

Mondays to Fridays (including Christmas Day, Good Friday and Bank Holidays), and the parking places referred to in sub-paragraph 3(e), 3(f) and 3(g) above will operate at any time;

(m) provide that the classes of vehicles which may use the parking places referred to in sub-paragraphs 3(a), 3(b) and 3(c) above will be passenger vehicles (having 8 passenger seats or less), certain goods carrying vehicles, motor cycles and invalid carriages;

(n) provide that the permits (other than car club permits) will be issued, on payment of the appropriate charge, to a person who is the keeper of a vehicle of a class referred to in sub-paragraph 3(m) above, provided:-

(i) in the case of a residents' "NR" permit, that they are a resident of a street within the controlled parking zone;

(ii) in the case of a business "NB" permit, that they have a business in a street within the controlled parking zone and that the permit is for a vehicle which is essential to the operation of that business and is used in the purchase and sale of goods or services in connection with that business;

(iii) in the case of a teachers' permit, that they are employed in the instruction of school children and their principal place of employment is at a school or learning institution in the controlled parking zone;

(iv) in the case of a visitors' permit, that they are a resident of a street within the controlled parking zone and that such permit is to be used by a bona fide visitor to their home;

(v) in the case of a trade permit, that they are a tradesperson carrying out building, servicing, maintenance or similar such work at premises in a street within the controlled parking zone;

(vi) in the case of a primary care trust permit, that they are a healthcare worker employed by or contracted to a health authority and for whom a vehicle is essential to the carrying out of their public duties;

(o) provide that car club permits will be issued to the car club operators approved by Lambeth Council, on payment of a charge of £495 for 12 months;

(p) provide that the charge for the use of a parking place by the pay and display method will be £2.10 for 1 hour (maximum), or pro rata for periods of less than 1 hour, and that a vehicle may not return to that parking place within 1 hour of leaving it;

(q) provide that the charges for residents' "NR" permits for vehicles other than motorcycles will be according to their engine size in the case of petrol cars or diesel cars registered before 1st March 2001 and for light goods vehicles registered on any date, and in accordance with their carbon dioxide emissions for petrol cars, diesel cars or alternative fuel cars (original constructions only) registered on or after 1st March 2001. The charges would range from £7.10, £11.25, £17.50 and £30 for 1, 3, 6 and 12 months respectively (minimum) up to £21.25, £53.75, £102.50 and £200 for 1, 3, 6 and 12 months respectively (maximum) and different charges will apply for other types of alternative fuel vehicles and for vehicles registered outside the United Kingdom;

(r) provide that the charges for other types of permit will be as follows: for residents' "NR" permits for motorcycles - £11, £17 and £29 for 3, 6 and 12 months respectively, for business "NB" permits - £495 for 12 months, for teachers' permits - £255 for 12 months, for visitors' permits £3.50 per day, for trade permits - £2.50 per day for up to 4 permits purchased at any one time or £10 for 5 or more permits purchased at any one time, and for primary care trust permits - £40, £60 and £100 for 3, 6 and 12 months respectively;

(s) provide that there will be no charge for the use of the parking places/areas or loading place referred to in sub-paragraphs 3(c), 3(d), 3(e), 3(f) or 3(h) above.

4. The Orders are necessary to improve safety and the flow of traffic (which is currently hindered by the uncontrolled parking of vehicles) in an area of Herne Hill and to protect the available on-street parking space for residents, their visitors and local businesses in the area whilst also providing parking space for short term use and for other road users.

5. Documents giving more detailed particulars of the proposed Orders are available for inspection between 9.30 am and 4.30 pm on Mondays to Fridays inclusive (except on Bank Holidays), until the last day of a period of six weeks beginning with the date on which the Orders are made, at the offices of Lambeth Borough Council's Transport and Highways Group, 3rd Floor, Blue Star House, 234-244 Stockwell Road, London SW9 9SP. If you have any enquiries about the Orders, please telephone 0207 926 1190.

6. If any person wishes to question the validity of the Orders or of any of their provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of that Act or of any instrument made under that Act has not been complied with, that person may, within 6 weeks

from the date on which the Orders are made, apply for the purpose to the High Court.

Dated 6th February 2009

Tim Jackson

Assistant Director - Street Management

SCHEDULE 1: Acland Crescent, Cambria Road, Deepdene Road, Ferndene Road, Finsen Road, Haredale Road, Hinton Road, Kemerton Road, Oakbank Grove, Poplar Road, Poplar Walk and Sunset Road.

SCHEDULE 2: Acland Crescent, Alderton Road, Bicknell Road, Cambria Road, Deepdene Road, Deerdale Road, Ferndene Road, Finsen Road, Haredale Road, Herne Hill Road, Hinton Road, Kemerton Road, Lowden Road, Milkwood Road, Northway Road, Oakbank Grove, Poplar Road, Poplar Walk, Sunset Road, Wanless Road and Wingmore Road.

SCHEDULE 3: Alderton Road, Bicknell Road, Cambria Road, Ferndene Road, Finsen Road, Herne Hill Road, Kemerton Road, Poplar Road, Sunset Road, Wanless Road and Wingmore Road.

SCHEDULE 4: Acland Crescent, Alderton Road, Bicknell Road, Cambria Road, Deepdene Road, Deerdale Road, Ferndene Road, Finsen Road, Haredale Road, Herne Hill Road, Hinton Road, Kemerton Road, Oakbank Grove, Poplar Road, Poplar Walk, Sunset Road and Wanless Road. (729311)

London Borough of Lambeth

ROAD TRAFFIC REGULATION ACT 1984 AND HIGHWAYS ACT 1980

BARROW ROAD, ESTREHAM ROAD, LEWIN ROAD, PATHFIELD ROAD AND THE STATION APPROACH TO STREAHTAM COMMON STATION - PROPOSED WAITING RESTRICTIONS AND ROAD HUMPS

(NOTE: This notice is about proposals to introduce double yellow lines to prohibit waiting by vehicles "at any time" in certain lengths of Barrow Road, Lewin Road and Pathfield Road; and to construct road humps in Estreham Road and Station Approach, Estreham Road (leading to Streahtam Common Station). The Order would also vary existing Orders so that they better reflect the waiting restrictions on the ground in Estreham Road and Station Approach, Estreham Road. Objections or other representations may be made - see paragraph 7.)

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Lambeth proposes to make the Lambeth (Waiting and Loading Restriction) (Amendment No. *) Order 200* 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 Order would be to:

(a) introduce "at any time" waiting restrictions in (i) Barrow Road, for lengths of 7.5 metres (north-west side) and 9 metres (south-east side) north-east of Estreham Road; (ii) Lewin Road, for lengths of 7.5 metres (north-west side) and 17 metres (south-east side) north-east of Estreham Road; and (iii) Pathfield Road, for lengths of 7.5 metres (north-west side) and 8.5 metres (south-east side) north-east of Estreham Road; and

(b) correct minor discrepancies between existing Orders and on-street markings with regards to Estreham Road and Station Approach, Estreham Road (this would not alter the restrictions that currently apply on the ground).

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

(a) construct the type of flat-top road humps known as "speed tables" or "entry treatments" in Station Approach, Estreham Road at both its (i) south-eastern entrance from and (ii) north-western exit onto Estreham Road;

(Each "speed table" would be an elevated section of carriageway with a flat top, 75 millimetres higher at its highest point than the surrounding carriageway, extending across the full width of the carriageway and measuring approximately 9.5 metres and 3.7 metres (items 4(a)(i) and 4(a)(ii) above respectively) in length, including the gradients.)

(b) construct the type of road humps known as "sinusoidal humps" in Estreham Road (i) to the rear of No. 110 Lewin Road and outside (ii) Nos. 2/3, (iii) Nos. 23 and 101/102, (iv) Nos. 28/29, and Nos. 40/41 and 42/43.

(Each "sinusoidal hump" would be an elevated section of carriageway with a flat top, 75 millimetres higher at its highest point than the surrounding carriageway, extending across the full width of the carriageway and measuring approximately 3.7 metres in length, including the gradients.)