

(B) from 19.6 metres south-east of No. 132 Timbercroft Lane to 10 metres south-east of the south-eastern kerb-line of Ancaster Street.

4. FURTHER NOTICE IS 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” at the locations specified in Schedule 2 to this Notice. Each speed table would be an elevated section of carriageway with a flat top, between 75 and 100 millimetres higher at its highest point than the surrounding carriageway, extending across the full width of the carriageway, and having the dimensions also specified in Schedule 2 to this Notice;

(b) construct round-top road humps at the locations specified in Schedule 3 to this Notice. Each round-top road hump would be an elevated section of carriageway, between 75 and 100 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;

(c) construct the type of road humps known as “speed cushions” in staggered lines of two or three across the width of the carriageway at the locations specified in Schedule 4 to this Notice. Each speed cushion would be an elevated section of carriageway with a flat top, between 75 and 100 millimetres higher at its highest point than the surrounding carriageway and measuring approximately 3 metres in length and 1.6 metres in width, including the gradients; and

(d) remove existing speed tables from the following locations: Alabama Street, outside Nos. 94/96; Kingsdale Road, 26 metres north-east of Nos. 113/115; Kirkham Street, outside No. 34/36; Landstead Road, 30 metres north-west of the common boundary of Nos. 2/4; and Welton Road, outside No. 56.

5. A copy of the proposed Orders and other documents, including a map, giving more detailed particulars of the Orders, speed tables and road humps is available for inspection during normal office hours until the end of six weeks from the date on which the Orders are made or, as the case may be, the Council decides not to make the Orders, at the Directorate of Regeneration, Enterprise and Skills, Strategic Transportation, Royal Borough of Greenwich, The Woolwich Centre, 35 Wellington Street, 6HQ.

6. Further information may be obtained by telephoning Strategic Transportation on 020 8921 2284.

7. Any person who wishes to object to or make other representations about the proposed Orders, speed tables or road humps should send a statement in writing, specifying the grounds on which any objection is made, to the Royal Borough of Greenwich, PO Box 485, Kemp House, 152-160 City Road, London, EC1V 2NX (quoting reference PCL/TMO/JB/100000963), to arrive by 5th February 2013.

8. Persons objecting to the proposed Orders should be aware that in view of the Local Government (Access to Information) Act 1985, this Council would be legally obliged to make any comments received in response to this notice, open to public inspection.

Dated 15th January 2013

Assistant Director, Strategic Transportation
The Woolwich Centre, 35 Wellington Street, 6HQ

SCHEDULE 1

Bassant Road; Camdale Road; Combeside; Edison Grove (between the south-western kerb-line of Highmead and 2 metres south-east of No. 66 Edison Grove); Gilbourne Road; Heathfield Terrace; Highmead (between its junctions with Swingate Lane and Glenmore Road); Kingsdale Road; Revell Rise; and Swingate Lane (between its junctions with Highmead and King’s Highway).

SCHEDULE 2

(all dimensions are approximate)

Alabama Street from Garland Road south-eastwards for 9 metres; Heathfield Terrace from King’s Highway south-westwards for 13 metres; Kingsdale Road from King’s Highway south-westwards for 8 metres; and Landstead Road from Garland Road south-eastwards for 9 metres.

SCHEDULE 3

(all dimensions are approximate)

Ancaster Street, outside: (i) Nos. 1 / 2 and (ii) No. 16; Bassant Road, outside No. 6; Camdale Road, outside: (i) Nos. 20 / 22, (ii) Nos. 38 / 40, (iii) Nos. 62 / 64, (iv) Nos. 76 / 78, (v) Nos. 96 / 98, (vi) No. 120; and (vii) No. 136; High Grove, 15 metres west of Nos. 84 / 86; Irwin Avenue, outside No. 12; Kirkham Street, outside: (i) Nos. 24 / 26 (ii) Nos. 46 / 48 (iii) Nos. 119 / 121; Landstead Road, outside: (i) No. 4 and (ii) No. 46; Revell Rise, outside: (i) No. 9 and (ii) Nos. 20 / 21; Swingate Lane, 22 metres north-east of Nos. 184 / 186; and Welton Road, outside No. 65.

SCHEDULE 4

(all dimensions are approximate)

Combeside, outside Nos. 8 / 10; Edison Grove, outside (i) No. 10, (ii) Nos. 54 / 56 and (iii) No. 66; Flaxton Road, outside Nos. 177 / 179; Highmead, outside (i) No. 13, (ii) No. 37, (iii) No. 61 and (iv) No. 140; High Grove, outside Nos. 25 / 27; Swingate Lane; (i) outside Nos. 22 / 24, (ii) outside No. 109 and (iii) 31.7 metres north of the common boundary of Nos. 144 / 146 (1743425)

Royal Borough of Greenwich

ROAD TRAFFIC REGULATION ACT 1984 AND HIGHWAYS ACT 1980

THE GREENWICH (20 MPH ZONE) (NO. *) TRAFFIC ORDER 2013

THE GREENWICH (WAITING AND LOADING RESTRICTION) (AMENDMENT NO. *) ORDER 2013

THE GREENWICH (PROHIBITION OF STOPPING OUTSIDE SCHOOLS) (AMENDMENT NO. *) ORDER 2013

1. NOTICE IS HEREBY GIVEN that the Council of the Royal Borough of Greenwich (hereinafter referred to as “the Council”) proposes to make the above-mentioned Orders under sections 6, 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

2. The general effect of the 20mph Order would be to impose a 20 miles per hour speed limit on motor vehicles in Herbert Road, between the north-eastern kerb-line of Eglinton Hill and the southern kerb-line of Plumstead Common Road.

3. The general effect of the Waiting and Loading Order would be to introduce double yellow line “at any time” waiting restrictions in:

(a) Eglinton Hill, the west side:

(i) from a point 2.2 metres south of the southern kerb-line of Genesta Road to a point 2.2 metres north of a point opposite the common boundary of Nos. 39 and 41 Eglinton Hill; and

(ii) from a point 3.4 metres north of a point opposite the common boundary of Nos. 129 and 131 Eglinton Hill to a point 5.4 metres south-east of a point opposite the common boundary of Nos. 135 and 137 Eglinton Hill;

(b) Brent Road, both sides, from the western kerb-line of Eglinton Road to a point 57.8 metres south-east of the party wall of Nos. 33 and 35 Brent Road;

(c) Condover Crescent, both sides, from the western kerb-line of Eglinton Road to a point 55.3 metres north-east of the common boundary of Nos. 2 and 4 Condover Crescent;

(d) Cantwell Road, both sides, from the western kerb-line of Eglinton Road to a point 13.4 metres north-east of the north-eastern wall of Nos. 1-6 Cantwell House, Cantwell Road;

(e) Ripon Road, both sides, from the western kerb-line of Eglinton Road to a point 11 metres south-east of the common boundary of No. 63 Ripon Road and No. 14 Eglinton Hill; and

(f) Red Lion Lane, both sides, from a point 7.2 metres north-west of the common boundary of Nos. 21 and 23 Red Lion Lane to a point 19 metres north-west of that common boundary.

4. The general effect of the School Keep Clear Order would be to relocate the existing ‘school keep clear’ restrictions in Red Lion Lane on the north-east side, from a point 19 metres north-west of the common boundary of Nos. 21 and 23 Red Lion Lane north-westward for a distance of 25.56 metres.

5. FURTHER NOTICE IS HEREBY GIVEN that the Council proposes, under sections 90A and 90C of the Highways Act 1980, to:

(a) construct the type of flat-top road humps known as “speed tables” or “entry treatments” at the locations specified in Schedule 1 to this Notice. Each speed table would be an elevated section of carriageway with a flat top, between 75 and 100 millimetres higher at its highest point than the surrounding carriageway, extending across the full width of the carriageway, and having the dimensions also specified in Schedule 1 to this Notice;

(b) construct round-top road humps at the locations specified in Schedule 2 to this Notice. Each round-top road hump would be an elevated section of carriageway, between 75 and 100 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; and

(c) construct the type of road humps known as “speed cushions” in staggered lines of two or three across the width of the carriageway at the locations specified in Schedule 3 to this Notice. Each speed cushion would be an elevated section of carriageway with a flat top, between 75 and 100 millimetres higher at its highest point than the surrounding carriageway and measuring approximately 3 metres in length and 1.6 metres in width, including the gradients.