

## LONDON BOROUGH OF LAMBETH

### SAIL STREET

#### INTRODUCTION OF A MANDATORY CYCLE LANE AND A BAN ON WAITING AND LOADING BY VEHICLES AT ANY TIME, AND THE REMOVAL OF A PARKING PLACE, INITIALLY AS AN EXPERIMENT

*[NOTE: This Notice is about providing a mandatory two-way cycle lane in part of Sail Street and the removal of a parking place and the introduction of a ban on waiting and loading/unloading by vehicles at any time in part of Sail Street, as an experiment. Objections to this being continued on a permanent basis may be made, as well as any other comments – see paragraph 6.]*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Lambeth on 19<sup>th</sup> August 2020 made the Lambeth (Cycle Lane) (No. 1) Experimental Traffic Order 2020, the Lambeth (Waiting and Loading Restriction) (No. 1) Experimental Traffic Order 2020 and the Lambeth (Kennington) (Parking Places) (No. 1) Experimental Traffic Order 2020 under sections 9 and 10 of the Road Traffic Regulation Act 1984. The Orders will come into force on 31<sup>st</sup> August 2020.

2. The general effect of the Orders will be to:-

- (1) introduce a mandatory two-way cycle lane on the east side of Sail Street, between the southern kerb-line of Lambeth Road and a point 75 metres south of that kerb-line (all vehicles, except pedal cycles, will be banned from being in the cycle lane which will operate at all times);
- (2) suspend and remove the shared-use residents/business/pay by phone parking place on the east side of Sail Street between Lambeth Road and the entrance to China Walk Housing Estate and replace it with double yellow lines and double yellow kerb markings (see sub-paragraph (3) below);
- (3) ban waiting by vehicles (including waiting for the purpose of loading or unloading vehicles) on the east side of Sail Street, between the southern kerb-line of Lambeth Road and the north-eastern wall of Pimlico House, No. 1 Sail Street (this will be indicated by double yellow lines on the carriageway and double yellow markings on the kerb).

3. The Orders are necessary because of an anticipated increase in the number of pedal cyclists wanting to use Sail Street. Sail Street is part of London Borough of Lambeth's Cycleway 5 route which is being upgraded at various locations, as part of the Council's emergency Covid-19 transport response programme. The overall aims of the programme are to: reduce road danger and help residents to socially distance safely, boost safe and sustainable transport to support the borough's economic recovery, and improve air quality. By providing a dedicated lane for pedal cyclists only on Sail Street, it is intended to improve road safety for all road users.

4. If you have any enquiries about this matter, please telephone Jamila Barrett in the Council's Environment Team on 020 7926 3920 or email: [healthyroutes@lambeth.gov.uk](mailto:healthyroutes@lambeth.gov.uk).

5. A copy of each of the Orders and other documents giving detailed particulars about them (including a map) would usually be made available for inspection at the offices of Lambeth Council's Highways Team (Resident Services), 3<sup>rd</sup> Floor, Civic Centre, 6 Brixton Hill, London SW2 1EG, until the Orders cease to have effect. However, owing to restrictions relating to the COVID-19 pandemic, this is not currently possible and documents are therefore available for inspection on-line instead at: [www.lambeth.gov.uk/traffic-management-orders](http://www.lambeth.gov.uk/traffic-management-orders). A copy of the Orders and the other documents are also available on request, by email to: [bpoulter@lambeth.gov.uk](mailto:bpoulter@lambeth.gov.uk) or by telephoning 020 7926 0209.

6. The Council will consider in due course whether the provisions of the experimental Orders should be continued in force indefinitely by means of permanent Orders made under section 6, 45 and 46 of the Road Traffic Regulation Act 1984. Any person may object to the making of the permanent Orders, within a period of six months beginning with the date on which the experimental Orders come into force or, if any of the experimental Orders are varied by another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the date on which the variation or modification or the latest variation or modification comes into force. Any such objection or any representation must be made in writing and must state the grounds on which any objection is made and be sent to Barbara Poulter, Highways Team (Resident Services), London Borough of Lambeth, PO Box 734, Winchester, SO23 5DG (emails sent to [bpoulter@lambeth.gov.uk](mailto:bpoulter@lambeth.gov.uk) are acceptable). Any objection or representation received may be communicated to, or be seen by, other persons who may have an interest in this matter.

7. 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 21<sup>st</sup> August 2020

Anthony Casale  
Highway Network Manager