

Statement of reasons

Sydenham Hill – traffic calming, cycling and walking measures

*The London Borough of Southwark (Cycle Lanes) (Sydenham Hill) (No. *) Traffic Order 202**

*The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Sydenham Hill) Order 202**

*The Lewisham (Cycle Lanes) (Sydenham Hill) (No. *) Traffic Order 202**

*The Lewisham (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. **) Order 202**

*The Lewisham (Charged-For Parking Places) (Amendment No. **) Order 202**

The Sydenham Hill scheme has been approved for implementation. Sydenham Hill is situated at a borough boundary: the west, north-west and north side of which is within the Dulwich Wood ward London Borough of Southwark, and the south-east, south and east side of which is within the Sydenham ward London Borough of Lewisham.

Sydenham Hill has been identified as one of top ten roads within the London Borough of Southwark where average speeds exceeded 26mph, as identified within the 20mph Review report. Measures have thus been proposed on Sydenham Hill, affecting both Southwark and Lewisham public highway, to reduce speeds.

The proposed scheme provides improvements to pedestrian journeys as conditions for crossing Sydenham Hill will be improved. Traffic calming measures will reduce motor traffic speeds, and segregated and semi-segregated with-flow cycle lanes on both sides of Sydenham Hill will enhance cycle infrastructure and safety.

The scheme proposes the following changes in the Sydenham Hill area (within the London boroughs of Southwark and Lewisham):

- Introduction of segregated and semi-segregated cycle lanes
- Removal of central traffic islands
- New raised speed tables to aid pedestrian crossing and reduce motor traffic speeds
- Additional 'at any time' waiting restrictions (double yellow lines) in Sydenham Hill
- Pavement build-outs at the entrance to Crescent Wood Road
- Pavement build-out at the entrance to Dome Hill Park
- Relocation of bus stops to discourage overtaking buses

Dated 12 May 2022

Please view the link to the decision:

<https://moderngov.southwark.gov.uk/mglIssueHistoryHome.aspx?IId=50020770&PlanId=598&RPID=0>

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TRAFFIC MANAGEMENT ORDER

202* No. **

The Lewisham (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. **) Order 202*

Made: ** ***** 202*

Coming into force: ** ***** 202*

The Council of the London Borough of Lewisham, 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 all other powers thereunto enabling, hereby makes the following Order:-

Citation and commencement

1. This Order may be cited as The Lewisham (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. **) Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:-

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

“map schedule legend” means the map schedule legend attached to the Order of 2017 which, when used in conjunction with a map tile, identifies the specific type of parking places designated by and waiting and loading restrictions provided by this Order and the specific type of parking place and loading place designated by or waiting, loading or stopping restriction provided by the Order of 2017 and, where specified, certain of their governing provisions;

“map tile” means an individual map with a specific tile reference, being part of the map based schedule attached to this Order;

“map based schedule” means a map tile attached to this Order and listed in the Schedule to this Order which depicts the parking places designated by and waiting and loading restrictions provided by this Order and the parking places and loading places designated by and waiting, loading and stopping restrictions provided by the Order of 2017 and, in conjunction with either the map schedule legend or a map tile label, or both, identifies the type of each particular parking place or loading place or length of waiting, loading or stopping restrictions, and, where specified, 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 length of waiting, loading or stopping restrictions is depicted in the map based schedule, that parking place, loading place or length of waiting, loading or stopping restrictions will continue to apply irrespective of any

^a 1984 c.27

subsequent changes that have been made to the underlying Ordnance Survey data;
and

“the Order of 2017” means the Lewisham (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2017^b.

- (2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2017 shall have the same meaning as in that Order.

Substitution of map tiles

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 operation of this Order, the Order of 2017 shall have effect as though:
 - (a) for the map tiles attached to that Order and specified in column 1 of the Schedule to this Order, there were substituted the map tiles attached to this Order and specified in relation thereto in column 2 of that Schedule; and
 - (b) for the revision numbers specified in Schedule 2 to that Order of 2017 in relation to the map tiles referred to in sub-paragraph (a) above there were substituted the revision numbers given in column 2 of the Schedule to this Order in relation to the corresponding map tiles.
- (2) The substitution of any map tile referred to in Article 3(1) of this Order will have the effect of revoking any provision provided or designated by a previous version of that map tile and not incorporated into the latest version.

Designation of parking places and application of the Order of 2017 thereto

4. (1) Each area on a street identified in a map tile as a parking place and, where applicable, by way of either a map tile label or the map schedule legend, or both, as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2017 in relation to that type of parking place, is designated as a parking place.
- (2) Unless otherwise so identified, a parking place shall 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.
- (3) The provisions of the Order of 2017 (other than Articles 4 and 14) shall apply to an area designated as a parking place by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order.

Waiting restrictions applicable in restricted streets

5. 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 2017 shall have effect as though any waiting restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out and signed as a waiting restriction shall be construed as through it were a restricted street referred to in the Order of 2017.

^b LBL 2017/2

^c SI 2016/362

Placing of traffic signs, etc

6. The Council shall:

- (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place designated by this Order;
- (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 Article 5(b) of the Order of 2017; and
- (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

Dated this day of 202*.

LOUISE MCBRIDE
Head of Highways and Transport

5th Floor Laurence House
1 Catford Road
London
SE6 4RU

SCHEDULE (see Article 3(1))

Map tile attached to the Order of 2017	Map tile attached to this Order
1	2
MapTile Ref: AB11, Revision *	MapTile Ref: AB11, Revision *+1
MapTile Ref: AB12, Revision *	MapTile Ref: AB12, Revision *+1
MapTile Ref: AC11, Revision *	MapTile Ref: AC11, Revision *+1
MapTile Ref: AD11, Revision *	MapTile Ref: AD11, Revision *+1

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order replaces map tiles attached to the Lewisham (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2017, so as to provide new or extend existing lengths of 'at any time' waiting restrictions and provide free parking places in that part of Sydenham Hill which lies within the London Borough of Lewisham, and to provide new or extend existing lengths of 'at any time' waiting restrictions in Wells Park Road at its junction with Sydenham Hill, as part of a scheme of traffic calming and pedestrian and pedal cycle priority measures being undertaken in Sydenham Hill by 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) (Sydenham Hill) 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 thereunto enabling, hereby 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) (Sydenham Hill) Order 202* and shall come into force on 202*.

Interpretation

- 2.1 In this Order:-

“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 depicts the parking places and waiting restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular waiting 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 or waiting restriction is depicted on the map-based schedule, that parking place or waiting restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

^a 1984 c.27

“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 or waiting restrictions imposed by this Order and, where appropriate, certain of their governing provisions; and

“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.

- 2.2 Any reference in this Order to any enactment shall be construed 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 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021 shall have the same meaning as in that Order.

Amendment of items in the map-based schedule

- 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 shall have effect as though:-
 - (a) there were added to that map-based schedule the items indicating the location of two free unlimited stay parking places in Sydenham Hill; and
 - (b) there were added to or substituted in, as the case may be, that map-based schedule the items indicating the location of waiting restrictions in Crescent Wood Road and Sydenham Hill;in the map-based schedule attached to this Order.
- 3.2 The amendments referred to in Article 3.1 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 places and application of the Order of 2021 thereto

- 4.1 Each area on a street identified the map-based schedule as either a parking place or a loading place and, where applicable, by way of the map schedule legend as an area marked out and signed for the use therein 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.
- 4.2 Unless otherwise so identified, a parking place shall 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.
- 4.3 The provisions of the Order of 2021 (other than Articles 4 and 15) shall apply to an area designated as a parking place by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order.

Waiting restrictions applicable in restricted streets

- 5.1 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 shall have effect as though any waiting restriction identified in the map-based schedule and by way of the map schedule legend and marked out and signed as a waiting restriction shall be construed as through it were a restricted street referred to in the Order of 2021.

^b LBS 2021/036

^c SI 2016/362

Placing of traffic signs, etc

6.1 The Council:

- (a) shall place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of the parking places designated by this Order;
- (b) may 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 Article 5.1(e) of the Order of 2021; and
- (c) shall carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

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



DALE FODEN
Head of Service, Highways
Environment and Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order adds to and amends existing items in the map-based schedule attached to the Order of 2021, so as to provide: two free unlimited stay parking places in Sydenham Hill, and new or extended lengths of 'at any time' waiting restrictions in Crescent Wood Road at both its junctions with Sydenham Hill, and throughout the west, north-west and north sides of Sydenham Hill between a point opposite its junction with Bluebell Close and its northernmost junction with Crescent Wood Road, as part of a scheme of traffic calming and pedestrian and pedal cycle priority measures in Sydenham Hill, 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 (Cycle Lanes) (Sydenham Hill) (No. *) 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 section 6 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Cycle Lanes) (Sydenham Hill) (No. *) Order 202* and shall come into force on 202*.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

“carriageway” has the same meaning as in section 329(1) of the Highways Act 1980^b;

“cycle lane” means an area of carriageway within a length of street specified in the Schedule to this Order which is indicated by a traffic sign as being a cycle lane for the use of pedal cycles only, subject to the provisions of this Order;

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

“kerb-line” means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

“pedal cycle” has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^c; and

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

^a 1984 c.27

^b 1980 c.66

^c SI 2016/362

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

Cycle lanes

3.1 No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane specified in the Schedule to this Order at any time.

Exemptions

4.1 Nothing in Article 3.1 of this Order shall apply in relation to:-

- (a) anything done with the permission or at the direction of a police constable in uniform;
- (b) any vehicle being used for ambulance, fire brigade or police purposes;
- (c) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a cycle lane of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003^d); or the placing, maintenance or removal of any traffic sign in or adjacent to a cycle lane, if the vehicle cannot be used for that purpose in any other length of street; or
- (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

4.2 Nothing in Article 3.1 of this Order shall apply in relation to any vehicle entering into a cycle lane specified in the Schedule to this Order, insofar as the design of any segregating measures in place in relation to that cycle lane physically allows such activity, for as long as is necessary:-

- (a) to enable access to or exit from any road adjoining that cycle lane, or to enable access to or exit from any premises adjoining that cycle lane by way of a vehicular access or footway crossover, provided that, in both cases, the vehicle leaves the cycle lane immediately thereafter; or
- (b) to enable a person to board or alight from the vehicle; or
- (c) to enable goods to be loaded on to or unloaded from the vehicle, if and in so far as the activity is not prohibited by the provisions of any other Order; or
- (d) for the purpose of collecting refuse; or
- (e) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011^e) provided the vehicle bears the livery of a universal postal service provider.

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



DALE FODEN
Head of Service, Highways
Environment and Leisure

^d 2003 c.21

^e 2011 c.5

SCHEDULE – CYCLE LANES (see Article 3.1)

<i>(1)</i> Item	<i>(2)</i> Lengths of street	<i>(3)</i> Direction of travel and type of cycle lane
1.	<p>SYDENHAM HILL</p> <p>all that part of the western side of the carriageway as is bounded on the west by the western kerb-line of Sydenham Hill and on the east by a line drawn 1.5 metres east of and parallel to said kerb-line and marked by a traffic sign or a traffic sign and segregating measures, as extends from a point 7 metres north of the common boundary of Nos. 15 and 15a Sydenham Hill to a point 11 metres north of the common boundary of Nos. 15a and 17 Sydenham Hill.</p>	Northbound semi-segregated and unsegregated cycle lane
2.	<p>SYDENHAM HILL</p> <p>all that part of the western side of the carriageway as is bounded on the west by the western kerb-line of Sydenham Hill and on the east by a line drawn 1.5 metres east of and parallel to said kerb-line and marked by a traffic sign or a traffic sign and segregating measures, as extends from a point 10.5 metres south of the common boundary of Nos. 17 and 23 Sydenham Hill to a point 3 metres south of the southern kerb-line of Chestnut Place.</p>	Northbound semi-segregated and unsegregated cycle lane
3.	<p>SYDENHAM HILL</p> <p>all that part of the western side of the carriageway as is bounded on the west by the western kerb-line of Sydenham Hill and on the east by a line drawn 1.5 metres east of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 5 metres north of the southern kerb-line of Chestnut Place to a point 4 metres south of the southern kerb-line of Rock Hill.</p>	Northbound semi-segregated cycle lane
4.	<p>SYDENHAM HILL</p> <p>all that part of the western side of the carriageway as is bounded on the west by the western kerb-line of Sydenham Hill and on the east by a line drawn 1.5 metres east of and parallel to said kerb-line and marked by a traffic sign, as extends from a point 17.5 metres north of the northern kerb-line of Rock Hill to a point 3 metres south of the south-western kerb-line of Woodsyre (at its southernmost junction with Sydenham Hill).</p>	Northbound unsegregated cycle lane
5.	<p>SYDENHAM HILL</p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the north-western kerb-line of Sydenham Hill and on the south-east by a line drawn 1.5 metres south-east of and parallel to said kerb-line and marked by a traffic sign or a traffic sign and segregating measures, as extends from a point 26.5 metres north-east of the northern kerb-line of Woodsyre (at its southernmost junction with Sydenham Hill) to a point 4 metres north-east of a point opposite the north-eastern kerb-line of Mountacre Close (at its southernmost junction with Sydenham Hill).</p>	North-eastbound semi-segregated and unsegregated cycle lane

SCHEDULE – CYCLE LANES

<i>(1) Item</i>	<i>(2) Lengths of street</i>	<i>(3) Direction of travel and type of cycle lane</i>
6.	<p>SYDENHAM HILL</p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the north-western kerb-line of Sydenham Hill and on the south-east by a line drawn 1.5 metres south-east of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 14 metres north-east of a point opposite the north-eastern kerb-line of Mountacre Close (at its southernmost junction with Sydenham Hill) to a point 42.5 metres south-west of the south-western kerb-line of Woodsyre (at its northernmost junction with Sydenham Hill).</p>	<p>North-eastbound semi-segregated cycle lane</p>
7.	<p>SYDENHAM HILL</p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the north-western kerb-line of Sydenham Hill and on the south-east by a line drawn 1.5 metres south-east of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 33 metres south-west of the south-western kerb-line of Woodsyre (at its northernmost junction with Sydenham Hill) to a point 3 metres south-west of that kerb-line.</p>	<p>North-eastbound semi-segregated cycle lane</p>
8.	<p>SYDENHAM HILL</p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the north-western kerb-line of Sydenham Hill and on the south-east by a line drawn 1.5 metres south-east of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 3 metres north-east of the north-eastern kerb-line of Woodsyre (at its northernmost junction with Sydenham Hill) to a point 24 metres south-west of the south-western kerb-line of Crouchmans Close.</p>	<p>North-eastbound semi-segregated cycle lane</p>
9.	<p>SYDENHAM HILL</p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the north-western kerb-line of Sydenham Hill and on the south-east by a line drawn 1.5 metres south-east of and parallel to said kerb-line and marked by a traffic sign or a traffic sign and segregating measures, as extends from a point 29 metres north-east of the north-eastern kerb-line of Crouchmans Close to a point 22 metres south-west of the south-western kerb-line of Crescent Wood Road (at its south-western junction with Sydenham Hill).</p>	<p>North-eastbound semi-segregated and unsegregated cycle lane</p>

SCHEDULE – CYCLE LANES

<i>(1) Item</i>	<i>(2) Lengths of street</i>	<i>(3) Direction of travel and type of cycle lane</i>
10.	<p>SYDENHAM HILL</p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the north-western kerb-line of Sydenham Hill and on the south-east by a line drawn 1.5 metres south-east of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 4.5 metres north-east of the north-eastern kerb-line of Crescent Wood Road (at its south-western junction with Sydenham Hill) to a point 2.5 metres south-west of the western kerb-line of the vehicular access to No. 41 Sydenham Hill.</p>	North-eastbound semi-segregated cycle lane
11.	<p>SYDENHAM HILL</p> <p>all that part of the northern side of the carriageway as is bounded on the north by the northern kerb-line of Sydenham Hill and on the south by a line drawn 1.5 metres south of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 3 metres east of the eastern kerb-line of the vehicular access to No. 41 Sydenham Hill to a point 46.5 metres east of that kerb-line.</p>	Eastbound semi-segregated cycle lane
12.	<p>SYDENHAM HILL</p> <p>all that part of the northern and north-western side of the carriageway as is bounded on the north or north-west by the northern and north-western kerb-line of Sydenham Hill and on the south or south-east by a line drawn 1.5 metres south or south-east of and parallel to said kerb-line and marked by a traffic sign or a traffic sign and segregating measures, as extends from a point 56 metres east of the eastern kerb-line of the vehicular access to No. 41 Sydenham Hill to a point 4.5 metres south-west of the south-western boundary of No. 75 Sydenham Hill.</p>	Eastbound and north-eastbound semi-segregated and unsegregated cycle lane
13.	<p>SYDENHAM HILL</p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the north-western kerb-line of Sydenham Hill and on the south-east by a line drawn 1.5 metres south-east of and parallel to said kerb-line and marked by a traffic sign or a traffic sign and segregating measures, as extends from a point 11 metres south-west of the common boundary of Nos. 75 and 79 Sydenham Hill to a point 14 metres north-east of that common boundary.</p>	North-eastbound semi-segregated and unsegregated cycle lane
14.	<p>SYDENHAM HILL</p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the north-western kerb-line of Sydenham Hill and on the south-east by a line drawn 1.5 metres south-east of and parallel to said kerb-line and marked by a traffic sign or a traffic sign and segregating measures, as extends from a point 10 metres south-west of the south-western boundary of No. 81 Sydenham Hill to a point 4 metres south-west of the south-western kerb-line of the vehicular access to Countisbury House, Sydenham Hill.</p>	North-eastbound semi-segregated and unsegregated cycle lane

SCHEDULE – CYCLE LANES

<i>(1) Item</i>	<i>(2) Lengths of street</i>	<i>(3) Direction of travel and type of cycle lane</i>
15.	<p>SYDENHAM HILL</p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the north-western kerb-line of Sydenham Hill and on the south-east by a line drawn 1.5 metres south-east of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 3 metres north-east of the north-eastern kerb-line of the vehicular access to Countisbury House, Sydenham Hill to a point 30.5 metres north-east of that kerb-line.</p>	<p>North-eastbound semi-segregated cycle lane</p>
16.	<p>SYDENHAM HILL</p> <p>all that part of the north-western side of the carriageway as is bounded on the north-west by the north-western kerb-line of Sydenham Hill and on the south-east by a line drawn 1.5 metres south-east of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 40.5 metres south-west of the south-western kerb-line build-out of Crescent Wood Road (at its north-eastern junction with Sydenham Hill) to a point 8 metres south-west of that kerb-line build-out.</p>	<p>North-eastbound semi-segregated cycle lane</p>

EXPLANATORY NOTE

(This note is not part of the Order)

This Order introduces a series of northbound/north-eastbound/eastbound mandatory unsegregated and semi-segregated cycle lanes, operating 'at any time' in that part of Sydenham Hill which lies within the London Borough of Southwark, as part of a scheme of traffic calming and pedestrian and pedal cycle priority measures being undertaken in that street jointly with the Council of the London Borough of Lewisham.



TRAFFIC MANAGEMENT ORDER

202* No. **

The Lewisham (Cycle Lanes) (Sydenham Hill) (No. 1) Traffic Order 202*

Made: ** ***** 202*

Coming into force: ** ***** 202*

The Council of the London Borough of Lewisham, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 of the Road Traffic Regulation Act 1984^a, as amended, and all other powers thereunto enabling, hereby makes the following Order:-

Citation and commencement

1. This Order may be cited as The Lewisham (Cycle Lanes) (Sydenham Hill) (No. 1) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:-
 - causing includes permitting;
 - “carriageway” has the same meaning as in section 329(1) of the Highways Act 1980^b;
 - “Council” means the Council of the London Borough of Lewisham;
 - “cycle lane” means an area of carriageway within a length of street specified in the Schedule to this Order which is indicated by a traffic sign as being a cycle lane for the use of pedal cycles only, subject to the provisions of this Order;
 - “enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;
 - “kerb-line” means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;
 - “pedal cycle” has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^c; and
 - “traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.
- (2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

^a 1984 c.27

^b 1980 c.66

^c SI 2016/362

Cycle lanes

3. No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane specified in the Schedule to this Order at any time.

Exemptions

4. (1) Nothing in Article 3 of this Order shall apply in relation to:-
 - (a) any vehicle being used for ambulance, fire brigade or police purposes;
 - (b) anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer; or
 - (c) any vehicle being used in connection with the removal of any obstruction to traffic in a cycle lane; or the maintenance, improvement, reconstruction, cleansing or lighting within the street; the laying, erection, alteration in or adjacent to the cycle lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003^d) or the placing, maintenance or removal of any traffic sign in or adjacent to a cycle lane, if the vehicle cannot be used for that purpose in any other length of street; or
 - (d) anything done with the written permission of the Council of the London Borough of Lewisham or its representative, provided that any conditions or requirements they may impose are being complied with; or
 - (e) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.
- (2) Nothing in Article 3 of this Order shall apply in relation to any vehicle entering into a cycle lane specified in the Schedule to this Order, insofar as the design of any segregating measures in place in relation to that cycle lane physically allows such activity, for as long as is necessary:-
 - (a) to enable access to or exit from any road adjoining that cycle lane, or to enable access to or exit from any premises adjoining that cycle lane by way of a vehicular access or footway crossover, provided that, in both cases, the vehicle leaves the cycle lane immediately thereafter; or
 - (b) to enable a person to board or alight from the vehicle; or
 - (c) to enable goods to be loaded on to or unloaded from the vehicle, if and in so far as the activity is not prohibited by the provisions of any other Order; or
 - (d) for the purpose of collecting refuse; or
 - (e) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011^e), provided the vehicle bears the livery of a universal postal service provider.

^d 2003 c.21

^e 2011 c.5

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

LOUISE MCBRIDE
Head of Highways and Transport

5th Floor Laurence House
1 Catford Road
London
SE6 4RU

SCHEDULE – CYCLE LANES (see Article 3)

<i>(1) Item</i>	<i>(2) Lengths of street</i>	<i>(3) Direction of travel and type of cycle lane</i>
1.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 3.5 metres south-west of the south-western kerb-line of the vehicular access to Eddisbury House, Sydenham Hill to a point 12.5 metres south-west of that kerb-line.</p>	<p>South-westbound semi-segregated cycle lane</p>
2.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 35.0 metres south-west of the south-western kerb-line of the vehicular access to Eddisbury House, Sydenham Hill to a point 4.0 metres north-east of the north-eastern kerb-line of the vehicular access to 'Cuddly Bear Day Care Nursery', Community Centre, Sydenham Hill.</p>	<p>South-westbound semi-segregated cycle lane</p>
3.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 4.5 metres south-west of the south-western kerb-line of the vehicular access to 'Cuddly Bear Day Care Nursery', Community Centre, Sydenham Hill to a point 2.5 metres north-east of the north-eastern kerb-line of the vehicular access to Cissbury House and Porlock House, Sydenham Hill.</p>	<p>South-westbound semi-segregated cycle lane</p>
4.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 2.5 metres south-west of the south-western kerb-line of the vehicular access to Cissbury House and Porlock House, Sydenham Hill to a point 23.0 metres south-west of that kerb-line.</p>	<p>South-westbound semi-segregated cycle lane</p>

SCHEDULE (continued)

<i>(1) Item</i>	<i>(2) Lengths of street</i>	<i>(3) Direction of travel and type of cycle lane</i>
5.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign, as extends from a point 10.0 metres north-east of the north-eastern wall of No. 28 Sydenham Hill to a point 10.0 metres south-west of the south-western wall of No. 28 Sydenham Hill.</p>	<p>South-westbound unsegregated cycle lane</p>
6.	<p>SYDENHAM HILL</p> <p>all that part of the southern side of the carriageway as is bounded on the south by the southern kerb-line of Sydenham Hill and on the north by a line drawn 1.5 metres north of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 5.0 metres west of the western kerb-line of Droitwich Close to a point 19.5 metres east of the western wall of Harrogate Court, Droitwich Close.</p>	<p>Westbound semi- segregated cycle lane</p>
7.	<p>SYDENHAM HILL</p> <p>all that part of the southern side of the carriageway as is bounded on the south by the southern kerb-line of Sydenham Hill and on the north by a line drawn 1.5 metres north of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 10.5 metres east of the western wall of Harrogate Court, Droitwich Close to a point 4.0 metres east of the eastern kerb-line of the vehicular access to Tunbridge Court, Sydenham Hill.</p>	<p>Westbound semi- segregated cycle lane</p>
8.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 6.5 metres south-west of the western kerb-line of the vehicular access to Tunbridge Court, Sydenham Hill to a point 25.0 metres north-east of the north-eastern kerb-line of Wells Park Road.</p>	<p>South-westbound semi-segregated cycle lane</p>
9.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign, as extends from a point 5.5 metres south-west of the south-western kerb-line of Wells Park Road to a point 14.0 metres south-west of that kerb-line.</p>	<p>South-westbound unsegregated cycle lane</p>

SCHEDULE (continued)

<i>(1) Item</i>	<i>(2) Lengths of street</i>	<i>(3) Direction of travel and type of cycle lane</i>
10.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign, as extends from a point 40.0 metres south-west of the south-western kerb-line of Wells Park Road to a point 36.0 metres north-east of the north-eastern kerb-line of the vehicular access to St. Clement's Heights.</p>	<p>South-westbound unsegregated cycle lane</p>
11.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 13.5 metres north-east of the north-eastern kerb-line of the vehicular access to St. Clement's Heights to a point 6.5 metres north-east of that kerb-line.</p>	<p>South-westbound semi-segregated cycle lane</p>
12.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 7.0 metres south-west of the south-western kerb-line of the vehicular access to St. Clement's Heights to a point 3.0 metres north-east of the north-eastern kerb-line of Mountacre Close (at its north-eastern junction with Sydenham Hill).</p>	<p>South-westbound semi-segregated cycle lane</p>
13.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Sydenham Hill and on the north-west by a line drawn 1.5 metres north-west of and parallel to said kerb-line and marked by a traffic sign and segregating measures, as extends from a point 12.0 metres south-west of the south-western kerb-line of Mountacre Close (at its north-eastern junction with Sydenham Hill) to a point 13.0 metres north-east of the north-eastern kerb-line of Mountacre Close (at its south-western junction with Sydenham Hill).</p>	<p>South-westbound semi-segregated cycle lane</p>

SCHEDULE (continued)

<i>(1) Item</i>	<i>(2) Lengths of street</i>	<i>(3) Direction of travel and type of cycle lane</i>
14.	<p>SYDENHAM HILL</p> <p>all that part of the south-eastern and eastern side of the carriageway as is bounded on the south-east and east by the south-eastern and eastern kerb-line of Sydenham Hill and on the north-west and west by a line drawn 1.5 metres north-west or west of and parallel to said kerb-line and marked by a traffic sign or a traffic sign and segregating measures, as extends from a point 5.0 metres south-west of the south-western kerb-line of Mountacre Close (at its south-western junction with Sydenham Hill) to a point 1.0 metre north of the northern kerb-line of Dome Hill Park.</p>	<p>South-westbound and southbound semi-segregated and unsegregated cycle lane</p>
15.	<p>SYDENHAM HILL</p> <p>all that part of the eastern side of the carriageway as is bounded on the east by the eastern kerb-line of Sydenham Hill and on the west by a line drawn 1.5 metres west of and parallel to said kerb-line and marked by a traffic sign or a traffic sign and segregating measures, as extends from a point 15.0 metres south of the southern kerb-line of Dome Hill Park to a point 40.0 metres north of the southern wall of No. 16 Sydenham Hill.</p>	<p>Southbound semi-segregated and unsegregated cycle lane</p>
16.	<p>SYDENHAM HILL</p> <p>all that part of the eastern side of the carriageway as is bounded on the east by the eastern kerb-line of Sydenham Hill and on the west by a line drawn 1.5 metres west of and parallel to said kerb-line and marked by a traffic sign, as extends from a point 14.0 metres north of the southern wall of No. 16 Sydenham Hill to the southern wall of No. 16 Sydenham Hill.</p>	<p>Southbound unsegregated cycle lane</p>
17.	<p>SYDENHAM HILL</p> <p>all that part of the north-eastern side of the carriageway as is bounded on the north-east by the north-eastern kerb-line of Sydenham Hill and on the south-west by a line drawn 1.5 metres south-west of and parallel to said kerb-line and marked by a traffic sign or a traffic sign and segregating measures, as extends from a point 10.0 metres south of the southern wall of No. 16 Sydenham Hill to a point 5.0 metres north-west of the north-western kerb-line of Bluebell Close.</p>	<p>South-eastbound semi-segregated and unsegregated cycle lane</p>

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, introduces a series of south-westbound/westbound/southbound mandatory unsegregated and semi-segregated cycle lanes, operating at any time in that part of Sydenham Hill which lies within the London Borough of Lewisham, as part of a scheme of traffic calming and pedestrian and pedal cycle priority measures being undertaken in that street by the London Borough of Southwark.



TRAFFIC MANAGEMENT ORDER

202* No. **

The Lewisham (Charged-For Parking Places) (Amendment No. **) Order 202*

Made: ** ***** 202*

Coming into force: ** ***** 2021

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

Citation and commencement

1. This Order may be cited as The Lewisham (Charged-For Parking Places) (Amendment No. **) Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:-

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

“map schedule legend” means the map schedule legend attached to the Order of 2017 which, when used in conjunction with a map tile, identifies the specific type of parking place designated by Order of 2017 and, where specified, certain of its governing provisions;

“map tile” means an individual map with a specific tile reference, being part of the map based schedule attached to this Order;

“map based schedule” means a map tile attached to this Order and listed in the Schedule to this Order which depicts the parking places designated by the Order of 2017 and, in conjunction with either the map schedule legend or a map tile label, or both, identifies the type of each particular parking place and, where specified, 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 depicted in the map based schedule, that parking place will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data; and

“the Order of 2017” means The Lewisham (Charged-For Parking Places) Consolidation Order 2017^b.

- (2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

^a 1984 c.27

^b 2017/1

- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2017 shall have the same meaning as in that Order.

Substitution of map tiles

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 operation of this Order, the Order of 2017 shall have effect as though:
- (a) for the map tiles attached to that Order and specified in column 1 of the Schedule to this Order, there were substituted the map tiles attached to this Order and specified in relation thereto in column 2 of that Schedule; and
 - (b) for the revision numbers specified in Schedule 2 to that Order of 2017 in relation to the map tiles referred to in sub-paragraph (a) above there were substituted the revision numbers given in column 2 of the Schedule to this Order in relation to the corresponding map tiles.
- (2) The substitution of any map tile referred to in Article 3(1) of this Order will have the effect of revoking any provision designated by a previous version of that map tile and not incorporated into the latest version.

Dated this day of 202*.

LOUISE MCBRIDE
Head of Highways and Transport

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SE6 4RU

SCHEDULE (see Article 3(1))

Map tiles attached to the Order of 2017	Map tiles attached to this Order
1	2
MapTile Ref: AB11, Revision *	MapTile Ref: AB11, Revision *+1
MapTile Ref: AB12, Revision *	MapTile Ref: AB12, Revision *+1
MapTile Ref: AC11, Revision *	MapTile Ref: AC11, Revision *+1
MapTile Ref: AD11, Revision *	MapTile Ref: AD11, Revision *+1

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order replaces map tiles attached to the Lewisham (Charged-For Parking Places) Consolidation Order 2017, so as to reflect the provision of new or extended lengths of 'at any time' waiting restrictions and free parking places in that part of Sydenham Hill which lies within the London Borough of Lewisham, and new or extended lengths of 'at any time' waiting restrictions in Wells Park Road at its junction with Sydenham Hill, as part of a scheme of traffic calming and pedestrian and pedal cycle priority measures being undertaken in that street by the London Borough of Southwark.

Statement of reasons

Sydenham Hill – traffic calming, cycling and walking measures

*The London Borough of Southwark (Cycle Lanes) (Sydenham Hill) (No. *) Traffic Order 202**

*The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Sydenham Hill) Order 202**

*The Lewisham (Cycle Lanes) (Sydenham Hill) (No. *) Traffic Order 202**

*The Lewisham (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. **) Order 202**

*The Lewisham (Charged-For Parking Places) (Amendment No. **) Order 202**

The Sydenham Hill scheme has been approved for implementation. Sydenham Hill is situated at a borough boundary: the west, north-west and north side of which is within the Dulwich Wood ward London Borough of Southwark, and the south-east, south and east side of which is within the Sydenham ward London Borough of Lewisham.

Sydenham Hill has been identified as one of top ten roads within the London Borough of Southwark where average speeds exceeded 26mph, as identified within the 20mph Review report. Measures have thus been proposed on Sydenham Hill, affecting both Southwark and Lewisham public highway, to reduce speeds.

The proposed scheme provides improvements to pedestrian journeys as conditions for crossing Sydenham Hill will be improved. Traffic calming measures will reduce motor traffic speeds, and segregated and semi-segregated with-flow cycle lanes on both sides of Sydenham Hill will enhance cycle infrastructure and safety.

The scheme proposes the following changes in the Sydenham Hill area (within the London boroughs of Southwark and Lewisham):

- Introduction of segregated and semi-segregated cycle lanes
- Removal of central traffic islands
- New raised speed tables to aid pedestrian crossing and reduce motor traffic speeds
- Additional 'at any time' waiting restrictions (double yellow lines) in Sydenham Hill
- Pavement build-outs at the entrance to Crescent Wood Road
- Pavement build-out at the entrance to Dome Hill Park
- Relocation of bus stops to discourage overtaking buses

Dated 12 May 2022

Please view the link to the decision:

<https://moderngov.southwark.gov.uk/mglIssueHistoryHome.aspx?IId=50020770&PlanId=598&RPID=0>

For more information contact:-

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Transport Projects

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