

Proposed Zebra Crossing, Toucan Crossing, Traffic Calming and Waiting Restrictions**The Lewisham (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Consolidation) (Amendment No *) Order 202***
The Lewisham (Charged for Parking Places) (Consolidation) (Amendment No *) Order 202*

- The Council of the London Borough of Lewisham propose to make under Sections 6, 32, 35, 36, 45, 46 and 49 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) "The Lewisham (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Consolidation) (Amendment No *) Order 202*" and "The Lewisham (Charged for Parking Places) (Consolidation) (Amendment No *) Order 202*" the effect of which will be to:-
 - prohibit waiting by vehicles at any time in the length of road specified in Schedule 1 to this Notice;
 - revoke 13m of Resident Permit Holders On-Street Parking Places in Wellmeadow Road between Nos.81 and 85 without replacement;
 - revoke 16m of Shared Use (Permit Holders Only or Payment Parking) On Street Parking Places in Lee Terrace outside the rear of 1 to 18 Viewpoint without replacement.
- Notice is also hereby given that the London Borough of Lewisham –
 - in exercise of their powers under Section 23 of the Road Traffic Regulation Act 1984 (as amended), and after consultation with the Chief Officer of Police in accordance with Section 23(2)(A) of the said Act 1984, propose to establish a Zebra Crossing and Toucan Crossing in the lengths of roads specified in Schedule 2 to this Notice; and
 - in exercise of their powers under Section 90(A) to (I) (inclusive) of the Highways Act 1980 (as amended) propose to introduce physical measures to improve safety and reduce vehicle speed:-
 - in Schedule 3 to this Notice, which details speed cushions. Each cushion will be 75mm in height, unless otherwise specified;
 - in Schedule 4, which details raised tables; and
 - in Schedule 5, which details sinusoidal road humps.
- Where a new restriction is proposed, any existing restrictions will be revoked, unless otherwise specified; and where new traffic calming measures are proposed, the existing traffic calming measures adjacent to the measures will be removed and replaced, unless otherwise specified.
- Copies of the draft Order, plans and Statement of the Council's Reasons for proposing to make the Order and proposing the Zebra crossing may be obtained by emailing a request to trafficorders@lewisham.gov.uk quoting reference 'PTO – 1072'.
- Comments on the proposals for or against, together with the reasons for which they are made should be sent through the lewisham.traffweb.app website or in writing to trafficorders@lewisham.gov.uk or Lewisham Transport Policy & Development, Laurence House, 1 Catford Road, London SE6 4RU, quoting reference 'PTO-1072' to arrive not later than 21 days from the date of publication of this notice.
- All written representations received concerning Traffic Regulation Orders are public documents that may be inspected by any person on demand.

Schedule 1 – No waiting at any time

- Hither Green Lane/Courthill Road** – existing double yellow lines to be re-lined and adjusted situated at or adjacent to the mini-roundabout at the junctions of Hither Green Lane and Courthill Road due to the kerb reconstruction. There will be no changes to the existing termination points; (2) **Hither Green Lane** – (a) the existing single yellow line to be converted to double yellow lines, between Ennersdale Road and a point 10m southwards; (b) the existing single yellow line to be converted to double yellow lines, between the property boundary line between Nos.257 and 259 and 4m north-west of the property boundary line of Nos.261 and 263; (3) **Hither Green Lane/Wellmeadow Road** – existing double yellow lines to be re-lined and adjusted at the junctions due to the kerb reconstruction. On the east side of Wellmeadow Road, the new termination point will be at the property boundary line between Nos.81 and 83. On the west of the Wellmeadow Road/Hither Green Lane Junction, there will be no changes to the existing termination points; (4) **Hither Green Lane/George Lane** – existing double yellow lines to be re-lined and adjusted at the junctions due to the kerb reconstruction. There will be no changes to the existing termination points.

Schedule 2 – Proposed Provision of Pedestrian Controlled Crossing

- Hither Green Lane** – a Toucan Crossing which will be situated outside No.21 across the full width of the carriageway and will measure 4m between the studs; (2) Lee Terrace – a Zebra Crossing which will be situated outside No.61 across the full width of the carriageway and will measure 6m between the studs.

Schedule 3 – Proposed Speed Cushions

- Courthill Road** – (a) 3 abreast speed cushions, centred at a point 5.42m west of the property boundary line between Nos.1 and 3, 2000mm in width and 2500mm in length; (b) 2 abreast speed cushions, centred at a point 1.03m east of the property boundary line between Nos.15 and 17, 2000mm in width and 2500mm in length; (c) 2 abreast speed cushions, centred at a point 1.5m east of the property boundary line between Nos.35 and 37, 2000mm in width and 2500mm in length; (2) **Hither Green Lane** – (a) 2 abreast speed cushions, centred at a point 10.47m north of the diagonal prolongation of the building lines of Nos.80-88, 1900mm in width and 2500mm in length; (b) 2 abreast speed cushions, centred at a point 5.94m north of the diagonal prolongation of the building line of No.26 Ryecroft Road, 2000mm in width and 2500mm in length; (c) 2 abreast speed cushions, centred at a point 4.25m north-west of the property boundary line between Nos.113 and 115, 2100mm in width and 2500mm in length; (d) 2 abreast speed cushions, centred at a point 4.46m north of the property boundary line between Nos.133 and 135, 2100mm in width and 2500mm in length; (e) 2 abreast speed cushions, centred at a point 1.56m north of the property boundary line between Nos.163 and 165, 2000mm in width and 2500mm in length; (f) 3 abreast speed cushions, centred at a point 1.33m north of the property boundary line between Nos.183 and 185, 1700mm in width and 2500mm in length; (g) 3 abreast speed cushions, centred at a point 2.35m south of the southern property boundary line of No.162, 1700mm in width and 7000mm in length; (h) 3 abreast speed cushions, centred at a point 2.74m south of the property boundary line between Nos.197 and 199, 1700mm in width and 2500mm in length; (i) 3 abreast speed cushions, centred at a point 3.16m north of the property boundary line between No.208 and 210, 1700mm in width and 2500mm in length; (j) 2 staggered speed cushions, 2000mm in width and 2500mm in length. The speed cushion on the northbound lane will be centred at a point 11.04m south of the property boundary line between Nos.232 and 234 and the speed cushion on the southbound lane will be centred at a point 2.79m south of the property boundary line between No.229 and 231; (k) 2 abreast speed cushions, centred at a point 3.85m east of the property boundary line between Nos.279 and 281, 2100mm in width and 2500mm in length; (l) 4 abreast speed cushions, centred at a point 1.91m east of the southern property boundary of No.293b, 1700mm in width and 2500mm in length; (m) 3 abreast speed cushions, centred at a point 11.78m north-west of the property boundary line between Nos.317 and 319, 2000mm in width and 2500mm in length; (n) 3 abreast speed cushions, centred at a point 3.37m south of the property boundary line between Nos.248 and 250, 2000mm in width and 2500mm in length; (o) 3 abreast speed cushions, centred at a point 7.42m north-west of the property boundary line between Nos.355 and 357, 2000mm in width and 2500mm in length; (p) 3 abreast speed cushions, centred at a point 9.2m south-east of the property boundary line between Nos.290 and 292, 2000mm in width and 2500mm in length; (q) 2 staggered speed cushions, centred at a point 0.54m west of the property boundary line between Nos.304 and 306, 2000mm in width and 2500mm in length; (3) **Belmont Hill** – (a) 2 abreast speed cushions, centred at a point 11.64m east of the western property boundary of No.2, 2100mm in width and 2500mm in length; (b) 3 abreast speed cushions, centred at a point 9.01m east of the western property boundary of No.31, 1700mm in width and 2500mm in length; (c) 2 abreast speed cushions, centred at a point 0.03m west of the property boundary line between Nos.51 and 53, 1700mm in width and 2500mm in length; (d) 2 abreast speed cushions, centred at a point 2m east of the property boundary line between Nos.73 and 75, 2100mm in width and 2500mm in length; (e) 2 abreast speed cushions, centred at a point 10.74m west of the property boundary line between Nos.83a and 85, 2000mm in width and 2500mm in length; (f) 2 abreast speed cushions, centred at a point 19.03m east of the property boundary line between Nos.89 and 91, 2100mm in width and 2500mm in length; (g) 2 abreast speed cushions, centred at a point 7.06m east of the property boundary line between Nos.84 and 86, 2100mm in width and 2500mm in length; (h) 2 abreast speed cushions, centred at a point 6.17m west of the property boundary line between Nos.56 and 58, 2100mm in width and 2500mm in length; (i) 2 abreast speed cushions, centred at a point 8.05m west of the property boundary line between Nos.66 and 68, 1900mm in width and 2500mm in length; (j) 2 abreast speed cushions, centred at a point 16.43m east of the property boundary line between Nos.72 and 74, 2000mm in width and 2500mm in length; (k) 2 staggered speed cushions, 2000mm in width and 2500mm in length. The speed cushion on the eastbound lane will be centred at a point 12.44m west of the western kerb-line of Forbury Road and the speed cushion on the westbound lane will be centred at a point 1.42m west of the western kerb-line of Forbury Road; (4) **Lee Terrace** – (a) 2 abreast speed cushions, centred at a point 9.58m west of the property boundary line of Nos.2a and 2b The Glebe, 2000mm in width and 2500mm in length; (b) 2 abreast speed cushions, centred at a point 20.54m east of the eastern property boundary line of No.21, 1700mm in width and 2500mm in length; (c) 2 abreast speed cushions, centred at a point 27.05m east of the centre line of the junction of Tristan Square, 2100mm in width and 2500mm in length; (d) 2 staggered speed cushions, 2000mm in width and 2500mm in length. The speed cushion on the eastbound lane will be centred at a point 21.38m west of the property boundary line between Nos.1 to 25 and Nos.31 to 60 and the speed cushion on the westbound lane will be centred at a point 10.69m west of the property boundary line between Nos.1 to 25 and Nos.31 to 60; (e) 3 abreast speed cushions, centred at a point 8.73m west of the property boundary line between Nos.27 and 29, 2000mm in width and 2500mm in length.

Schedule 4 – Proposed Raised Table

- Ennersdale Road** – full width raised table, centred at a point 3.125m east of the southern kerb-line of Hither Green Lane. The road table will have a 5m plateau, 7.25m in length with 1.125m long ramps at a gradient of 1:15; (2) **Hither Green Lane** – (a) full width raised table, centred at a point 3m south-east of the property boundary line between Nos.259 and 261. The road table will have a 6m plateau, 8m in length with 1.5m long ramps at a gradient of 1:20; (b) full width raised table, centred at a point 1.53m south-east of the property boundary line between Nos.239 and 241. The road table will have a 6m plateau, 8m in length with 1.5m long ramps; (3) **George Lane** – full width raised table, centred at a point 0.69m west of the eastern property boundary line of No.232 Hither Green Lane. The road table will have a 2.6m plateau.

Schedule 5 – Proposed Sinusoidal Road Humps

- Hither Green Lane** – (a) centred at a point 2.24m east of the property boundary line between Nos. 377 and 379, the edge of the hump will be 250mm offset from kerb-line and 3.7m in length; (b) centred at a point 3.79m east of the property boundary line between Nos.326 and 328, the edge of the hump will be 250mm offset from kerb-line and 3.7m in length;

Dated: 28 February 2025

Zahur Khan

Director Public Realm

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