

LONDON BOROUGH OF LAMBETH

THE LAMBETH (KENNINGTON OVAL) HEALTHY NEIGHBOURHOOD

BOWLING GREEN STREET, CLAYTON STREET, KENNINGTON OVAL, MAGEE STREET, AND PEGASUS PLACE

(NOTE: This Notice is about banning motor vehicles from using various roads in the Kennington Oval area as through roads, the adjustment of parking places and the introduction of double yellow line waiting restrictions. These measures will all be introduced as an experiment in the first instance. Objections to this being continued on a permanent basis may be made, as well as any other comments – see paragraph 7).

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Lambeth, in consultation with Transport for London, on 21 May 2024 made the Lambeth (Moving Traffic) (Amendment No.1) Experimental Traffic Order 2024, the Lambeth (Free Parking Places, Loading Places and Waiting, Loading, and Stopping Restrictions) (Amendment No. 2) Experimental Traffic Order 2024, and the Lambeth (Charged-For Parking Places) (Amendment No. 2) Experimental Traffic Order 2024 under sections 9 and 10 of the Road Traffic Regulation Act 1984 (as amended).

2. The general effect of the Orders which will come into effect on 3 June 2024 will be to introduce experimentally: -

- (1) A ban on motor vehicles with exemptions for pedal cycles, emergency vehicles, and vehicles with a valid dispensation in: -
 - (a) Kennington Oval between the northern kerb-line of Harleyford Road and a point 56 metres north-east of that kerb-line in both directions; and,
 - (b) Kennington Oval between the northern kerb-line of Harleyford Street and a point 15 metres south-east of the centreline of Clayton Street; Bowling Green Street.
 - (c) Bowling Green Street from a point between an imaginary line between the south-western access to the car park of Lohmann House and the south-western kerb-line of Magee Street and the north-eastern kerb-line of Kennington Oval.
- (2) impose a one-way system for vehicles with a cycle contra flow in: -
 - (a) Bowling Green Street, south-westward, between Kennington Road and Magee Street.
 - (b) Kennington Oval south-eastward, between Vauxhall Street and Clayton Street.
- (3) Impose a mandatory left turn from Kennington Oval into Clayton Street.
- (4) Impose a no entry except cycles from Clayton Street entering Kennington Oval.
- (5) Remove school keep clear restrictions and introduce no waiting at any time restrictions: -
 - (a) Bowling Green Street, the north-west side, outside Henry Fawcett Primary School.
 - (b) Kennington Oval, the north-west side, outside St. Mark's Primary School.
- (4) Remove parking places and introduce no waiting at any time restrictions: -
 - (a) Bowling Green Street, the north-west side between Kennington Oval and Magee Street.
 - (b) Bowling Green Street, the south-east side, outside Key House.
 - (c) Clayton Street, the south-east side, outside Henry Fawcett Primary School.
 - (d) Kennington Oval, the north-west side, (i) outside St. Mark's Primary School; and,
(ii) reduce the parking place by 6 metres at the south-western end outside Grace House.
 - (e) Kennington Oval, the north-east side, (i) between Bowling Green Street and Clayton Street; and (ii) between Bowling Green Street and Harleyford Street.

- (f) Kennington Oval, the south side, reduce parking places (i) by 18 metres opposite Vauxhall Street; and, (ii) by 3.8 metres opposite No. 16 Kennington Oval.
 - (g) Kennington Oval, the south-west side, between Clayton Street and Harleyford Street.
- (5) Convert all single yellow lines to no waiting at any time restrictions on both sides of (a) Bowling Green Street, (b) Clayton Street, (c) Kennington Oval, (d) Magee Street, (e) Pegasus Place.
3. The Orders are intended to restrict, and thereby reduce, through motor traffic in the Kennington Oval Low Traffic Area, to improve air quality, increase road safety for all road users and improve the amenity of the area, whilst retaining vehicular access for residents and local businesses. The Orders are being introduced as an experiment in the first instance so their effect on the roads concerned and those in the surrounding area can be assessed before a decision is made about whether to continue them permanently.
4. Where it appears essential for certain purposes, the Council's Assistant Director of Infrastructure, Environment, Public Realm & Climate Change Delivery, or any person authorised by him, may modify, or suspend any of the Orders or any of their provisions under section 10(2) of the Road Traffic Regulation Act 1984.
5. If you have any enquiries about this matter, please contact the Council's Transport Team by email to: lowtrafficneighbourhoods@lambeth.gov.uk.
6. A copy of each of the Orders and other documents giving detailed particulars about them (including maps) is available for inspection at the offices of Lambeth Council's Highways Team (Resident Services), 3rd Floor, Civic Centre, 6 Brixton Hill, London SW2 1EG, until the Orders cease to have effect, or on-line at: www.lambeth.gov.uk/traffic-management-orders. Copies of the Orders and the other documents are also available on request, by email to: rwilliams@lambeth.gov.uk or by telephoning 020 7926 0179.
7. 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 the 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 Parking and Enforcement Group (Parking, Network Management & Fleet), London Borough of Lambeth, PO Box 80771, London SW2 9QQ (emails sent to rwilliams@lambeth.gov.uk are also acceptable). Any objection or representation received may be communicated to, or be seen by, other persons who may have an interest in this matter.
8. 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 24 May 2024

Ben Stevens
Highway Network Manager