

Public notice

London Streetspace Programme – Dulwich modification of existing trial

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

1. Southwark Council hereby GIVES NOTICE that on 15 October 2020 it has made modifications to the above experimental order under sections 9 and 10 of the Road Traffic Regulation Act 1984¹.
2. The modifications of the experimental order are to reduce the lengths of trial 'at any time' waiting restrictions (double yellow lines) in GILKES CRESCENT (new trial double yellow lines on both sides, from the north-western kerb-line of Calton Avenue to a point 7.5 metres north-west of that kerb-line).
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 modified orders, which will come into force on 22 October 2020 (and expire on 29 December 2021), this notice, a plan and a statement of the council's reasons for making the order 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 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 or make any other representation regarding the scheme would have 6 months to do so, from the date that these modifications come 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-EXP16_LSP Dulwich 2*'. 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 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 15 October 2020

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

¹ [1984 c.27](#)

Statement of reasons

London Streetspace Programme – Dulwich modification of existing trial



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

The decision has been made to reduce the lengths of trial 'at any time' waiting restrictions (double yellow lines) in Gilkes Crescent, within the Dulwich Village ward, in the London Borough of Southwark.

This modification is part of a larger scheme with measures implemented in June 2020 by the London Streetspace Programme - Dulwich trial (LSP Dulwich - public notice originally advertised in *the London Gazette* on 18 June 2020¹).

The new trial double yellow lines will be on both sides, from the north-western kerb-line of Calton Avenue to a point 7.5 metres (reduced from 23 metres) north-west of that kerb-line (to be advertised on 24 September 2020). This will enable the introduction of a new limited stay Disabled Persons' Parking Place in the area.

These measures are modifications to an existing experimental Traffic Management Order (TMO).

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 TMO will be enforceable for a period up to 18 months from the original date Made (expires 29 December 2021) 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 the decision details for LSP Dulwich phase 2:

<http://moderngov.southwark.gov.uk/mglssueHistoryHome.aspx?Ild=50023738&Opt=0>

Dated 15 October 2020

For more information contact:-

Rachel Gates

Transport Projects

Highways

Highways@southwark.gov.uk

¹ <https://www.thegazette.co.uk/notice/3579196>



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: 15 October 2020

Coming into force: 22 October 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 22 October 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 fifteenth day of October 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

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<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
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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 7.5 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, as implemented by the London Streetspace Programme – Dulwich phase 2 (revisions, which include modifications to Gilkes Crescent) amends existing waiting restrictions in Calton Avenue, Court Lane and Gilkes Crescent, in the London Borough of Southwark.