

Public notice

London Streetspace Programme – Dulwich

The London Borough of Southwark (Prescribed Routes) (Calton Avenue and Dulwich Village) Experimental Traffic Order 2020

The London Borough of Southwark (Prescribed Routes) (Court Lane) Experimental Traffic Order 2020

The London Borough of Southwark (Prescribed Routes) (Melbourne Grove) Experimental Traffic Order 2020

The London Borough of Southwark (Loading bays) (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 8) Experimental Traffic Order 2020

1. Southwark Council hereby GIVES NOTICE that on 18 June 2020 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 are to introduce road closures which will be physically enforced with traffic signs and the installation of planters (see 2a-c), and any necessary changes to existing highway restrictions to accommodate the closures (see 2d and 2e), in the following streets:

(a) (i) in CALTON AVENUE – part road closure between its junction with Dulwich Village and the north-eastern wall of No. 1d Calton Avenue in which any vehicle, except pedal cycles, will be prohibited from entering into or proceeding and (ii) in DULWICH VILLAGE - any vehicle, except pedal cycles, will be prohibited from turning into Calton Avenue;

(b) in COURT LANE – a point closure at a point 4.5 metres south-east of the common boundary of Nos. 1b and 1c Court Lane in which any vehicle, except pedal cycles, will be prohibited from proceeding;

(c) MELBOURNE GROVE – a point closure at the common boundary of Nos. 48c and 48d Melbourne Grove in which any vehicle, except pedal cycles, will be prohibited from proceeding;

(d) an existing loading bay (10 metres in length) on the north-west side of CALTON AVENUE will be formalised and relocated to a location 23.5 metres north-eastward (nearer the junction with Gilkes Crescent) the operating hours will remain: between midnight to 7 am, 10 am to 4 pm, 7 pm to midnight on Mon -Fri, and at any time on Sat or Sun;

(e) to add 'at any time' waiting restrictions (double yellow lines) in (i) CALTON AVENUE south-east side, 35 metres opposite the junction with Gilkes Crescent, (ii) COURT LANE south-west side, 20 metres opposite the junction with Dekker Road, and (iii) GILKES CRESCENT to extend existing restrictions at its junction with Calton Avenue north-westward by 15 metres per side.

3. For more information on the background and implementation of these experimental orders 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 25 June 2020 (and expire on 29 December 2021), this notice, plans 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 details contact traffic.orders@southwark.gov.uk (or call 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 orders 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 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 'TMO2021-EXP02_LSP Dulwich'. 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/s may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Dated 18 June 2020

Nicky Costin - Parking and Network Management Business Unit Manager, Regulatory Services

¹ [1984 c.27](#)

Statement of reasons

London Streetspace Programme – Dulwich

The London Borough of Southwark (Prescribed Routes) (Calton Avenue and Dulwich Village) Experimental Traffic Order 2020

The London Borough of Southwark (Prescribed Routes) (Court Lane) Experimental Traffic Order 2020

The London Borough of Southwark (Prescribed Routes) (Melbourne Grove) Experimental Traffic Order 2020

The London Borough of Southwark (Loading bays) (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 8) Experimental Traffic Order 2020

The decision has been made to introduce **experimental road closures** which will be physically enforced with traffic signs and the installation of planters - in which any vehicle, except pedal cycles, will be prohibited from entering into or proceeding; and any **necessary changes to existing highway restrictions** to accommodate the road closures, as part of the London Streetspace programme, in the London Borough of Southwark.

The London Streetspace Programme aims to create more space on the streets so people can walk and cycle safely and observe social distancing. This will also help to ease pressure on public transport which has seen a significant reduction in capacity. One of the key areas that we are looking at as part of this programme is reducing traffic on residential streets and creating low-traffic corridors so that more people can walk and cycle as part of their daily routine.

A summary of the proposed schemes' details are as follows:

Note: All measurements are approximated and in metres 'm' and 'DYLs' refer to double yellow lines ('at any time' waiting restrictions).

Street	Ward	Description
CALTON AVENUE	Dulwich Village	(i) Part closure - between its junction with Dulwich Village and the north-eastern wall of No. 1d Calton Avenue; (ii) north-west side, 10m loading bay relocated north-eastward closer to existing loading bay (10 metres in length) 23.5 metres north-eastward (nearer the junction with Gilkes Crescent); (iii) DYLs added on south-east side.
COURT LANE	Dulwich Village	(i) Point closure - at a point 4.5 metres south-east of the common boundary of Nos. 1b and 1c Court Lane; (ii) DYLs added on south-west side.
DULWICH VILLAGE	Dulwich Village	Any vehicle, except pedal cycles, will be prohibited from turning into Calton Avenue.
GILKES CRESCENT	Dulwich Village	DYLs added on both sides at junction with Calton Avenue.
MELBOURNE GROVE	Goose Green	Point closure - at the common boundary of Nos. 48c and 48d Melbourne Grove.

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 road closures and other 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 road closure/s and other restrictions should be made permanent.

Link to the decision details:

<http://moderngov.southwark.gov.uk/mglIssueHistoryHome.aspx?lld=50023147&Opt=0>

Dated 18 June 2020

For more information contact:-

Rachel Gates

Transport Projects







Highways

Highways@southwark.gov.uk

DULWICH VILLAGE COVID RESPONSE MEASURES

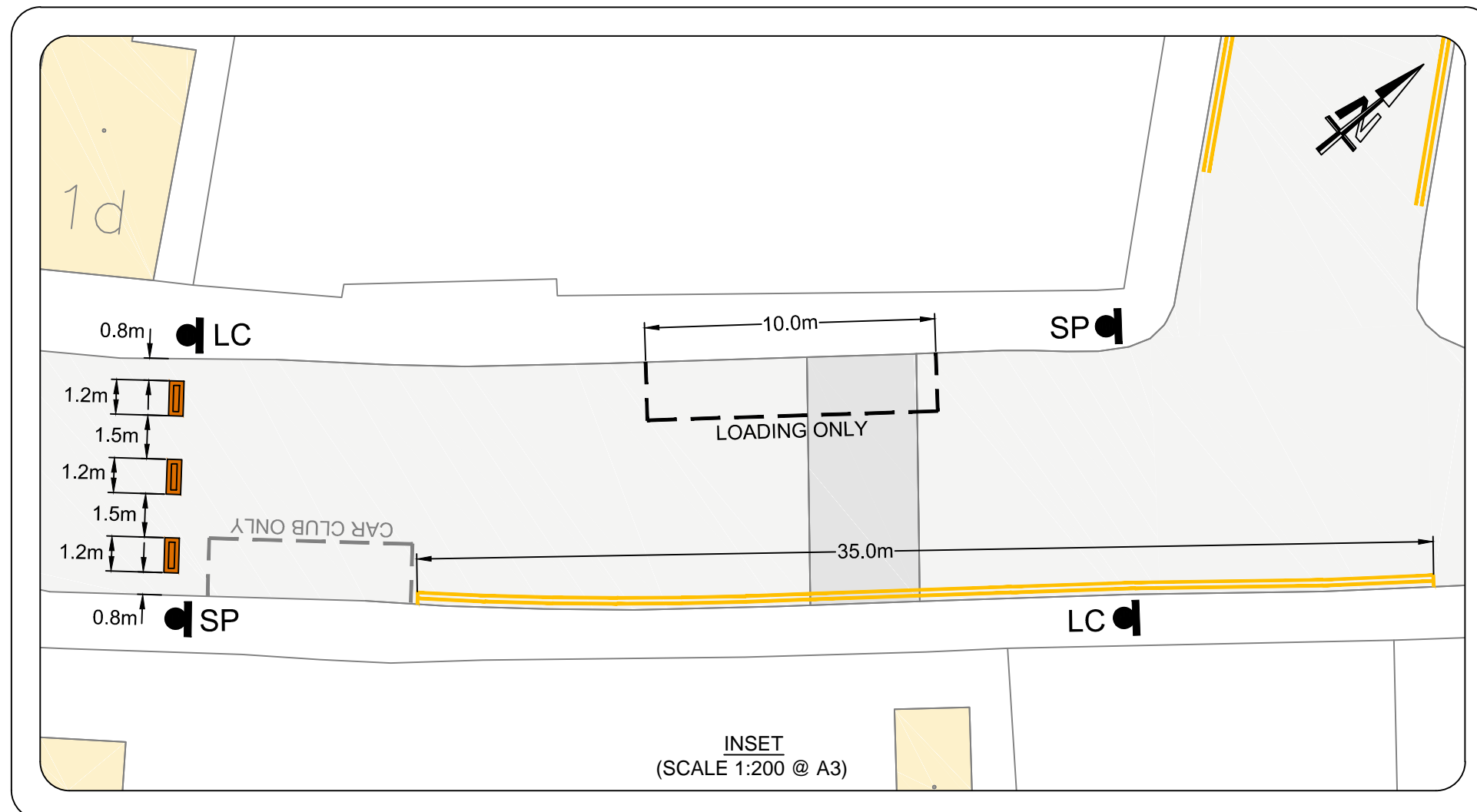
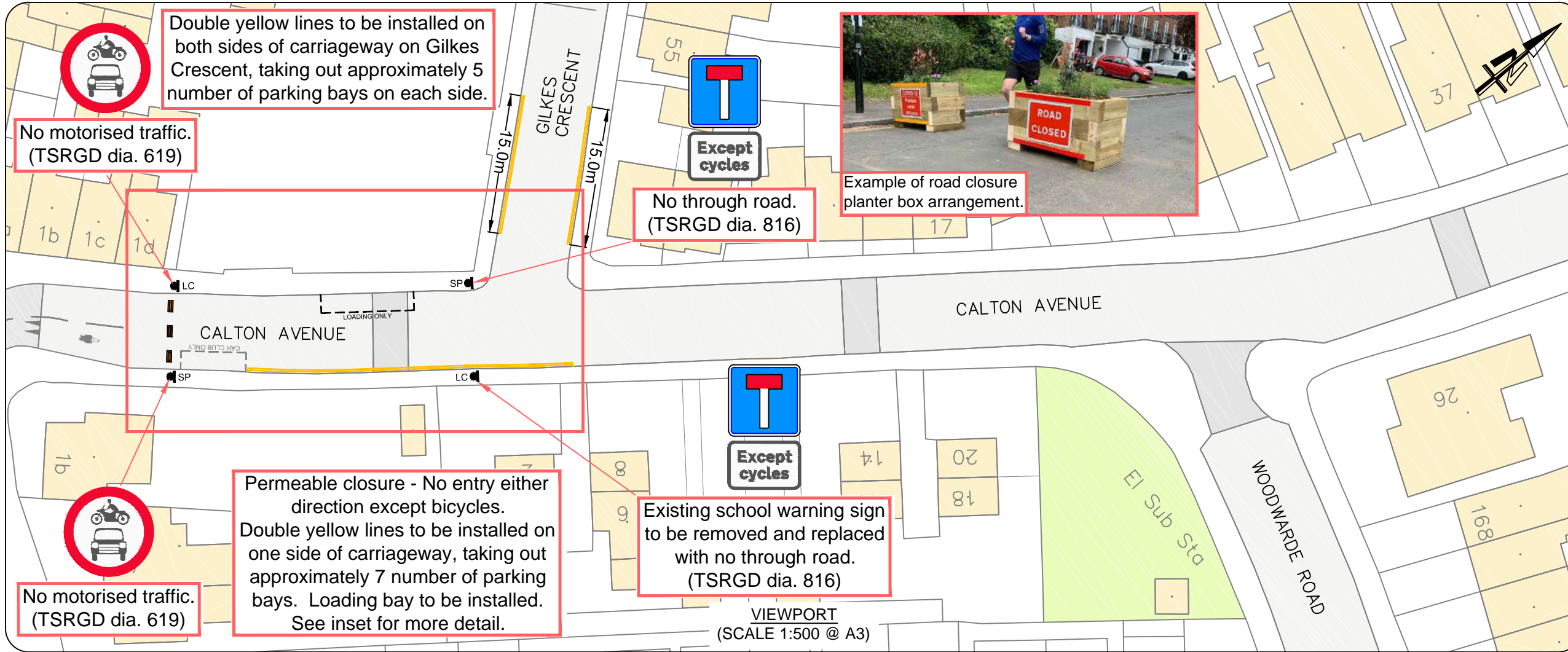
CALTON AVENUE

KEY

-  Proposed planter box
-  Proposed bollard
-  Proposed sign post
-  Proposed sign to be mounted on existing lamp column
-  Proposed double yellow marking
-  Proposed loading bay

NOTES






1. Double yellow lines to be installed where currently no restrictions are in place. Any existing on street parking to be suspended to accommodate vehicles turning.
2. Signs to be installed in locations shown to give advance warning of road closures.



DULWICH VILLAGE COVID RESPONSE MEASURES

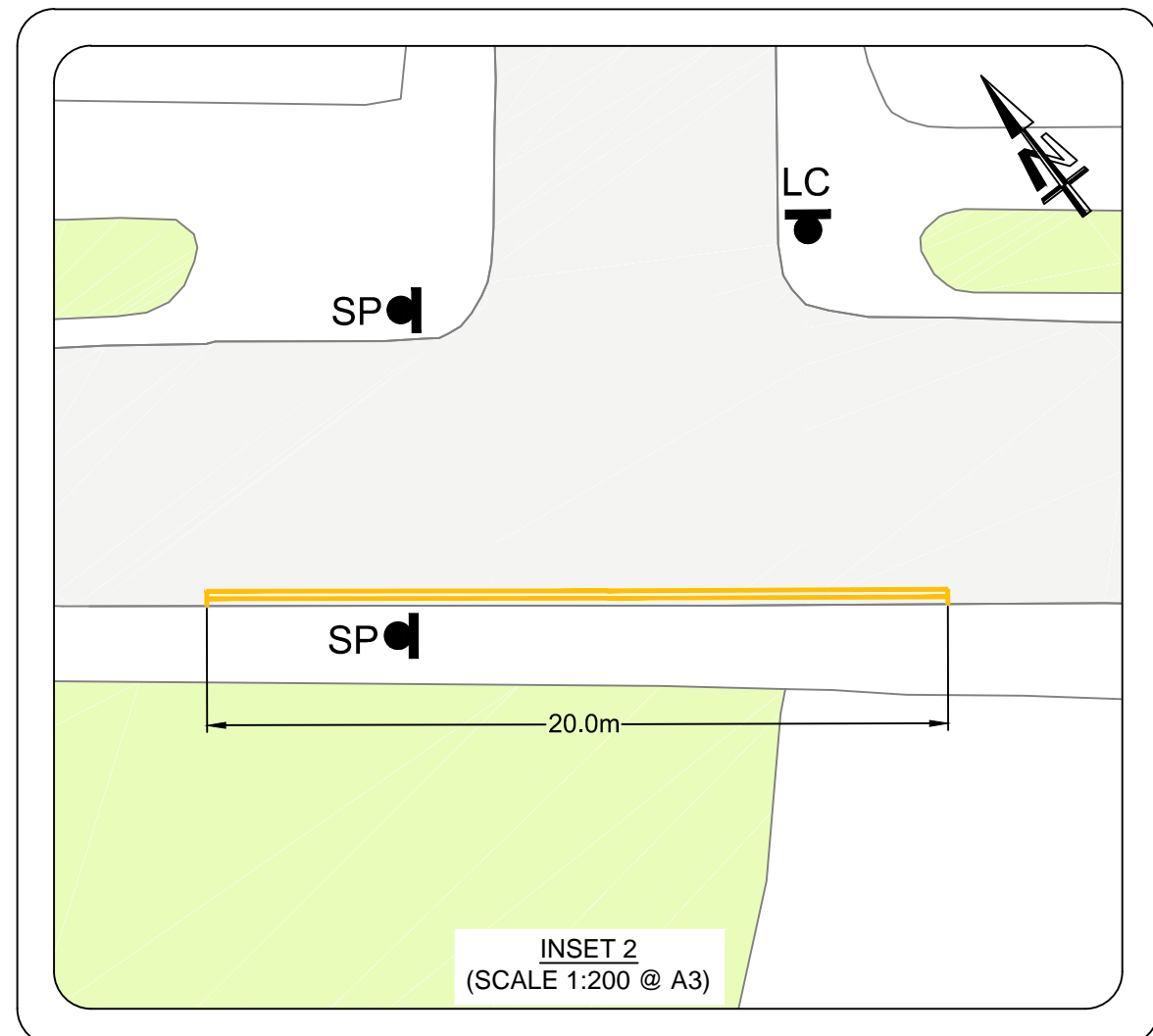
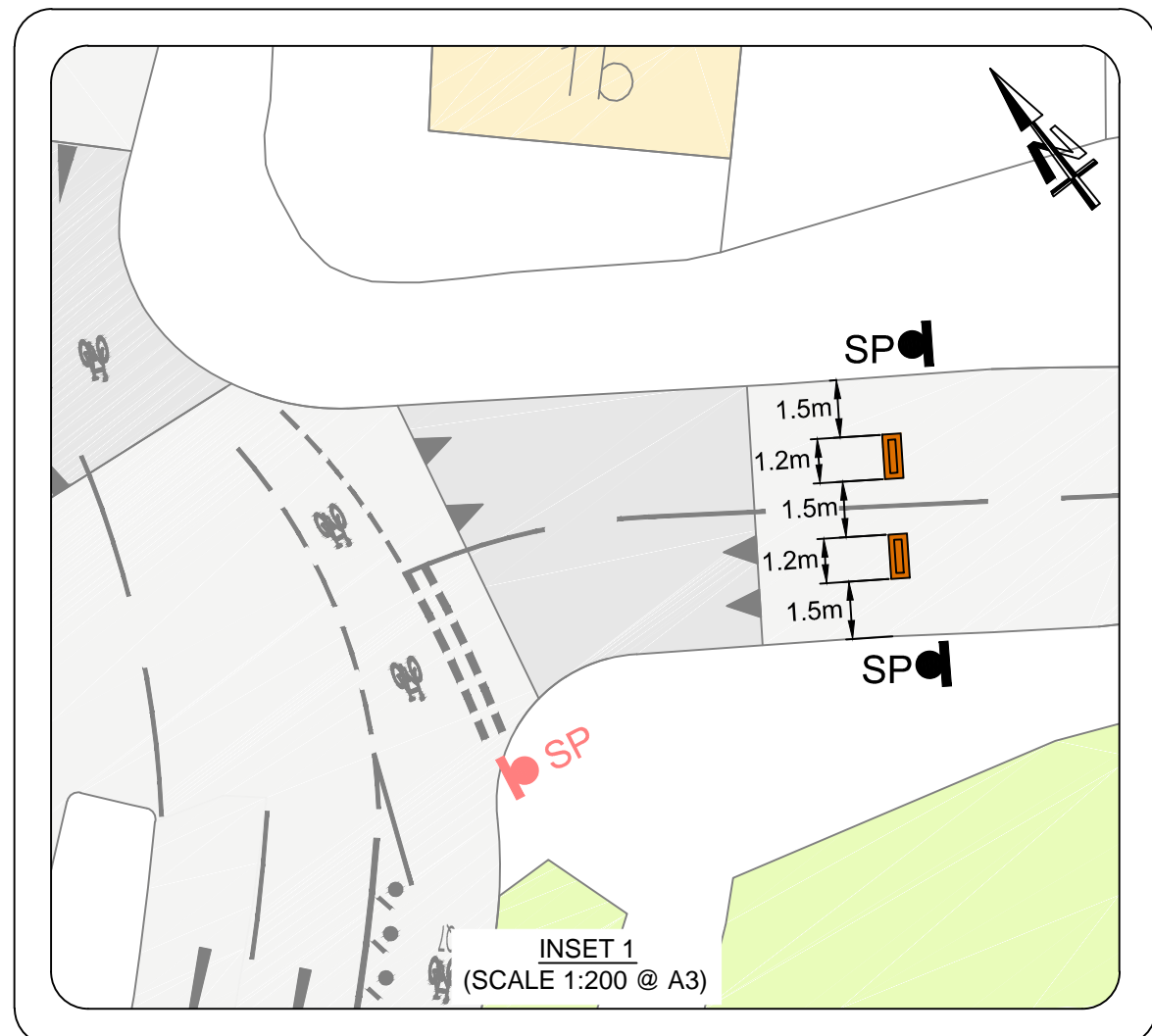
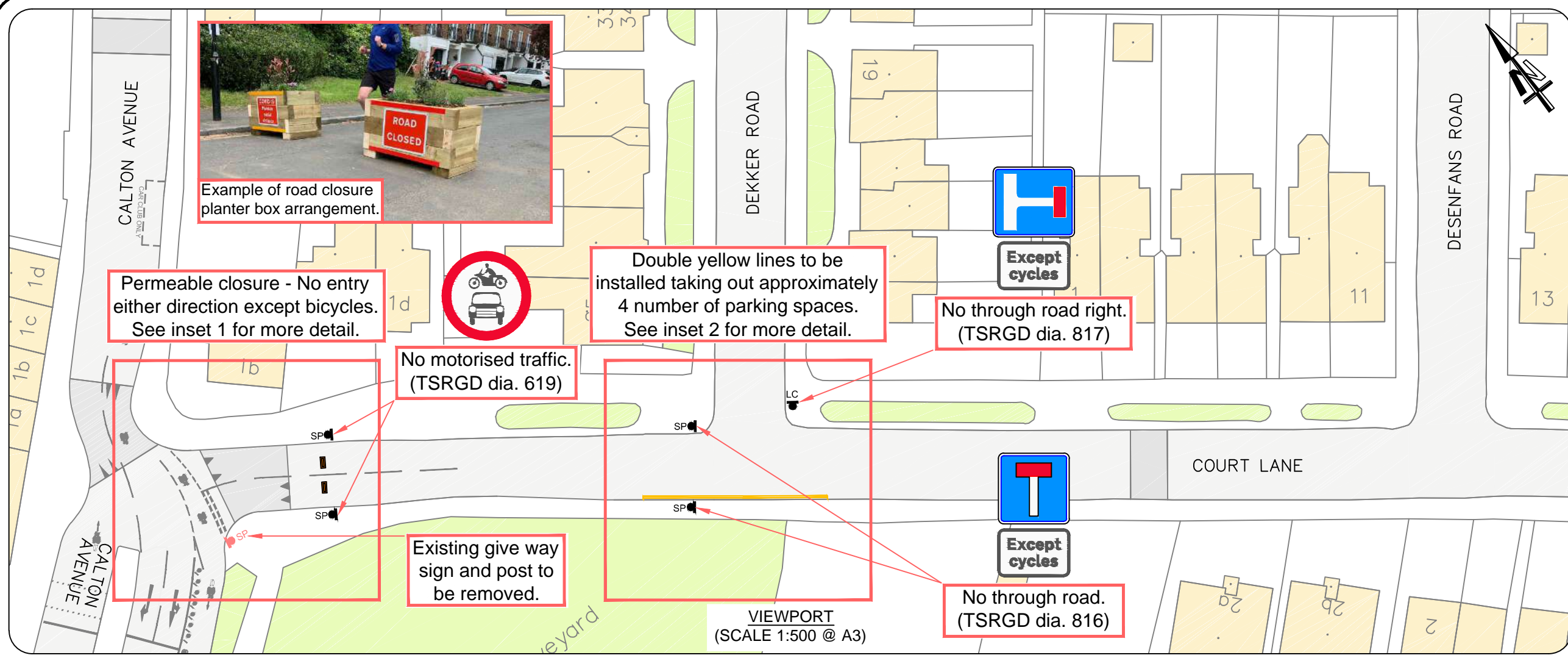
COURT LANE

KEY

-  Proposed planter box
-  Proposed sign post
-  Proposed sign to be mounted on existing lamp column
-  Proposed double yellow marking
-  Existing sign and post to be removed

NOTES







1. Double yellow lines to be installed where currently no restrictions are in place. Any existing on street parking to be suspended to accommodate vehicles turning.
2. Signs to be installed in locations shown to give advance warning of road closures.



DULWICH VILLAGE COVID RESPONSE MEASURES

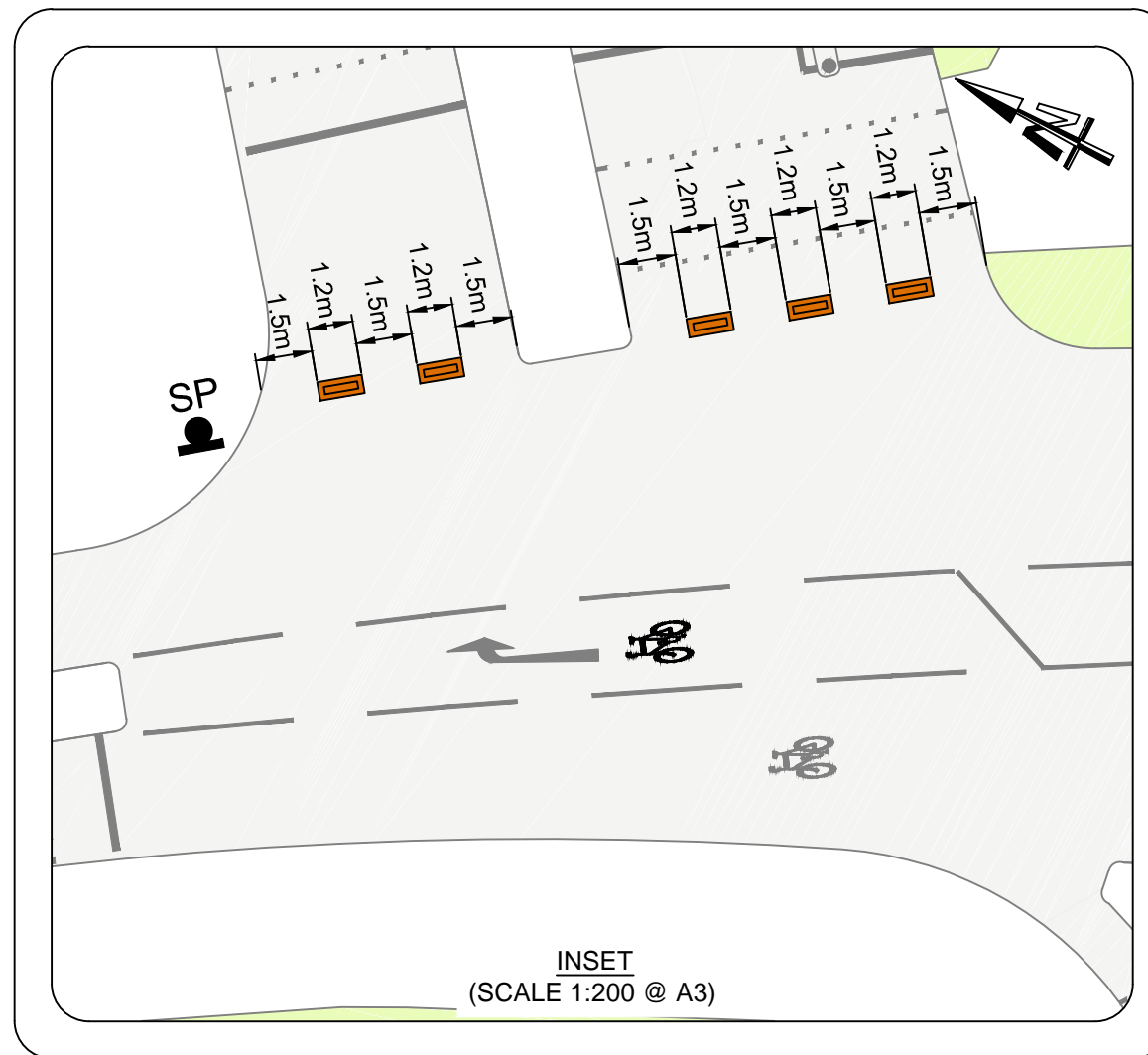
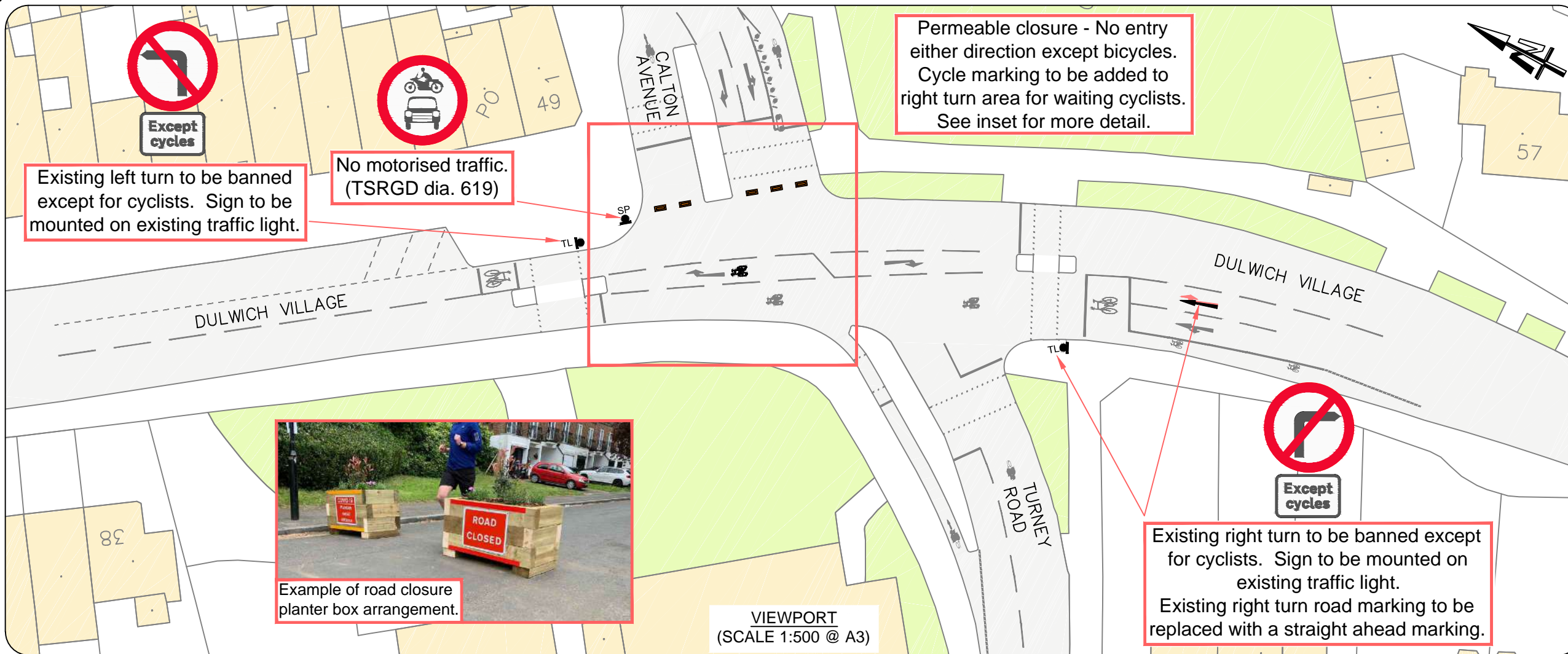
DULWICH VILLAGE

KEY

-  Proposed planter box
-  Proposed sign post
-  Proposed sign to be mounted on existing traffic light
-  Proposed cycle marking
-  Proposed ahead arrow
-  Existing right turn arrow to be removed

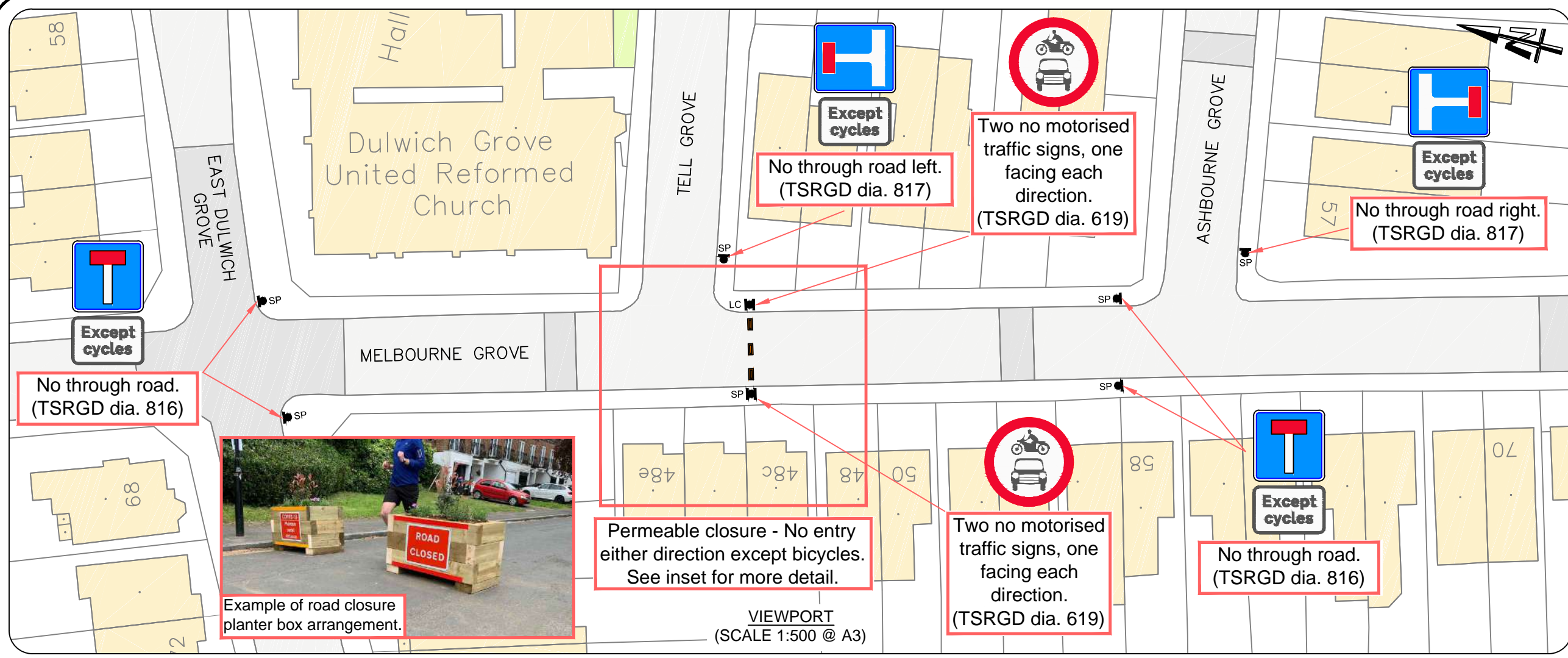
NOTES

1. Double yellow lines to be installed where currently no restrictions are in place. Any existing on street parking to be suspended to accommodate vehicles turning.
2. Signs to be installed in locations shown to give advance warning of road closures.



EAST DULWICH COVID RESPONSE MEASURES

MELBOURNE GROVE SOUTH

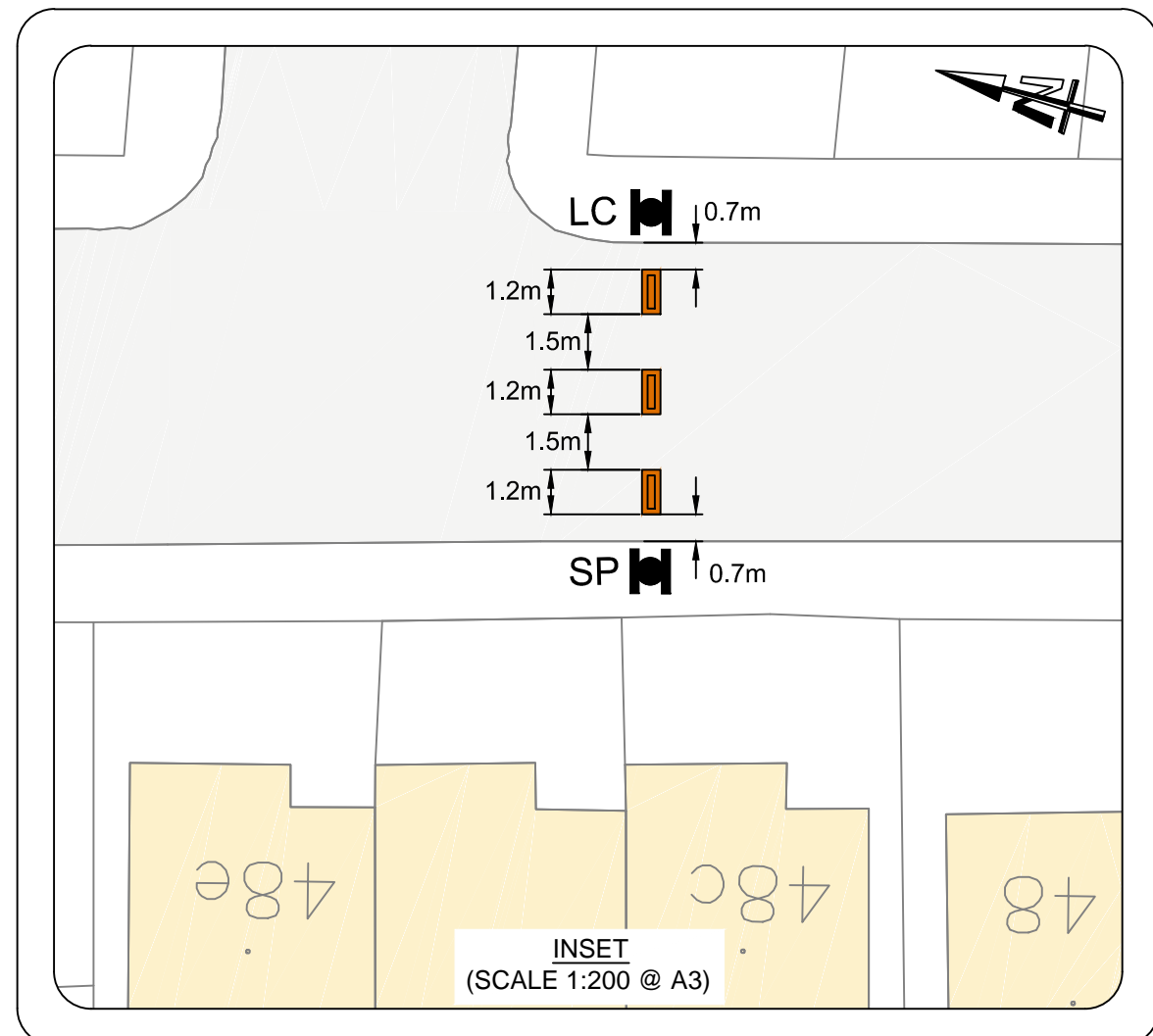


VIEWPORT
(SCALE 1:500 @ A3)

KEY

- Proposed planter box
- Proposed sign post
- Proposed sign to be mounted on existing lamp column

- NOTES**
1. Double yellow lines to be installed where currently no restrictions are in place. Any existing on street parking to be suspended to accommodate vehicles turning.
 2. Signs to be installed in locations shown to give advance warning of road closures.



INSET
(SCALE 1:200 @ A3)



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 052

The London Borough of Southwark (Prescribed routes) (Calton Avenue and Dulwich Village)
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Calton Avenue and Dulwich Village) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

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;

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002^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.

^a 1984 c.27

^b S.I. 2002 No. 3113

Prescribed routes

Calton Avenue

- 3.1 No person shall cause any vehicle to enter or proceed into that part of Calton Avenue which lies between its junction with Dulwich Village and the north-eastern wall of No. 1d Calton Avenue.
- 3.2 Nothing in Article 3.1 above shall apply to a pedal cycle.

Dulwich Village

- 4.1 No person causing any vehicle to proceed in a south-eastbound direction in Dulwich Village shall, upon reaching its junction with Calton Avenue, cause that vehicle to turn left into Calton Avenue.
- 4.2 No person causing any vehicle to proceed in a north-westbound direction in Dulwich Village shall, upon reaching its junction with Calton Avenue, cause that vehicle to turn right into Calton Avenue.
- 4.3 Nothing in Articles 4.1 and 4.2 above shall apply to a pedal cycle.

Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (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 eighteenth day of June 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Dulwich: -

- (i) prohibits vehicles, without exemption other than that of pedal-cycles, from entering or proceeding in that part of Calton Avenue which lies between its junction with Dulwich Village and the northern wall of No. 1d Calton Avenue; and
- (ii) prohibits vehicles, without exemption other than that of pedal-cycles, from entering into Calton Avenue from Dulwich Village,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 053

The London Borough of Southwark (Prescribed routes) (Court Lane)
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Court Lane) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

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;

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002^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.

^a 1984 c.27

^b S.I. 2002 No. 3113

Prescribed routes

Court Lane

- 3.1 No person causing any vehicle to proceed in that part of Court Lane which lies north-west of a point 4.5 metres south-east of the common boundary of Nos. 1b and 1c Court Lane shall, upon reaching that point, cause that vehicle to enter that part of Court Lane which lies south-east of a point 4.5 metres south-east of the common boundary of Nos. 1b and 1c Court Lane.
- 3.2 No person causing any vehicle to proceed in that part of Court Lane which lies south-east of a point 4.5 metres south-east of the common boundary of Nos. 1b and 1c Court Lane shall, upon reaching that point, cause that vehicle to enter that part of Court Lane which lies north-west of a point 4.5 metres south-east of the common boundary of Nos. 1b and 1c Court Lane.
- 3.3 Nothing in Articles 3.1 and 3.2 above shall apply to a pedal cycle.

Power to modify or suspend this Order

- 4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (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 eighteenth day of June 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Dulwich, introduces a point road closure prohibiting the movement of all vehicles, without exemption other than that of pedal cycles, in Court Lane in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 054

The London Borough of Southwark (Prescribed routes) (Melbourne Grove)
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Melbourne Grove) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

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;

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002^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.

^a 1984 c.27

^b S.I. 2002 No. 3113

Prescribed routes

Melbourne Grove

- 3.1 No person causing any vehicle to proceed in that part of Melbourne Grove which lies north-west of the common boundary of Nos. 48c and 48d Melbourne Grove shall, upon reaching that point, cause that vehicle to enter that part of Melbourne Grove which lies south-east of the common boundary of Nos. 48c and 48d Melbourne Grove.
- 3.2 No person causing any vehicle to proceed in that part of Melbourne Grove which lies south-east of the common boundary of Nos. 48c and 48d Melbourne Grove shall, upon reaching that point, cause that vehicle to enter that part of Melbourne Grove which lies north-west of the common boundary of Nos. 48c and 48d Melbourne Grove.
- 3.3 Nothing in Articles 3.1 and 3.2 above shall apply to a pedal cycle.

Power to modify or suspend this Order

- 4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (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 eighteenth day of June 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Dulwich, introduces a point road closure prohibiting the movement of all vehicles, without exemption other than that of pedal cycles, in Melbourne Grove in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 055

The London Borough of Southwark (Loading bays) (No. 2)
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Loading bays) (Amendment No. 2) Experimental Traffic Order 2020, shall come into force on 25 June 2020, and expires on 29 December 2021.

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 Order of 2016" means the London Borough of Southwark (Loading bays) (No. 1) Order 2016^b, as amended.

- 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 2016 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2016/005

Amendment or variation of existing Orders

- 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 London Borough of Southwark (Loading bays) (No. 8) Order 2017^c shall have effect as though the item numbered 127 in the Schedule to that Order were varied to the definitions given in the item similarly numbered and set out in columns 1 through 5 of the Schedule to this Order.

Designation of loading bays and application of the Order of 2016 thereto

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway, is designated as a loading bay.
- 4.2 The provisions of the Order of 2016 (other than Articles 3.1 and 12.1) shall apply to each area designated as a loading bay by this Order as if in those provisions any reference to a loading bay shall include a reference to each area designated as a loading bay by this Order and as if any reference to Schedule 1 to the Order of 2016 included a reference to the Schedule to this Order.

Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Parking and Network Management Business Unit Manager (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 eighteenth day of June 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c LBS 2017/082

^d 2004 c.18

SCHEDULE - LOADING BAYS

<i>No. of loading bay (1)</i>	<i>Designated loading bay (2)</i>	<i>Permitted hours (3)</i>	<i>Maximum loading period (4)</i>	<i>Minimum return interval (5)</i>
X127.	CALTON AVENUE the north-west side, from a point 7.5 metres south-west of the south-western kerb-line of Gilkes Crescent south-westward for a distance of 10 metres.	Midnight to 7 am, 10 am to 4 pm, 7 pm to Midnight Monday to Friday; At any time Saturday and Sunday	-	-

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment relocates and formalises an existing loading bay in Calton Avenue so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Dulwich, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 056

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 8)
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 8) Experimental Traffic Order 2020, shall come into force on 25 June 2020, and expires on 29 December 2021.

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 Order of 2015” means the London Borough of Southwark (Waiting and loading restrictions) Consolidation Order 2015^b - as amended.

- 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 2015 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2015/082

Amendment or variation of existing Orders

- 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:-
- (i) the Order of 2015 shall have effect as though for the item numbered 413 in Schedule 1 to that Order there was substituted the item numbered X413;
 - (ii) the London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 5) Traffic Order 2015^c shall have effect as though for the items numbered 1103 and 1104 in Schedule 2 to that Order there were substituted the items numbered X1103 and X1104,
- and set out in columns 1, 2 and 3 of the Schedule to this Order.

Power to modify or suspend this Order

- 4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Parking and Network Management Business Unit Manager (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 eighteenth day of June 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c LBS 2015/104

^d 2004 c.18

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
X1103.	CALTON AVENUE	
	(a) the south-west and north-west side	
	(i) between the south-eastern kerb-line of Townley Road and a point 19 metres south-east of that kerb-line;	At any time
	(ii) between a point 2.5 metres north-east of the common boundary of Nos. 25 and 27 Calton Avenue and a point 3 metres south-west of that common boundary;	At any time
	(iii) between a point 4.5 metres north-east of the north-eastern kerb-line of Gilkes Crescent and a point 7.5 metres south-west of the south-western kerb-line of Gilkes Crescent;	At any time
	(iv) between a point 17.5 metres south-west of the south-western kerb-line of Gilkes Crescent and the north-eastern kerb-line of Dulwich Village;	At any time
	(b) the south-east side	
	(i) between a point 9 metres north-east of the north-eastern kerb-line of Woodward Road and a point 16 metres south-west of the south-western kerb-line of Woodward Road;	At any time
	(ii) between a point 29 metres north-east of the north-eastern kerb-line of Court Lane and a point 1.5 metres north-east of a point opposite the north-eastern kerb-line of Gilkes Crescent;	At any time
	(iii) between a point 22.5 metres north-east of the north-eastern kerb-line of Court Lane and the north-eastern kerb-line of Dulwich Village.	At any time
X1104.	COURT LANE	
	(a) both sides, between the south-eastern kerb-line of Calton Avenue and a point 24 metres north-west of the north-western kerb-line of Dekker Road;	At any time
	(b) both sides, between a point 20 metres north-west of the north-western kerb-line build-out of Eynella Road and a point 26 metres south-east of the south-eastern kerb-line build-out of Eynella Road;	At any time
	(c) the north-east side	
	(i) between a point 7.5 metres north-west of the north-western kerb-line of Dekker Road and a point 7.5 metres south-east of the south-eastern kerb-line of Dekker Road;	At any time

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<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(ii) between a point 7.5 metres north-west of the north-western kerb-line of Desenfans Road and a point 7.5 metres south-east of the south-eastern kerb-line of Desenfans Road;	At any time
	(iii) between a point 7.5 metres north-west of the north-western kerb-line of Druce Road and a point 7.5 metres south-east of the south-eastern kerb-line of Druce Road;	At any time
	(iv) between the common boundary of Nos. 57 and 59 Court Lane and a point 7.5 metres south-east of the south-eastern kerb-line of Dovercourt Road;	At any time
	(v) between a point 7.5 metres north-west of the north-western kerb-line of Eastlands Crescent and a point 7.5 metres south-east of the south-eastern kerb-line of Eastlands Crescent;	At any time
	(vi) between the south-western kerb-line of Lordship Lane and a point 13 metres west of that kerb-line;	At any time
	(d) the south-west and south side	
	(i) between a point 7.5 metres north-west of a point opposite the north-western kerb-line of Dekker Road and a point 4.5 metres south-east of a point opposite the south-eastern kerb-line of Dekker Road;	At any time
	(ii) between a point 7.5 metres north-west of the north-western kerb-line of Court Lane Gardens (at its western junction with Court Lane) and a point 7.5 metres south-east of the south-eastern kerb-line of Court Lane Gardens (at its western junction with Court Lane);	At any time
	(iv) between a point 7.5 metres north-west of the north-western kerb-line of Court Lane Gardens (at its eastern junction with Court Lane) and a point 7.5 metres south-east of the south-eastern kerb-line of Court Lane Gardens (at its eastern junction with Court Lane);	At any time
	(v) between the south-western kerb-line of Lordship Lane and a point 19.5 metres west of that kerb-line.	At any time
X413.	GILKES CRESCENT	
	(a) both sides, between the south-eastern kerb-line of East Dulwich Grove and a point 10 metres south-east of that kerb-line;	At any time

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
(b)	the south-west side, between a point 5 metres north-west of the north-western kerb-line of Gilkes Place and a point 4 metres south-east of the south-eastern kerb-line of Gilkes Place;	At any time
(c)	both sides, between a point 2 metres north-west of the common boundary of Nos. 53 and 55 Gilkes Crescent and a point 2 metres south-east of that common boundary;	At any time
(d)	both sides, between the north-western kerb-line of Calton Avenue and a point 23 metres north-west of that kerb-line.	At any time

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, amends existing waiting restrictions in Calton Avenue, Court Lane and Gilkes Crescent so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Dulwich, in the London Borough of Southwark.