

# Dulwich Village Junction and CPZ

## Questions & Answers – Version 1

### 1. What roadworks are planned in the Dulwich Village area in the coming months?

- Dulwich Village Junction with Calton Avenue: Improvement work will begin on 15 July 2024 and is estimated to run through to 15 November 2024. This is a council scheme that will involve putting in new, wider pavements and more pedestrian crossings; more trees and greenery; separating pedestrians, cyclists and motorists; traffic calming to reduce cyclists' speed; road resurfacing and new outdoor seating
- During the autumn of 2024, the Dulwich Estate will also be resurfacing its forecourt to the front of shops 25-45 Dulwich Village, installing bench seating around all existing trees as well as introducing additional trees. For more details visit [www.thedulwichestate.org.uk](http://www.thedulwichestate.org.uk).
- Gilkes Place: There will be road resurfacing at the new housing development at Gilkes Place, starting in July 2024. This is being carried out by Aquinna Homes
- Resident parking scheme: The council will carry out statutory consultation for the proposed parking permit scheme on Gilkes Crescent, Gilkes Place, Calton Avenue and East Dulwich Grove in September 2024

### 2. What will the final works look like, after completion?

These artist's impressions give a good idea of what the area will look like when the work is complete.



### 3. What will happen, where and when?

Below is a timeline setting out the current best estimates of what will happen, and when. More specific details will be available on our website and on an on-site noticeboard, both of which will be updated regularly.

- we will start at Turney Road where we plan to complete most of our work before September 2024, to minimise disruption to the school.
- during October 2024 we will have to introduce temporary parking restrictions on Dekker Road, as we will need to divert cyclists from Calton Road.
- the works on the section closer to Gilkes Place will be completed during November 2024

### 4. What will be the impact on residents and how is this being minimised?

- all the above works are being co-ordinated to minimise disruption for residents.
- we will try to complete this work as quickly as possible
- pedestrian access will be maintained at all times, although there may be short diversions around the work areas. There will be times when we need to close pavements (with diversions for pedestrians); put in temporary traffic lights; parking suspensions and road closures
- we will also need to keep roads clear of parked vehicles at specific times – we will use ‘No Waiting’ cones and signs to indicate when this will be needed
- during October 2024 we will introduce temporary parking restriction on Dekker Road to maintain safety for road users; this is due to diversion of cyclists from Cycleway 17 on Calton Avenue

### 5. How will the work affect and accommodate businesses?

We will maintain access to the shops in Dulwich Village at all times and aim to work out-of-hours where necessary, while shops are closed. We will discuss this with all the businesses before we start work and adapt our work wherever practical. We may need to move some of the seating on Calton Avenue while the works are underway and will try and relocate these as close as possible to the shops.

### 6. Will there be traffic delays?

Yes, there are likely to be some delays, but we will monitor this and make adjustments where necessary to mitigate this, for example adjusting timings on lights or putting in diversions.

### 7. How can I get updates on the progress of the works during construction?

- We will be updating our page regularly at [http://www.southwark.gov.uk/dulwich-village-  
junction-works](http://www.southwark.gov.uk/dulwich-village-<br/>junction-works).
- There will also be a notice board on-site.

## 8. What are the typical working hours?

8am-4pm weekdays, 9am-1pm on Saturdays, in line with Southwark's Construction Noise policy and our contractor's working hours. However, if weather and light levels permit, we may apply to work later during the summer months.

## 9. How will safety for all road users be maintained?

Safety is always of the highest importance. Providing safe access to vulnerable road users may have a slight impact on traffic flows, but we recognise the high number of children and cyclists using the area that must take priority.

## 10. How will the noise and dust from the construction be minimised?

We will use noise reduction measures on the site with acoustic fencing to minimise the noise. Our work equipment is all fitted with dust suppression equipment, but construction site can still be dusty, especially in summer. We will use water to suppress any dust surfaces to stop it picking up in the wind.

## 11. Where will the site compound be located?

This will be set up on Court Lane, south of Dekker Road.

## 12. How can I report a problem during construction or request access?

If you have any queries about the execution of the works, or you have any specific access requirements, please contact FM Conway Control Centre on **01732 600700** or via email, [southwarkenquiries@fmconway.co.uk](mailto:southwarkenquiries@fmconway.co.uk) and they will do their best to assist you. Please quote the borough and site location. For any other queries about the scheme, email [Dulwichvillagejunctionworks@southwark.gov.uk](mailto:Dulwichvillagejunctionworks@southwark.gov.uk)

## 13. What will be the impact on parking?

- we will ensure that we retain parking bays for the public where possible during construction
- from July 15, 2024, we will have to reduce the amount of diagonal (echelon) parking outside the shops
- later in the year, subject statutory to consultation, the diagonal parking will be removed from outside the North Parade on Dulwich Village - this follows a road safety audit, which showed safety concerns for pedestrians and cyclists. Subject to this consultation we will put in new kerbside parking for shoppers outside the shops (North Parade), Gilkes Place

and Gilkes Crescent; this will be timed, paid-for parking, as currently available at North Parade

- while most the Dulwich Village junction scheme work starts in July 2024, the council will run a statutory consultation for the scheme's parking restrictions in September 2024. This will also include consulting on the Controlled Parking Zone scheme on Gilkes Crescent, Gilkes Place, Calton Avenue and East Dulwich Grove. Subject to objections, both schemes will be implemented in November/December 2024, and we will write to all addresses in the area advising them of key dates, the type of work being carried out on street and how to purchase permits etc
- at the end of the scheme there will be new disabled parking, cycle parking and a new loading bay outside the shops

## 14. What is happening regarding the proposed Controlled Parking Zone?

In September, the council will run a statutory consultation relating to the above parking proposals and the proposed Controlled Parking Zone scheme on Gilkes Crescent, Gilkes Place, Calton Avenue and East Dulwich Grove. It is the intention to implement both schemes in November/December 2024, although this is subject to the outcome of the formal statutory consultation process. We will write to all addresses in the area advising them of key dates, the type of work being carried out on street and how to purchase permits etc in due course.

## 15. Why am I being consulted on a permit zone?

- Southwark Council is looking to implement permit parking controls in an attempt to reduce the number of unnecessary car journeys into the borough, while also encouraging more sustainable and healthier transport choices such as a cycling, walking or public transport. Additionally, there are widespread developments across the borough, which could have a negative impact on the road network including parking availability for existing residents. The best way to manage demand for parking is to introduce planning conditions on new developments, which can only be enforced within a controlled parking zone. We aim to prioritise space for residents and businesses and improve road safety, one of the most effective ways of doing this is by reducing the number of cars on the road by implementing parking restrictions. The council has also launched its 'Streets for People' initiative, which highlights the council's future aims and policies. Many on-street improvements require the reduction of on-street parking. The need for parking restrictions is highlighted in this report, which can be found here: <https://www.southwark.gov.uk/transport-and-roads/streets-for-people>
- the council has already undertaken an informal consultation regarding the proposed controlled parking zone, and the scheme has been adapted taking into account the consultation responses. The legal process now requires a formal Statutory Consultation

on the amended scheme, and any responses will be considered accordingly before a final decision is made to implement the scheme

## 16. The consultation period is too short

Statutory consultation has to be run for a minimum of 21 days and can be longer. However, there is no minimum or maximum time for an informal consultation, this is determined by whoever is running the consultation. At Southwark we try to give at least 21 days for people to get back to us, which matches the minimum time for the statutory consultations. Although often, we will give more time. The survey takes only a few minutes to complete and provides officers with valuable local information and so we do encourage people to take the time to complete the online survey.

## 17. Why do I have to pay for a permit?

- the council, as part of its budget setting process, sets the cost of permits and permit costs are benchmarked against other London local authorities to ensure that they offer value for money. Whilst it is a financially difficult time for many people currently, the long-term benefits of safer and quieter streets and healthier and more sustainable travel options, is a long-term goal for the council. Also, owning and running a car in London is expensive and most households in the borough do not own a car
- permit and PCN income is heavily regulated and permit charges are not to be used to generate income for the council, as such any excess income is ring fenced. As per the TMA 2004. [More details about permit payments can be found at https://www.legislation.gov.uk/ukpga/2004/18/schedule/9](https://www.legislation.gov.uk/ukpga/2004/18/schedule/9). Any surplus income will be used within the legal ring-fence for parking income under section 55 of the Road Traffic Regulation Act 1984

## 18. Will you put in a parking zone even if it's objected to?

- the council sees the implementation of permit parking zones as key to the 'Streets for People' initiative (more information can be found here: [Streets for People - Southwark Council](#))
- the parking consultation is part of the decision-making process and is a way we can gather information from you on how to better design a scheme in your area. As part of the decision-making process, the council will consider other issues such as traffic surveys, accident data, existing and planned developments, transport links, shopping areas and places of interest when planning a zone. The consultation will also take into account responses from other statutory undertakers such as the emergency services. The consultation will inform the council of what members of the public think will work well for the area, as well as what will not. All consultation responses will be considered and will

form part of a report to be reviewed by the Cabinet Member who will make the final decision on all parking schemes. However when all the relevant issues have been considered, the decision maker can decide on balance to proceed with the scheme even if some objections are received

## 19. Why not just put controls in roads that support the zone and leave others out?

The council does not usually implement single road-controlled parking zones because it causes parking displacement from one road to another. A larger zone encompassing more roads reduces the chance of parking displacement and shifting the parking issue to other roads. A larger parking area also allows for options for residents/businesses to park on adjacent streets if they need to.

## 20. Is this a money-making scheme?

Local authorities cannot implement parking schemes to raise revenue. Any surplus revenue is ring fenced (in accordance with section 55(4) of the Road Traffic Regulations Act 1984 and is invested back into Southwark's roads, for example road safety schemes, accessible transport schemes and maintenance of roads and footways. The service is heavily audited, and income cannot be used to fund other parts of the council.

## 21. Business parking

- business parking permits are available to businesses who rely on a vehicle for their business operations. Six permits are available per business, per premises. Charges are benchmarked against other local authorities to ensure they are priced correctly; and these charges are set by the council as part of their fees and charges. People working in the borough are encouraged to get to work using more sustainable modes of transport such as cycling, walking and public transport where possible. Parking bays for the use of customers can be considered and should be requested on the survey for officers to consider
- loading bays can be considered for businesses who need to load or unload. It should be noted that you can load and unload on double yellow lines (without loading restrictions/kerb blips) for up to 40 minutes as long as continuous loading/unloading is observed
- [find more information about business parking at https://www.southwark.gov.uk/parking/parking-permits/on-street-permits](https://www.southwark.gov.uk/parking/parking-permits/on-street-permits)

## 22. Carers

For people who require care, permits are available at <https://www.southwark.gov.uk/parking/parking-permits/on-street-permits>

## 23. Schools

- the aim of a permit zone is to reduce car journeys in the borough and for people to swap cars for more sustainable modes of transport. Staff at schools who travel by car will not be eligible for permits and will either have to park on site or consider alternative modes of transport. Schools can purchase up to 10 business permits
- visitors and parents who need to use a car for dropping off and or picking up children will be able to do so in pay by phone bays, which will be implemented around schools. You can pay for parking by the minute when using the pay by phone facility, therefore paying only for the amount of time you need, which will reduce costs. We do encourage more sustainable ways to travel to and from schools across the borough with initiatives such as School Streets

## 24. Blue badge parking

- residents who are blue badge holders get 75% off resident permits and 50% off visitor vouchers
- more information on blue badge parking can be found at <https://www.southwark.gov.uk/parking/disabled-parking/parking-with-a-blue-badge>

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