

LONDON BOROUGH OF LAMBETH

PROPOSED CONSTRUCTION OF ROAD HUMPS IN CARSON ROAD, DALKEITH ROAD, EASTMEARN ROAD, ELMWORTH GROVE, GIPSY HILL, HAMILTON ROAD, IDMISTON ROAD, LOVELACE ROAD, MYTON ROAD, PARK HALL ROAD, ROSENDALE ROAD, TRITTON ROAD AND TURNEY ROAD

PROPOSED PEDESTRIAN CROSSINGS IN GIPSY HILL, GIPSY ROAD, ROSENDALE ROAD, TRITTON ROAD, TURNEY ROAD

PROPOSED WAITING RESTRICTIONS (DOUBLE YELLOW LINES) IN CLIVE ROAD, DALKEITH ROAD, EASTMEARN ROAD, GIPSY HILL, HAMILTON ROAD, IDMISTON ROAD, LOVELACE ROAD, MYTON ROAD, ROSENDALE ROAD, TRITTON ROAD AND TURNEY ROAD

PROPOSED WAITING AND LOADING RESTRICTIONS IN PAXTON PLACE, ROSENDALE ROAD AND TRITTON ROAD

PROPOSED EXEMPTION FOR PEDAL CYCLES FROM THE ONE-WAY TRAFFIC SYSTEM IN PAXTON PLACE

[NOTE: This Notice is about proposals to exempt pedal cycles from the one-way traffic system in Paxton Place, to introduce a loading place in Rosendale Road and "at any time" waiting restrictions (double yellow lines) in various roads and also to introduce loading and unloading restrictions in some of those roads. It is also about proposals to provide new Zebra pedestrian crossings and parallel Zebra pedestrian and cyclist crossings in Gipsy Hill, Gipsy Road, Rosendale Road, Tritton Road and Turney Road and to provide and remove road humps (including flat-top road humps known as "speed tables" or "raised tables") in various roads. Objections or other comments may be made – see paragraph 8.]

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Lambeth ("the Council") propose to make the Lambeth (Prescribed Routes) (No. *) Order 201*, the Lambeth (Loading Places) (No. *) Order 201*, the Lambeth (Waiting and Loading Restriction) (Amendment No. *) Order 201* and the London Borough of Lambeth (Prohibition of Stopping Outside Schools) (Amendment No. *) Order 201*, under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.
2. The general effect of the Orders would be to:-
 - (a) exempt pedal cycles from the existing one-way traffic system in **Paxton Place** (and allow them to proceed contra-flow);
 - (b) provide a loading place in Rosendale Road opposite Dalkeith Road (this would operate at any time and be for the use only of vehicles that are being continually loaded or unloaded);
 - (c) remove the existing "School Keep Clear" restrictions in (1) **Turney Road** outside Rosendale Primary School; and (2) **Tritton Road** outside the entrance to Elm Wood Primary School;
 - (d) reduce the extent of the existing ban on waiting by vehicles at any time (indicated by double yellow lines) in (1) **Rosendale Road**, at its junctions with (A) Carson Road; (B) Eastmearn Road; (C) Elmworth Grove; and (D) Idmiston Road; and (2) **Turney Road**, outside Nos. 38/40 and 42/44; and (3) **Clive Road** outside No. 111;
 - (e) ban waiting by vehicles at any time (to be indicated by double yellow lines) in the locations referred to in the Schedule to this Notice;
 - (f) ban the loading or unloading of vehicles at any time in **Paxton Place** (to be indicated by double kerb marks) (i) on the south-east side, from the side of No. 169 Hamilton Road to the south-west side of Paxton Place; (ii) on the south-west side, at and near its junction with the south-east side of Paxton Place; and (iii) on the whole of the north-east side;

(g) ban waiting by vehicles (including waiting for the purpose of loading or unloading) at any time (to be indicated by double yellow lines and double kerb marks) in **Rosendale Road**, (i) the north-east side from Tritton Road to outside No. 4; and (ii) the south-west side, from Tritton Road to a point 0.4 metres north-west of the southern wall of 1 Rosendale Road; and in **Tritton Road**, from a point 0.9 metres west of the eastern wall of No. 26 Tritton Road to the eastern wall of No. 22 Tritton Road (part of this would be in place of the existing "School Keep Clear" markings).

3. NOTICE IS ALSO HEREBY GIVEN that the Council propose, under section 90A of the Highways Act 1980, to:-

(a) remove the existing road humps located in (A) **Turney Road**, between Croxted Road and Rosendale Road; (B) **Rosendale Road**, between Turney Road and Tritton Road; and (C) in **Tritton Road** outside No. 10;

(b) construct new "sinusoidal" road humps in (A) **Turney Road** (i) outside Nos. 13 and 15; and (ii) outside No. 20 (St Crispins); and (B) **Rosendale Road** (i) approximately 12 metres north of the northern kerb-line of Lairdale Close; (ii) outside No. 193; (iii) outside No. 165f; (iv) outside Nos. 6 and 7 Sydcote; (v) outside No. 129 and No. 134; (vi) outside No. 119 and Nos. 116 to 120; (vi) outside No. 91 and Cormorant Court; (vii) outside No. 75; (viii) outside No. 31 and Nos. 34 and 36; and (ix) outside Nos. 17 and 19 and Nos. 18 and 20;

(c) replace the existing road humps (known as "speed cushions") with new "sinusoidal" road humps in (A) **Rosendale Road** (i) outside No. 205; (ii) immediately north of No. 163; (iii) immediately north of the garage adjacent to No. 170; (iv) outside No. 149 and Nos. 154 and 156; and (v) outside Nos. 72 and 74; and (B) **Gipsy Hill** (i) by Oaks Avenue; (ii) outside Grazeley Court; and (iii) outside No. 97;

(d) construct the type of flat-top road hump known as a "speed table" or "raised table" in (A) **Turney Road** extending outside Rosendale Primary School and Nos. 26/28 to 34/36 for a distance of 12.2 metres; (B) **Dalkeith Road** at its junction with Rosendale Road extending for a distance of 5 metres eastward along Dalkeith Road; (C) **Rosendale Road** (i) extending outside Nos. 179 and 181 for a distance of 7.5 metres; (ii) extending outside Nos. 165a and All Saints Church for a distance of 13.4 metres; and (iii) extending outside Nos. 103a to 109a and Nos. 104 to 108 for a distance of 24.3 metres; (D) **Lovelace Road**, at both its junctions with Rosendale Road extending for a distance of 4.5 metres westward along Lovelace Road; (E) **Carson Road** (i) at its northern junction with Rosendale Road extending for a distance of 5.5 metres eastward along Carson Road; and (ii) at its southern junction with Rosendale Road extending for a distance of 5.3 metres eastward along Carson Road; (F) **Eastmearn Road** at its junction with Rosendale Road extending for a distance of 10.6 metres westward along Eastmearn Road; (G) **Elmworth Grove** at its junction with Rosendale Road extending for a distance of 4.7 metres eastward along Elmworth Grove; (H) **Idmiston Road** at its junction with Rosendale Road extending for a distance of 11.2 metres westward along Idmiston Road; (I) **Tritton Road** at its junction with Clive Road, extending outside Nos. 2 and 4 for a distance of 9.1 metres; (J) **Hamilton Road** at its junction with Clive Road, its centre line extending into Hamilton Road for a distance of 13.8 metres;

(e) construct the type of flat-top road hump known as a "speed table" or "raised table" at the junctions of: (A) **Turney Road** and **Rosendale Road** extending (i) outside Nos. 4 to 8 Turney Road for a distance of 22.8 metres; and (ii) from that junction westward and then northward to outside No. 241 Rosendale Road, a distance of 27.6 metres; (iii) from the common boundary of Nos. 225 and 227 Rosendale Road extending northward to meet the speed table described in the previous sub-paragraph, a distance of 34 metres. (B) **Park Hall Road** and **Rosendale Road**, extending (i) across the junction along Park Hall Road for a distance of 24.1 metres; and (ii) across the junction along Rosendale Road for a distance of 23.5 metres; (C) **Rosendale Road** and **Myton Road**, extending (i) across the junction along Rosendale Road for a distance of 18.2 metres; and (ii) into Myton Road for a distance of 6.4 metres; (D) **Tritton Road** and **Rosendale Road** extending (i) outside Nos. 16 to 26 Tritton Road for a distance of 33.1 metres; and (ii) outside Nos. 1, 2 and 2a Rosendale Road for a distance of 13.1 metres;

(f) in **Gipsy Hill**, extend the existing flat-top road hump known as a "speed table" or "raised table" at its junction with Gipsy Road so that its centre line extends south-eastward along Gipsy Hill for a distance of 16 metres.

(Note: All the distances specified in sub-paragraphs 3(d), 3(e) and 3(f) above include the ramps.)

4. NOTICE IS ALSO HEREBY GIVEN that the Council propose, under section 23 of the Road Traffic Regulation 1984, to:-

- (a) provide new Zebra pedestrian crossings in (A) **Turney Road** outside Rosendale Primary School and Nos. 30/32 and 34/36, on the speed table described in paragraph 3(d)(A) above; (B) **Rosendale Road** (i) just north of its junction with Turney Road, on the speed table described in paragraph 3(e)(A)(ii) above; (ii) outside All Saints Church, on the speed table described in paragraph 3(d)(C)(ii) above; (iii) outside No. 105, on the speed table described in paragraph 3(d)(C)(iii) above; and (iv) immediately south of its junction with Park Hall Road, on the speed table described in paragraph 3(e)(B)(i) above; and (C) **Tritton Road** outside No. 18, on the speed table described in paragraph 3(e)(D)(i) above;
- (b) provide new parallel Zebra pedestrian and cyclist crossings in (A) **Turney Road** outside No. 6, on the speed table described in paragraph 3(e)(A)(i) above; and (B) **Gipsy Hill**, immediately south of its junction with Gipsy Road, on the speed table described in paragraph 3(f) above; and
- (c) replace the existing Zebra pedestrian crossing in **Gipsy Road**, just west of its junction with Gipsy Hill, with a parallel Zebra pedestrian and cyclist crossing

[Associated zig-zag markings, on which vehicles will be prohibited from stopping at all times, will be placed on the carriageway either side of the crossings described above.]

5. The proposals to ban waiting by vehicles at any time (and in some cases to also ban loading and unloading) are necessary to improve visibility for drivers and pedestrians and maintain clear access routes at road junctions, and also to assist with general accessibility and improve road safety particularly outside Rosendale Primary School and Elm Wood Primary School. The proposals to exempt pedal cycles from the one-way system in Paxton Place is required to improve accessibility for pedal cyclists and the provision of new road humps, speed tables and pedestrian and cyclist crossings is intended to encourage vehicles to slow down and increase the level of priority afforded to pedestrians and cyclists and so improve road safety, particularly for vulnerable road users.

6. If you have any enquiries, please telephone the Council's Capital Programmes Team on 020 7926 2583 or email: quietways@lambeth.gov.uk. More details about the proposals can be viewed at: www.lambeth.gov.uk/quietway7.

7. A copy of each of the proposed Orders and other documents giving detailed particulars about them and the road humps and pedestrian/cyclist crossings (including maps) are available for inspection between 9.30 am and 4.30 pm on Mondays to Fridays inclusive (except on bank/public holidays), until the last day of a period of six weeks beginning with the date on which the Orders are made or, as the case may be, the Council decides not to make the Orders, at: the offices of Lambeth Council's Highways and Enforcement Group, 5th Floor, Blue Star House, 234-244 Stockwell Road, London SW9 9SP. To arrange inspection please telephone 020 7926 0209 or email: bpoulter@lambeth.gov.uk.

8. All objections and other representations relating to the proposed Orders, road humps or crossings must be made in writing and all objections must specify the grounds on which they are made and should be sent to Barbara Poulter, Highways and Enforcement Group, London Borough of Lambeth, 5th Floor, Blue Star House, 234-244 Stockwell Road, London SW9 9SP, by **12th March 2018**. Any objection may be communicated to, or be seen by, other persons who may have an interest in this matter.

Dated 16th February 2018

Andrew Burton
Head of Service – Neighbourhood Capital Programmes and Highways

SCHEDULE (summary of 'at any time' waiting restrictions)

Carson Road, both sides, at its junction with Rosendale Road. **Clive Road**, the west side, from a point 5.9 metres north of Tritton Road to a point 21.9 metres south of Tritton Road. **Gipsy Hill**, both sides, between Gipsy Road and the existing double yellow lines at and near the junction with Dulwich Wood Avenue (some informal parking bays would be provided within this length). **Dalkeith Road**, at its junction with Rosendale Road. **Eastmearn Road**, both sides, at the side of Nos. 115 and 117 Rosendale Road. **Hamilton Road**,

both sides, at its junction with Clive Road. **Idmiston Road**, the north side, at the side of No. 93 Rosendale Road. **Lovelace Road**, (a) both sides, at its northern junction with Rosendale Road outside Nos. 175 and 177; (b) both sides, at its southern junction with Rosendale Road opposite Nos. 167 and 169. **Myton Road**, both sides, at its junction with Rosendale Road. **Rosendale Road**, (a) the west and south-west sides, from its junction with Lairdale Close to opposite No. 240; (b) the east and north-east sides, from opposite No. 243 to outside No. 240; (c) both sides, from outside No. 177 across its junction with Lovelace Road for approximately 59 metres; (d) the east side, at its junction with Carson Road, (e) outside Nos. 148 and 150; (f) the west side, outside No. 115; (g) the east side, from outside No. 108 to its junction with Elmworth Grove; (h) the west side, from outside No. 107a to its junction with Elmworth Grove; (i) both sides, at its junction with Myton Road. **Tritton Road**, both sides, from Clive Road westwards for 10.2 metres. **Turney Road**, (a) the north side, outside Nos. 19 to 23; (b) the north side, outside the north-eastern entry/exit to the car park adjacent to No. 11; (c) the north side, outside Rosendale Primary School, in place of the existing "School Keep Clear" markings; (d) the north side, adjacent to the dropped kerb opposite No. 22; (e) the north side, from opposite No. 10 to its junction with Rosendale Road and Dalkeith Road; (f) the south side, from outside No. 12 to its junction with Rosendale Road and Dalkeith Road.