

ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14

TEMPORARY ROAD CLOSURES, ONE-WAY SYSTEMS AND BAN ON PARKING, WAITING AND LOADING – VARIOUS ROADS IN CONNECTION WITH THE GLA (MAYORAL AND LONDON ASSEMBLY) ELECTIONS 2024

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Lambeth with the agreement of Transport for London, have made an Order, the effect of which would be:-
- (A)** in the vicinity of Lambeth Town Hall and the Lambeth Civic Centre to temporarily:
- (i) ban vehicles from entering:
 - (a) Buckner Road;
 - (b) Porden Road,
 provided that the ban on vehicles entering Buckner Road and Porden Road would not affect vehicles collecting or delivering ballot boxes to or from Lambeth Town Hall or the Civic Centre or vehicles requiring access or egress to properties only accessible from those roads, as directed by a traffic marshal or a police constable in uniform.
 - (ii) ban parking, waiting and loading, including waiting for the purpose of loading or unloading a vehicle in:-
 - (a) Porden Road (including the parking places);
 - (b) that length of Acre Lane which lies on the north-west side, between a point 20 metres south-west of Trinity Gardens and Brixton Road;
 - (iii) impose a one-way system in Porden Road, in a south-easterly direction (towards Buckner Road);
 - (iv) suspend the Order that imposes the one-way system in Buckner Road in so far as that Order bans permitted vehicles proceeding in that length of road from travelling in a direction other than towards Porden Road. The Council would impose one-way working for vehicles in Buckner Road in a direction towards Acre Lane instead;
 - (v) suspend that length of the north-eastbound bus lane on Acre Lane which lies between a point 20 metres south-west of Trinity Gardens and Nos. 4 and 6 Acre Lane;
- (B)** in the vicinity of the Kia Oval Cricket Ground, Kennington to temporarily:-
- (i) ban vehicles from entering or waiting (including the parking places) in that length of the north-eastern to north-western arm of Kennington Oval which lies between the northern kerb-line of Harleyford Road and the north-eastern kerb-line of Harleyford Street;
 - (ii) ban vehicles from entering the entire lengths of:
 - (a) Bowling Green Street;
 - (b) Clayton Street; and
 - (c) Vauxhall Street,
 provided that the bans would not affect vehicles delivering ballot boxes to The Kia Oval Cricket ground or vehicles requiring access or egress to properties only accessible from those roads, as directed by a traffic marshal or a police constable in uniform.
 - (iii) impose a one-way system for vehicles in that length of Kennington Oval which lies between:-
 - (a) Harleyford Road and Clayton Street, in a direction towards Harleyford Road;
 - (b) Bowling Green Street and Clayton Street, in a direction towards Clayton Street; and
 - (c) Bowling Green Street and Harleyford Street in a direction towards Harleyford Street;
 - (iv) impose a one-way system in Clayton Street, in a direction towards Kennington Oval;
 - (v) ban vehicles proceeding in:-
 - (a) Vauxhall Street from turning left into Kennington Oval;
 - (b) Clayton Street from turning left into Kennington Oval;
 - (c) Bowling Green Street from turning right into Kennington Oval;
- (C)** in Streatham Common South to temporarily:-
- (i) impose a one-way system in the entire length of Streatham Common South in a north-easterly direction (towards the Rookery Car Park);
 - (ii) ban vehicles entering or exiting Braxted Park at its junction with Streatham Common South;
 - (iii) ban vehicles entering or exiting Copley Park at its junction with Streatham Common South;
 - (iv) ban vehicles entering or exiting Covington Way at its junction with Streatham Common South.
2. The one-way systems, banned turns, road closures and waiting and loading restrictions are necessary because of the likelihood of danger to the public caused by an increase in pedestrian and vehicular traffic in the vicinity as a result of the safe transit and unloading of ballot boxes for the GLA elections.
3. Alternative routes would be available for vehicles affected by the bans described in paragraph 1 above via adjacent roads as indicated by traffic signs.
4. The one-way systems, road closures and waiting and loading restrictions would only apply at such time and to such extent as shall be indicated by the placing and covering of the appropriate traffic signs.
5. The Order would come into force on 29th April 2024 and would continue in force until 3rd May 2024. In practice it is anticipated that the restrictions referred to in paragraph 1(A) above would have effect at certain times between the 29th April and 2nd May 2024, the bans referred to in paragraph 1(B) above would have effect on 2nd May from 4 pm until 1 am on 3rd May 2024 and that the restrictions referred to in paragraph 1(C) above would have effect on 2nd May from 4 pm until 1 am 3rd May 2024 but if it is deemed necessary in the interest of public safety, the Order may also have effect at other times between 29th April and 3rd May 2024.

Dated 26th April 2024

Ben Stevens
Highways Network Manager