

LONDON BOROUGH OF LAMBETH

PROPOSED CONSTRUCTION OF ROAD HUMPS (“SPEED TABLES”) IN BROCKWELL PARK GARDENS, HIGH TREES, NORWOOD ROAD AND ROYCROFT CLOSE.

PROPOSED CHANGES TO THE ZEBRA PEDESTRIAN CROSSING IN NORWOOD ROAD (ADJACENT TO BROCKWELL PARK GARDENS) AND WAITING RESTRICTIONS (DOUBLE YELLOW LINES) IN HIGH TREES AND UPPER TULSE HILL

[NOTE: This Notice is about proposals to introduce “at any time” waiting restrictions (double yellow lines) in the roads specified in this notice. It is also about proposals to remove an existing sinusoidal road hump in Brockwell Park Gardens and provide new flat-top road humps (known as a “speed table” or “entry treatment”) in Brockwell Park Gardens, High Trees and Roycroft Close and also to convert an existing raised zebra pedestrian crossing on Norwood Road to a raised parallel zebra pedestrian and cycle Crossing. Objections or other comments may be made – see paragraph 8.)

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Lambeth propose to make the Lambeth (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202* under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Order would be to 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.
3. FURTHER NOTICE IS ALSO HEREBY GIVEN that the Council of the London Borough of Lambeth propose, under section 90A of the Highways Act 1980, to:-
 - (1) remove an existing sinusoidal road hump in Brockwell Park Gardens outside No. 53 and construct a Copenhagen style crossing on the type of flat top road hump known as a “speed table” or “entry treatment” in Brockwell Park Gardens at its junction with Norwood Road. The “speed table” would be an elevated section of carriageway, having a maximum height of 100 millimetres above the existing carriageway, with a flat top that extends across the full width of the carriageway from kerb to kerb, so that the flat top of the speed table and the adjoining footways form a continuous surface and having an overall length of 12.7 metres including the gradients measured on the north-east side;
 - (2) construct a Copenhagen style crossing on the type of flat-top road hump known as a “speed table” or “entry treatment” in High Trees at its junction with Upper Tulse Hill, The “speed table” would be an elevated section of carriageway, having a maximum height of 100 millimetres above the existing carriageway, with a flat top that extends across the full width of the carriageway from kerb to kerb, so that the flat top of the speed table and the adjoining footways form a continuous surface and having an overall length of 8.6 metres including the gradients measured on the south-west side;
 - (3) construct a Copenhagen style crossing on the type of flat-top road hump known as a “speed table” or “entry treatment” in Roycroft Close at its junction with High Trees, The “speed table” would be an elevated section of carriageway, having a maximum height of 100 millimetres above the existing carriageway, with a flat top that extends across the full width of the carriageway from kerb to kerb, so that the flat top of the speed table and the adjoining footways form a continuous surface and having an overall length of 7.6 metres including the gradients.
4. FURTHER NOTICE IS ALSO HEREBY GIVEN that the Council intends, under section 23 of the Road Traffic Regulation Act 1984, to convert the existing raised “zebra” pedestrian crossing situated outside Nos. 205 and 207 Norwood Road to a raised parallel pedestrian and cycle lane crossing outside Nos. 205 and 207 Norwood Road.
5. The proposals are intended to improve road safety and create better conditions for walking, and cycling as part of the Council’s Healthy Route Network.
6. For further information about the changes or the healthy route programme in general please email:

healthyroutes@lambeth.gov.uk.

7. A copy of the proposed Order and other documents giving detailed particulars about it, the road humps (speed tables”) and changes to the zebra pedestrian crossing (including maps) are available for inspection online at: <https://consultation.appyway.com/lambeth> or www.lambeth.gov.uk/traffic-management-orders and at the offices of Lambeth Council’s Parking and Enforcement Group (Parking, Network Management & Fleet), 3rd Floor, Civic Centre, 6 Brixton Hill, London SW2 1EG, 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. To arrange an inspection please telephone 020 7926 0209 or email: Trafficorders@lambeth.gov.uk.

8. All objections and other representations relating to the proposed Order and the road humps (“speed tables”) and the changes to the zebra pedestrian crossing described in this notice, must be made in writing and all objections must specify the grounds on which they are made (quoting reference Ref 72), and can be made using our consultation portal at <https://consultation.appyway.com/lambeth> or sent by post to Barbara Poulter, Parking and Enforcement Group (Parking, Network Management & Fleet), London Borough of Lambeth, PO Box 80771, London, SW2 9QQ or by email TMOReps@lambeth.gov.uk by 20th May 2024. Any objection may be communicated to, or be seen by, other persons who may have an interest in this matter.

Dated 26th April 2024

Ben Stevens
Highway Network Manager

SCHEDULE

- 1, High Trees
 - (i) all sides, between Upper Tulse Hill and a point 0.8 metres south-east of the north-western boundary wall of No. 2 High Trees;
 - (ii) the north-west side,
 - extend the existing double yellow lines which lie on the north-west side of the north-western kerb-line of the north-western arm of High Trees, north-westward for so much as is public highway and across the landscaped built-up area situated outside Edwards House and a point 1.6 metres south-east of the common boundary of Nos. 10 and 12 High Trees; and
 - (iii) the south-west side,
 - (a) between a point 1.6 metres south-east of the common boundary of Nos. 10 and 12 High Trees and a point opposite the south-eastern wall of No. 16 High Trees; and
 - (b) extend the existing double yellow lines either side of Roycroft Close in High Trees, across the entrance to Roycroft Close.
2. Upper Tulse Hill
 - the south side, extend the existing double yellow lines either side of High Trees across the entrance to High Trees.