Vauxhall Pleasure Gardens

Healthy Neighbourhood

Final Design Report

October 2025

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What is this document?

Th Vauxhall Pleasure Gardens Healthy Neighbourhood Design Report (October 2025) is a summary of engagement, data collection and design work that has taken place since the area was identified as part of the council's Healthy Neighbourhood Plan in August 2024. The Healthy Neighbourhood Plan (2024 to 2026) is available here.

This report presents the **final design** for a Healthy Neighbourhood trial and explains the rationale behind the recommended design decisions. It reflects the feedback and learning gathered during the **Initial Engagement** (**11 October 2024 – 17 January 2025) and the Design Engagement period (12 May– 9 June 2025)**, which has directly informed the final proposals. Additional targeted stakeholder meetings were held between 9 June and 1 September 2025 to gather further input

This document is a definitive version and will be included as an **appendix to a scheme Decision Report**, which sets out the Council's decision-making process regarding the implementation of a proposed trial. For more information on how Lambeth Council makes decisions, please see this link.

1. What is a Healthy Neighbourhood?

A Healthy Neighbourhood is an area that has been redesigned to prevent motor vehicle traffic from passing through. This means removing traffic that is using the neighbourhood's residential streets as a cut-through and helps create conditions that are safe for walking, scooting, wheeling and cycling. In a Healthy Neighbourhood, lower levels of motor vehicle traffic and lower speeds are expected to make our streets are safer, more enjoyable places where it is easier to walk, scoot, wheel and cycle.

Healthy Neighbourhoods also include more sustainable kerbside space. So, what is the kerbside?

The kerbside is the space where cars typically park and is a crucial but often underutilised public space. Traditionally dominated by car parking, we are diversifying how we use the kerbside across Lambeth, supporting active travel by providing cycle parking, shared mobility hubs, places to stop and rest, shade and shelter and accessible footways. These changes make our streets work for people, not just cars. Sustainable use of the kerbside is also an important tool in our response to the climate crisis. New green space and trees reduce flood risk by soaking up increased rainfall and provide shade in hotter summers. Electric vehicle charging points and cycle parking make it easier to switch to sustainable transport, leading to improved air quality. These changes help reduce flood risk, improve air quality, and create a more adaptable urban environment.

You can read more about our approach to managing kerbside space in Lambeth's Kerbside Strategy.

Why Vauxhall Pleasure Gardens?

Vauxhall Pleasure Gardens has been identified as a priority area for a Healthy Neighbourhood, following a review of all potential Healthy Neighbourhoods in Lambeth.

Some of the key questions we ask about every neighbourhood are:

1) How much motor traffic travels through the area?
2) How good are public transport options nearby?
3) Is the are more or less deprived than average?
4) Are essential facilities like schools and parks available locally?
5) How healthy are local people today?

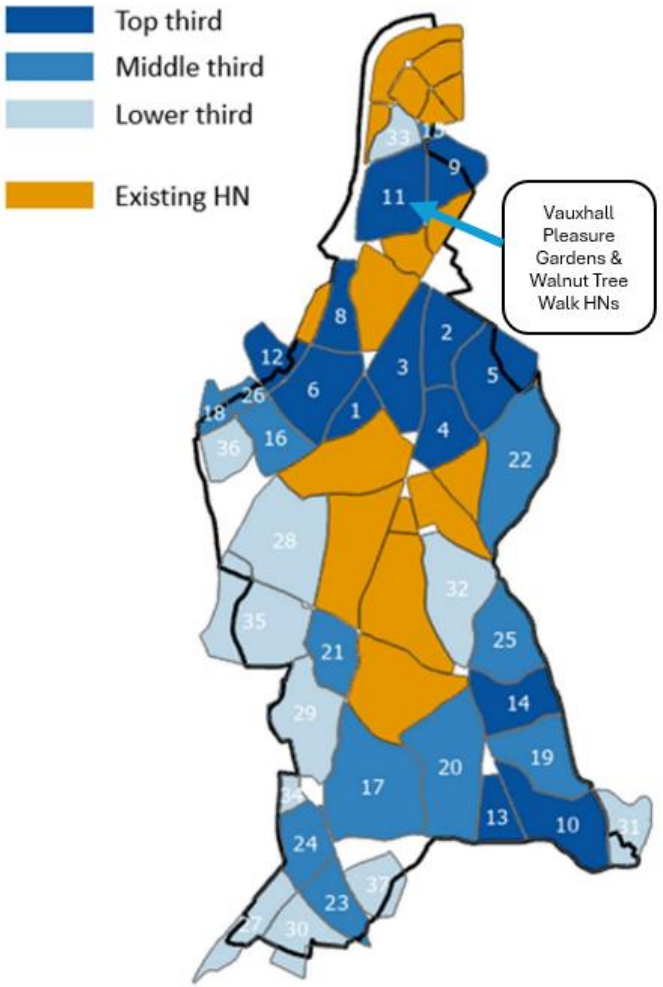
To learn more about Lambeth Healthy Neighbourhood Plan – [see here.]

Did you know?

1. Vauxhall Pleasure Gardens has several streets where more than 75% of motor vehicles are just passing through

2. Over 68.8% of local households do not own a car or van, and there are excellent public transport links in the area.

3. Just 6.7% of the kerbside is used sustainably, such as for cycle parking or electric vehicle charging. Our target for Lambeth as a whole is 25%.



What has happened so far?

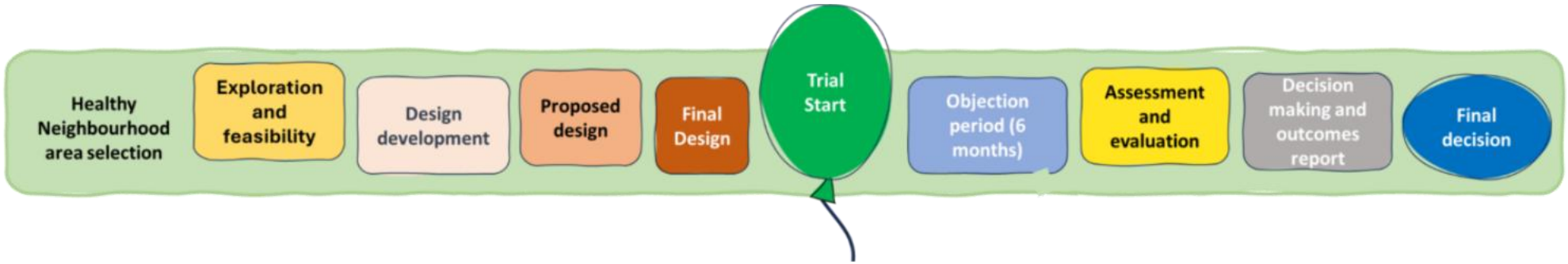
Exploration and Feasibility: Between September 2024 and January 2025, we spoke to local people about the area. The purpose of this was to get local knowledge, and details of traffic flows to inform the design of the healthy neighbourhood. Pre-trial data was collected for the Vauxhall Pleasure Gardens Healthy Neighbourhood between October 2024 and January 2025.

Healthy Neighbourhoods Design Development: between January and April 2025 we used the findings from the Exploration and Feasibility phase to inform the proposed design for a trial Vauxhall Pleasure Gardens Healthy Neighbourhood.

Proposed Design: This refers to the designs we engaged on. Once initial designs were developed, from 12 May to 1 September 2025 further engagement with the community was carried out. Residents, businesses and local stakeholders were asked for feedback on the designs.

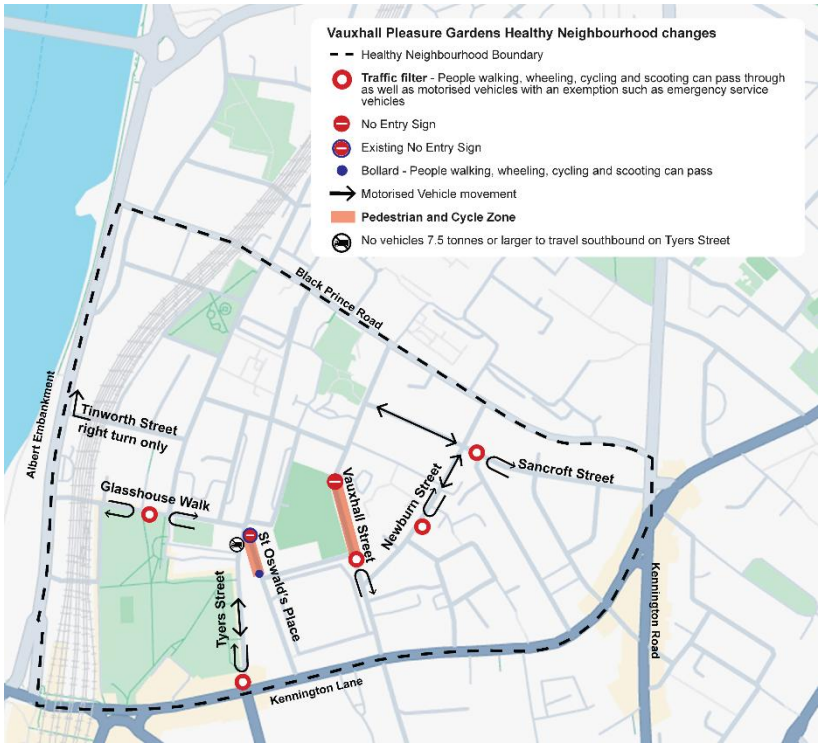
What is happening now? With consideration given to the feedback received, the final design for the proposed trial at Vauxhall Pleasure Gardens has been updated to reflect local needs. Key changes include the removal of the proposed physical traffic filter on Randall Row and an increase in parking availability near Glasshouse Walk. These adjustments aim to balance the reduction in traffic with the wider goals of the Healthy Neighbourhoods, while supporting residents, businesses, and stakeholders. The Council continues to work closely with Transport for London and emergency services to ensure the successful implementation of the trial.

Decision report: A decision on whether to deliver the Vauxhall Pleasure Gardens Healthy Neighbourhood designs as a trial will now be made in accordance with the Council's Constitution and Scheme of Delegation.



2. Final design

Where are the proposed traffic filters located?



Traffic filters that use cameras for enforcement

- **Tyers Street** at the junction with Kennington Lane (A3204)
- **Glasshouse Walk** west of the junction with Vauxhall Walk
- **Vauxhall Street** north of the junction with Tyers Terrace
- **Newburn Street** north of the junction with Loughborough Street
- **Sancroft Street** east of the junction with Newburn Street

Traffic filters that use bollards

- **St Oswald's Place** between Tyers Terrace and Tyers Street

One-way restrictions being removed

- **Sancroft Street** east of the junction with Newburn Street
- **Newburn Street** between Sancroft Street and Loughborough Street
- **Tyers Street** south of the junction with Glasshouse Walk

Turning restrictions

- **Tinworth Street left turn ban** into Albert Embankment (A3032)

Why are traffic filters that use cameras for enforcement proposed?

- To prevent motor vehicles from cutting through the neighborhood. Note that some filters are required on lower traffic streets to ensure the entire area cannot be used as a through-route.
- To ensure that motor vehicles can make turns safely.
- To ensure that all addresses are accessible by motor vehicle.
- To ensure that motor vehicles can move around without needing to reverse substantial distances.

Why are the physically enforced traffic filters laid out this way?

- To reduce road danger in a narrow road which currently has low levels of traffic

Why are one-way restrictions being removed?

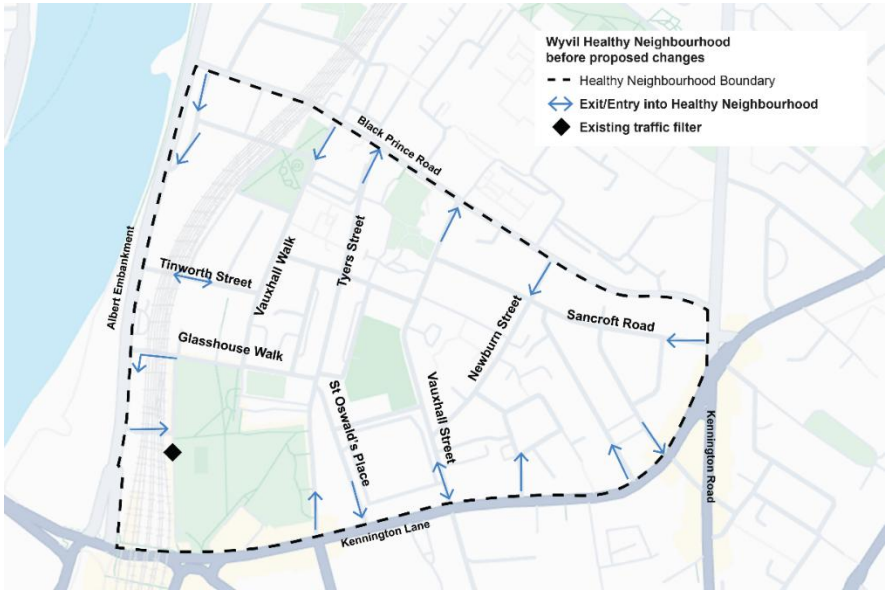
- To ensure that all addresses are accessible by motor vehicle.
- To increase access within filtered areas

Why are we introducing a left turn barn?

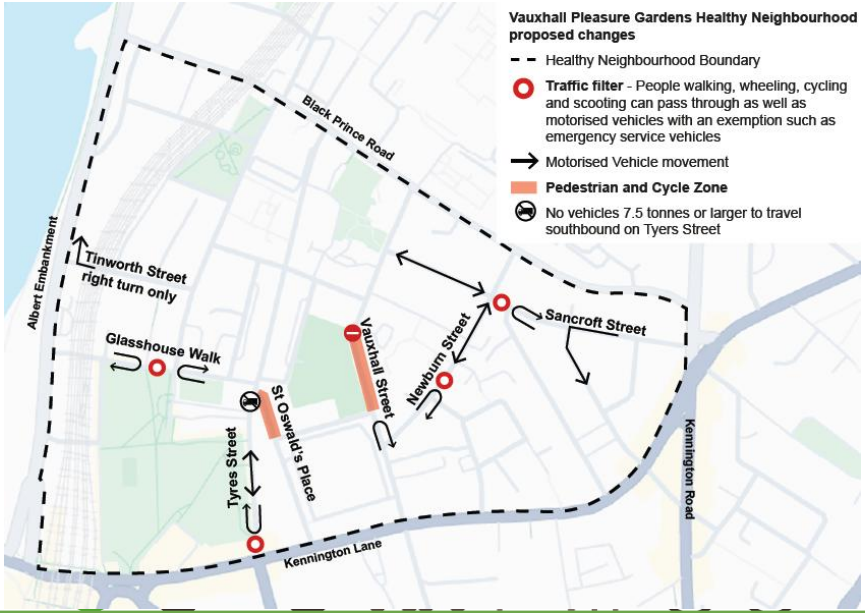
- To prevent motor vehicles from cutting through the neighborhood

Throughout the engagement phases, some residents expressed concerns about potential increases in traffic on Vauxhall Walk due to the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood. These concerns have been carefully considered throughout the design process. Currently vehicles driving through Vauxhall Pleasure Gardens from the north and south use Vauxhall Walk, Tyers Street or Vauxhall Street. We do not anticipate a significant change in traffic volumes on Vauxhall Walk as a result of the proposed design. This is because the north and south movement of motor vehicles through the Vauxhall Pleasure Gardens area is proposed to be restricted. The locations of the proposed Glasshouse Walk and Tyers Street traffic filters would mean motor vehicles accessing Vauxhall Walk would have to exit via Tyers Street, back onto Black Prince Road. To support ongoing monitoring, automatic traffic monitoring cameras have been installed in the area to track vehicle flows before and after the trial.

On the left: **before** proposed Healthy Neighbourhood



On the right: **after** proposed Healthy Neighbourhood



Additional considerations

Throughout the engagement phases, we have received requests for cycle parking, greening and seating across the proposed Healthy Neighbourhood area. These requests have been logged and considered as part of a wider package of kerbside interventions proposed across the area. Subject to funding, these interventions are proposed to be delivered in Winter 2025/2026 subject to statutory consultation and will be delivered through a separate decision report.

Officers have also discussed with developers the impact of the proposed Healthy Neighbourhood on construction for some of the developments in the Vauxhall area. Officers will work closely with developers to discuss mitigation measures throughout a Healthy Neighbourhood trial and construction periods.

Officers also heard from the local community that the area around Vauxhall Pleasure Gardens park feels unsafe, particularly at night. In relation to this feedback, officers have since worked with internal teams to:

- Meet with Lambeth Council's lighting contractor to review current lighting provision at various locations
- Instruct a photometric test for this location to identify if lighting brightness should be increased for some lamp columns

Tyers Street

Two-way traffic filter located on Tyers Street at the junction with Kennington Lane (A3204)
People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an exemption.

Why are we proposing this?

Tyers Street connects Kennington Lane (A3204) to Black Prince Road, a major through-route in the area. The traffic filter would prevent vehicles from entering Tyers Street from Kennington Lane (3204). Vauxhall Pleasure Gardens lies to the west of Tyers Street and Vauxhall City Farm sits to the east. These are key local destinations, drawing a range of visitors throughout the week. As a result, Tyers Street has lots of people walking, particularly families and children frequently crossing the road.

To enable access to all properties, motor vehicles will be allowed to drive in both directions on Tyers Street between Glasshouse Walk and Kennington Lane. Due to the width of the road, vehicles which are 7.5 tonnes or larger will not be able to travel southbound on this section of the road. This is to make sure they do not get stuck without enough space to turn around.

On the left: perspective from Kennington lane

On the right: perspective from Tyers Street

Glasshouse Walk

Two-way traffic filter located on Glasshouse Walk west of the junction with Vauxhall Walk
People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an exemption.

Why are we proposing this?
The Glasshouse Walk filter would prevent motor vehicles from travelling between Vauxhall Walk and Albert Embankment (A3036). This change would significantly reduce through traffic on Vauxhall Walk.

Vehicles travelling from Vauxhall Walk would be able to turn left into Glasshouse Walk and left again to Tyers Street. Lots of people cycle in both directions on Vauxhall Walk. However, the narrow street arrangement often leads to conflict between cyclists, motor vehicles, and pedestrians. Southbound cars and northbound cycles cannot pass each other comfortably, frequently forcing cyclists onto the pavement and creating unsafe conditions for pedestrians.

Reducing motor vehicle access along Vauxhall Walk would help address these issues and create a safer, more welcoming environment for everyone travelling on foot, by bike, or using mobility aids and scooters.

Vauxhall Street

Two-way traffic filter located on Vauxhall Street north of the junction with Tyers Terrace
People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an exemption.

Why are we proposing this?

Vauxhall Street connects Kennington Lane (A3204) to Black Prince Road, a key through-route in the area. Lots of people cycle in both directions on Vauxhall Street.

A traffic filter is proposed north of the junction with Tyers Terrace. At the point where the road narrows on the northern side of the school, a “No Entry” sign will be installed to create a pedestrian zone. The school’s vehicular access will be maintained for authorised vehicles.

Vauxhall Primary School and the special educational needs school Octavia House are located on Vauxhall Street. The filter will replace the current School Street restrictions, removing motor vehicle access 24 hours a day, all year round. Access to the shopping parade and nearby estates on Vauxhall Street will still be possible via Jonathan Street and Sancroft Street.

Introducing the filter at this location will create a traffic free space, reducing road danger for children travelling to and from school, as well as for others travelling on foot, by bike, or using mobility aids and scooter

Newburn Street

One-way traffic filter located on Newburn Street north of the junction with Loughborough Street
People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an exemption.

Why are we proposing this?
Newburn Street is a residential street that links Black Prince Road to Vauxhall Street and connects it further to Kennington Lane (A2304). This street is not intended to serve as a through route for motor vehicles.

With other routes across the area being filtered, there is a risk of traffic displacement onto Newburn Street from drivers traveling between Black Prince Road and Kennington Lane. To mitigate this issue, we propose implementing a traffic filter at this location.

To ensure access to all properties, motor vehicles will be permitted to travel in both directions north of the filter so they can exit the street. This will be introduced between 22 and 58 Newburn Street.

Sancroft Street

One-way traffic filter located on Sancroft Street east of the junction with Newburn Street
People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an exemption.

Why are we proposing this?
Sancroft Street is a residential street which connects Kennington Road (at the junction with A3204) with Newburn Street, which can reach Albert Embankment.

The proposed filter would reduce the number of vehicles entering the area, with the potential to reduce the existing volume of motor vehicles using Sancroft Street and other adjacent streets.

Introducing the filter at this location would prevent through traffic, creating streets which are safe and accessible for people walking, wheeling, cycling and scooting.

Sancroft Street between Newburn Street and Vauxhall Street would turn into a two-way to increase access within filtered area.

St Oswald’s Place

Physical traffic filter located between Tyers Terrace and Tyers Street
A physical traffic filter is proposed on St Oswald’s Place, preventing any vehicular traffic travelling from Tyers Terrace to Tyers Street.

Why are we proposing this?
St Oswald’s Place is a very narrow road with poor visibility which connects Tyers Street and Tyers Terrace.

With other routes across the area being filtered, there is a risk of traffic displacement onto St Oswald’s Place. To avoid this from happening this traffic filter is proposed.

How has engagement informed the proposed design

Randall Row

Following stakeholder engagement and detailed traffic analysis, the proposed filter on Randall Row has been removed from the scheme. Discussions with local businesses along Randall Road highlighted concerns regarding the potential negative impact of restricting access to this road, which primarily serves local traffic. Businesses expressed that the closure could adversely affect operations and accessibility. The removal does not compromise the integrity of the Healthy Neighbourhood design, nor does it create a new through-route.

Glasshouse Walk

During the engagement process, businesses located on Goding Street raised concerns regarding the potential impact of the Healthy Neighbourhood scheme on vehicular access and parking availability. As part of a project that precedes the Healthy Neighbourhood, there is an existing vehicular restriction on Goding Street, south of its junction with New Spring Gardens. Several businesses, particularly those operating within the night-time economy, expressed specific concerns about access for servicing, staff and customers, as well as the availability of safe and convenient parking in the vicinity.

In response to this feedback, the Car Club Bay located on the eastern side of the filter has been relocated west of the traffic filter, maximising the number of parking spots in the area adjacent to Goding Street. Additionally, the existing e-scooter bay on the northern section of Goding Street will be repurposed into a parking bay. A larger bay was installed in the southern section of Goding Street in November 2024, which has successfully accommodated demand and ensured that there is sufficient capacity for the parking of rental scooters and bikes. This, in combination with TfL's plans to install more bays on their road network in the Vauxhall area, supports the proposed repurposing of the space.

3. Exploration and Feasibility

Once the area for a Healthy Neighbourhood has been selected through the prioritisation exercise, we do Exploration and Feasibility. This is where we complete an Area Profile which helps us understand the area based on available data such as demographics and local facilities

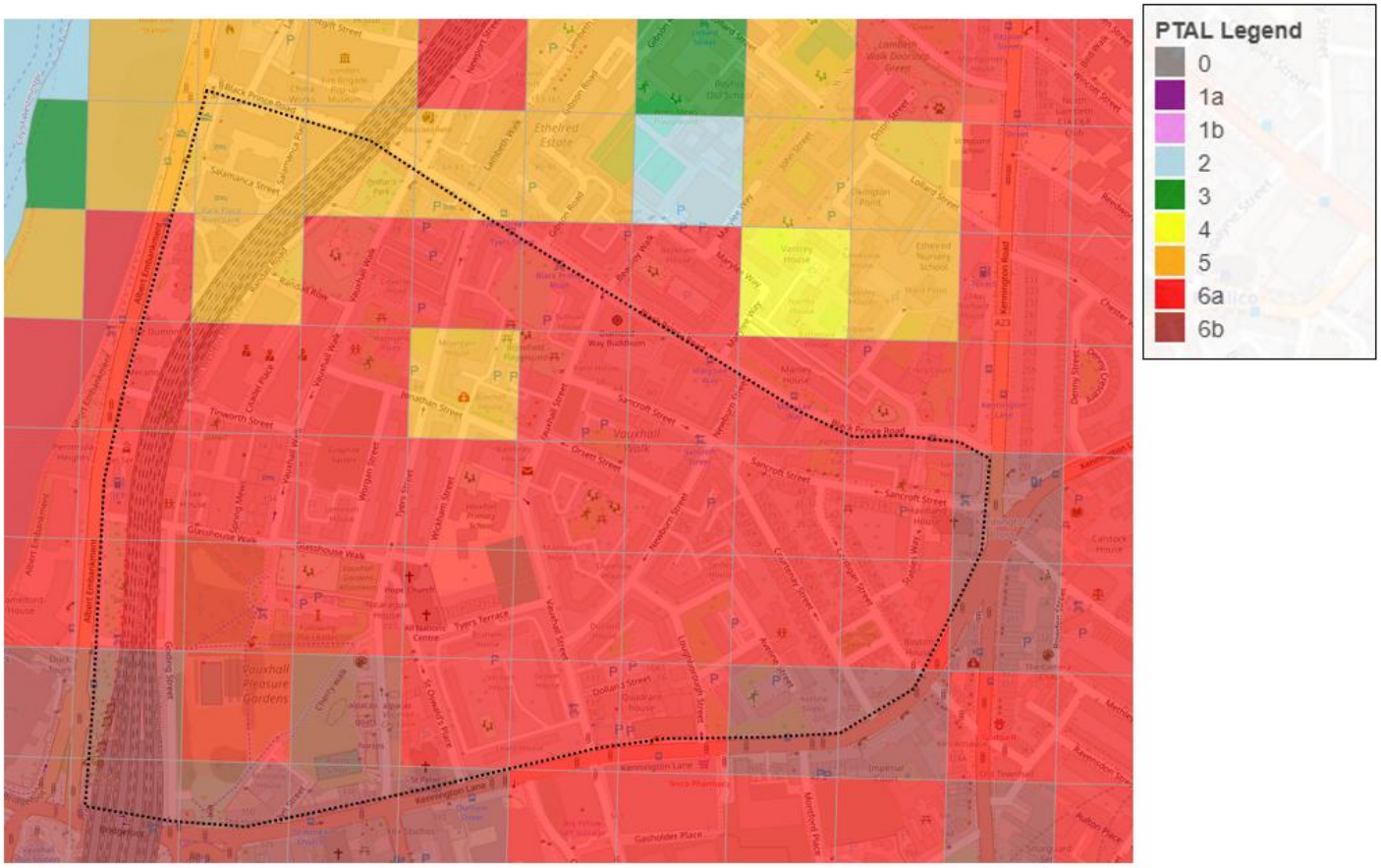
We engage people in the neighbourhood to shape initial designs. We gather Key Quantitative Data – such as traffic data and parking availability. All of this helped us and guided the development of the proposed designs in Section 2

Area Profile

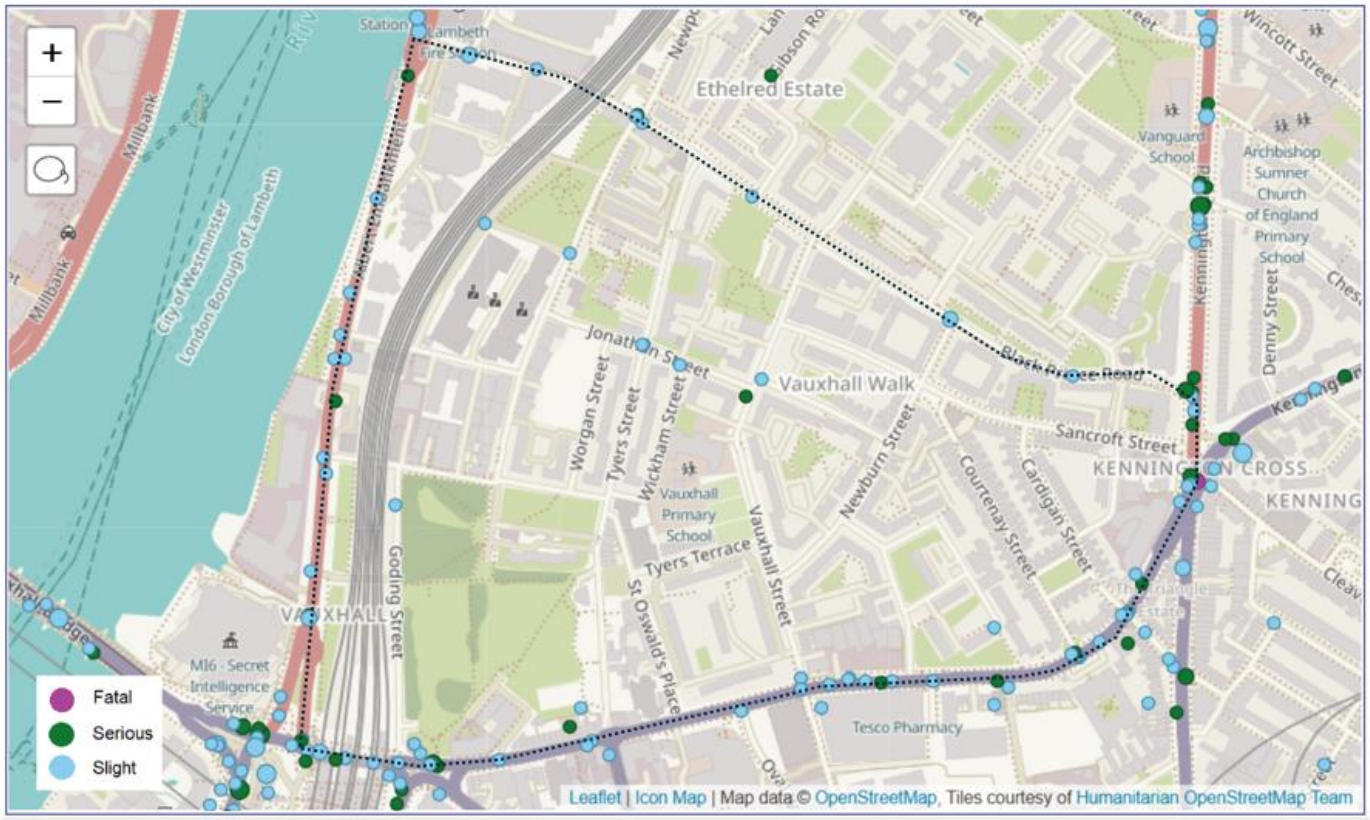
This section includes a wide range of data sources that have been collected to help us better understand the Vauxhall Pleasure Gardens Healthy Neighborhood area. This information has helped shape the proposed design of a Healthy Neighborhood trial outlined at Section 2.

Public Transport

The Vauxhall Pleasure Healthy Neighbourhood is within London Travel Zone 1/2. The Public Transport Accessibility Level (PTAL) is a measure which rates the whole of London, based on an areas distance from frequent public transport services. The majority of the proposed Vauxhall Pleasure Garden Healthy Neighbourhood area is 6a which means the neighbourhood has some of the best public transport options in London.



Collision Data



This map shows locations of fatal, serious and slight collisions that have taken place across on streets across the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood and surrounding area, between 30 September 2021 and 30 September 2024.

The concentrations of collisions and casualties are predominately on the busiest roads and at the main junctions. There are significant concentrations by the Vauxhall Gyratory and on the Kennington Cross junction. Inside the cell there is a concentration of collisions on Jonathan Street.

Research from across London indicates that schemes like the proposed Healthy Neighbourhood have reduced the number of collisions on main roads on the boundary of these projects.

Healthy Neighbourhoods form part of Lambeth's Road Danger Reduction Strategy, and work in tandem with our approach to road danger reduction on main roads, outlined under the Healthy Main Roads – Safe By Design principles on page 16 of the Strategy.

Air Quality

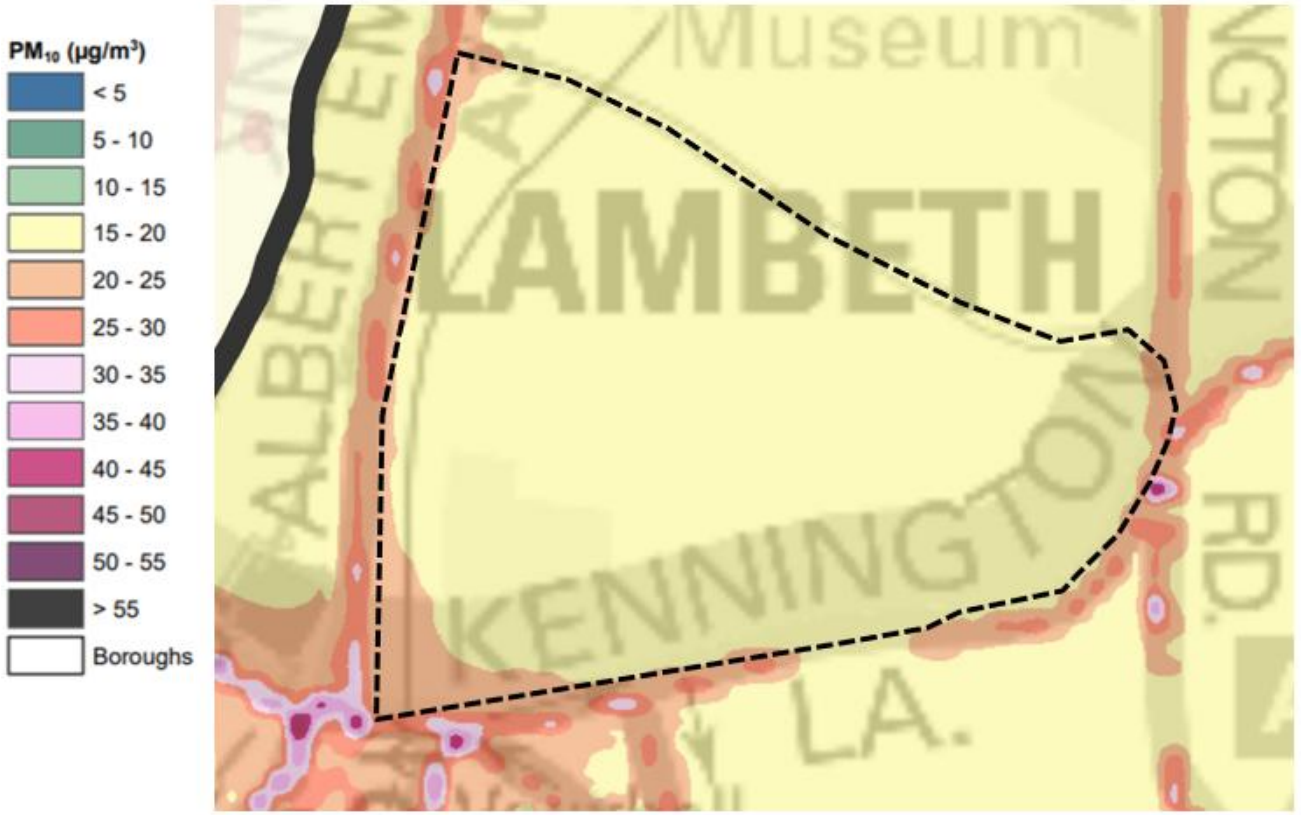
In 2007 Lambeth declared the entire borough as an Air Quality Management Area (AQMA) for the pollutants Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10}). There are various approaches used to tackle this which are set out within Lambeth's Air Quality Action Plan – available here. We know measures are needed on local streets and main roads.

This map shows a computer model of levels of nitrogen dioxide across the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood. This data is from the London Atmospheric Emissions Inventory 2019.

Nitrogen dioxide concentrations in Vauxhall Pleasure Gardens

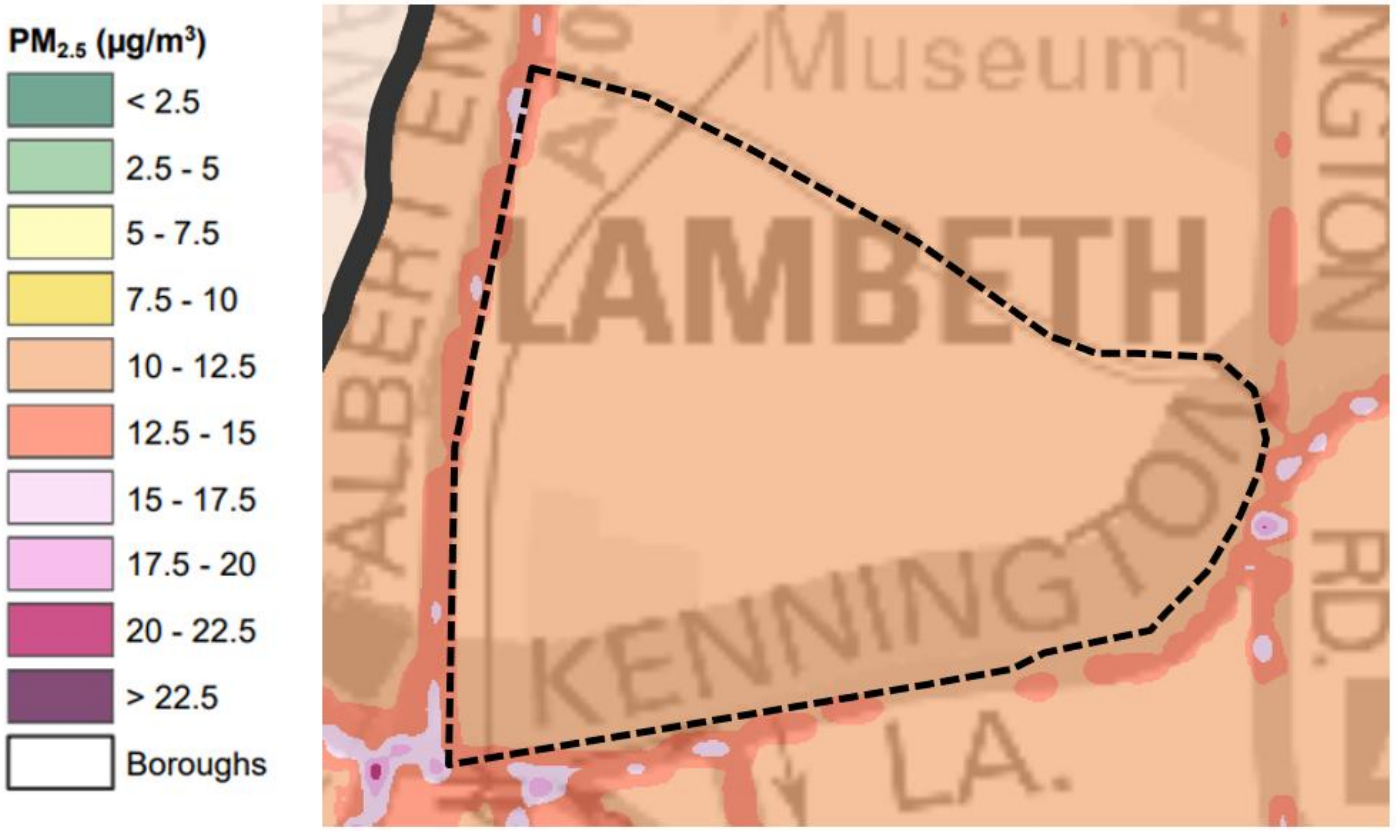
This map shows a computer model of levels of Particulate Matter levels (ug/m3) across the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood. This data is from the London Atmospheric Emissions Inventory 2019.

PM10 Concentrations across the Vauxhall Pleasure Gardens HN



This map shows a computer model of levels of Particulate Matter levels sized 2 micrograms, per cubic metre, across the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood. This data is from the London Atmospheric Emissions Inventory 2019.

PM2.5 concentrations across the Vauxhall Pleasure Gardens HN

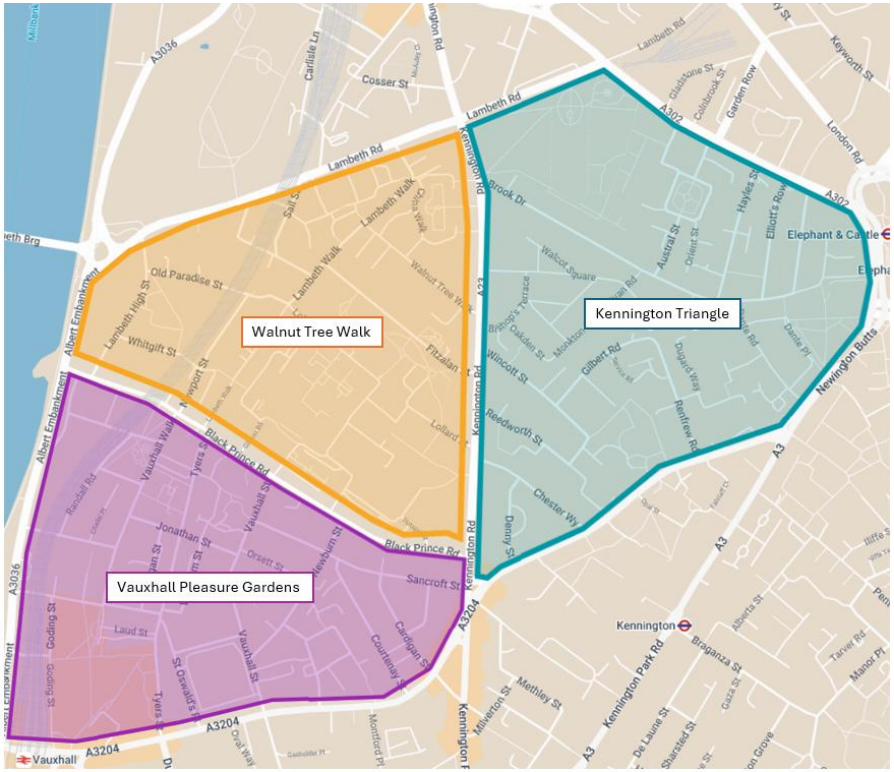


Indicative test modelling

In August 2025, the council conducted indicative traffic modelling with TfL to determine what likely traffic impacts might be for a scheme at Vauxhall Pleasure Gardens. The modelling, which does not take changes to travel choices into consideration, predicts an increase of flow on Vauxhall Walk southbound as a result of the filters on Tyers Street and Newburn Street, both during the AM and the PM peaks of 50-100 vehicles per hour. The predicted increase in traffic on Vauxhall Walk is proposed to be mitigated by the introduction of a left turn only on Tinworth Street to deter vehicles using Vauxhall Walk to travel southbound onto Albert Embankment (A3036). No adverse impacts were predicted on main roads around the Healthy Neighbourhood.

It is important to note that modelling is only one of the many elements that are used by to decide on the outcome of a scheme. The main purpose of indicative test modelling is to provide a preliminary indication of what the potential effects of a scheme might be, helping to guide further investigation or highlight areas of interest.

Other Healthy Neighbourhoods



The proposed Vauxhall Pleasure Gardens Healthy Neighbourhood is located south of the proposed **Walnut Tree Walk Healthy Neighbourhood** and south west of the proposed **Kennington Triangle** Healthy Neighbourhood.

At the time this report is being published, the engagement feedback for both schemes is being reviewed.

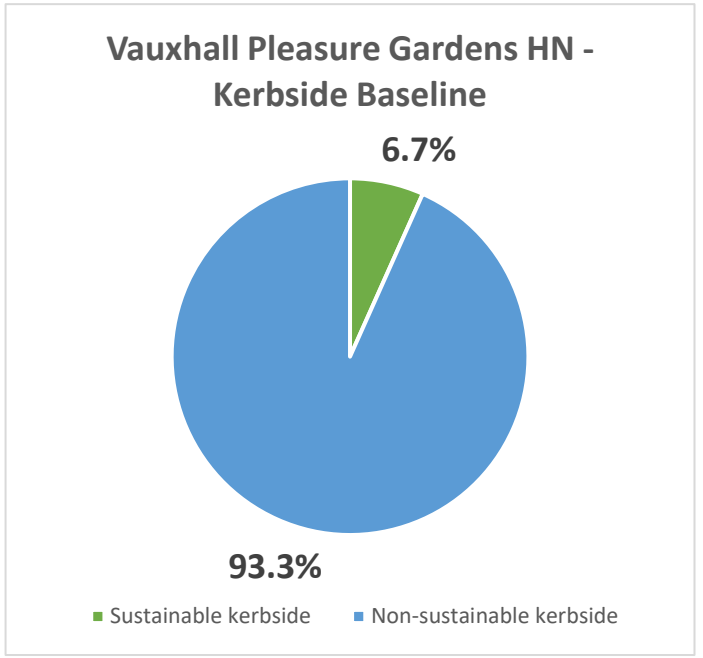
Next steps for the Walnut Tree Walk Healthy Neighbourhood and the Kennington Triangle Healthy Neighbourhood will be published in due course.

Sustainable Kerbside

The kerbside - the space at the side of the road typically used for car parking - is one of the largest public spaces we have control over. Through our Kerbside Strategy, we have committed to using 25% of our kerbside for sustainable uses across the borough, through the following four priorities:

- Accessible and active travel
- Create places for people
- Increase climate resilience
- Reduce traffic and emissions from transport

As of May 2025, only **6.7%** of the kerbside in the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood is used sustainably. As part of the Vauxhall Pleasure Gardens Healthy Neighbourhood, we will seek to use more of the kerbside in the area for sustainable uses. We have gathered feedback from the previous stage of engagement between October 2024 and January 2025. We will review this feedback alongside other suitable proposals as identified in our kerbside strategy and will present this back to the public at a future engagement stage.



Sustainable uses of the kerbside:

- Green space and street trees
- Community and business parklets
- Cycle lanes
- Pedestrian Crossings
- Bus lanes and bus stops
- Shared Scooter / Bike Bay
- Car Club Bay
- Electric vehicle charging bay
- School Keep Clear
- Taxi Bay

What else is going on in the area?

Highlighted below are some key changes also taking place in the proposed Healthy Neighbourhood area.

Low Line Project
The Low Line Vision was launched in January 2024 by Lambeth Council with Wandsworth and architects Allies & Morrison. It outlines a community-focused strategy to enhance public spaces along the Victorian railway viaduct. Aimed at celebrating local heritage, supporting communities and businesses, and improving connectivity, the strategy also promotes green infrastructure and cultural identity. The first project, a thermoplastic artwork on Goding Street in Vauxhall, highlights local character and strengthens street identity. A Wayfinding Strategy has also been commissioned to improve navigation, connect communities, and showcase key destinations along the Low Line.

Planning Applications and new developments
7 Glasshouse Walk – Student accommodation with 305 rooms. The development will make changes to the carriageway on Glasshouse Walk, relocate the existing bay and introduce kerbside planting.

Graphite Square – A mixed-use residential and co-working scheme in Vauxhall for 160 homes. The development is currently being built, set for completion in 2025.

60 and 65 Sancroft Street – Refurbishment to 60 Sancroft Street to allow for single occupancy accommodation and demolition of the existing building at 65 Sancroft Street for a new residential building.

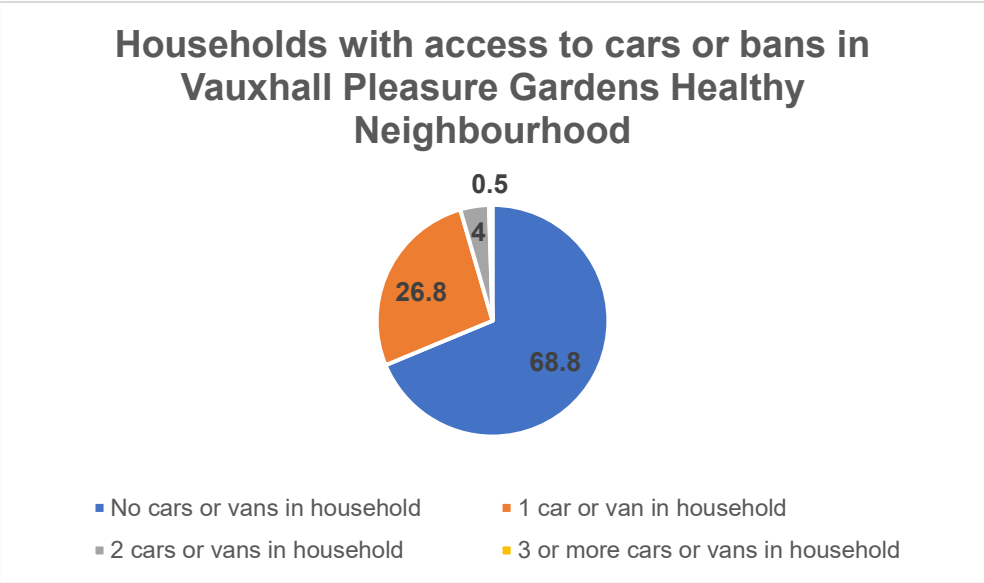
Healthy Routes
Cycleway 5 (C5) runs through the proposed Healthy Neighbourhood along Vauxhall Walk. The cycleway runs between Clapham Common and Waterloo. A Cycleway Link, or ‘C-Link’ (C) runs through the proposed Healthy Neighbourhood along Vauxhall Street, connecting Oval and Black Prince Road.

A new C-Link is being installed between Vauxhall Street and the A3, which will form part of Cycleway 62 (C62), a future cycleway between Rotherhithe and Westminster.

School Streets
A school street outside Vauxhall Primary School was introduced in June 2024. The school street is located on Vauxhall Street.

Demographics

- The proposed Vauxhall Pleasure Gardens Healthy Neighbourhood area has a higher proportion of adults aged 20-34 (35.2%) in comparison to England's population for the same age group (19.6%).
- The proportion of residents within the area born in the UK is 56.3% compared to 82.6% in England.
- The proportion of residents who are Black, Black British, Black Welsh, Caribbean or African is 28.7% compared to 4.2% in England.
- 52% of households are socially rented compared to 17.1% in England.
- 88.7% of households in the area are flats, maisonettes or apartments, compared to 22.2.% in England
- The number of full-time students within the area (12%) is higher than those in England (7.7%).
- Only 7.6% of residents drive to work in comparison to 9.3% average across Lambeth, and 44.5% in England as a whole.
- 68.8% of households do not have access to a car.



Source: 2021 Census Data

The proportion of households in the area that have access to a car or van. Less than 1 in 3 households in the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood have access to a car or van.

Pre-trial data collection

Before a Healthy Neighbourhood trial is designed, we collect data on a number of key areas. We do this to help design the scheme more effectively, and to make sure we have data from before any trial is introduced. This enables us to make informed decisions on the design and future of a Healthy Neighbourhood trial.

What do we monitor?

We collect a variety of datasets which inform the design and create a baseline to assess the impact of the trial. This helps us answer the following questions:

- What proportion of traffic is using local streets as a cut-through?
- How many motor vehicles are using local streets?
- How many people are walking and cycling across the area?
- How reliable are bus journey times on routes within the area or on main roads surrounding the area?
- How is kerbside space used across the area?

Through Traffic Analysis

Through traffic in the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood has been assessed using data provided by GPS in motor vehicles, provided by a company called The Floow. This data was collected between November 2023 and November 2024.

The map shows that several roads within the neighborhood are used as through routes through the area, with vehicles not accessing areas within the neighborhood itself.

Streets in darker colours are locations where there are the highest percentages of motor traffic using the area as a through route. These routes are:

- Tyers Street
- Tyers Terrace
- Cardigan Street
- Randall Road

The design of the proposed Vauxhall Pleasure Gardens Healthy Neighborhood will seek to prevent these streets being used as a through route.

Note: Goding Street terminates at a dead end where it meets the A3204 and therefore cannot be classified as a through-route. The traffic data primarily captures instances where vehicles entered Goding Street, performed a three-point turn near the Royal Vauxhall Tavern and exited shortly thereafter—without engaging in prolonged activities such as pick-ups or drop-offs. These brief movements were recorded as through traffic in the dataset due to the short duration of stay, indicating that the vehicles were not completing their journey within the area. In effect, the data suggests that this section of road is being used as a turning point rather than a destination.

Motor Vehicle Flows

Ahead of the launch of the trial, the council has invested in intelligent camera technology that will enable continuous monitoring of motor traffic, speeds and walking levels at key locations. Initial data for Vauxhall Pleasure Gardens has been collected on roads within the trial area, as well as on the surrounding main roads. Data was collected between May and September 2025. It is worth noting that summer holiday periods were excluded.

The values in the map show the motor vehicle traffic on an average weekday across the Vauxhall Pleasure Gardens area. The streets with the highest level of traffic within the scheme area are Tyers Street (1863), Vauxhall Walk (1415) and the southern section of Vauxhall Street (1154).

These roads have been used as through routes between Kennington Lane and Black Prince Road, as well as Black Prince Road and Albert Embankment to avoid signalised junctions.

Camera technology will continue to be used within the area and on main roads to monitor the impact of the trial.

Average Weekday Motor Vehicle Flow

Motor vehicle speeds

We know that Healthy Neighbourhoods can significantly reduce the number of speeding vehicles in a local area. Healthy Neighbourhoods in Lambeth delivered up to 2024 have typically seen a 75% reduction of vehicles driving over the speed limit.

In the Vauxhall Pleasure Gardens area, data shows that 21,825 speeding vehicles are recorded on an average weekday across all count locations. The highest number of speeding vehicles are on the northern section of Tyers Street (404) followed by Vauxhall Street (247), which are two of the through routes used in the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood.

Several monitoring locations are closer to junctions, and we know that the number of speeding vehicles in the middle section of these roads is likely to be higher than those recorded on this map.

Average Weekday Number of Motor Vehicles Speeding

Walking

This map shows the number of people walking at the camera monitoring locations within the Healthy Neighbourhood area, and on the main roads that surround it.

Within the Vauxhall Pleasure Gardens area, Tinworth Street (2371) has the highest number of people walking on an average weekday

*Walking values on Black Prince Road, at the counting location near Vauxhall Walk, cannot be counted for technical reasons.

Average Weekday Pedestrian Flow

Cycling

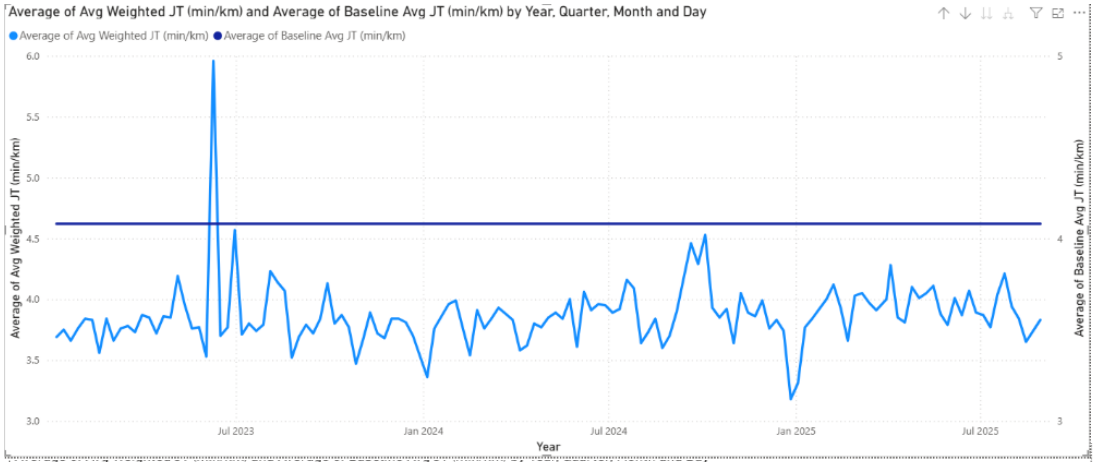
This map shows the number of cyclists recorded at the camera monitoring locations within the Vauxhall Pleasure Gardens area, and on the main roads that surround it.

Within the trial area, Vauxhall Walk has the highest number of cyclists per average weekday (1608), followed by Vauxhall Street (1081). We also note significant numbers of cyclists using Albert Embankment (5967) and Kennington Road (4990).

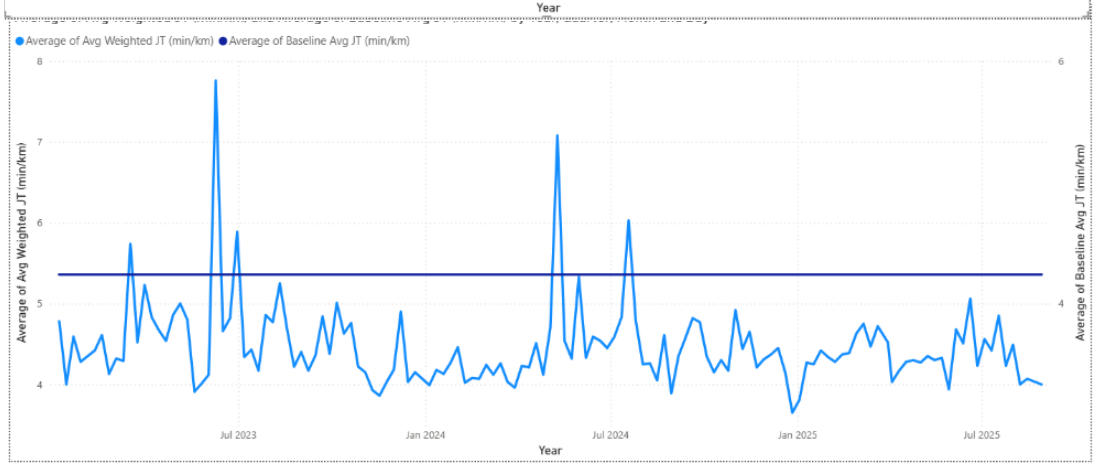
Average Weekday Cycle Flow

Reliability of bus journey times

The graphs in this section show average journey times for buses on roads on the surrounding main roads to the proposed Healthy Neighbourhood. This information has informed engagement with Transport for London, who have not raised concerns about the impacts of the proposed design on bus journey times.



AM



PM

Engagement

We undertook several engagement activities to identify areas within Vauxhall Pleasure Gardens that required street improvements.

1. Initial engagement

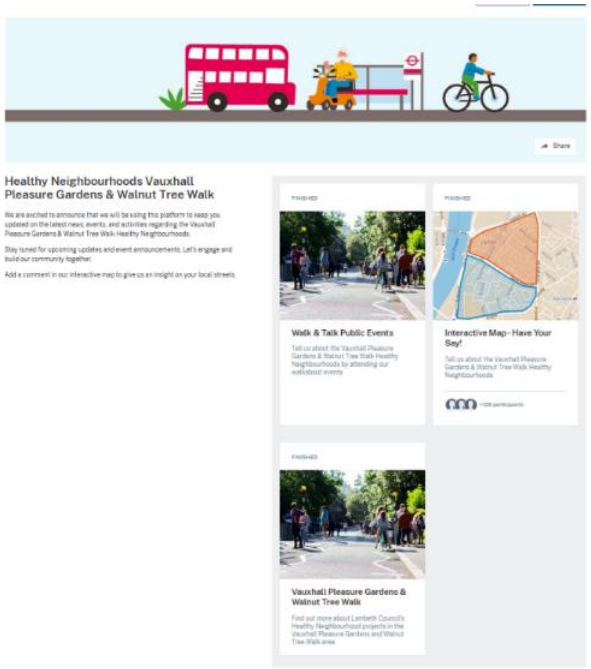
The Vauxhall Pleasure Gardens Healthy Neighbourhood initial phase of engagement took place from **October 2024 to January 2025**. Initial engagement for the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood took place alongside the initial engagement for Walnut Tree Walk Healthy Neighbourhood due to their geographical proximity and original similar timelines.

The engagement events were advertised through different streams and aimed to reach a wide demographic. All feedback from the following activities was shared with the designers to inform the design proposals.

The engagement events were advertised through different channels and aimed at reaching a wide demographic.

Here we present:

- Stakeholders
- Engagement & Communication Methods Overview
- Engagement headlines



Interactive Map - Have Your Say!

See the comments

+128 participants

Drop a pin to show us places that you like within the Vauxhall Pleasure Gardens & Walnut Tree Walk Healthy Neighbourhood area or places you want to see improvement. You can leave a comment to tell us what you think is positive, or explain the changes you want to see.

We want to use this information to decide where to focus improvements and to learn from areas that are working well.

Thank you for helping us shape the Vauxhall Pleasure Gardens & Walnut Tree Walk Healthy Neighbourhoods.

Phases

1

Interactive Map

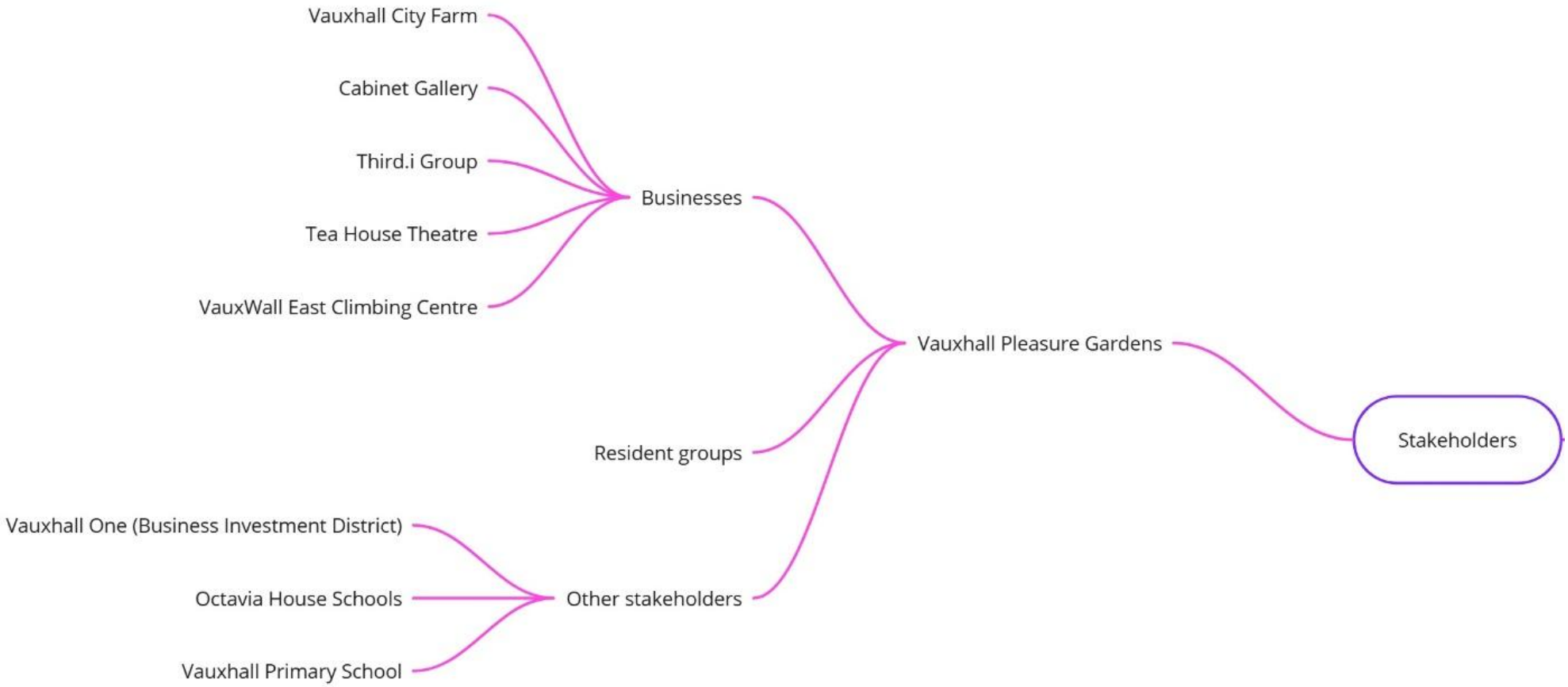
1 Interactive Map

28 October 2024 - 12 January 2025

We want to hear about the changes that you would like to see in this area to make it a "Healthy Neighbourhood". Drop a pin in the map to identify problems areas that stop you or make it less attractive to walk, wheel and cycle.

1.1. Key Stakeholders

This is a list of stakeholders we had conversations with during the initial phase of engagement. Although a wider range of businesses and organisations were contacted during this stage, the list includes only those we met with directly. It differs from the stakeholder list presented in Section 2.1 (Proposed Engagement Phase), as the initial phase focused on building relationships with key local organisations. As a result, the stakeholder group was smaller. Establishing these early connections allowed us to expand the network during the Proposed Engagement Phase.



1.2. Engagement activities

All feedback from the following activities was shared with the scheme designers to inform the design proposals.

Method	Detail	Result
Letter Drop Letters were distributed to all households within the Healthy Neighbourhood areas on 30 October 2024.	Letters informed residents of: • The launch of the Healthy Neighbourhood project • How to provide feedback / receive updates through the Have Your Say engagement platform	Letters distributed to 6,665 addresses.
Have Your Say webpage Vauxhall Pleasure Gardens and Walnut Tree Walk Healthy Neighbourhood webpage launch in Lambeth Council's engagement platform including an Interactive Map. Launched in October 2024.	The webpage provides information about the project including: • The Healthy Neighbourhood map and timeline of delivery • Interactive map and survey for users to submit feedback • Engagement event information. • How to sign up to the newsletter to receive updates • Interactive online map inviting users to drop a pin on the map and to leave a comment on a location within the Healthy Neighbourhood area.	By January 2025: 83 followers 156 comments

Key stakeholder outreach Completed in phases and on a rolling basis throughout the project.	Direct outreach to stakeholders within the Healthy Neighbourhood area. Businesses and key stakeholders were targeted specifically to learn about their transport needs.	16 stakeholder meetings (businesses, resident groups and others).
Walk and Talk events Events published on Have Your Say site on 5 November 2024. 2 walks delivered across Thursday 14 November & Monday 18 November 2024 (VAWG).	In person person walks in Vauxhall Pleasure Gardens and Walnut Tree Walk Healthy Neighbourhoods with facilitated discussion and journals to complete. Walk and Talks were promoted via Have Your Say news updates and by directly contacting stakeholders.	2 walks delivered across Thursday 14 November and Monday 18 November 2024. 15 residents and stakeholders attended overall.
Walk focused on Violence against women and girls walk (VAWG) Promoted via VAWG newsletters and Have Your Say.	Walk held in line with the VAWG team to identify areas where there might be a safety concern for women and girls within Healthy Neighbourhoods.	2 attendees, from businesses with interest in VAWG work, participated on the walk and gave feedback for specific areas that could benefit from changes.

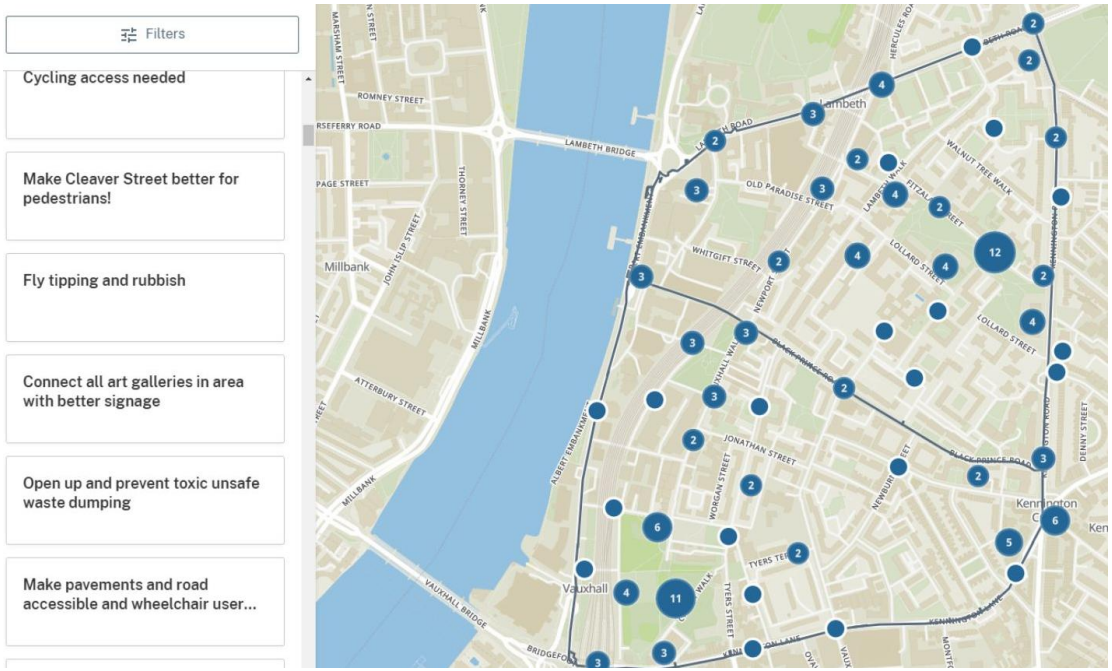
1.2.1. Letter Drop

What: Letter drop to all addresses within the Healthy Neighbourhood area inviting them to contribute to design of the Healthy Neighbourhood and how to receive further updates

When: Delivery completed on Wednesday 30 October 2024 to 6,665 addresses

Outputs: 83 followers of the Vauxhall Pleasure Gardens & Walnut Tree Walk Have Your Say by January 2025.

1.2.2. Have Your Say Interactive Map



What: Online Live Map

When: Launched on 28 October 2024

Outputs: 155 comments received

As part of the Identify stage of engagement, we launched an online live map for residents, visitors, and stakeholders to learn about specific streets within the Healthy Neighbourhood area.

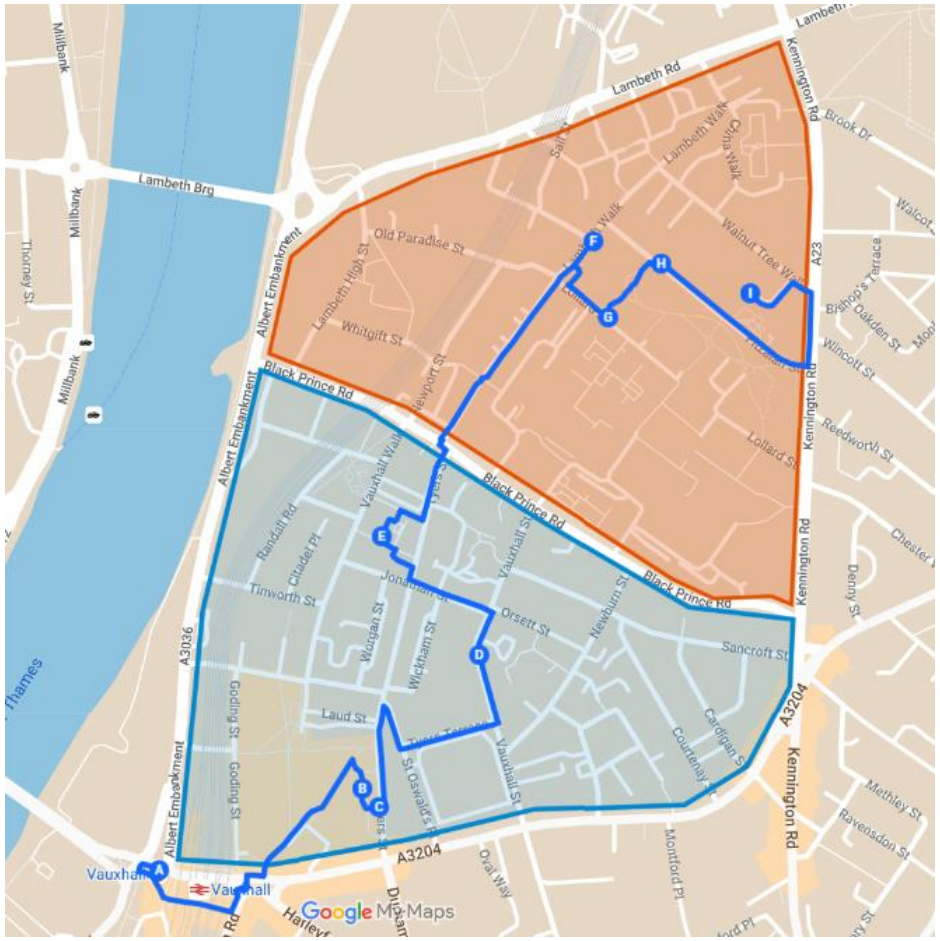
We learned about the following:

- What parts are easy to get around?
- What parts make you feel good when you travel through them?
- Are there areas you have concerns about?
- What could make those areas better?

Headlines:

- Concerns around road danger: speeding vehicles and poor visibility at junctions; impact on pedestrians, cyclists, and schoolchildren.
- Concerns around potholes and uneven pavements.
- Concerns around waste management, fly-tipping and littering.
- Concerns around Lime bikes and other hire bikes obstructing pavements.
- Concerns around noise pollution from traffic
- Suggestions around more street lighting to improve safety at night; and the installation of CCTV to deter antisocial behaviour.
- Suggestions for safer crossings, traffic calming measures, and improved cycle lanes.

1.2.3. Walk and Talk



When: Thursday 21 November 2024

What: The session lasted for 1 hour. The walking route was about a 30-minute journey, but we stopped along the way to accommodate discussions and feedback. Attendees were be provided with a flyer with a series of prompts including:

- What do you like about this area?
- What do you not like?
- What can be changed to make you use this area differently?
- How do you feel when you use this space?

Where: Vauxhall Pleasure Gardens & Walnut Tree Walk Healthy Neighbourhoods

Headlines:

- Overall supportive of Healthy Neighbourhood goals
- Concerns over reduced car access
- Concerns about e-bikes
- Vauxhall Pleasure Gardens feels unsafe at night. Suggestions to improve lighting.
- Concerns about cycle route through the park, creating risks of collisions with pedestrians. Suggestions for alternative routes.
- Suggestions to improve Lambeth Walk as it feels unsafe
- Suggestions to improve Black Prince Road

1.2.4. VAWG Walk and Talk

When: Monday 18 November 2024. 6:00 PM to 7:00 PM

What: The session lasted for 1 hour. The walking route was about a 30-minute journey, but we stopped along the way to accommodate discussions and feedback. They were handed a flyer with a series of prompts including:

- What do you like about this area?
- What do you not like?
- What can be changed to make you use this area differently?
- How do you feel when you use this space?

Headlines:

- Roads with poor lighting felt more unsafe
- Residential streets felt safer people due to having more people
- Estates felt unsafe due to hidden entry points and multiple access/exit points
- Participants who were familiar with specific routes or areas declared taking them despite feeling unsafe

1.2.5. Key Stakeholder Engagement

When: October, November and December 2024

What: We held one-to-one meetings with 16 key stakeholders to understand what improvements they'd like to see in the local area.

During the meetings we explained the objectives of the Healthy Neighbourhood and the proposed timeline and discussed the following points:

- Delivery schedules, routes, vehicle sizes of their businesses
- Do you have off street parking?
- How do most users reach this site?
- Are there any local amenities that are well used by site visitors?
- Accessibility features
- Are there any areas of concern (regarding transport) within the healthy neighbourhoods
- How would you like for these areas to be improved?
- Have you had any feedback from members?

Date	Stakeholder	In-person/Online
16 October	China Walk Estate TRA	Online
16 October	Walnut Tree Walk School	In-person
18 October	Roots and Shoots	In-person
18 October	Vauxhall City Farm	In-person
21 October	Cabinet Gallery	Online
23 October	Ethelred Estate TRA	In-person
25 October	Ethelred Estate Housing Officer	In-person
25 October	Vauxhall One	In-person
25 October	Third.i Group	Online
25 October	Vauxhall One BID	In-person

11 November	Octavia House Schools Vauxhall Primary School	In-person
15 November	Black Prince Trust	In-person
18 November	WATMOS	Online
18 November	Vauxhall Tea House	In person
20 November	WATMOS engagement team	Online
16 December	Black Prince Trust community engagement	Online

Feedback from key statutory consultees

Emergency Services

In April 2025 we contacted local officers from the emergency services including the London Ambulance Service, Met Police and London Fire Brigade to inform them of the upcoming proposals for a Healthy Neighbourhood in the Vauxhall Pleasure Gardens area. None of the emergency services contacted raised major concerns at this stage about the traffic filters proposed.

Transport for London (TfL)

We have been working with TfL throughout the design process to ensure any potential impacts on surrounding roads are identified and managed. This includes impacts on roads managed by TfL as well as on buses. No concerns have been raised regarding the proposals at this stage.

Initial engagement and the proposed design

This section outlines key areas where the engagement undertaken from **October 2024 to January 2025** has shaped this specific design proposal or identified clear actions for officers going forward. This feedback was provided before a design was proposed. This section will be updated in the final Design Report, informed by feedback from local people on the proposed design.

Feedback: Tyers Street is unnecessarily wide, encouraging speeding by motorists and creating a hostile environment for pedestrians and cyclists.
Action: The current design includes a motor vehicle filter to restrict traffic from entering via Kennington Lane (A3204). This filter will be positioned near Vauxhall City Farm, a key pedestrian route for children and young people. We will also add cycle parking to promote active travel.

Feedback: Bollards near the Santander Cycle Hire station in Vauxhall Pleasure Gardens pose a risk to cyclists.
Action: The Parks Team has been engaged as part of the internal design consultation to explore ways to increase the visibility of these bollards.

Feedback: Additional buildouts around trees would improve accessibility and act as a natural traffic calming measure.
Action: At this stage, we are unable to deliver footway extensions around mature trees due to the high cost and potential drainage implications. However, if funding becomes available, we may revisit this to ensure a continuous, accessible 2-metre-wide footway—without removing existing mature trees—in line with our Kerbside Strategy.

Feedback: Improve road safety for children on Vauxhall Street.
Action: A motor vehicle traffic filter is proposed on the junction between Vauxhall Street and Tyers Terrace, creating a pedestrian and cycle zone only outside of the Vauxhall Primary School.

Feedback: Ongoing issues with hire bikes obstructing pavements.
Action: We will introduce designated dockless parking bays for rental e-bikes and scooters across the Healthy Neighbourhood.

Feedback: Additional planting and greening would be welcomed.
Action: Greening will be incorporated via planters. A maintenance plan will be agreed prior to their installation. At this stage, tree planting and sustainable urban drainage systems are not included but may be considered if the scheme becomes permanent.

Feedback: More cycle stands are needed to support households lacking practical storage for bicycles.
Action: Cycle stands will be installed throughout the Healthy Neighbourhood in accordance with our Kerbside Strategy.

Equalities Impact Assessment – summary of impacts identified

The Equalities Impact Assessment, (EQIA), is used to assess the potential impacts of the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood, against those with protected characteristics in law (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion, sex) and socio-economic status. Note that a detailed Equalities Impact Assessment, informed by the design engagement, will be included as part of any decision to implement a trial.

At this stage, the key findings for the Vauxhall Pleasure Gardens Healthy neighbourhood area are:

Age, sex:

- Feeling of unsafety at night: street light improvements. (Specific locations mentioned – Vauxhall Pleasure Gardens, Goding Street, Tyers Street)
- Feeling unsafe while cycling (increased levels of anti-social behaviour and stress)

Pregnancy and maternity:

- Parents and children walking on more congested and polluted roads (Specific locations mentioned – Vauxhall Street)

Disability, Age

- Improve accessibility measures within the Healthy Neighbourhood with wider pavements and more places to sit and rest
- Conflict between pedestrians and cyclists in Vauxhall Pleasure Gardens

Economic status

- Lower income households are less likely to own cars. These people will most benefit from greening and improvements to the public realm as they are more likely to travel actively through these areas

2. Proposed Design Engagement

The proposed Vauxhall Pleasure Gardens Healthy Neighbourhood design phase of engagement took place from **May 2025 to September 2025.**

The second phase (Proposed Design Engagement phase) was conducted between 12 May and 9 June 2025, primarily through an online survey and 121 meetings with local organisations and businesses. Additional targeted stakeholder meetings were held between 9 June and 1 September to gather further input. This phase aimed to collect feedback on the proposed design and ensure that stakeholder perspectives were considered in the development process.

The engagement events were advertised through different streams and aimed to reach a wide demographic.

Here we present:

- Stakeholders
- Engagement and Communication Methods Overview
- Engagement headlines

2.1. Key Stakeholders

We're committed to listening and working with communities in ways that are open, inclusive, and meaningful. That means putting everyone's well-being (residents, businesses, staff, and participants) at the heart of how we engage. Online engagement is often our starting point at the **Proposed Design Engagement** phase because it allows more people to take part at a time and place that works for them. However, this doesn't mean we're closed off or unwilling to meet face-to-face. In-person events are always considered where they are genuinely needed and can support safe, high-quality engagement for all involved. When done well, they can be a powerful tool for connection. That's why we make a case-by-case approach, ensuring that any in-person engagement adds real value and can be delivered in a way that's safe, respectful, and productive for everyone.

The stakeholder map below outlines those considered during the Proposed Engagement phase. By the time we entered the second round of engagement, we had established strong relationships with key local stakeholders, such as Vauxhall One Business Improvement District. Their support enabled us to extend our outreach to additional organisations and businesses in the area, ensuring broader representation and feedback. Thanks to those local connections we were able to engage with a wider group of stakeholders, especially those businesses directly impacted by the proposals. This included those whose operations rely on access for large vehicles and are affected by low bridge heights.

Stakeholder
Developers
Third.i Group
Citadal Place
7 Glasshouse Walk
Hollybrook
Resident and community groups
Friends of Vauxhall Pleasure Gardens
Vauxhall Gardens Estate Residents & Tenants Association
Other stakeholders
Vauxhall One Business Improvement District
Lambeth Council's Resident Participation Team
Businesses
Vauxhall City Farm
Cabinet Gallery
Westminister Tower
Tea House Theatre
Staybridge Suites
Arch Co.
CLS Holdings
Goding Street businesses
Schools
Vauxhall Primary School
Octavia House School
Religious organisations
Hope Church
All Nations Centre
St Peter's Church

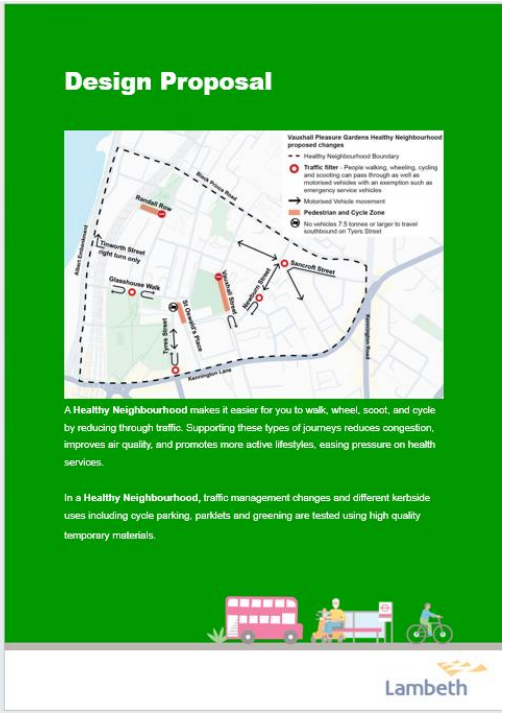
2.2. Engagement Activities

All feedback from the following activities was shared with the designers to inform the final design proposals.

Activities	Detail	Result
Letter Drop Flyers sent to all addresses within the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood area and a 200m buffer area	Flyers sent to inform residents of the design proposals for the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood. The flyers also provided information on how to provide feedback.	Delivery completed on Wednesday 14 May 2025 to 8354 addresses within the proposed Healthy Neighbourhood area and the 200m buffer area
Vauxhall Pleasure Gardens Have Your Say design engagement survey Launched on 12 May 2025 – 11 June 2025	Provides information on the Healthy Neighbourhood design proposals, including the relevant reports and visualisations whilst allowing residents and stakeholders to provide feedback on the proposed designs.	73 comments received regarding the proposed design engagement survey subscribers received the Have Your Say 'Design Proposals' folder
Key Stakeholder Outreach	Direct outreach to stakeholders within the proposed Healthy Neighbourhood area for feedback on the design proposals.	Stakeholders contacted as per stakeholder map on engagement report - Phone Calls - Emails - Site visits
Business Outreach	Targeted follow-up engagement with businesses within the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood for feedback on the design proposals. We also contacted businesses near the proposed traffic filters.	Over 30 businesses contacted in May, June, July and August 2025. Methods of contact include: - Phone Calls - Emails - Site visits

Religious Organisation Outreach	Targeted engagement with religious organisations for feedback on the proposed designs.	4 religious organisations contacted Meeting scheduled with one religious organisation.
Estate & Community organisations Outreach	Engagement with local estate resident groups and community groups for feedback on the proposed designs.	Online meetings took place on 22 July and 5 September.
Building Developers Outreach	Targeted engagement with building developers in the Vauxhall Pleasure Gardens Neighbourhood area.	5 meetings with developers took place between May and August 2025.

2.2.1. Letter Drop



What: Letter drop to all addresses within the Healthy Neighbourhood area and a **200m buffer zone** informing them of the Vauxhall Pleasure Gardens Healthy Neighbourhood proposed design engagement and how to provide feedback.

When: Delivery completed on Wednesday 14 May to 8,354 addresses. The number of addresses increased compared to the flyer during the initial engagement because the buffer zone increased from 100m to 200m.

Outputs: 75 subscribers signed up to the Vauxhall Pleasure Gardens Healthy Neighbourhood Proposed Design Folder by July 2025. This was in comparison with 83 followers of the Vauxhall Pleasure Gardens Healthy Neighbourhood Have Your Say Folder by January 2025.

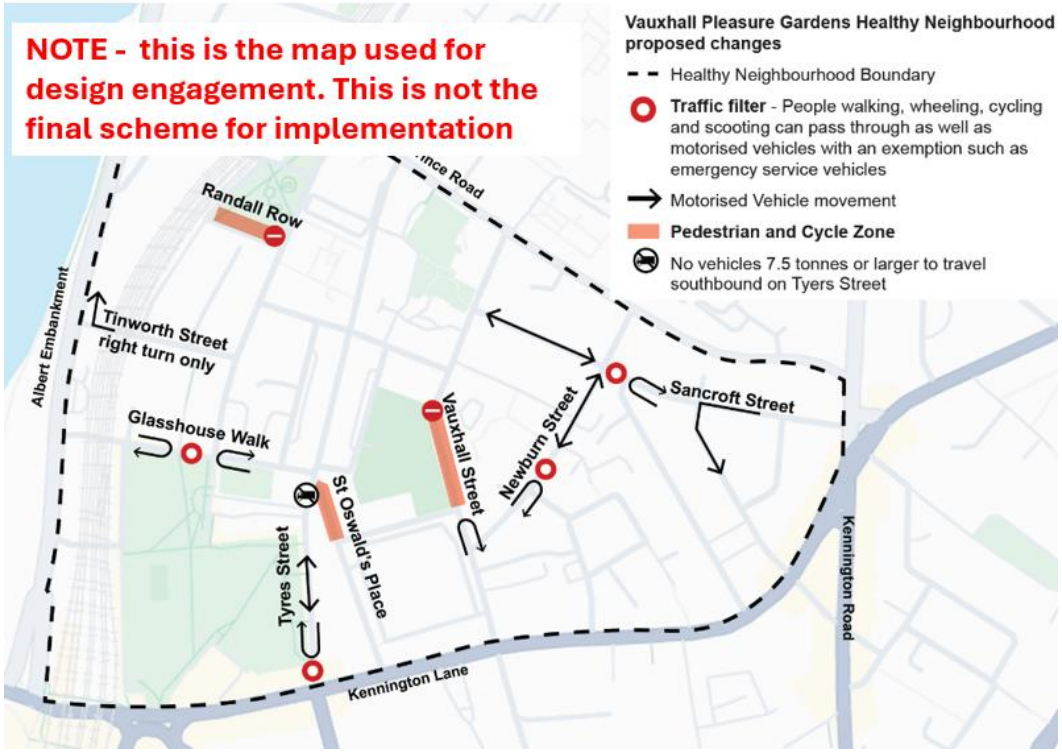
73 comments received on the Have Your Say Survey providing feedback on the design proposals.

2.2.2. Have Your Say Online Proposed Design Survey

What: Online Survey for users to provide feedback on the design proposals

When: Launched on 9 May 2025. It was active until 11 June 2025

Output: 73 surveys completed. The general sentiment was that some residents were supportive of lower traffic levels, and less through traffic. However, there was concern about whether the scheme was necessary, the best use of Council resources, and whether enough meaningful engagement had taken place.



As part of the Design Proposal stage of engagement, we launched an online survey for residents, visitors, and stakeholders to provide feedback on the Healthy Neighbourhood design proposals.

We learned about the following for the overall Healthy Neighbourhood design and specific filter locations:

- **Tyers Street** at the junction with Kennington Lane (A3204)
- **Glasshouse Walk** west of the junction with Vauxhall Walk
- **Vauxhall Street** north of the junction with Tyers Terrace
- **Newburn Street** north of the junction with Loughborough Street
- **Sancroft Street** east of the junction with Newburn Street
- **St Oswald's Place** between Tyers Terrace and Tyers Street
- **Randall Row** between Randall Road and Vauxhall Walk

We asked the following questions for each filter point and the overall Healthy Neighbourhood Map Design:

- **How well do you understand the design proposals?**
- **You said, 'Not Well." Please tell us why.**
- **Is there anything about this proposal that could be improved?**
- **Do you think there may be any challenges with how well this will work in this location?**

For the Vauxhall Pleasure Gardens Healthy Neighbourhood design map we also asked, '**Is there anything about this proposal that could be improved?'**

The demographic questions included in the survey were optional, and as a result, they received a high rate of non-response. Due to the limited and inconsistent data obtained, these demographic variables have been excluded from the current analysis and reporting to maintain accuracy and reliability of the findings. Detailed findings have been detailed below for each location.

Question	After reviewing the design, how well do you feel you understand the proposed changes?		Do you think there might be any challenges with how this will work in this location?	
Responses	**Well**	**Not Well**	**Yes**	**No**
Q1 about the Healthy Neighbourhood Proposed Design	55	18	NA	NA
Q2 about traffic filter on Tyers Street	64	9	37	36
Q3 about traffic filter on Glasshouse Walk	63	10	37	36
Q4 about traffic filter on Vauxhall Street	64	9	40	33
Q5 about traffic filter on Newburn Street	63	10	39	34
Q6 about traffic filter on Sancroft Street	59	14	44	29
Q7 about traffic filter on Randall Row	66	7	28	45
Q8 about traffic filter on St Oswald's Place	65	8	32	41

Observations on 'Not Well' responses

- Restrictions to vehicle access and concern residents will lose access to their homes, particularly the impact on disabled residents

- Increased traffic and congestion, particularly on busy streets like Vauxhall Street and Kennington Lane
- Poor communication and a lack of clarity over how the traffic filters will work in practice

Observations on the 'Yes' responses

- Increased traffic and disruption to local roads that will divert congestion onto already busy roads
- Negative impact on local businesses, affecting small businesses, workshops and delivery hubs near the arches
- Poor design with confusion of the purpose and benefit of the changes

One resident submitted their survey via email and therefore, their feedback has not been taken into account in the data summarised in this section. A short summary of their feedback follows below:

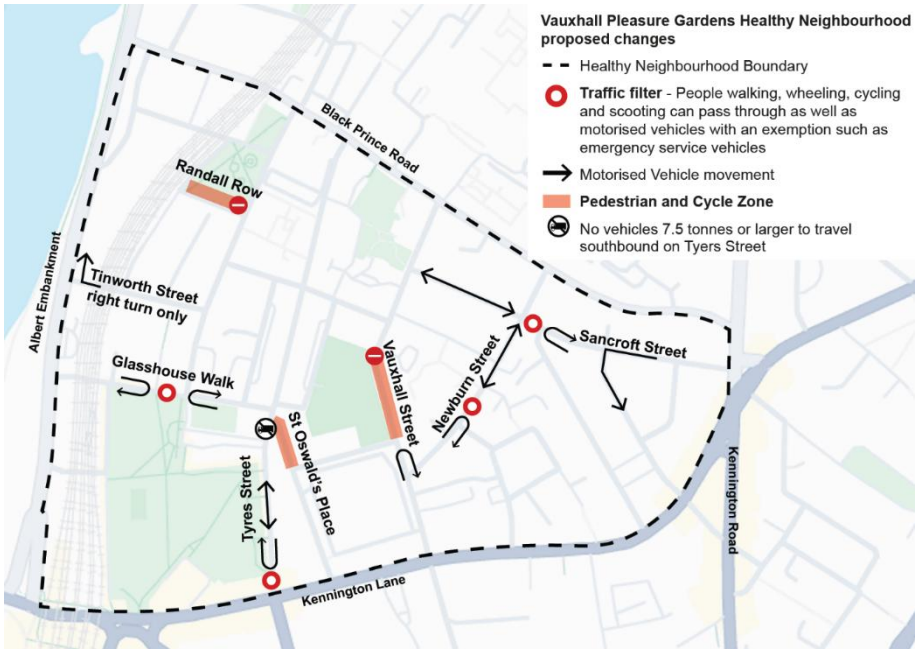
- Praised traffic filters and pedestrian and cycle zones which can be beneficial for the area. The physical closure of St Oswald's Place was singled out as a particularly positive.
- Concerns that Black Prince Road and Kennington Lane may become congested without a through-route via Tyers Street or Vauxhall Street at peak times.
- Concerns about the loss of parking.
- Concerns about the impact the Tyers Street traffic filter will have on residents travelling onto Kennington Lane. Accessing Kennington Lane via Black Prince Road is a large detour
- It was suggested that, rather than closing Vauxhall Street, installing an additional pedestrian crossing would be a more beneficial alternative.
- Concerns about the narrowness of Newburn Street when changing the road from one-way to two-way.

Have Your Say Online Survey – Healthy Neighbourhood Design Map

55 people (75.3%) understood the proposed designs well when viewing the Vauxhall Pleasure Gardens map.

18 people (24.7%) stated they did not understand the design proposals well but were still able to provide feedback to the scheme.

For those that stated they **did not understand** the Healthy Neighbourhood Map design proposals the main headlines were:



Lack of Clarity in Proposals:

- Maps were often described as confusing or inaccurate.
- A mistake on the map was highlighted as Courtenay Street was presented as a two-way road, this was subsequently corrected
- Specific streets like Courtenay Street were repeatedly mentioned as unclear.

Access Issues:

- Difficulty understanding how to reach certain locations (e.g., Jonathan Street, Arne House, Loughborough Street).
- Concerns about restricted access for residents, especially drivers and those with disabilities.

Impact on Residents:

- Frustration over potential longer or more congested routes.
- Fears that some residents may be unable to drive to/from their homes.

Consultation Concerns:

- Perception that engagement with local residents was insufficient.
- Some only learned of the proposals by chance; local groups felt excluded.

Lack of Supporting Information:

- Missing rationale for changes, success metrics, and alternative options.
- Absence of detail on specific issues like violence against women and girls (VAWG) and use of street space (e.g., planting).

When asked**, "What aspects of this proposal do you find most beneficial for the area?'** the main headlines were:

We received 52 responses. 20 responses mentioned that the proposals would result in less traffic. 9 responses expressed support for the proposals to reduce through traffic, highlighting that this would improve safety for pedestrians and cyclists, particularly children.

Many respondents believe the changes will worsen traffic congestion and pollution, making it difficult for residents, especially working parents, to commute and access essential services. Of those, 18 responses found no aspects of this proposal beneficial for the area. Further details are available in the appendices.

Support for Reduced Traffic:
- 9 respondents welcomed the reduction of through traffic, especially around Vauxhall Street and Tyers Street.
- Improved safety for pedestrians and cyclists—particularly near schools—was a frequently cited benefit.
- Strong support for prioritising walking, cycling, and public transport, along with traffic calming and pollution reduction.

Perceived Lack of Benefit:
- A significant number of respondents felt the proposals were unnecessary or a waste of money.
- Some believed the area already had low traffic and was safe, questioning the need for intervention.

Concerns About Negative Impacts:
- Concerns that traffic filters and new layouts could confuse drivers and increase congestion.
- Worries about reduced access for residents.
- Preference for more targeted interventions (e.g., bollards or traffic calming) over broader changes.

Mixed Views on Specific Elements:
- Some positive mentions of opportunities for greening and enhancing kerbside spaces.
- Varied opinions on changes to one-way systems.

When asked, "**Is there anything about this proposal that could be improved?'** the main headlines were:

Traffic Displacement and Congestion:

- Strong concerns about increased congestion on main roads like Black Prince Road and Kennington Lane due to proposed restrictions.
- Around 30 respondents felt current traffic levels are already low, questioning the need for further changes.

Opposition to the Proposal:

- 25 respondents called for the proposal to be scrapped, or resources redirected.
- Criticism of the consultation process, with calls for more transparency, clearer maps, better data, and public meetings.

Courtenay Street Concerns:

- Widespread opposition to making Courtenay Street two-way, citing its narrowness, blind spots, and safety risks.
- Related concerns about access for residents and businesses, especially for vehicles and deliveries.
- Note: this was a mistake in the map that was in the initial engagement materials which showed Courtenay Street as a proposed two-way street. This has subsequently been amended. The scheme does not propose a two way on Courtenay Street

Support for Public Space Improvements:

- Some support for more ambitious pedestrian and cycling infrastructure (e.g., cycle hangars, segregated lanes, play areas).
- Requests for better separation between cyclists and pedestrians in Vauxhall Pleasure Gardens park.

Additional Issues Raised:

- Speeding on Black Prince Road and Tyers Street, with calls for traffic calming and crossings.
- Requests for improved cleanliness and maintenance.
- Suggestions for exemptions for taxis and business vehicles to support accessibility.
- Desire for more creative use of public space and clearer communication tools (e.g., animations, visualisations).

Have Your Say Online Survey – Tyers Street Traffic Filter

64 people (87.7%) understood the proposed designs well when viewing the Tyers Street design proposal.

9 people (12.3%) stated they did not understand the design proposals well but were still able to provide feedback on the scheme.

For those that stated they **did not understand** the Tyers Street design proposals the main headlines were:

- There was a lack of clarity over how the traffic filter will be enforced
- It is not clear how deliveries will take place for the Vauxhall City Farm
- Confusion over existing one-way restriction and how this will work if the filter is located here

When asked**, "Do you think there may be any challenges with how well this will work in this location?**' the respondents stated:

37 people (50.7%) responded 'Yes'

36 people (49.3%) responded 'No'

When asked **'You said yes. Please tell us why'** the main headlines were:

- Increased congestion on boundary roads
- Increased pollution on boundary roads
- Ineffective and confusion caused by proposed changes
- Scheme is poorly thought out and unnecessary

Have Your Say Online Survey – Glasshouse Walk Traffic Filter

63 people (86.3%) understood the proposed designs well when viewing the Glasshouse Walk design proposal.
10 people (13.7%) stated they did not understand the design proposals well but were still able to provide feedback on the scheme.

For those that stated they **did not understand** the Glasshouse Walk design proposals the main headlines were:

- The impact on residents, particularly given alternative routes for residents to use the Vauxhall Gyratory
- Congestion on Kennington Lane
- The map was unclear. Lack of existing one-way restrictions on map makes it hard to visualize vehicle movements in proposed design
- Proposed design will have a negative impact on Vauxhall Walk
- The proposed road is too narrow making it hazardous for cars and cyclists

When asked**, "Do you think there may be any challenges with how well this will work in this location?**' the respondents stated:
37 people (50.7%) responded 'Yes'
36 people (49.3%) responded 'No'

When asked **'You said yes. Please tell us why'** the main headlines were:

- Increased congestion on Vauxhall Walk
- Inconvenience for residents
- Displacement of traffic
- Skepticism about effectiveness and value of scheme

Have Your Say Online Survey – Vauxhall Street Traffic Filter

64 people (87.7%) understood the proposed designs well when viewing the Vauxhall Street design proposal.

9 people (12.3%) stated they did not understand the design proposals well but were still able to provide feedback on the scheme.

For those that stated they **did not understand** the Vauxhall Street design proposals the main headlines were:

- Concerns about accessing Jonathan Street and Sancroft Street as a result of proposed changes
- The need for this closure given the School Street in place currently. It would add considerable disruption to those who are required to drive because of accessibility challenges
- Concerns about the connection between this closure and congestion charge
- Access from supermarkets on Kennington Lane

When asked**, "Do you think there may be any challenges with how well this will work in this location?**' the respondents stated:

40 people (54.8%) responded 'Yes'
33 people (45.2%) responded 'No'

When asked **'You said yes. Please tell us why'** the main headlines were:

- Reduced access for disabled residents, or residents with mobility issues but no Blue Badge
- Unnecessary closure outside of school street times
- Waste of money that could be better spent on waste deposal and public transport

Have Your Say Online Survey – Newburn Street Traffic Filter

63 people (86.3%) understood the proposed designs well when viewing the Newburn Street design proposal.

10 people (13.7%) stated they did not understand the design proposals well but were still able to provide feedback to the scheme.

For those that stated they **did not understand** the Newburn Street design proposals the main headlines were:

- The justification for the Newburn Street filter proposal, based on concerns about traffic displacement, is misleading
- Newburn Street residents access to Black Prince Road will be closed
- More traffic and congestion will be caused by this traffic filter

When asked**, "Do you think there may be any challenges with how well this will work in this location?**' the respondents stated:

39 people (53.4%) responded 'Yes'
34 people (46.6%) responded 'No'

When asked **'You said yes. Please tell us why'** the main headlines were:

- Increased congestion on boundary roads
- Increased pollution on boundary roads
- The change risks causing more problems that it solves and therefore is poorly thought out and unnecessary

Have Your Say Online Survey – Sancroft Street Traffic Filter

59 people (80.8%) understood the proposed designs well when viewing the Sancroft Street design proposal.

14 people (19.2%) stated they did not understand the design proposals well but were still able to provide feedback on the scheme.

For those that stated they **did not understand** the Sancroft Street design proposals the main headlines were:

- Uncertainty over the need for this design feature
- Lack of clarity over proposed traffic flows on Courtenay Street
- Lack of clarity over dispensation policy and potential for parking loss

When asked**, "Do you think there may be any challenges with how well this will work in this location?**' the respondents stated:

44 people (60.3%) responded 'Yes'
29 people (39.7%) responded 'No'

When asked **'You said yes. Please tell us why'** the main headlines were:

- Increased congestion on boundary roads
- Scheme is poorly thought out and unnecessary
- The junction between Sancroft Street and Courtenay Street poses a significant safety hazard with pedestrians and cyclists
- Map displays an error that will heighten confusion
- This change is not supported by local people

Have Your Say Online Survey – Randall Row Traffic Filter

66 people (90.4%) understood the proposed designs well when viewing the Randall Row design proposal.

7 people (9.6%) stated they did not understand the design proposals well but were still able to provide feedback to the scheme.

For those that stated they **did not understand** the Randall Row design proposals the main headlines were:

- Uncertainty over the value of this change
- May cause issues of congestion on Randall Road and Salamanca Street as it reduces access to businesses located there

When asked**, "Do you think there may be any challenges with how well this will work in this location?**' the respondents stated:

45 people (61.6%) responded 'Yes'
28 people (38.4%) responded 'No'

When asked **'You said yes. Please tell us why'** the main headlines were:

- Increased congestion on boundary roads
- Scheme is poorly thought out and unnecessary
- This change is less valuable for cyclists because they can currently cycle through Pedlar's Park
- This design feature does not inhibit dangerous speeding and movements by motorbike and E-bike users
- Introduction of bollard may pose a danger to cyclists unaware of it
- Potential to seriously limit passing trade for businesses on Randall Road
- Vehicles currently cut the footway on the junction of Vauxhall Walk and Randall Row because of the planter forcing them to make this maneuver

Have Your Say Online Survey – St Oswald's Place Traffic Filter

65 people (89%) understood the proposed designs well when viewing the St Oswald's Place design proposal.

8 people (11%) stated they did not understand the design proposals well but were still able to provide feedback to the scheme.

For those that stated they **did not understand** the St Oswald's Place design proposals the main headlines were:

- The change reduces access for residents
- Uncertainty about the value of the change

When asked**, "Do you think there may be any challenges with how well this will work in this location?**' the respondents stated:

41 people (56.2%) responded 'Yes'
32 people (43.8%) responded 'No'

When asked **'You said yes. Please tell us why'** the main headlines were:

- Increased congestion on surrounding roads
- Inconvenient for residents on Newburn Street
- The change will affect car parking for local church services
- Frustration from residents with mobility challenges but do not qualify for Blue Badges
- Bollards could pose a danger to cyclists

2.2.3. Business Engagement

Details of contact with businesses/organisations have been highlighted below

When: Between 9 May 2025 and 1 September 2025

What: Contacted businesses to receive feedback on the Vauxhall Pleasure Gardens Healthy Neighbourhood design proposals. Targeted engagement commenced with businesses that raised concerns during the 'identify' phase of engagements, with businesses near filter points, and with businesses effected by new access routes for vehicles.

Where: Within the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood. Please see the table below for more information.

Outputs: 12 meetings with businesses were held. Respondents had mixed feelings towards the Healthy Neighbourhood but were proactive and supportive of improving the local community and supporting local businesses.

The main themes of their feedback are highlighted below:

- Generally supportive of changes to make it easier and safer to walk and cycle
- Most businesses wanted improvements to public space but were disappointed there was not more lighting
- One business expressed interest in having a business parklet as an extension to their premise.

The main concerns that they raised are highlighted below:

- Deliveries or services taking longer due to spending longer amounts of time in traffic on the main roads, especially Black Prince Road and Kennington Lane
- Removal of parking may reduce accessibility for visitors to businesses near Goding Street and Vauxhall Walk, because of the Glasshouse Walk traffic filter
- Taxis may be disincentivised to service area due to changes
- Businesses who complete local deliveries/contractors are concerned it will take longer to reach their clients by motor vehicle.
- Customers who are reliant on motor vehicles will avoid coming to the businesses, which will have a significant impact on smaller businesses

Project officers also collaborated closely with Vauxhall One Business Improvement District (BID). They held a business review meeting in early June with all BID members and provided the following submission of feedback:

- **Goding Street Businesses**:
    - Cannot receive large lorry deliveries due to height restrictions: Glasshouse Tunnel: 14’6”, New Spring Gardens Walk Tunnel: 13’3”
    - Eastern access to Glasshouse Walk is cycle-only; lifting this restriction could help.
- **Tyers Street Filter**:
    - Tyers Street is the most accessible route around the park, filter limits access for Vauxhall Pleasure Gardens park event setup.
- **Black Prince Road – Salamanca Street**:
    - The scheme does not affect this busy cut-through route.
- **Staybridge Suites Deliveries**:
    - Delivery trucks will now use Tyers Street instead of Albert Embankment.
    - This introduces new delivery traffic for Tyers Street residents.
- **Sancroft Street & Newburn Street**:
    - These streets are quiet.
    - Local businesses question the need for filters there.

Project officers also received additional feedback from a group of businesses located on Goding Street. This businesses represented included: The Royal Vauxhall Tavern, Bridge Command, Paradise, Union, Triumph London, KTM Motorcycles, Ducati, Pico Bar and Grill, Fantazya, Metropolis. The comments are summarised below:

1. **Existing Restrictions Already Harmful:** Businesses on Goding Street are already negatively impacted by an Experimental Traffic Order (ETO), which restricts vehicular access needed for deliveries, servicing, and customer access.
2. **Further Restrictions Premature and Damaging:** The new proposals would worsen access issues while appeals against the current experimental traffic order (ETO) are still unresolved. Note: The ETO refers to a project that precedes the Healthy Neighbourhood, there is an existing vehicular restriction on Goding Street, south of its junction with New Spring Gardens
3. **Parking and Access Misrepresented:** The Council's claim that nearby streets offer sufficient parking is undermined by the new scheme, which would block access to those streets from Goding Street. Existing parking is already limited and often unavailable due to filming or other blockages. Proposed traffic filters would make Goding Street accessible only via two low-clearance tunnels, which are unsuitable for larger vehicles and vulnerable to closure from accidents or flooding.
4. **Impact on Business Viability:** Some businesses depend on large delivery vehicles, but low bridge clearances beneath the railway lines restrict access. This limited access poses a serious threat to their operational viability.
5. **No Residential Impact:** Goding Street hosts only businesses which support and employ residents. The council should prioritise supporting these businesses.
6. **Council Justification Based on False Data:** The claim that Goding Street experiences high through traffic is incorrect—it is closed at one end and cannot be a through route. Note: an explanation of this can be found on page 30, under the 'Through traffic analysis' section

The table below lists all meetings that took place between project officers and stakeholders in the area. This includes businesses, community groups, schools, representatives from the Vauxhall Gardens Estate Tenants & Residents Association, religious organisations and building developers.

Date	Stakeholder	Interaction
15-May	Black Dog Pub	In-person
15-May	Hope Church	In-person
20-May	Cabinet Gallery	Online meeting
27-May	Vauxhall BID	Online meeting
28-May	Arch Co	Online meeting
4-Jun	7 Glasshouse Walk	Online meeting

4-Jun	Vauxhall City Farm	Online meeting
11-Jun	Vauxhall Primary School	In-person
12-Jun	Black Dog Pub	Phone meeting
12-Jun	Ward Councillor site visit	In-person
13-Jun	CLS Holdings	Online meeting
16-Jun	Black Dog Pub	In-person
19-Jun	Resident Participation Officers	Online meeting
20-Jun	Third i Group	Online meeting
20-Jun	Vauxhall ONE Board meeting	Online meeting
2-Jul	Staybridge Suites	Online meeting
4-Jul	Hollybrook	Online meeting
16-Jul	Tea House Theatre	Phone meeting
22-Jul	Vauxhall Garden Estate TRA	Online meeting
5-Aug	Friends of Vauxhall Pleasure Gardens	Online meeting
20-Aug	Hollybrook	Online meeting

Religious Organisations

When: Between 9 May 2025 and 9 August 2025

What: We contacted four religious organisations within the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood to gather feedback on the design proposals

Outputs:

- Two of the four religious organisations responded to project officers request to meet and discuss proposals
- The remaining religious organisations, St Anne's RC Church and All Nations Centre Apostolic Church, did not respond to our request
    - Project officers visited All Nations Centre Apostolic Church on 15 May and were unsuccessful in getting in contact. Further attempts were made via email and phone on 12and 15 May. A follow-up visit was carried out on 27 August; however, no contact was successfully established.
    - These additional attempts were made to contact All Nations Centre Apostolic Church because of the perceived impact the St. Oswald's Place filter would have their parking arrangements for Sunday services.

St Peter's Church Vauxhall submitted questions about the operation of the scheme.

The main takeaways from the meeting with Hope Church were:

- Pastor was generally supportive of changes
- Concerns about clarity of map, particularly in how local people could understand it. For example, they were unsure whether access to Pella House was being restricted as part of the Vauxhall Street traffic filter
- Supportive of filter on Vauxhall Street more generally, because of the nearby entrance to Octavia House School

2.2.4. Estate and Community Organisations Outreach

When: Between 9 May 2025 and 9 August 2025

What: We contacted a number of estate and community organisations within the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood to gather feedback on the design proposals

Outputs:

- Two meetings took place with representatives from estate and community organisations

The main takeaways from the meeting with representatives of the Vauxhall Gardens Estate Resident & Tenants Association were:

- Questions were raised about map accuracy, traffic flow (especially on Tyers Street, Vauxhall Walk, and St. Oswald Place), and the impact on cyclists and disabled residents.
- Clarifications were provided on two-way and one-way street plans, exemptions for blue badge holders, and TfL's role in cycle infrastructure.
- Concerns were raised about low engagement from large estates (e.g., only 156 responses from over 6000 households), and suggestions were made to improve outreach (e.g., beyond leaflets).
- Discussed Goding Street cycle route with TfL and inform residents how to lobby.

The main takeaways from the meeting with representatives of the Friends of Vauxhall Pleasure Gardens were:

- Residents raised concerns about parking availability during Sunday services at St Peter's Church, noting that the proposed parking removal could exacerbate the issue
- While one resident expressed uncertainty about the proposed removal of parking across the scheme area, they did not identify specific locations where parking availability was a concern
- Residents raised concerns about longer travel routes due to closures, especially detours via Vauxhall Station and Kennington Lane.
- Concerns about fast-moving cycles, especially through Vauxhall Pleasure Gardens and along C5. Suggestions for speed mitigation and clearer cycle lane markings

- Some resident parking will be removed to make space for filters, greening, and parklets. Parking surveys have been conducted; Glasshouse Walk flagged as a hotspot.
- Attendees requested clearer information on exact parking loss and vehicle exemptions.
- Some attendees felt engagement had been lacking. Suggestions for more inclusive outreach.

2.2.6 Building Developers Outreach

When: Between 9 May 2025 and 9 August 2025

What: We contacted a number of developers who are either planning or have begun construction within the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood to gather feedback on the design proposals.

Outputs:

- Understanding of construction timeliness
- Broadly supportive of the scheme proposal
- Arrangements agreed to ensure large vehicle can access sites for construction

Feedback from key statutory consultees

Regulation 6 statutory consultation with the following statutory consultees took place between 16 and 26 September 2025

Consultee
Chief Officer Police
London Ambulance Services and NHS Trust
London Fire Brigade
London Buses (TfL)
Logistics UK
Road Haulage Association
Freight Transport Association
TfL – Borough Sponsor
Bus Operators
British Motorcyclists Federation
London Cycling Campaign
JCMBPS Guide Dogs for the Blind
RNIB Access Consultancy
London Cab Ranks Committee
TfL – Taxi and Private Hire (Licensed Taxi Drivers Association and United Cabbies Group were copied in)
London Travelwatch
HERE Technologies

One representation was received on behalf of the United Cabbies Group (UCG). The organisation raised a series of concerns about the operation of scheme and requested clarity about whether the scheme provided exemptions for licensed cabbies. Their representation is summarised below:

- Taxis should be allowed to pass through the proposed traffic filters
- Defer implementation until Lambeth Bridge works are completed to avoid compounding disruption.

- Equalities and Accessibility: The scheme risks disadvantaging people with protected characteristics, especially disabled, elderly, and vulnerable passengers. The Equality Act 2010 is cited as a legal basis for ensuring inclusive access. The specific benefits of the ‘street hailing’ service should be recognised, particularly for disabled people.
- Taxi Access and Exemptions: Concerns about the lack of clarity and consistency regarding taxi exemptions, particularly for licensed black cabs.
    - Noted that taxis should be distinguished from cars in other relevant guidance and should operate without restriction. Also raised there is no practical impediment to the exemption of black cabs.
    - The area is not well served by bus services without a long walk to boundary road and therefore taxis are important for those with mobility issues.
    - Licenced taxis are used by residents on low incomes
- Engagement and Transparency: Criticism of poor public engagement and a lack of awareness among affected residents. Calls are made for better collaboration with the London Cab Ranks Committee and for site visits before implementation.
- No learnings from the West Dulwich Low Traffic Neighbourhood ruling and no adherence of Gunning principles
- Monitoring and Data Collection: There are concerns about the absence of monitoring of taxi journeys before and after implementation.

A detailed response was provided to UCG covering the issues raised. This is summarised in Appendix B: Concerns raised and officer response.

4. What happens next?

Decision making process

This report provides a thorough overview of the feedback received through engagement for the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood scheme, which has been iterative and informed by a two-step process. This will be taken into consideration in a decision on whether to proceed with implementing a trial scheme, amongst other considerations. If the decision is made to use an Experimental Traffic Order (ETO), the trial will last no longer than 18 months. During this time, we would collect consultation responses through a statutory consultation that lasts 6 months, whilst the scheme is on the ground. Responses would be processed, analysed and considered in an 'Objection Report' which would be published as part of a further decision report on the future of the scheme.

How do we communicate a decision or a consultation?

When an ETO is made, the council publishes a statutory notice in the local press and the London Gazette, on the council's consultation website, and communicates more widely through other channels. This informs residents and road users of the date that the Experimental Traffic Order becomes operational and gives details of where they can access details of the scheme and make comments or representations. Once the ETO is live and the scheme is implemented, the 6-month statutory consultation starts. Within 18 months, a final decision on the future of the scheme will also be publicised through a formal notice in the press, on the council website, and emails will be sent to those that responded to the consultation outlining the decision.

All representations submitted during the advertised public engagement period are reviewed and considered in full before any decision is made. We also endeavor to be flexible in considering late responses, however there may be practical constraints such as reporting deadlines, or the need to comply with statutory timescales, or other pressures, which may limit the extent to which late submissions can be taken into account or referenced in a decision report. Because of this, , it is important to submit representations before the end of the advertised consultation period to ensure these can be considered before the relevant decision is made.