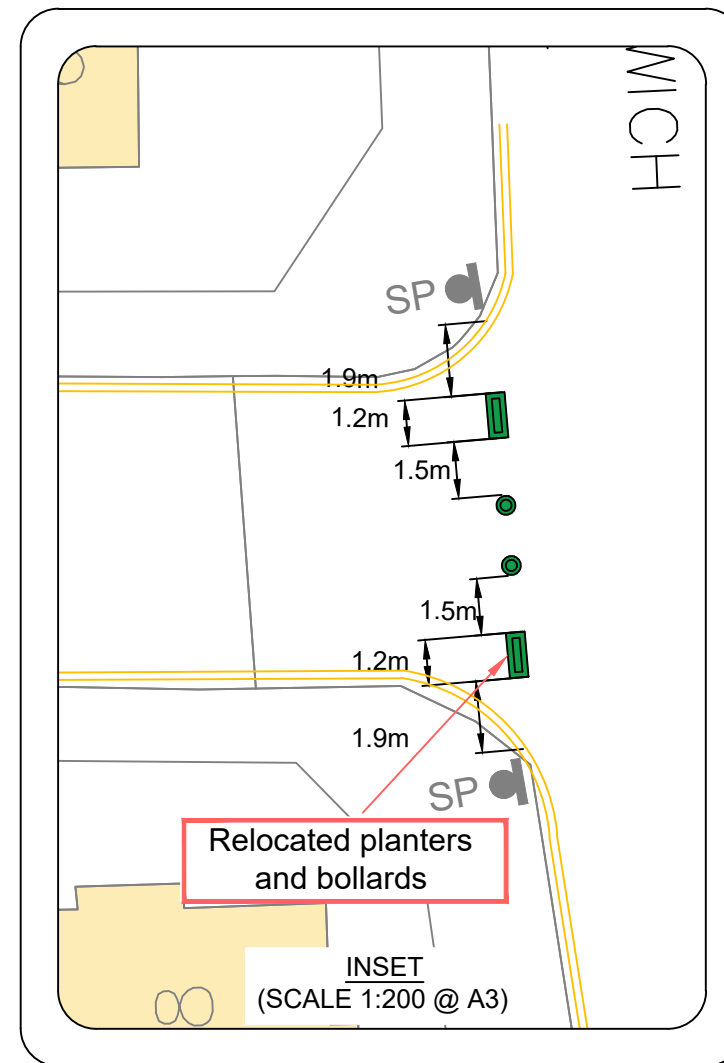
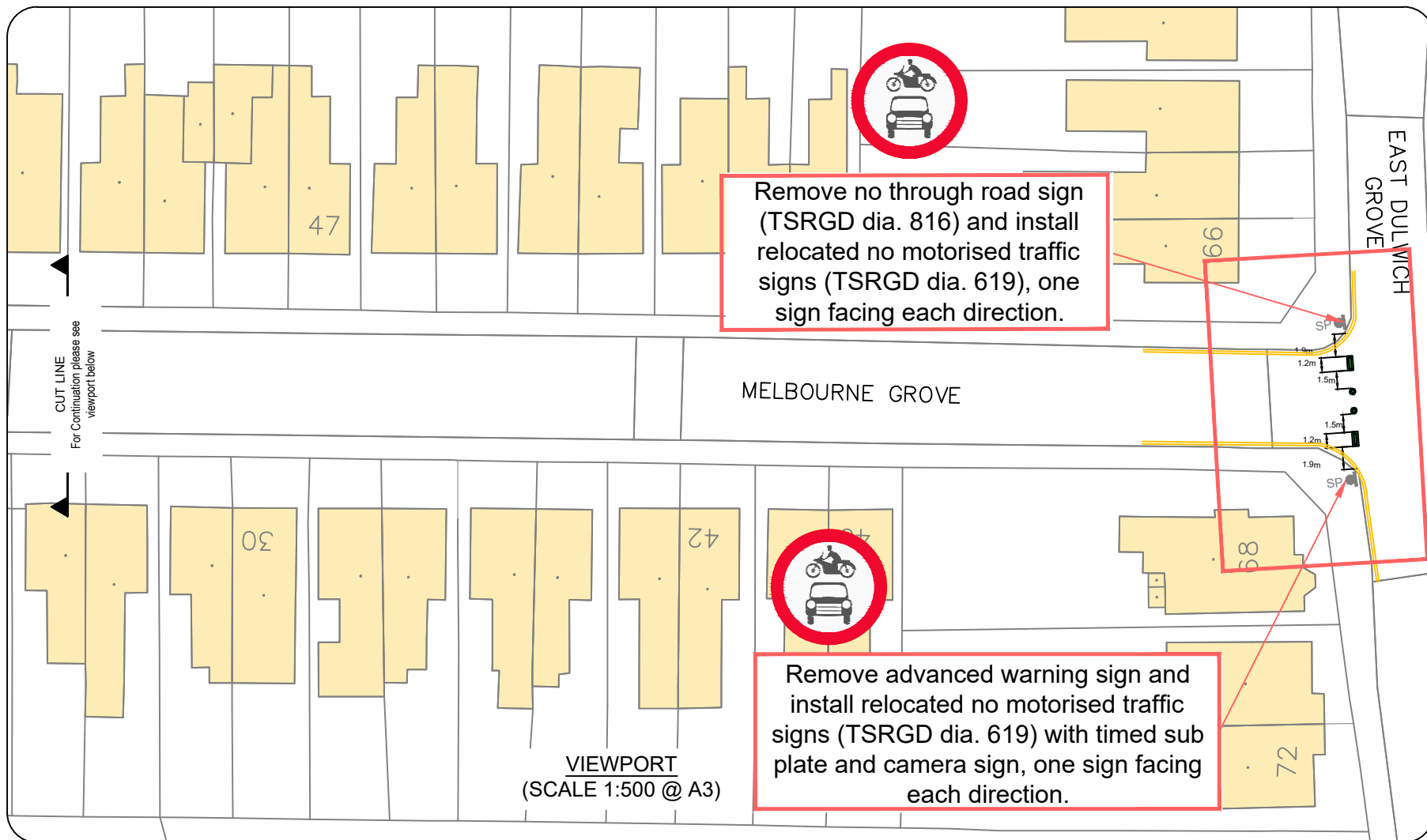
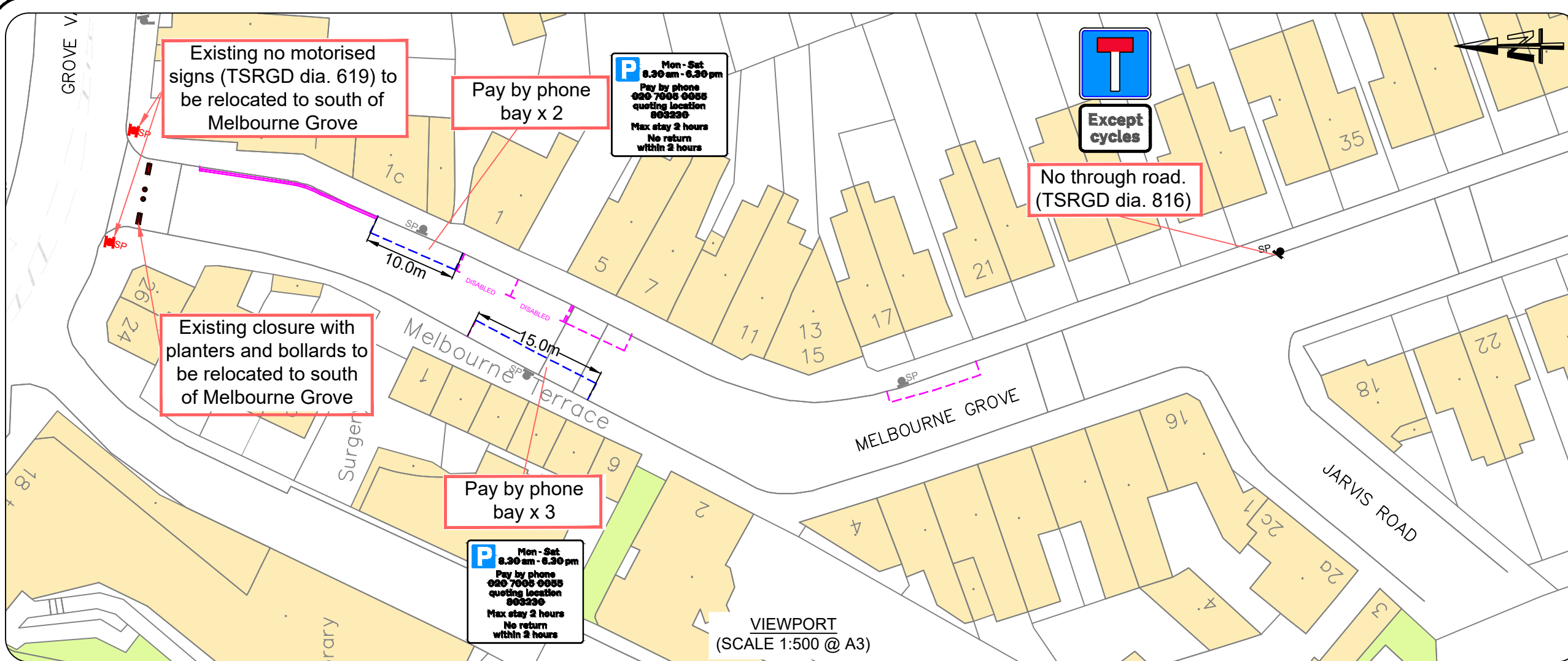
MELBOURNE GROVE NORTH

KEY

-  Proposed sign post
-  Existing sign post
-  Restrictions to remain under current experimental traffic order
-  Restrictions to remain under new experimental traffic order
-  Existing double yellow markings
-  Existing planters to be relocated
-  Existing bollards to be relocated
-  Proposed relocated planters
-  Proposed relocated bollards
-  Existing sign and post to be relocated

NOTES

1. All proposed signs to be mounted at least 2.1m high
2. Where signs and posts are installed a minimum of 450mm clearance from the road side kerb face is to be maintained





THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2021 No. 064

The London Borough of Southwark (Prescribed routes)
(Melbourne Grove north) Experimental Traffic Order 2021

Made: 21 October 2021

Coming into force: 28 October 2021

Expires: 11 May 2023

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 9 and 10 of Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Melbourne Grove north) Experimental Traffic Order 2021, shall come into force on 28 October 2021 and expire 11 May 2023.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

“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;

“motor vehicle” has the same meaning as in section 136 of the Road Traffic Regulation Act 1984;

“prescribed street” for the purposes of Article 4.1(c) of this Order means a street or part thereof referred to in either Articles 3.1 or 3.2 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 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.

^a 1984 c.27

Prescribed routes

- 3.1 No person causing any motor vehicle to proceed in a south-eastbound direction in that part of Melbourne Grove which lies north-west of its junction with East Dulwich Grove shall, upon reaching that point, cause that motor vehicle to enter or proceed into East Dulwich Grove.
- 3.2 No person causing any motor vehicle to proceed in East Dulwich Grove or in a north-westbound direction in that part of Melbourne Grove which lies to the south of its junction with East Dulwich Grove shall, upon reaching that part of Melbourne Grove which lies north-west of north-western kerb-line of East Dulwich Grove, cause that motor vehicle to enter or proceed into that part of Melbourne Grove which lies north-west of north-western kerb-line of East Dulwich Grove.

Exemptions

- 4.1 Nothing in Articles 3.1 or 3.2 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) a refuse collection vehicle being operated by the Council or its appointed contractor, whilst being used for the purpose of refuse collection at premises located within a prescribed street;
 - (d) any vehicle being used for the purpose of maintenance, improvement, re-construction, cleansing or lighting of that part of street;
 - (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; or
 - (f) 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.

Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Service - Highways (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^b) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this twenty-first day of October 2021



DALE FODEN
Head of Service, Highways
Environment and Leisure

^b 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order by way of an experiment, as part of Dulwich Streetspace: Melbourne Grove north provides a point 'no motor vehicles' restriction at the junction of Melbourne Grove and East Dulwich Grove (planters/bollards) with exemptions for emergency services vehicles and refuse collection vehicles, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2021 No. 065

The London Borough of Southwark (Charged-for parking places)
(Melbourne Grove north) Experimental Traffic Order 2021

Made: 21 October 2021

Coming into force: 28 October 2021

Expires: 11 May 2023

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 9 and 10 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 (Charged-for parking places) (Melbourne Grove north) Experimental Traffic Order 2021, shall come into force on 28 October 2021 and expire 11 May 2023.

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;

“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 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 depicted 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 places designated 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 (Charged-For Parking Places) (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.

Addition to or substitution of items in the map-based schedule

- 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 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 substitution referred to in Article 3.1(b) of this Order of any item in in the map-based schedule will have the effect of suspending any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

Power to modify or suspend this Order

- 4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Service - Highways (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^c) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this twenty-first day of October 2021



DALE FODEN
Head of Service, Highways
Environment and Leisure

^b LBS 2021_035

^c 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment substitutes items in the map-based schedule attached to the Order of 2021, as part of Dulwich Streetspace – Melbourne Grove north in Melbourne Grove, to:

- (a) suspend the use of (i) 10m existing 'permit' north-east side and (ii) 37m existing 'stop and shop' south-east side;
- (b) convert 10m existing permit parking to 'shared-use' north-east side; and
- (c) introduces new 7.5m 'shared-use' south-east side and 2 new 'pay' parking places (south-east side 10m and north-west side 15m),

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2021 No. 066

The London Borough of Southwark (Free parking places and Waiting restrictions)
(Melbourne Grove north) Experimental Traffic Order 2021

Made: 21 October 2021

Coming into force: 28 October 2021

Expires: 11 May 2023

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 9 and 10 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 (Free parking places and Waiting restrictions) (Melbourne Grove north) Experimental Traffic Order 2021 and shall come into force on 28 October 2021 and expire on 11 May 2023.

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, 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 depicts the restrictions imposed by this Order and, in conjunction with the map schedule legend, identifies the type of each particular free parking place, loading place, waiting, loading 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 parking place, loading place or waiting, loading or stopping restriction is depicted 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 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 places and

^a 1984 c.27

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;

"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.

Addition to or substitution of items in the map-based schedule

- 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 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 substitution referred to in Article 3.1(b) of this Order of any item in in the map-based schedule will have the effect of suspending 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 loading place and application of the Order of 2021 thereto

- 4.1 Each area on a street identified 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 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 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 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) shall apply to the area designated as a parking place by this Order as if in those provisions any reference a parking place included a reference to an area designated as a parking place by this Order.

Waiting restrictions applicable in restricted streets

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

Placing of traffic signs, etc

- 6.1 The Council shall:
 - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of the loading place designated by this Order;

^b LBS 2021_036

^c SI 2016/362

- (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(b) of the Order of 2021; and
- (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a loading place.

Power to modify or suspend this Order

7.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Service - Highways (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^d) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this twenty-first day of October 2021



DALE FODEN
Head of Service, Highways
Environment and Leisure

^d 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, adds or substitutes items in the map-based schedule attached to the Order of 2021, as part of Dulwich Streetspace – Melbourne Grove North in Melbourne Grove, to:-

- (a) suspend the use of 'limited stay' disabled persons parking places in Melbourne Grove to relocate the two places further south-west from the junction with Grove Vale; and
- (b) amend existing waiting restrictions,

in the London Borough of Southwark.