

ROYAL BOROUGH OF KINGSTON UPON THAMES

**EXPERIMENTAL CYCLE FACILITIES AND PARKING, WAITING AND LOADING
AMENDMENTS – KINGSTON VALE (SW15), KINGSTON HILL AND LONDON ROAD,
KINGSTON - MODIFICATION (REF. KINGMAP0037)**

**THE KINGSTON UPON THAMES (PRESCRIBED ROUTES) (NO. 2) EXPERIMENTAL
TRAFFIC ORDER 2020**

DOCUMENTS FOR INSPECTION

1. A copy of the notice to appear in the Surrey Comet and the London Gazette on 9th July 2020
2. The Council's statement of reasons for making the Order
3. The made Order
4. Plans to indicate the location and effect of the Order

Available for inspection until further notice
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EXPERIMENTAL CYCLE FACILITIES AND PARKING, WAITING AND LOADING AMENDMENTS – KINGSTON VALE (SW15), KINGSTON HILL AND LONDON ROAD, KINGSTON - MODIFICATION (REF. KINGMAP0037)

The Kingston upon Thames (Prescribed Routes) (No. 2) Experimental Traffic Order 2020

1. NOTICE IS HEREBY GIVEN that the Council of the Royal Borough of Kingston upon Thames on 6th July 2020 made the above-mentioned Order under section 9 of the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985.
2. Further to the notice published on 6th February 2020 (introducing the above-mentioned experimental scheme, ref. KingMap0037), the general effect of the Order, which will come into force on 20th July 2020, will be to formally introduce mandatory, two-way cycle lanes which will operate at any time in London Road, Kingston, on the north-west side; from No. 177 to the entrance to Princetons Mews; and from Norbiton Hall to No. 147 London Road.
3. The Order provides that, subject to the provisions of section 10 of the Road Traffic Regulation Act 1984, the Council's Director of Communities, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interest of the expeditious, convenient and safe movement of traffic or for providing suitable and adequate parking facilities on the highway or for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend the Order or any provision contained therein.
4. Any person desiring to question the validity of the Order or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any relevant requirements thereof or any relevant regulations made thereunder have not been complied with in relation to the Order may, within six weeks from the date on which the Order was made, make application for the purpose to the High Court.
5. The Council will be considering in due course whether the provisions of the experimental Order should be continued in force indefinitely by means of an Order made under sections 6 and 124 of the Road Traffic Regulation Act 1984. Any person may object to the making of an Order for the purpose of such indefinite continuation within a period of six months beginning from the date on which the experimental Order came into force, or if an experimental Order is varied or modified, beginning with the date on which such variation or modification came into force. Any objection must be in writing stating the grounds on which it is made and sent to either the Director of Communities, Traffic Order Section, Guildhall 2, Kingston upon Thames, Surrey, KT1 1EU or to TMO@kingston.gov.uk (please quote ref. KingMap0037).

Dated 9th July 2020.

MERVYN BARTLETT

Group Manager – Highways and Transport (Communities)

Note: Persons responding to the Orders should be aware that the Council may be legally obliged to disclose the information provided to third parties.

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**EXPERIMENTAL CYCLE FACILITIES AND PARKING, WAITING AND LOADING
AMENDMENTS – KINGSTON VALE (SW15), KINGSTON HILL AND LONDON ROAD,
KINGSTON - MODIFICATION (REF. KINGMAP0037)**

**THE KINGSTON UPON THAMES (PRESCRIBED ROUTES) (NO. 2) EXPERIMENTAL
TRAFFIC ORDER 2020**

STATEMENT OF REASONS

An existing experimental scheme (in effect since 17th February 2020) is modified so as to formally introduce two cycle lanes in London Road, Kingston.

These are part of a wider scheme of cycle lanes and cycleways which are intended to facilitate safe cycle movements from Kingston Vale, SW15 to Kingston town centre.

2020 No. 40

**THE KINGSTON UPON THAMES (PRESCRIBED ROUTES)
(NO. 2) EXPERIMENTAL TRAFFIC ORDER 2020**

Made :- 6th July 2020

Coming into force :- 20th July 2020

The Council of the Royal Borough of Kingston upon Thames, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 9 of the Road Traffic Regulation Act 1984**(a)**, as amended, and all other enabling powers, hereby makes the following Order:-

1. This Order shall come into force on 20th July 2020 and may be cited as the Kingston upon Thames (Prescribed Routes) (No. 2) Experimental Traffic Order 2020.

2. (1) In this Order:

“cycle lane” means any area of carriageway specified in columns 2 and 3 of the Schedule to this Order which is bounded by a continuous white line on its south-east side and has signs marked thereon of the size, type and colour as specified in the Traffic Signs Regulations and General Directions 2016**(b)**;

“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;

“pedal cycle” has the same meaning as in the Traffic Signs Regulations and General Directions 2016**(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. Except as provided in Article 4 of this Order, no person shall cause or permit any vehicle other than a pedal cycle to enter or proceed in the cycle lane otherwise than for the purpose of crossing it.

4. Nothing in Article 3 of this Order shall apply to:-
- (a) a vehicle being used for ambulance, fire brigade or police purposes;
 - (b) anything done with the permission or at the direction of a police officer in uniform;
 - (c) any person who causes or permits 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;
 - (d) in any case where the person in control of the vehicle is required by law to stop in the cycle lane or is obliged to do so in order to avoid an accident and as soon as reasonably practical thereafter causes that vehicle to leave the cycle lane;
 - (e) a vehicle being used in connection with the removal of any obstruction in the cycle lane providing that in all circumstances it is reasonably necessary for the vehicle to enter the cycle lane;
 - (f) a vehicle being used in the service of a local authority for the purpose of exercising any statutory powers or performing any statutory duties in the cycle lane, a vehicle being used in connection with any building operation, demolition or excavation in or adjacent to the cycle lane, the maintenance, improvement or reconstruction of the highway in or adjacent to the cycle lane, the laying, erection, alteration or repair in or adjacent to the cycle lane of any sewer, main pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus, or the placing, maintenance or removal of any traffic sign, provided that in all the circumstances it is reasonably necessary for the vehicle to enter the cycle lane;
 - (g)
 - (i) a vehicle while postal packets addressed to premises adjacent to the cycle lane are being unloaded from that vehicle or, having been unloaded therefrom, are being delivered; or
 - (ii) while postal packets are being collected for loading on that vehicle from premises or posting boxes adjacent to the cycle lane or, having been collected, are being loaded thereon.
5. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Service Director (Planning and Transportation) of the Council of the Royal Borough of Kingston upon Thames, or some person authorised by him, may, if it appears essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for improving the amenities of the area through which any road affected by this Order runs, and after consulting the Commissioner of Police of the Metropolis, modify or suspend any provision of this Order.
6. 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 Kingston upon Thames (Prescribed Routes) (No. 1) Experimental Traffic Order 2020 is hereby revoked.

Dated this sixth day of July 2020.

**Group Manager – Highways and Transport
Communities**

(The officer appointed for this purpose)

EXPLANATORY NOTE

(This Note is not part of the Order but is intended to indicate its general purport.)

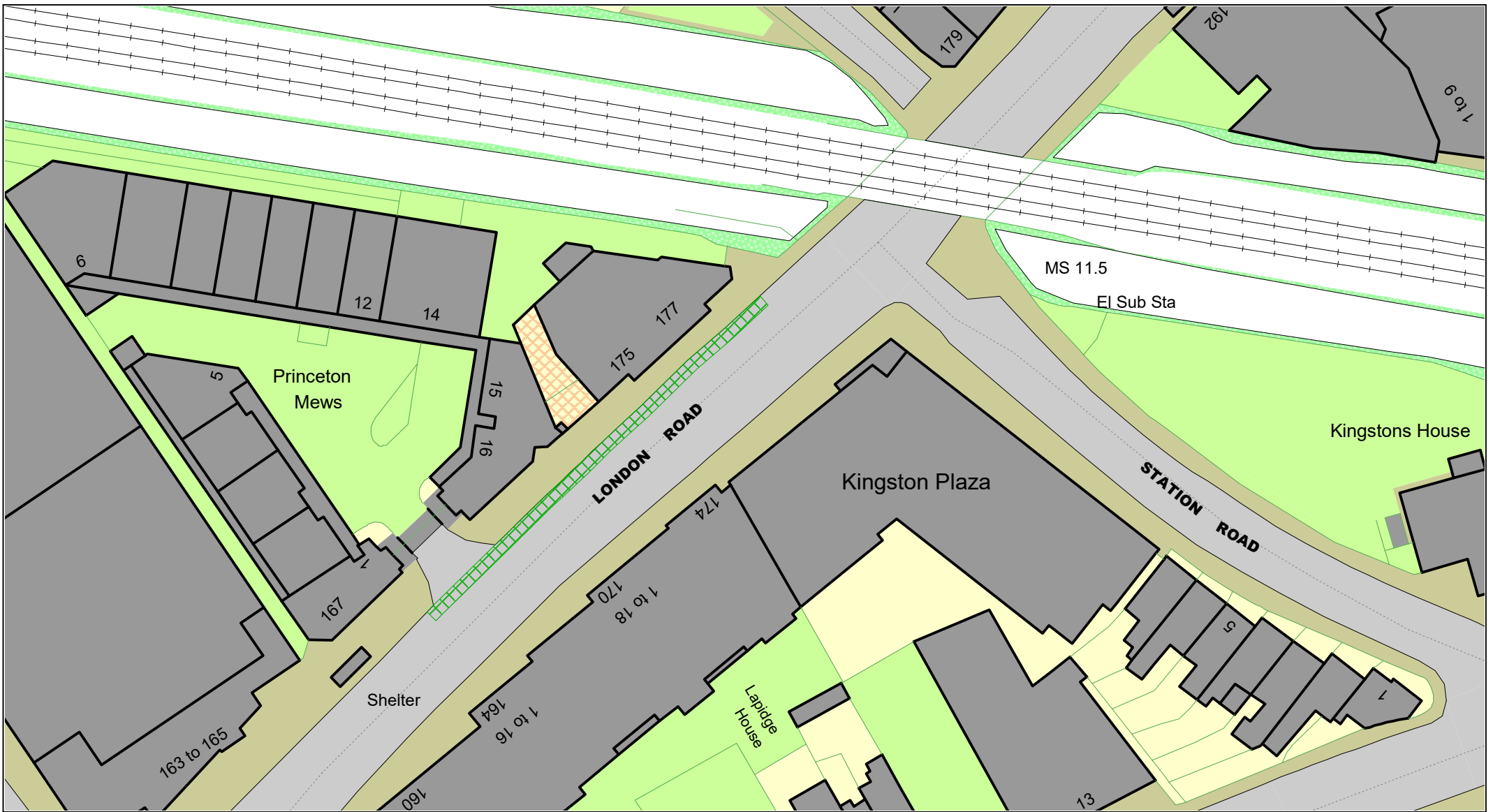
This Order, on an experimental basis, formally introduces mandatory cycle lanes in London Road, Kingston in the Royal Borough of Kingston upon Thames. These cycle lanes are in addition to those in Kingston Vale and Kingston Hill which are already in effect.

This amendment is a modification to the wider experimental scheme which was advertised by notice on 6th February 2020.

SCHEDULE

Item No.	Street Name	Location
(1)	(2)	(3)
1	Kingston Vale, SW15	On the north-west side, between a point 9 metres north-east of the south-western boundary of “Hollywood” and its junction with Kingston Hill, Kingston.
2	Kingston Hill, Kingston	On the south-east side, between a point 67 metres north-east of the north-eastern boundary of “Holmwood” and a point 20 metres north-east of that boundary.
3	Kingston Hill, Kingston	On the north-west side, between a point 22 metres north-east of the south-western boundary of “Holmwood” and a point opposite the common boundary between “Coombe Kanata House” and “Coombe Langly”.
4	Kingston Hill, Kingston	On the north-west side, between a point 3 metres north-east of the common boundary of “Heather Lodge” and “Hornbeam House” and a point 7 metres north-east of the north-eastern kerb-line of Crescent Road.

Item No.	Street Name	Location
(1)	(2)	(3)
5	Kingston Hill, Kingston	On the south-east side, between a point 10 metres south-west of the south-western kerb-line of Coombe Wood Road and a point 4 metres north-east of the common boundary of "Holt Cottage" and "Hillcrest".
6	Kingston Hill, Kingston	On the south-east side, between a point 5 metres south of the southern kerb-line of Morecoombe Close and a point 16 metres south-west of the common boundary of "Coombe Bury" and "Coombe Bury Cottage".
7	Kingston Hill, Kingston	On the north-west side, between a point 56 metres north-east of a point opposite the common boundary of Nos. 86 and 94 Kingston Hill and a point 2 metres south-west of the common boundary of Nos. 93 and 95 Kingston Hill.
8	Kingston Hill, Kingston	On the south-east side, between a point 53 metres north-east of the common boundary of Nos. 86 and 94 Kingston Hill and a point 24 metres south-west of the south-western boundary of No. 74 Kingston Hill.
9	London Road, Kingston	On the north-west side, between the north-western boundary of No. 177 and a point 13 metres north-east of the common boundary of Nos. 165-167 London Road.
10	London Road, Kingston	On the north-west side, between a point 23 metres south-west of the south-western kerb-line of Birkenhead Avenue and a point 15 metres south-west of the north-eastern boundary of No. 147 London Road.



THE ROYAL BOROUGH OF
KINGSTON
UPON THAMES

LONDON ROAD, KINGSTON
Cycle Lanes (ref. KingMap0037)
Outside No. 177 to Princeton Mews

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	Page 1 of 1



THE ROYAL BOROUGH OF
KINGSTON
UPON THAMES

LONDON ROAD, KINGSTON
Cycle Lanes (ref. KingMap0037)
Outside Norbiton Hall to No. 147

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	Page 1 of 1