

## LONDON BOROUGH OF LAMBETH

### OVAL TRIANGLE EXPERIMENTAL LOW TRAFFIC NEIGHBOURHOOD - ROAD CLOSURES, CONTRA-FLOW CYCLE LANES AND BANS ON VEHICLES ENTERING AND LEAVING CERTAIN ROADS

*[NOTE: This notice is about the creation of a low traffic neighbourhood in the area known as the Oval Triangle. This will include introducing contra-flow cycle lanes and reversal of part of the one-way system in Palfrey Place, banning vehicles in Elias Road entering Claylands Place and a compulsory left turn into Claylands Road, introducing point no entries in parts of Claylands Road and Dorset Road and bans on vehicles entering or exiting parts of Albert Square, Dorset Road and Richborne Terrace and changes to parking places in Claylands Road and Elias Place. These measures are being introduced as an experiment so that their effect can be assessed and a decision made on whether or not to continue them on a permanent basis. Objections may be made to the experimental orders being continued permanently – see paragraph 6.]*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Lambeth on 16th September 2020 made the Lambeth (Prescribed Routes) (No. 5) Experimental Traffic Order 2020, the Lambeth (Free Parking Places) (Disabled Persons) (Parking Places) (No. 1) Experimental Traffic Order 2020, the Lambeth (Waiting and Loading Restriction) (No. 4) Experimental Traffic Order 2020 and the Lambeth (Kennington) (Parking Places) (No. 2) Experimental Traffic Order 2020, under sections 9 and 10 of the Road Traffic Regulation Act 1984. The Orders will come into force on 28th September 2020.

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

- (a) ban vehicles, except pedal cycles, from entering or leaving:-
  - (i) Albert Square, the south-easternmost, south-east to north-west arm, at a point 2.5 metres south-east of the north-westernmost boundary of No. 37 Albert Square;
  - (ii) Dorset Road, at a point 5 metres north-west of Clapham Road;
  - (iii) Fentiman Road, at a point 11 metres north-west of Clapham Road;
  - (iv) Richborne Terrace, at a point 10 metres north-west of Clapham Road;
- (b) introduce contraflow cycle lanes in Palfrey Place;
- (c) suspend the existing one-way system in that length of Palfrey Place which lies between Fentiman Road and Richborne Terrace in a direction towards Richborne Terrace and impose a one-way system in that length of Palfrey Place in a direction towards Fentiman Road instead;
- (d) ban vehicles, except pedal cycles, proceeding in a south-easterly direction in Dorset Road from entering that length of Dorset Road which lies 22 metres south-east of Cobbett Street;
- (e) ban vehicles, except pedal cycles, proceeding in a north-westerly direction in Claylands Road from entering that length of Claylands Road which lies north-west of the south-eastern kerb-line of Palfrey Place;
- (f) ban vehicles, except pedal cycles, proceeding in a south-easterly direction in Claylands Road from entering that length of Claylands Road which lies south-east of the north-western kerb-line of Claylands Place;
- (g) ban vehicles, except pedal cycles, proceeding in Claylands Road from turning left into Palfrey Place;
- (h) ban vehicles, except pedal cycles, proceeding in Claylands Road from turning left into Claylands Place;
- (i) ban vehicles, except pedal cycles, proceeding in Claylands Place from turning right into Claylands Road;
- (j) ban vehicles proceeding in Elias Place from entering Claylands Place;
- (k) reduce a length of the shared use residents' and pay and display/pay by phone parking place outside No. 10 Claylands Road by 2 metres and replace it with double yellow lines;
- (l) reduce a length of the shared use residents' and pay and display/pay by phone parking place outside No. 7/9 Claylands Road by 5 metres and replace it with double yellow lines; and
- (m) suspend and remove a disabled persons' parking place outside No. 7 Elias Place and install a new disabled persons' parking place in Claylands Road at the side of No. 26 Clapham Road. The parking place would operate at any time and be for the use of vehicles displaying a disabled person's "blue badge" only.

3. The Orders are being introduced to reduce through vehicular traffic in the Oval Triangle low traffic neighbourhood so as to improve road safety, reduce air pollution and encourage active travel. The Orders are being introduced as an experiment in the first instance so its effect can be assessed before a decision is made about whether to continue them permanently.

4. If you have any enquiries, please contact Kieran Taylor, Principal Transport Planner in the Low Traffic Neighbourhood team on 07544 658416 or by e-mail [lowtrafficneighbourhoods@lambeth.gov.uk](mailto:lowtrafficneighbourhoods@lambeth.gov.uk).

5. A copy of the Orders and other documents giving more detailed particulars about the Orders (including maps), would usually be made available for inspection at the offices of Lambeth Council's Highways Team (Resident Services), 3rd Floor, Civic Centre, 6 Brixton Hill, London SW2 1EG. However, owing to restrictions relating to the COVID-19 pandemic, this is not currently possible and documents are therefore available for inspection on line at: [www.lambeth.gov.uk/traffic-management-orders](http://www.lambeth.gov.uk/traffic-management-orders). If you have any difficulties viewing the documents please telephone 0207 926 0209 or e-mail: [bpoulter@lambeth.gov.uk](mailto:bpoulter@lambeth.gov.uk).

6. The Council will be considering in due course whether the provisions of the experimental Orders should be continued in force indefinitely by means of Orders made under sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984 (known as "permanent" Orders). Any person may object to the making of the permanent Orders for the purpose of such indefinite continuation within a period of six months beginning with the day on which the experimental Orders come into force or, if the Orders are varied by another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the day on which the variation or modification or the latest variation or modification came into force. Any such objection must be made in writing and all objections must specify the grounds on which they are made and should be sent to Barbara Poulter, by e-mail to: [bpoulter@lambeth.gov.uk](mailto:bpoulter@lambeth.gov.uk) or by writing to Barbara Poulter, Highways Team (Resident Services), London Borough of Lambeth, PO Box 734, Winchester, SO23 5DG. Any objection may be communicated to, or be seen by, other persons who may be affected.

7. If any person wishes to question the validity of the Orders or of any of its 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 18th September 2020**

**Anthony Casale**  
**Highways Network Manager**