

Public notice

Dulwich Village and surrounding area controlled parking zone 'DV'

*The London Borough of Southwark (Charged-for parking places) (CPZ 'DV') Order 202**

*The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (CPZ 'DV' and surrounding area) Order 202**

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders, as part of the provision of the new Controlled Parking Zone ('CPZ') 'DV' in the Dulwich Village area would be:-
 - (a) to provide permit holders' parking places, for vehicles which have been granted either a valid residents' permit, a valid business permit or a valid visitors' permit, between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday inclusive, in:- CALTON AVENUE and TOWNLEY ROAD;
 - (b) to provide 'shared-use' parking places in which either:- (i) vehicles which have paid the parking charge of (currently) £5.10 per hour or £8.30 per hour for diesel vehicles (using 'Pay by Phone') may be left for up to 1 hour (provided no same vehicle may return to a parking place on that same day), or (ii) vehicles which have been granted either a valid residents' permit, a valid business permit or a valid visitors' permit which may be left without time limit, between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday inclusive, in:- CALTON AVENUE, GILKES CRESCENT, and TOWNLEY ROAD;
 - (c) to provide 'permit holders past this point' parking in which vehicles which have been granted either a valid residents' permit, a valid business permit or a valid visitors' permit may be left at any unmarked part of the kerbside (providing this does not cause an obstruction to the passage of other vehicles) between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday inclusive, in:- CALTON AVENUE (between a point 25.5m north-west of the common boundary of Nos. 97 and 99 Calton Avenue and a point 3m south-west of the common boundary of Nos. 33 and 35 Calton Avenue) and GILKES CRESCENT;
 - (d) to provide 'pay' parking places in which vehicles which have paid the parking charge of (currently) £5.10 per hour or £8.30 per hour for diesel vehicles (using 'Pay by Phone') may be left for up to 1 hour (provided no vehicle may return to a parking place on that same day), between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday inclusive, in TOWNLEY ROAD north-west side outside Townley Road Health Clinic (9.5m) and south-east side outside No. 1 Townley Road (5.5m);
 - (e) to add the provision for the additional 'stop and shop' parking places to the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021, in which either (i) vehicles may be left free of charge for up to 1 hour, or (ii) vehicles which have paid the parking charge may be left up to the maximum stay indicated on the traffic sign in relation to that parking place, the first hour of which parking session would be free of charge; provided no same vehicle may return to a parking place within the period indicated on the traffic sign in relation to that parking place, between the operating hours indicated on the traffic sign in relation to that parking place;
 - (f) to provide 'stop and shop' parking places in which vehicles may either be left free of charge for up to 1 hour, or vehicles which have paid the parking charge may be left for up to 3 hours, the first hour of which parking session would be free of charge; provided no same vehicle may return to a parking place within 2 hours (Monday to Saturday 8.30 am - 6.30 pm):- (i) in DULWICH VILLAGE (inset bays) north-east side outside Nos. 31 to 39 Dulwich Village (to replace 18 trial echelon 'stop and shop' parking places that would be removed) which would each be 2m in width 5.5m in length and aligned parallel to the kerb, and (ii) in GILKES PLACE on both sides;
 - (g) relocate an existing Car Club parking place in CALTON AVENUE south-east side, north-eastward by 2m to a location opposite No. 7 Calton Avenue and increase the length to 6m;
 - (h) in DULWICH VILLAGE north-east side outside Nos. 27 to 43 Dulwich Village (i) remove existing trial echelon Disabled Persons' parking places ('DPPPs') and free 'short stay' parking places

and (ii) install 2 new inset 'unlimited stay' DPPP's which would each be 2m in width 6m in length and aligned parallel to the kerb (total length 12m);

- (i) in CALTON AVENUE south-east side install a new 'unlimited stay' DPPP 6m in length opposite No. 9 Calton Avenue;
- (j) install a new electric vehicle only re-charging point in CALTON AVENUE (6.5m in length) south-east side, outside No. 20 Calton Avenue, which may be used by electric vehicles for re-charging only either for a max stay of 4 hours, no return within 2 hours between the hours of 7 am to 10 pm Monday to Saturday, or without time limit for the remaining hours in the week;
- (k) install new loading places (each 10m in length), which may be used 'at any time' for the purpose of loading only in DULWICH VILLAGE (which will be inset bay) north-east side outside Nos. 41 and 43 Dulwich Village (without time limit) and GILKES PLACE south-east side, on the side of No. 25 Dulwich Village (max stay 40 minutes, no return within 2 hours);
- (l) formally amend the widths to 3m each of existing free 'short stay' parking for the use of buses and coaches, also to amend the lengths (as described for each):- (i) and amend the operating hours to between the hours of 8.00 am to 10.00 am and 3.00 pm to 6.00 pm on Monday to Saturday inclusive (max stay 30 minutes, no return within 2 hours) in EAST DULWICH GROVE north-west side opposite No. 197 East Dulwich Grove (31m) and outside James Allen's Girls' School (22m), and TOWNLEY ROAD north-east side outside Alleyn's School (41.5m), and (ii) in TOWNLEY ROAD south-west side outside the Sports Ground (76m), the operating hours will remain between the hours of 8.00 am to 10.00 am and 3.00 pm to 6.00 pm on Monday to Friday inclusive (without a time limit);
- (m) to convert existing or introduce new 'timed' waiting restrictions (single yellow lines 'SYLs') operating between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday inclusive, in (i) DULWICH VILLAGE south-west side outside No. 40 Dulwich Village, (ii) EAST DULWICH GROVE covering the full length at each location of existing School Keep Clear markings north-west side in the vicinity of James Allen's Girls' School (a total of 51m) and south-east side opposite James Allen's Girls' School (46m) and outside odd Nos. 203 to 211 East Dulwich Grove (48m), and (iii) TOWNLEY ROAD south-west side opposite Alleyn's School (31m);
- (n) in TOWNLEY ROAD (i) north-east side outside Alleyn's School reduce in length by 13m existing 'at any time' waiting restrictions (double yellow lines 'DYLs') and contiguous 'at any time' loading restrictions (double kerb blips 'DKBs'), and (ii) south-west side outside the Sports Ground convert 5.5m of existing 'SYLs' to 'DYLs';
- (o) to introduce 'DYLs' at road junctions, footway and vehicle crossovers, and between kerbside designated as parking places in the above-mentioned streets (in so much as is public highway), apart from where there are existing 'SYLs' and School Keep Clear markings. Loading or unloading to or from attended vehicles would be permitted for a maximum of 40 minutes at any single location on 'DYLs';
- (p) the Council will (i) remove all 'DYLs' on GREAT SPILMANS which is not public highway that were added to the Traffic Management Order map-based schedule in error [note that this is an administrative exercise to match the records more closely, and that there will be no physical changes at this location], and (ii) increase existing or add new 'DYLs' for junction protection in the roads outside the new Controlled Parking Zone 'DV' in the surrounding area in:- BEAUVAL ROAD at its junction with Woodwarde Road, south-west side outside No. 110 Beauval Road (19m) and north-east side outside No. 97 Beauval Road (12.5m), DEKKER ROAD south-east side outside No. 24 Dekker Road (10.5m) and on both sides at its junction with Woodwarde Road (19.5m in total), DESENFANS ROAD on both sides at its junction with Woodwarde Road (20.5m in total), DOVERCOURT ROAD on both sides and either side of its junction with Woodwarde Road (36m in total), west and north-west side outside No. 66a Dovercourt Road (18.5m) and south-east side outside No. 61 Dovercourt Road (12.5m), DRUCE ROAD on both sides at its junction with Woodwarde Road (17.5m in total), and WOODWARDE ROAD (113.5m in total): south-west side either side of its junction with Dekker Road (20.5m in total), either side of its junction with Desenfans Road (18m in total), either side of its junction with Druce Road (18.5m in total), either side north of its junction with Dovercourt Road (18m in total), either side south of its junction with Dovercourt Road (17m in total), north-east side north-west of its junction

with Beauval Road (5.5m) and south-east of its junction with Beauval Road (8m), and south-west side outside No. 1 Woodward Road (8m); and

- (q) the Council will convert a length of existing 'SYLs' to 'DYLs' in DULWICH VILLAGE east side outside No. 111 and 113 Dulwich Village (33m).

Existing DPPPs, electric vehicles only parking places in the above streets and the trial 'e-scooter & cycle hire' bay located in Calton Avenue would not be affected by the proposals.

Notes: (1) 'at any time' means at all hours on every day of the week. (2) 'stop and shop' parking place sessions must be registered with the Council's 'Pay by Phone' provider to obtain the 1 hour free of charge parking in addition to a longer charged-for stay. The 'Pay by Phone' provider will calculate the total parking charge for the parking session payable automatically upon registering. (3) 'DPPP' refers to Disabled Persons' parking places which may only be used by vehicles displaying a valid Disabled Persons' 'blue badge'. (4) All measurements are in metres 'm' and are approximate.

3. Residents' permits, business permits and visitors' permits would be available to residents and businesses located at qualifying addresses located within the parking zone boundary, which are not subject to a planning obligation or agreement restricting the grant of permits.
4. For more information contact the Council's Highways team Highways@southwark.gov.uk
5. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of the Council's reasons for making the Orders) may be found online at www.southwark.gov.uk/trafficorders; paper or digital copies of plans showing the location and effect of the Orders and the supporting documents may be requested by emailing traffic.orders@southwark.gov.uk, or inspected by appointment only at: Highways, Southwark Council, Environment, Neighbourhoods and Growth, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH - from the date of this Notice until the end of a period of six weeks from the date on which the Orders are made. Email traffic.orders@southwark.gov.uk (or call 077 3132 4742) for booking details.
6. Anyone wishing to make any representations either for or to object to the proposals, may use our consultation portal at <https://consultation.appyway.com/southwark>; or send a statement in writing to: Traffic Order Consultations, Highways, Southwark Council, Environment, Neighbourhoods and Growth, P.O. Box 64529, London SE1P 5LX or traffic.orders@southwark.gov.uk quoting reference 'TMO2425-011 Dulwich Village CPZ' by 26 September 2024. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.
7. Under requirements of current access to information legislation, any letter, form or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.

Dated 5 September 2024

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

Statement of reasons

Dulwich Village and surrounding area controlled parking zone 'DV'

*The London Borough of Southwark (Charged-for parking places) (CPZ 'DV') Order 202**

*The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (CPZ 'DV' and surrounding area) Order 202**

Following the informal consultation stage on the proposal to implement a new controlled parking zone ('CPZ') in the Dulwich Village area, the [Cabinet Member for the Climate Emergency, Clean Air and Streets](#) approved the following recommendation, in March 2024:-

To implement the new CPZ 'DV' in the south-western part of the London Borough of Southwark, within the Dulwich Village ward and the Goose Green ward.

The zone operating hours will be Monday to Friday 8.00 am to 9.30 am and 3.00 pm to 5.00 pm.

Based on the feedback to the informal consultation, the council's People Powered approach and our obligations under the Road Traffic Regulation Act 1984 the council are proposing to implement a controlled parking area in Dulwich Village. This would include the following roads: Townley Road, Calton Avenue, East Dulwich Grove, Gilkes Crescent and Gilkes Place, of which Gilkes Crescent were in favour of parking restrictions. The council have taken note of the general feedback during the informal consultation period and have proposed to leave most of the roads consulted out of the controlled parking area.

Whilst there was clearly strong opposition to controlled parking in much of the proposed zone, there has been a consistent theme raised by residents through these consultations and other means, about inconsiderate and unsafe parking-related issues linked to local schools. This includes at drop off and pick up, and some parking pressure throughout the school day.

Therefore, officers propose that a CPZ is introduced to help address these issues and reduce the specific pressures around the schools. Whilst Gilkes Crescent were the only road supporting controls in the area, there are known school issues on Townley Road. Thus, officers are recommending that Townley Road is included as controlled parking for schools' enforcement. In addition to this, we will increase enforcement of the coach bays and review the coach bays.

Furthermore, officers propose that East Dulwich Grove and Gilkes Place are included in the proposed new designs as without controls, and due to the road layout, it is highly likely that displacement will be significant if these roads are not included.

The Council are also proposing to remove the echelon parking bays on Dulwich Village due to a safety assessment and will amend this parking to horizontal bays (this will also support kerb-line changes proposed by the 'Dulwich Village Streets for People' scheme). Some of the parking from this area will be moved to Gilkes Place as part of the CPZ 'DV' proposals, however there will be a net loss of 7 'stop and shop' parking spaces (see below for details on 'stop and shop' parking). This cannot be mitigated due to the health and safety assessment of the road layout.

This CPZ area is proposed to manage parking stress and school-related motorised traffic in the area.

Proposed parking within CPZ 'DV' will be:-

- 1) **permit holders' parking places** for vehicles which have been granted either a valid residents' permit, a valid business permit or a valid visitors' permit, between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday inclusive;
- 2) **'shared-use' parking places** in which either:- (i) vehicles which have paid the parking charge of (currently) £5.10 per hour or £8.30 per hour for diesel vehicles (using 'Pay by Phone') may be left for up to 1 hour (provided no same vehicle may return to a parking place on that same day), or (ii) vehicles which have been granted either a valid residents' permit, a valid business permit or a valid visitors' permit which may be left without time limit, between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday inclusive;

- 3) **'permit holders past this point' parking** in which vehicles which have been granted either a valid residents' permit, a valid business permit or a valid visitors' permit may be left at any unmarked part of the kerbside (providing this does not cause an obstruction to the passage of other vehicles) between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday inclusive, in; and
- 4) **'pay' parking places** in which vehicles which have paid the parking charge of (currently) £5.10 per hour or £8.30 per hour for diesel vehicles (using 'Pay by Phone') may be left for up to 1 hour (provided no vehicle may return to a parking place on that same day), between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday inclusive.

In addition to the above parking, the Council will be implementing the following, within the CPZ, to replace some similar parking which will be lost due to the kerb-line changes associated with the 'Dulwich Village Streets for People' scheme and to better serve the businesses in the Dulwich Village area:

- (A) **'stop and shop' parking places** in which vehicles may either be left free of charge for up to 1 hour, or vehicles which have paid the parking charge may be left for up to 3 hours, the first hour of which parking session would be free of charge; provided no same vehicle may return to a parking place within 2 hours (Monday to Saturday 8.30 am - 6.30 pm) - 'stop and shop' parking place sessions must be registered with the Council's 'Pay by Phone' provider to obtain the 1 hour free of charge parking in addition to a longer charged-for stay. The 'Pay by Phone' provider will calculate the total parking charge for the parking session payable automatically upon registering;
- (B) **new disabled persons parking places** which may be used 'at any time' and every day of the week by vehicles displaying a valid disabled persons 'blue badge';
- (C) **a new electric vehicle only re-charging point** which may be used by electric vehicles for re-charging only either for a max stay of 4 hours, no return within 2 hours between the hours of 7 am to 10 pm Mondays – Saturdays, or without time limit for the remaining hours in the week; and
- (D) **new loading places** which may be used 'at any time' and every day of the week for the purpose of loading only in Dulwich Village (with no time limit) and in Gilkes Place (max stay 40 minutes, no return within 2 hours).

To better support the needs of the schools in the Dulwich Village area, existing free 'short stay' parking for the use of buses and coaches, will have their widths and lengths amended; and for three of the four existing free 'short stay' parking places for the use of buses and coaches the operating hours will be changed to operating between 8.00 am to 10.00 am and 3.00 pm to 6.00 pm on Monday to Saturday inclusive (max stay 30 minutes, no return within 2 hours) in the vicinity of Alleyn's School and James Allen's Girls' School. There will be some amendments to existing 'timed' waiting restrictions (single yellow lines 'SYLs'), 'at any time' waiting restrictions (double yellow lines 'DYLs'), and 'DYLs' with contiguous 'at any time' loading restrictions (double kerb blips 'DKBs') in the roads surrounding these schools to accommodate the changes to the bus/coach parking.

New 'SYLs' will be introduced covering the full length at each location of existing School Keep Clear markings in the vicinity of Alleyn's School and James Allen's Girls' School, and any existing 'SYLs' will operate between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday to match the zone operating hours.

Existing Disabled Persons' parking places, electric vehicles only parking places, and an existing trial 'e-scooter & cycle hire' bay in Calton Avenue will not be affected by the proposals. A car club only parking place is being relocated by 2 metres in Calton Avenue to better suit the proposed lay-out of the kerb-line changes proposed by the 'Dulwich Village Streets for People' scheme.

'DYLs' will be introduced throughout the CPZ at road junctions, footway and vehicle crossovers, and between kerbside designated as parking places (in as much as is public highway), apart from where there are existing School Keep Clear markings or existing 'SYLs'. Loading or unloading to or from attended vehicles would be permitted for a maximum of 40 minutes at any single location on DYLs.

The Council will take this opportunity to remove 'DYLs' in Great Spilmans which were added in error on a private section of road [note that this is an administrative exercise to match the records more closely, and that there will be no physical changes at this location], and to extend existing double yellow lines at key junctions for added junction protection in the roads outside the new CPZ 'DV' in the surrounding area in: Beauval Road, Dekker Road, Desenfans Road, Dovercourt Road, Druce Road, and Woodwarde Road.

The Council will also convert a length of existing 'SYLs' to 'DYLs' in Dulwich Village to prevent vehicles parking or waiting at a main junction.

For details of this decision, visit:- [Decision - Dulwich Village Controlled Parking Zone - Southwark Council](#)

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

Dated 5 September 2024

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

Gurch Durhailay

Parking Engineer – Highways
Environment, Neighbourhoods and Growth
Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Charged-for parking places) (CPZ 'DV') Order 202*

Made: 202*

Coming into force: 202*

The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers enabling, make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Charged-for parking places) (CPZ 'DV') Order 202* and comes into force on 202*.

Interpretation

- 2.1 In this Order:-

"this Order" means the London Borough of Southwark (Charged-for parking places) (CPZ 'DV') Order 202*;

"the Order of 2021" means the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021^b;

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

"enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"map-based schedule" means the map attached to and to be read in conjunction with this Order and the Order of 2021, which shows the parking places designated by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place and, if appropriate, certain of its governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map-based schedule and where a parking place is shown on the map-based schedule, that parking place will continue to apply irrespective of any subsequent changes that have been made to the 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 its governing provisions; and

^a 1984 c.27

^b LBS 2021/035

“traffic sign” means a sign of any size, type and colour prescribed or authorised under, or having effect as though prescribed or authorised under, section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment must be read as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Any expression used in this Order which is also used in the Order of 2021 must have the same meaning as in the Order of 2021, unless stated otherwise.

Amendment of the Order of 2021

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 must have effect as though:-

(a) in Article 3.1 of the Order of 2021, omit the words:-

“(i) CPZ ‘B’;	(xvi) CPZ ‘LG’;
(ii) CPZ ‘C1’;	(xvii) CPZ ‘M1’;
(iii) CPZ ‘C2’;	(xviii) CPZ ‘M2’;
(iv) CPZ ‘D’;	(xix) CPZ ‘N’;
(v) CPZ ‘E’;	(xx) CPZ ‘NC’;
(vi) CPZ ‘EC’;	(xxi) CPZ ‘P’;
(vii) CPZ ‘ED’;	(xxii) CPZ ‘PR’;
(viii) CPZ ‘F’;	(xxiii) CPZ ‘PW’;
(ix) CPZ ‘G’;	(xxiv) CPZ ‘Q’;
(x) CPZ ‘GR’;	(xxv) CPZ ‘R’;
(xi) CPZ ‘H’;	(xxvi) CPZ ‘SB’;
(xii) CPZ ‘HH’;	(xxvii) CPZ ‘SEB’;
(xiii) CPZ ‘J’;	(xxviii) CPZ ‘T’; and
(xiv) CPZ ‘K’;	(xxix) CPZ ‘TS’.”
(xv) CPZ ‘L’;	

and insert the words:-

“(i) CPZ ‘B’;	(xviii) CPZ ‘M2’;
(ii) CPZ ‘C1’;	(xix) CPZ ‘N’;
(iii) CPZ ‘C2’;	(xx) CPZ ‘NC’;
(iv) CPZ ‘D’;	(xxi) CPZ ‘P’;
(v) CPZ ‘E’;	(xxii) CPZ ‘PR’;
(vi) CPZ ‘EC’;	(xxiii) CPZ ‘PW’;
(vii) CPZ ‘ED’;	(xxiv) CPZ ‘Q’;
(viii) CPZ ‘F’;	(xxv) CPZ ‘R’;
(ix) CPZ ‘G’;	(xxvi) CPZ ‘SB’;
(x) CPZ ‘GR’;	(xxvii) CPZ ‘SEB’;
(xi) CPZ ‘H’;	(xxviii) CPZ ‘T’;
(xii) CPZ ‘HH’;	(xxix) CPZ ‘TS’;
(xiii) CPZ ‘J’;	(xxx) CPZ ‘S’;
(xiv) CPZ ‘K’;	(xxxi) CPZ ‘OKR’;
(xv) CPZ ‘L’;	(xxxii) CPZ ‘QR’; and
(xvi) CPZ ‘LG’;	(xxxiii) CPZ ‘DV’.”;
(xvii) CPZ ‘M1’;	

- (b) add to Schedule 2 to the Order of 2021, the item named **Part ** – CPZ ‘DV’** as set out in the Schedule to this Order;
- (c) in Articles 3.1, 20.1, 22.1, 22.3, 22.4, 22.5, 23.1 and 23.2, and in Schedule 3 of the Order of 2021, for the words “for a parking period exceeding 30 minutes” substitute “for a parking period exceeding either 30 minutes or 1 hour, depending on the duration of free parking as indicated on a traffic sign relating to that parking place”;
- (d) in Article 3.1 of the Order of 2021, for the words “either a period of 30 minutes, or a period of 30 minutes and a period of time for which payment of the parking charge has been paid in respect of a vehicle, as the case may be, during which, subject to the provisions of this Order, that vehicle may be left in that parking place” substitute “either a period of 30 minutes or 1 hour (depending on the duration of free parking as indicated on a traffic sign relating to that parking place), or a period of 30 minutes or 1 hour (depending on the duration of free parking as indicated on a traffic sign relating to that parking place) and a period of time for which payment of the parking charge has been paid in respect of a vehicle, as the case may be, during which, subject to the provisions of this Order, that vehicle may be left in that parking place”; and
- (e) in Articles 5.6, 6.5 and 21.2 of the Order of 2021, for the words “for a period not exceeding 30 minutes” substitute “for a period not exceeding either 30 minutes or 1 hour, depending on the duration of free parking as indicated on a traffic sign relating to that parking place”.

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

- 4.1 Without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 must have effect as though:-
 - (a) where there is no existing item at a location shown in the map-based schedule attached to the Order of 2021, there were added to that map-based schedule the item shown in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location shown in the map-based schedule attached to the Order of 2021, there were substituted in that map-based schedule the item shown in the map-based schedule attached to this Order.
- 4.2 The amendment or substitution referred to in Article 4.1(b) of this Order of an item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

Designation of parking place and application of the Order of 2021

- 5.1 Each area on a street identified in the map-based schedule as a parking place and, where applicable, by way of the map schedule legend, as an area marked out and signed for the use of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of parking place, is designated as a parking place.
- 5.2 Unless otherwise so identified, a parking place must be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place, as specified in the Traffic Signs Regulations and General Directions 2016^c.
- 5.3 The Order of 2021 (other than Articles 4 and 19) applies to the areas designated as a parking place by this Order, as if in the provisions of the Order of 2021, any reference to a parking place included a reference to an area designated as a parking place by this Order.

Placing of traffic signs, etc

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

^c SI 2016/362

- (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 5.1, 5.2, 5.3, 5.5, 5.6, and 5.9 of the Order of 2021;
- (c) place and maintain in or in the vicinity of each pay parking place and shared-use (permit holders and pay) parking place a traffic sign indicating that such parking place may be used by vehicles making payment of the parking charge by way of the electronic payment system; and the location identification number of such parking place; and
- (d) carry out work as is reasonably required for the purpose of the satisfactory operation of a parking place.

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

[signature here]

STEVEN GRAYER

Interim Head of Service, Highways
Environment, Neighbourhoods and Growth

SCHEDULE – Streets within Controlled Parking Zones and Permit Eligible Properties
(SUBSTITUTION to Schedule 2 to the Order of 2021)

Part ** – CPZ ‘DV’

<i>Street 1</i>	<i>Permit eligible properties 2</i>
CALTON AVENUE	40-60 (evens)
COURT LANE	All properties
DULWICH VILLAGE	All properties
EAST DULWICH GROVE	All properties
GILKES CRESCENT	All properties
GILKES PLACE	All properties
GREAT SPILMANS	All properties
GREEN DALE	All properties
HILLSBORO ROAD	All properties
RED POST HILL	All properties
TOWNLEY ROAD	1-35 and 53-157 (odds); Acorn Parade, Leonard Court, and Lilac House
CALTON AVENUE	40-60 (evens)
COURT LANE	All properties
DULWICH VILLAGE	All properties
EAST DULWICH GROVE	All properties
GILKES CRESCENT	All properties

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, introduces the new Controlled Parking Zone ('CPZ') 'DV' in the Dulwich Village area (operating Mon – Fri 8.00am to 9.30am and 3.00pm to 5.00pm) by:-

- (a) the addition of CPZ 'DV' and the added definition of streets within CPZ 'DV' and permit eligible properties to the Order of 2021;
 - (b) adding the provision of the additional 'stop and shop' parking places to the Order of 2021 (in which vehicles which have paid the parking charge may be left for up to 1 hour (provided no vehicle may return to a parking place on that same day), between the hours of 8.00 am to 9.30 am and 3.00 pm to 5.00 pm on Monday to Friday inclusive;
 - (c) adding or substituting items in the map-based schedule attached to the Order of 2021, to provide:-
 - (i) permit holders' parking places in Calton Avenue and Townley Road;
 - (ii) 'permit holders past this point' parking in part of Calton Avenue (between a point 25.5m north-west of the common boundary of Nos. 97 and 99 Calton Avenue and a point 3m south-west of the common boundary of Nos. 33 and 35 Calton Avenue) and Gilkes Crescent;
 - (iii) 'shared-use' parking places meaning permit holders or 'pay' parking (max stay 1 hour) in Calton Avenue, Gilkes Crescent and Townley Road; and
 - (iv) 'stop and shop' parking places (with the operating hours as specified in item (b) above) in Dulwich Village (inset bays aligned parallel to the kerb that replace any existing echelon parking places at this location which would be removed), and in Gilkes Place; and
 - (d) the Council will relocate an existing car club parking place in Calton Avenue south-east side, north-eastward by 2m to a location opposite No. 7 Calton Avenue and increase the length to 6m to better suit the lay-out of the street,
- in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (CPZ 'DV' and surrounding area) Order 202*

Made: 202*

Coming into force: 202*

The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers enabling, make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (CPZ 'DV' and surrounding area) Order 202* and comes into force on ** ***** 202*.

Interpretation

- 2.1 In this Order:-

“this Order” means the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (CPZ 'DV' and surrounding area) Order 202*;

the Order of 2021” means the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021^b;

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

“enactment” means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“map-based schedule” means the map attached to and to be read in conjunction with this Order and the Order of 2021, which shows the 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 shown on the map-based schedule, that parking place, loading place or waiting, loading or stopping restriction will continue to apply irrespective of any subsequent changes that have been made to the Ordnance Survey.

^a 1984 c.27

^b LBS 2021_036

“map schedule legend” means the map schedule legend attached to this Order which, when used in conjunction with the map-based schedule, identifies the specific type of parking places and loading places designated by this Order, and the waiting, loading and stopping restrictions imposed by this Order and, where appropriate, certain of their governing provisions; and

“traffic sign” means a sign of any size, type and colour prescribed or authorised under, or having effect as though prescribed or authorised under, section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment must be read as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Any expression used in this Order which is also used in the Order of 2021 must have the same meaning as in the Order of 2021, unless stated otherwise.

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

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 must have effect as though:-
 - (a) where there is no existing item at a location shown in the map-based schedule attached to the Order of 2021, there were added to that map-based schedule the item shown in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location shown in the map-based schedule attached to the Order of 2021, there were substituted in that map-based schedule the item shown in the map-based schedule attached to this Order.
- 3.2 The substitution or amendment referred to in Article 3.1(b) of this Order of any item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

Designation of parking places and application of the Order of 2021

- 4.1 Each area on a street identified in the map-based schedule as either a loading place or parking place by way of the map schedule legend, as an area marked out and signed for the use of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of loading place or parking place, is designated as a loading place or a parking place.
- 4.2 Unless otherwise identified, a loading place or a parking place must be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a loading place or a parking place, as specified in the Traffic Signs Regulations and General Directions 2016^c.
- 4.3 The Order of 2021 (other than Articles 4 and 15) applies to the areas designated as a loading place or a parking place by this Order, as if in the provisions of the Order of 2021, any reference to a loading place or a parking place included a reference to an area designated as a loading place or a parking place by this Order.

Placing of traffic signs, etc

- 5.1 The Council must:
 - (a) place and maintain traffic signs indicating the limits of each parking place and each loading place;
 - (b) place and maintain, in or in the vicinity of each parking place and each loading place, traffic signs indicating that such parking place or loading place, as the case may be, used during the permitted hours for the leaving only of the vehicles specified in Article 5.1 of the Order of 2021; and
 - (c) carry out work as is reasonably required for the purposes of the satisfactory operation of a parking place or loading place.

^c SI 2016/362

Waiting and loading restrictions applicable in restricted streets

- 6.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Order of 2021 has effect as though any loading restriction or waiting restriction identified in the map-based schedule, by way of the map schedule legend, and marked out and signed as a loading restriction or waiting restriction is to be read as though it were a restricted street referred to in the Order of 2021.

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

[signature here]

STEVEN GRAYER

Interim Head of Service, Highways
Environment, Neighbourhoods and Growth

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, adds or substitutes items in the map-based schedule attached to the Order of 2021, so as to:-

- (a) in Dulwich Village north-east side outside Nos. 27 to 43 Dulwich Village (i) remove existing trial echelon disabled persons' parking places ('DPPPs') and free 'short stay' parking places and (ii) install 2 new inset 'at any time' DPPPs which would each be 2m in width 6m in length and aligned parallel to the kerb (total length 12m);
- (b) in Calton Avenue south-east side install a new 'at any time' DPPP 6m in length opposite No. 9 Calton Avenue;
- (c) install a new electric vehicle only re-charging point in Calton Avenue (6.5m in length) south-east side, outside No. 20 Calton Avenue, which may be used by electric vehicles for re-charging only either for a max stay of 4 hours, no return within 2 hours between the hours of 7 am to 10 pm Mondays – Saturdays, or without time limit for the remaining hours in the week;
- (d) install new loading places (each 10m in length), which may be used 'at any time' for the purpose of loading only in Dulwich Village (which will be inset bay) north-east side outside Nos. 41 and 43 Dulwich Village (without time limit) and Gilkes Place south-east side, on the side of No. 25 Dulwich Village (max stay 40 minutes, no return within 2 hours);
- (e) formally amend the widths to 3m each of existing free 'short stay' parking for the use of buses and coaches, also to amend the lengths (as described for each):- (i) and amend the operating hours to between the hours of 8.00am to 10.00am and 3.00pm to 6.00pm on Mon - Sat inclusive (max stay 30 minutes, no return within 2 hours) in East Dulwich Grove north-west side opposite No. 197 East Dulwich Grove (31m) and outside James Allen's Girls' School (22m), and Townley Road north-east side outside Alleyn's School (41.5m), and (ii) in Townley Road south-west side outside the Sports Ground (76m), the operating hours will remain between the hours of 8.00am to 10.00am and 3.00pm to 6.00pm on Mon - Fri inclusive (without a time limit);
- (f) convert existing or introduce new 'timed' waiting restrictions (single yellow lines 'SYLs') operating between the hours of 8.00am to 9.30am and 3.00pm to 5.00pm on Mon - Fri inclusive, in (i) Dulwich Village south-west side outside No. 40 Dulwich Village, (ii) East Dulwich Grove covering the full length at each location of existing School Keep Clear markings north-west side in the vicinity of James Allen's Girls' School (a total of 51m) and south-east side opposite James Allen's Girls' School (46m) and outside odd Nos. 203 to 211 East Dulwich Grove (48m), and (iii) Townley Road south-west side opposite Alleyn's School (31m);
- (g) in Townley Road (i) north-east side outside Alleyn's School reduce in length by 13m existing 'at any time' waiting restrictions (double yellow lines 'DYLs') and contiguous 'at any time' loading restrictions (double kerb blips 'DKBs'), and (ii) south-west side outside the Sports Ground convert 5.5m of existing 'SYLs' to 'DYLs';
- (h) introduce 'DYLs' at road junctions, footway and vehicle crossovers, and between kerbside designated as parking places in the above-mentioned streets (in so much as is public highway), apart from where there are existing 'SYLs' and School Keep Clear markings. Loading or unloading to or from attended vehicles would be permitted for a maximum of 40 minutes at any single location on 'DYLs';
- (i) the Council will (i) remove all 'DYLs' on Great which is not public highway that were added to the Traffic Management Order map-based schedule in error [note that this is an administrative exercise to match the records more closely, and that there will be no physical changes at this location], and (ii) increase existing or add new 'DYLs' for junction protection in the roads outside the new Controlled Parking Zone 'DV' in the surrounding area in:- Beauval Road at its junction with Woodwarde Road, south-west side outside No. 110 Beauval Road (19m) and north-east side outside No. 97 Beauval Road (12.5m), Dekker Road south-east side outside No. 24 Dekker Road (10.5m) and on both sides at its junction with Woodwarde Road (19.5m in total), Desenfans Road on both sides at its junction with Woodwarde Road (20.5m in total), Dovercourt Road on both sides and either side of its junction with Woodwarde Road (36m in total), west and north-west side outside No. 66a Dovercourt Road (18.5m) and south-east side outside No. 61 Dovercourt Road (12.5m), Druce Road on both sides at its junction with Woodwarde Road (17.5m in total), and Woodwarde Road (113.5m in total): south-west side either side of its junction with Dekker Road (20.5m in total), either side of its junction with Desenfans Road (18m in total), either side of its junction with Druce Road (18.5m in total), either side north of its junction with Dovercourt Road (18m in total), either side south of its junction with Dovercourt Road (17m in total), north-east side north-west of its

- junction with Beauval Road (5.5m) and south-east of its junction with Beauval Road (8m), and south-west side outside No. 1 Woodwarde Road (8m); and
- (j) the Council will convert a length of existing 'SYLs' to 'DYLs' in Dulwich Village east side outside No. 111 and 113 Dulwich Village (33m) to prevent vehicles parking or waiting at a main junction, in the London Borough of Southwark.