

LONDON BOROUGH OF LEWISHAM

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 proposes to make the above Traffic Regulation Orders under the Road Traffic Regulation Act 1984 (as amended).

PTO 1097

1. The effect of these proposals will be to:-

(a) Provide cycle hangars (secure cycle parking facilities for hire) on the carriageway in the lengths of roads specified in Schedule 1. Each cycle hangar will be 2.55 metres in length and approximately 2.03 metres in width and aligned parallel to the kerb.

(b) Prohibit the waiting by vehicles at any time (double yellow lines) in the lengths of roads specified in Schedule 2 to this Notice.

2. Where a new restriction has been proposed in the same length of road, the existing restrictions will be replaced by those proposed restrictions, unless otherwise specified.

3. Copies of the draft Order, plans and Statement of the Council's Reasons for proposing to make the Order may be viewed either through the lewisham.traffweb.app website or obtained by emailing a request to trafficorders@lewisham.gov.uk quoting reference 'PTO-1097'.

4. 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 Lewisham Transport Policy & Development, Laurence House, 1 Catford Road, London SE6 4RU, quoting reference 'PTO-1097' by **9 January 2026**.

5. All written representations received concerning Traffic Regulation Orders are public documents that may be inspected by any person on demand.

Dated 5th December 2025.

**Zahur Khan, Director Public Realm,
Laurence House, 1 Catford Road, London SE6 4RU.**

Schedule 1 (Cycle Hangars)

(1) Arbuthnot Road – east arm, south side, immediately east of the existing double yellow line restrictions at a point 8.87m east of the centre-line of the junction with Erlanger Road; (2) Aspinall Road – east side, 10.52m north of the northern kerb-line of Dundalk Road (the length between Aspinall Road and Avignon Road) outside No.45; (3) Camplin Street – east side, 5m north of the northern kerb-line of Ventnor Road; (4) Carholme Road – east side, immediately south of the existing parking bay, adjacent to the side of No.280 A205 Stanstead Road; (5) Champion Crescent – south side, 5.63m west of the western kerb-line of Champion Road (north side of the north arm), opposite No.29; (6) Charleville Circus – west side, 6.52m south of the southern kerb-line of A212 Westwood Hill; (7) Clarendon Rise – east side, outside No.3 Gilmore Road; (8) Cold Blow Lane – west side, outside Nos. 6 and 8; (9) Colfe Road – west side, outside No.70; (10) Como Road – east side, partly on the footway, immediately south of the existing parking bay, adjacent to the side of No.142 Woolstone Road; (11) Cudham Street – east side, 4.6m north of the northern kerb-line of Ringstead Road (east arm); (12) Dacres Road – east side, immediately south of the existing double yellow line restrictions south of the junction with Bampton Road (opposite No.24); (13) Datchet Road – north side, 5.18m west of the western kerb-line of Burford Road (north arm); (14) Doggett Road – east side, immediately north of the existing double yellow line restrictions and replacing a length of parking bay, 19.45m south of the southern property boundary of No.110; (15) Elsinore Road – west side, immediately north of the existing double yellow line restrictions at a point 9m north of the northern kerb-line of Vancouver Road (western arm); (16) Elverson Road – south side, outside Nos.28 and 30; (17) Endwell Road – west side, 3.43m north of the northern property boundary line of No.46; (18) Erlanger Road – west side, immediately south of the northernmost access road to Mrytle House; (19) Farley Road – (a) north side, 5.3m west of the western kerb-line of Laleham Road (north arm), adjacent to the side of No.108a Laleham Road; (b) west side, 9.75m south of the western kerb-line of Davenport Road; (20) Faversham Road – east side, immediately north of the existing dockless electric scooter and pedal cycle parking bay adjacent, 7.6m south of the northern property boundary line of No.2A; (21) Fernbrook Road – south side, 10m west of the existing cycle hangar, outside Nos.103 and 105 (Note this is a replacement to the existing cycle hangar outside No.107 which is superseded by the associated zigzag markings for the zebra crossing); (22) Finland Road – west side, immediately south of the existing cycle hangar adjacent to the side of No.118 St Asaph Road (Note: this is an additional cycle hangar and not a replacement); (23) Hart's Lane – west side, adjacent to the side of No.255 New Cross Road; (24) Hawstead Road – south side, immediately east of the existing double yellow line restrictions and replacing a length of parking bay, 11.95m west of the eastern property boundary line of No.120 Brookdale Road; (25) Hillmore Grove – south side, 5.10m east of the eastern kerb-line of Knighton Park Road (south arm); (26) Hornshay Street – north side, 7.28m west of the western kerb-line of Lovelinch Close; (27) Inglemere Road – south side, immediately east of the proposed double yellow line restriction, at a point 10.5m east of the eastern kerb-line of Bampton Road (south arm); (28) Leathwell Road – east side, immediately north of the existing cycle hangar adjacent to No.15 (Note: this is an additional cycle hangar and not a replacement); (29) Lingards Road – west side, adjacent to the side of No.22 Slaithwaite Road; (30) Monson Road – east side, 4.3m south of the southern kerb-line of Hunsdon Road (immediately at the start of lay-by); (31) Pepys Road – east side, 2.41m south of the party wall of Nos.153 and 155; (32) Perry Vale – west side, immediately north of the existing double yellow line restrictions adjacent to the footpath on the southside of "Perrystreete, Perry Vale" (north of Vale Lodge); (33) Revelon Road – west side, immediately north of existing cycle hangar adjacent to the side of No.77 Avignon Road (Note: this is an additional cycle hangar and not a replacement); (34) Rollins Street – south side, 11.81m east of the eastern kerb-line of Lovelinch Close; (35) Rubens Street – north side, 11.53 east of the centre-line of the junction of Tugela Street; (36) Rutland Walk – south side, immediately west of the existing cycle hangar adjacent to the side of No.2 Burford Road (Note: this is an additional cycle hangar and not a replacement); (37) Samuel Close – north side, 13.04m west of the western kerb-line of Mercury Way (north arm); (38) Sangley Road – south side, replacing 2.55m of parking bay outside Nos.90/92; (39) Sprules Road – west side, immediately south of the existing double yellow lines restrictions at a point 11m south of the centre-line of the junction with Vesta Road; (40) Troutbeck Road – east side, immediately north of the existing double yellow line restrictions at a point 5m north of the centre-line of the junction with Musgrove Road; (41) Vestris Road – east side, 5.4m north of the northern kerb-line of Treviso Road;

Schedule 2 (Waiting Restrictions at Any Time)

(1) Bampton Road – (a) north arm – (i) west side, 9.7m north of the northern kerb-line of Inglemere Road; (ii) east side, 10m north of the northern kerb-line of Inglemere Road; (b) south arm – (i) west side, 9.7m south of the southern kerb-line of Inglemere Road; (ii) east side, 17.9m south of the southern kerb-line of Inglemere Road; (2) Cudham Street – (a) west side, 4.5m north of the northern kerb-line of Ringstead Road; (b) east side, 4.6m north of the north of the northern kerb-line of Ringstead Road; (3) Davenport Road – (a) west arm, south side, from the western kerb-line of Farley Road to a point 13.29m east of the western property boundary line of No.80; (b) east arm, south side, from the eastern kerb-line of Farley Road to a point 1.75m west of the eastern property boundary line of No.80; (4) Farley Road – (a) west arm – (i) north side, 5.3m west of the western kerb-line of Laleham Road; (ii) south side, 5.3m west of the western kerb-line of Laleham Road; (b) east arm – (i) north side, 5m east of the eastern kerb-line of Laleham Road; (ii) south side, 4.8m east of the eastern kerb-line of Laleham Road; (c) west side, 9.75m south of the western kerb-line of Davenport Road; (d) east side, 13.02m south of the eastern kerb-line of Davenport Road; (5) Inglemere Road – (a) west arm – (i) north side, 10.2m west of the western kerb-line of Bampton Road; (ii) south side, 8.9m west of the western kerb-line of Bampton Road; (b) east arm – (i) north side, 10.1m east of the eastern kerb-line of Bampton Road; (ii) south side, 10.5m east of the eastern kerb-line of Bampton Road; (6) Laleham Road – (a) north arm – (i) west side, 6.5m north of the northern kerb-line of Farley Road; (ii) east side, 5.3m north of the northern kerb-line of Farley Road; (b) south arm – (i) west side, 10m south of the southern kerb-line of Farley Road; (ii) east side, 10m south of the southern kerb-line of Farley Road; (7) Ringstead Road – (a) west arm, north side, 4.5m west of the western kerb-line of Cudham Street; (b) east arm, north side, 4.6m east of the eastern kerb-line of Cudham Street.