Equalities Analysis in Lambeth	
Proposal Title	**Vauxhall Pleasure Gardens Healthy Neighbourhood Final Design**
Document Number	1
Authors	Josh Hegerty Cova Cervilla
Who will sign off the assessment?	Simon Phillips
Who will be involved in approving this decision?	Julie Plichon

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1	03/10/2025	Draft
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What is changing?

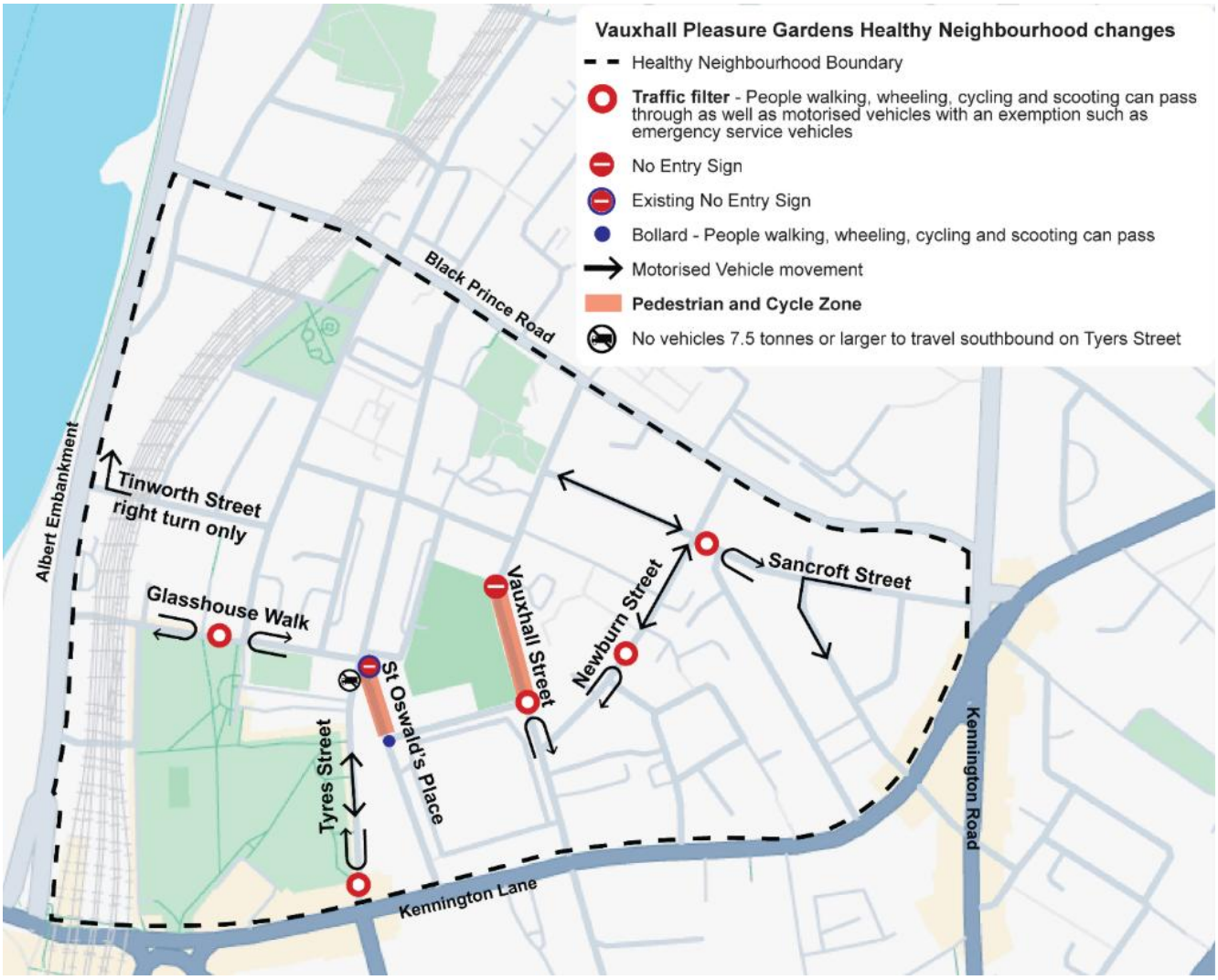
Lambeth's Climate Action Plan and Transport Strategy aim to establish an inclusive and accessible transport network that positively impacts both quality of life and the environment. By 2030, the goal is for the vast majority of trips (85%) within the borough to be accomplished through walking, cycling, wheeling, or via public transport. Furthermore, the council is committed to making Lambeth one of the safest boroughs in London. A core part of this ambition involves eliminating road danger wherever possible and creating safer, more liveable streets for all residents. To support this goal, we have agreed a structured approach to the identification and delivery of Healthy Neighbourhoods through the Healthy Neighbourhood Plan. The Healthy Neighbourhood Delivery Strategy (July 2025) sets out an integrated approach to traffic reduction, kerbside space reallocation, reducing road danger, delivering walking and cycling improvements and related initiatives to promote active travel and create a healthier, safe and more accessible borough. This will provide people with a genuine alternative to short car trips, facilitating the adoption of healthier and more sustainable travel options. Additionally, this approach aligns with the Mayor of London's 'Vision Zero' initiative, which seeks to reduce road hazards and prevent fatalities or serious injuries on our streets.

This is changing to recognise the broad health benefits of traffic reduction. Reducing traffic and speeds is simply the first step in creating local areas that empower more people to live healthier and more active lives.

Healthy Neighbourhoods are designed so that walking, scooting, wheeling or cycling is an option for as many people as possible. They have very little motor traffic, and what there is travels at low speeds. A crucial step in creating a Healthy Neighbourhood includes installing “traffic filters” – signs or physical barriers that prevent motor traffic but allow people walking, wheeling, scooting, or cycling to pass through – on key streets within the neighbourhood area.

The objectives of the Healthy Neighbourhood programme, including the Vauxhall Pleasure Gardens Healthy Neighbourhood, are set out in the Healthy Neighbourhoods Delivery Framework and include three primary objectives:

1. All roads within the area meet the Healthy Route quality criteria for motor traffic flows and are protected from through traffic now and in the future. Specifically, this means a target of less than 200 motor vehicles using streets at peak time
2. An overall reduction in motor vehicle movements across the area, when considering main roads on the immediate boundary of the Healthy Neighbourhood and roads within the Healthy Neighbourhood together
3. An increase in the proportion of sustainable kerbside and active travel infrastructure.



The changes resulting from the implementation of the Vauxhall Pleasure Gardens Healthy Neighbourhood are located:

1. **Tyers Street** at the junction with Kennington Lane (A3204)

- Introduce a bi-directional No Motor Vehicles restriction on Tyers Street at the junction with Kennington Lane (A3204).
- Introduce two-way vehicle flow on Tyers Street from the junction with Kennington Lane (A3204) to the junction with Glasshouse Walk to allow access to properties.

- Introduce a No Entry restriction at the junction of Tyers Street with Kennington Lane (A3204) southbound.
- Remove permit parking and replace with double yellow lines to maintain visibility and provide passing places at:
  - 11m eastern side from 4.5m south of the estate entrance to the dropped kerb entrance to the park
  - 3m eastern side from the dropped kerb entrance to the park to Loading Bay
  - 21.8m western side, 8m south of No. 129 Tyers Street to opposite Cabinet Gallery main door.
  - 24.8m m western side, from the southern edge of Vauxhall City Farm entrance to the southern end of the animal enclosure on Vauxhall Pleasure Gardens.
  - 4 m eastern side of Tyers Street closest to the junction with Kennington Lane (A3204)
  - Remove 6.6 m of permit parking to introduce a disabled bay on the western side of Tyers Street, north of Vauxhall City Farm entrance.
- Remove 10m of permit parking to introduce a new loading bay on the eastern side of Tyers Street from the dropped kerb entrance to the park.
- Remove 9 m of permit parking to introduce a bike corral on the eastern side of Tyers Street north of the raised table.

2. **Glasshouse Walk** west of the junction with Vauxhall Walk

- Introduce a bi-directional No Motor Vehicles restriction on Glasshouse Walk from the eastern end of the Black Dog Pub to the eastern end of the Spring Mews development.
- Remove 11m of Car Club Bay and replace with double yellow lines to maintain visibility and allow vehicle turning space.
- Remove 11m of permit parking on the southern side of Glasshouse Walk from the eastern end of the Glasshouse Walk Playground fence to relocate Car Club Bay
- Remove 21.1m of permit parking east of the Car Club Bay and replace with double yellow lines to maintain visibility and allow vehicle turning space.

3. **Vauxhall Street** north of the junction with Tyers Terrace

- Introduce a Pedestrian and Cycle Zone restriction at Vauxhall Primary School at the junction with Tyers Terrace.
- Introduce No Entry Except Cycles southbound by the traffic island outside the entrance to Vauxhall Primary School.
- Remove permit parking and replace with double yellow lines from the junction with Tyers Terrace to the entrance of Vauxhall Primary School, as the street will no longer be available for vehicle access:
  - 49.3m west of Vauxhall Street.
  - 75.3m east of Vauxhall Street.

4. **Newburn Street** north of the junction with Loughborough Street

- Introduce a bi-directional No Motor Vehicles restriction on Newburn Street from 6m south of the access opposite 58 Newburn Street to north of the junction with Loughborough Street.
- Introduce two-way vehicle flow from 6m south of the access opposite 58 Newburn Street to the junction with Sancroft Street to allow access to all properties.
- Remove permit parking and replace with double yellow lines to maintain visibility and create passing places at:
  - 45.6m western side from junction with Loughborough Street to dropped kerb for estate path
  - 31.2m eastern side from junction with Loughborough Street to 7 metres south of estate entrance
  - 10.9m western side from 58 Newburn Street
  - 14.1m eastern side from eastern end of Edward House to opposite 32 Newburn Street
  - 21.7m eastern side from 28 Newburn Street to junction with Sancroft Street

5. **Sancroft Street** east of the junction with Newburn Street

- Introduce a bi-directional No Motor Vehicles restriction on Sancroft Street, 5m east of the junction with Newburn Street.
- Introduce two-way vehicle flow from the junction with Vauxhall Street to the junction with Newburn Street to improve access.
- Remove permit parking and replace with double yellow lines to maintain visibility and create passing places at:
  - 13.1m northern side, from 6m east of the western end of 60 Sancroft Street to the eastern end of the same building.
  - 47.5m northern side, from the western end of Woodstock Court to the eastern end of 20 Newburn Street.
  - 46.3m southern side, from the western end of Sancroft House to 5m east of its eastern end. Remove cycle contraflow signage as two-way traffic will be introduced.

6. **St Oswald's Place** between Tyers Terrace and Tyers Street

- Introduce a Pedestrian and Cycle Zone restriction on St Oswald's Place enforced by a lockable bollard.
- Install a bollard on St Oswald's Place on the eastern side of the junction with Tyers Terrace.
- Remove 29.9m of permit parking and replace with double yellow lines from the junction with Tyers Terrace to the entrance of Vauxhall Primary School, as the street will no longer be available for vehicle parking.
- Ban right turns from Tyers Terrace into St Oswald's Place.

Install a bollard on the pavement by the eastern end of the All Nations Church building to deter vehicles from mounting the pavement.

7. **Tinworth Street** at junction with Albert Embankment

- Introduce a No Right Turn restriction onto Albert Embankment.

8. **Goding Street** near junction with Glasshouse Walk

- Removal of 13m of micromobility bay on the eastern end nearest the junction with Glasshouse Walk to reintroduce permit parking

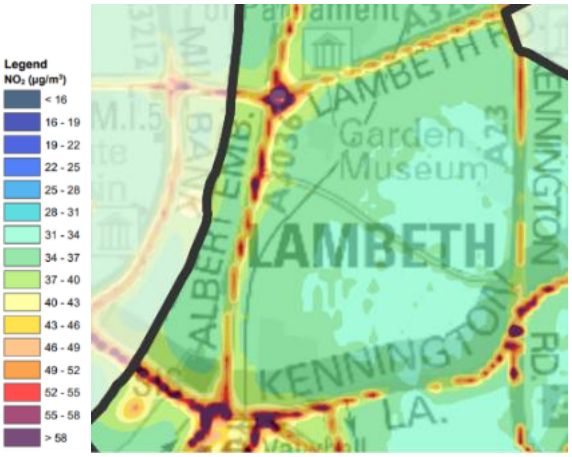
What do we know about the people who will be impacted by this change?

Data Analysis Methodology: A borough wide demographic analysis of protected characteristics and how these may be impacted by transport changes to reduce private vehicle dependence can be found on the wider Transport Strategy Equalities Impact Assessment (EqIA) A available here. The following covers the Vauxhall Pleasure Gardens specifically.

Area details:

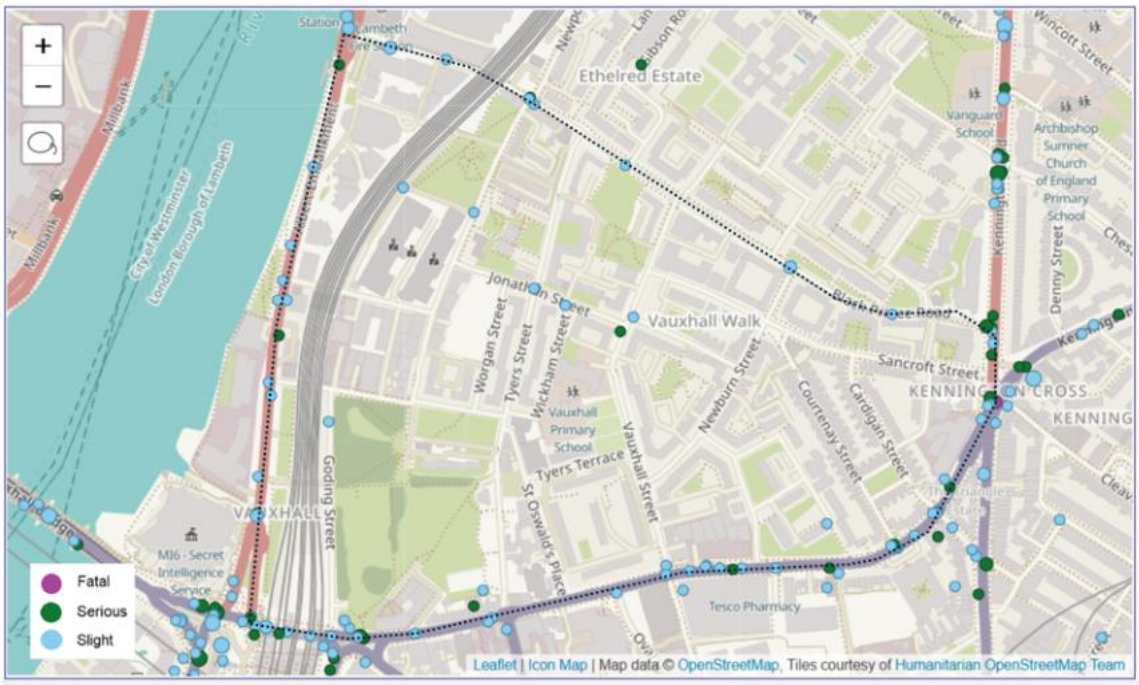
Flood risk for the Vauxhall Pleasure Gardens Healthy Neighbourhood

Air quality for the Vauxhall Pleasure Gardens Healthy Neighbourhood:



This data is taken from maps published by the Greater London Authority's London Atmospheric Emissions Inventory. These are modelled figures for the year 2019.

Collision data in the Vauxhall Pleasure Gardens Healthy Neighbourhood area:



This map shows locations of fatal, serious and slight collisions that have taken place across on streets across the 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.

Population details of the Vauxhall Pleasure Gardens Healthy Neighbourhood:

1. **Area from Census 2021 Data**

2. **Demographics**

5,800 people rounded to the nearest 100 people

3. **Household**

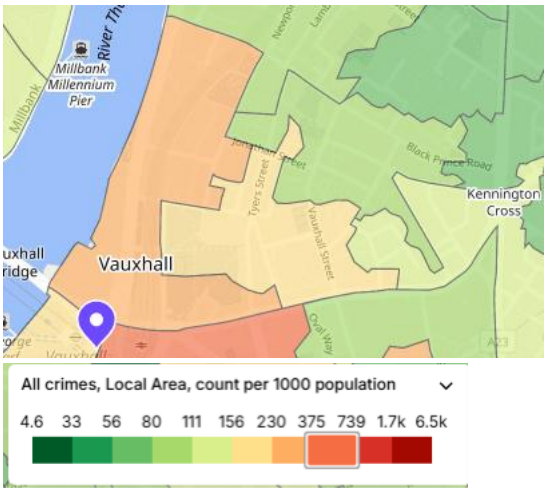
Number of households: 2,400 rounded to the nearest 100 households

4. **Provision of unpaid care**

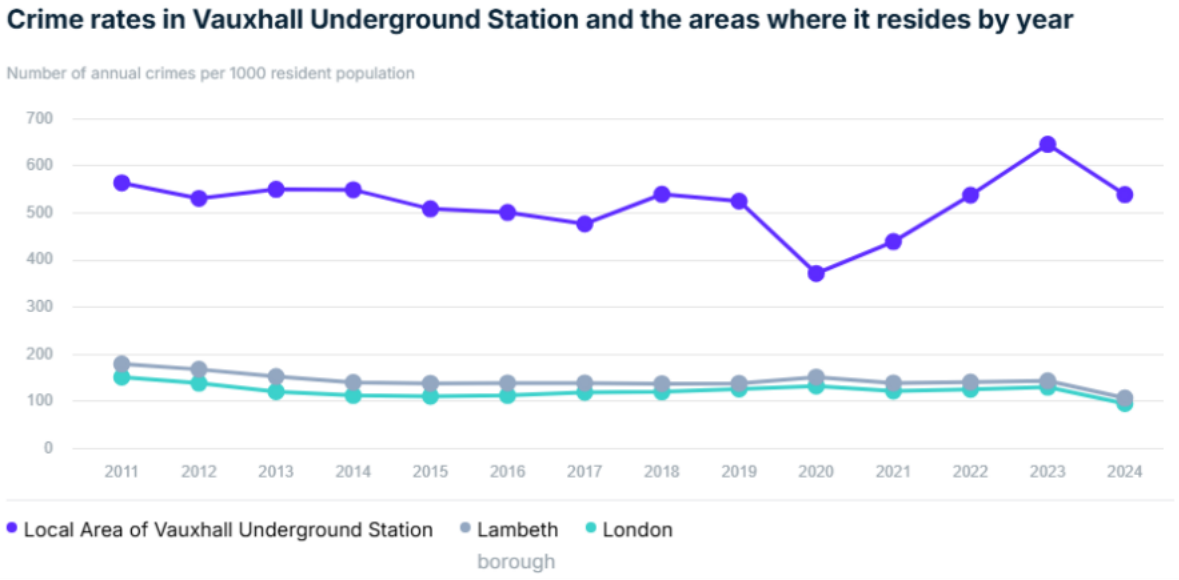
In Vauxhall Pleasure Gardens (VPG), 92.6% of people provide no unpaid care, slightly higher than the national average of 91.2% in England. A smaller proportion in VPG (1.8%) provide 50 or more hours of unpaid care weekly compared to 2.6% across England, suggesting a lower intensity of caregiving in the area. Those offering up to 49 hours of care weekly are also slightly fewer in VPG than the national average.

Category	VPG	England	Unit
Provides no unpaid care	92.6	91.2	%
Provides 19 hours or less unpaid care a week	3.6	4.3	%
Provides 20 to 49 hours unpaid care a week	2	1.8	%
Provides 50 or more hours unpaid care a week	1.8	2.6	%

5. **Crime rate (in order of occurrence)**



The line graph shows that crime rates in the local area of Vauxhall Underground Station have consistently been higher than those in Lambeth borough and London overall from 2011 to 2024. The local area's crime rate peaked around 2022, then declined in 2023, while Lambeth and London maintained relatively stable and lower rates throughout the period.



Transport in Vauxhall Pleasure Gardens area

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 Vauxhall Pleasure Gardens Healthy Neighbourhood area is 6a which means the neighbourhood has some of the best public transport options in London.

In VPG, a significantly higher proportion of people work from home (43.6%) compared to the national average in England (31.5%). Public transport usage is also notably higher, with 11% using the underground and 12.9% using buses, far exceeding England's averages of 1.9% and 4.3% respectively. Conversely, only 7.6% of VPG residents drive to work, compared to 44.5% nationally, indicating a strong reliance on public and active travel modes in the area.

Category – Method of travel to workplace	**VPG**	**England**	**Unit**
Work mainly at or from home	43.6	31.5	%
Underground, metro, light rail, tram	11	1.9	%
Train	4.5	2	%
Bus, minibus or coach	12.9	4.3	%
Taxi	0.8	0.7	%
Motorcycle, scooter or moped	0.7	0.5	%
Driving a car or van	7.6	44.5	%
Passenger in a car or van	0.5	3.9	%
Bicycle	5.8	2.1	%
On foot	11.2	7.6	%
Other method of travel to work	1.5	1	%

In VPG, 68.8% of households have no car or van, which is significantly higher than the national average of 23.5% in England, and also higher than the Lambeth average. Only 26.8% of households in VPG have one vehicle, compared to 41.3% nationally, and very few have two or more. This suggests that VPG is a highly car-free area, likely due to strong public transport links and urban density.

Category – Number of cars or vans	**VPG**	**England**	**Unit**
No cars or vans in household	68.8	23.5	%
1 car or van in household	26.8	41.3	%
2 cars or vans in household	4	26.1	%
3 or more cars or vans in household	0.5	9.1	%

Proportion of Londoners using types of transport at least once a week (2016/17) [11]

%	Disabled	Disabled 16-64	Disabled 65+	Non-disabled (All)	Non-disabled 65+
Base	**(1,729)**	**(789)**	**(863)**	**(15,831)**	**(1,828)**
Walking	81	88	70	96	95
Bus	58	64	48	60	72
Car (as a passenger)	42	40	41	45	41
Car (as a driver)	24	26	25	39	52
Tube	21	30	13	43	35
National Rail	9	12	5	17	15
Overground	7	10	3	12	8
Other taxi/minicab (private hire vehicle)	10	12	8	10	4
London taxi/black cab	3	3	3	2	2
DLR	3	5	2	5	1
Tram	2	3	1	2	2
Motorbike	-	1	-	1	1
Net: Any public transport (bus, Tube, National Rail, DLR, London Overground, tram)	61	69	52	74	78

LTDS data in this report excludes children aged under five.

The “Travel in London: Understanding our diverse communities 2019” report from Transport for London highlights the travel modes of disabled people. As shown in the table above, the most common form of travel for disabled people is walking, with buses and car passenger being second and third.
Over half of the residents within the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood mainly work from home (43.6%).
Only 7.6% of residents within the Healthy Neighbourhood drive to work in comparison to 9.3% within Lambeth.

6. **Schools**

Vauxhall Primary School (191 students)
Octavia House School (N/A)
This table compares the percentage of students and non-students in the Vauxhall Pleasure Gardens area versus the overall population in England. In VPG, 21.6% are students and 78.4% are not, whereas in England overall, 20.4% are students and 79.6% are not. This indicates that the VPG group has a slightly higher proportion of students compared to the national average.

Category	VPG	England	Unit
Student	21.6	20.4	%
Not a student	78.4	79.6	%

7. **Occupation**

In VPG, professional and associate professional occupations are more common than the national average, with 26.3% in professional roles and 17.2% in associate roles, compared to 20.3% and 13.3% respectively in England. Managerial roles are equally represented at 12.9%. However, VPG has fewer people in skilled trades (5.1% vs. 10.2%) and process or machine operative roles (4.3% vs. 6.9%), indicating a workforce more concentrated in white-collar and knowledge-based jobs.

Category	VPG	England	Unit
1. Managers, directors and senior officials	12.9	12.9	%
2. Professional occupations	26.3	20.3	%

3. Associate professional and technical occupations	17.2	13.3	%
4. Administrative and secretarial occupations	7.7	9.3	%
5. Skilled trades occupations	5.1	10.2	%
6. Caring, leisure and other service occupations	9.3	9.3	%
7. Sales and customer service occupations	6.2	7.5	%
8. Process, plant and machine operatives	4.3	6.9	%
9. Elementary occupations	10.9	10.5	%

In VPG, most people work full-time, with 60.3% working 31 to 48 hours per week—slightly above the national average of 59.1%. A higher proportion also work long hours (13.3% work 49+ hours) compared to 11.1% in England. Part-time work is slightly less common in VPG, especially in the 16–30 hour range, suggesting a workforce more oriented toward full-time and extended working hours.

Category	VPG	England	Unit
Part-time: 15 hours or less worked	9.9	10.3	%
Part-time: 16 to 30 hours worked	16.4	19.5	%
Full-time: 31 to 48 hours worked	60.3	59.1	%
Full-time: 49 or more hours worked	13.3	11.1	%

8. **Socio-Economic Background**

In VPG, 60.5% of people are employed, slightly above the national average of 57.4%. However, the unemployment rate is also higher at 5.7% compared to 3.5% in England. Meanwhile, economic inactivity is lower in VPG (33.8%) than the national figure (39.1%), indicating a more engaged workforce overall, despite a higher proportion of job seekers.

Category	VPG	England	Unit
Economically active: In employment	60.5	57.4	%
Economically active: Unemployed	5.7	3.5	%
Economically inactive	33.8	39.1	%

In VPG, a larger proportion of people not in employment have either worked in the last 12 months (17.3% vs. 13.2%) or never worked at all (35.7% vs. 25.6%) compared to the national averages in England. Meanwhile, fewer people in VPG (47.1%) have been out of work for over a year compared to 61.1% nationally, suggesting a more transient or younger non-working population.

Category	VPG	England	Unit
Not in employment: Worked in the last 12 months	17.3	13.2	%
Not in employment: Not worked in the last 12 months	47.1	61.1	%
Not in employment: Never worked	35.7	25.6	%

In VPG, a higher proportion of residents are in higher and lower managerial, administrative, and professional occupations (37% combined) compared to 33.1% in England. The area has fewer people in intermediate, small employer, supervisory, and routine roles than the national average. Notably, VPG has a larger share of full-time students (12% vs. 7.7%) and individuals who have never worked or are

long-term unemployed (9.8% vs. 8.5%), suggesting a younger or more transient population with a strong professional presence.

Category	VPG	England	Unit
L1, L2 and L3: Higher managerial, administrative and professional occupations	16.5	13.2	%
L4, L5 and L6: Lower managerial, administrative and professional occupations	20.5	19.9	%
L7: Intermediate occupations	8.7	11.4	%
L8 and L9: Small employers and own account workers	8.5	10.6	%
L10 and L11: Lower supervisory and technical occupations	3.9	5.3	%
L12: Semi-routine occupations	8.9	11.3	%
L13: Routine occupations	11.2	12	%
L14.1 and L14.2: Never worked and long-term unemployed	9.8	8.5	%
L15: Full-time students	12	7.7	%

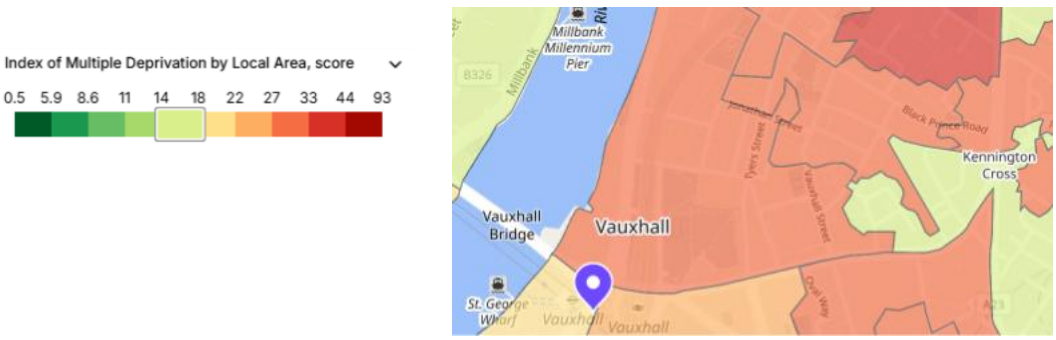
During the consultation for the Lambeth Made Safer strategy, hundreds of residents and community groups had their say on youth violence in Lambeth.
Here are a few key issues identified:

- Lambeth has one of the highest rates of serious violence in the country
- Black people are more likely to experience poor mental health and less likely to get services that improve their lives

9. **Deprivation**

In VPG, fewer households are completely free from deprivation (42.2%) compared to the national average in England (48.4%). A slightly higher proportion of households in VPG experience one or two dimensions of deprivation, and there is also a marginally higher rate of more severe deprivation (three or four dimensions), indicating greater overall socioeconomic challenges in the area.

Category	VPG	England	Unit
Household is not deprived in any dimension	42.2	48.4	%
Household is deprived in one dimension	35.1	33.5	%
Household is deprived in two dimensions	17.5	14.2	%
Household is deprived in three dimensions	4.8	3.7	%
Household is deprived in four dimensions	0.4	0.2	%



The deprivation is calculated through different criteria:
• Income Deprivation Domain:

This measures the proportion of the population experiencing deprivation relating to low income. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests).

• Employment Deprivation Domain:

This measures the proportion of the working age population in an area involuntarily excluded from the labour market. This includes people who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.

• Education, Skills and Training Deprivation Domain:

This measures the lack of attainment and skills in the local population. The indicators fall into two subdomains: one relating to children and young people and one relating to adult skills.

• Health Deprivation and Disability Domain:

This measures the risk of premature death and the impairment of quality of life through poor physical or mental health. The domain measures morbidity, disability and premature mortality but not aspects of behaviour or environment that may be predictive of future health deprivation.

• Crime Domain

This measures the risk of personal and material victimisation at local level.

• Barriers to Housing and Services Domain:

This measures the physical and financial accessibility of housing and local services. The indicators fall into two sub-domains: geographical barriers, which relate to the physical proximity of local services, and wider barriers which includes issues relating to access to housing such as affordability and homelessness.

• Living Environment Deprivation Domain:

This measures the quality of the local environment. The indicators fall into two sub-domains. The indoors living environment measures the quality of housing; while the outdoors living environment contains measures of air quality and road traffic accidents.

• Income Deprivation Affecting Children Index (IDACI):

IDACI measures the proportion of all children aged 0 to 15 living in income deprived families. Family is used here to indicate a 'benefit unit', that is the claimant, any partner and any dependent children for whom Child Benefit is received. This is one of two supplementary indices and is a sub-set of the Income Deprivation Domain.

• Income Deprivation Affecting Older People Index (IDAOPI)

IDAOPI measures the proportion of all those aged 60 or over who experience income deprivation. This is one of two supplementary indices and is a sub-set of the Income Deprivation Domain

10. **Data by protected characteristics**

Age

In VPG, the population skews younger compared to the national average in England. The area has notably higher proportions of people aged 20 to 34, especially those aged 20–29, with 26.2% in that range versus just 12.5% nationally. In contrast, VPG has fewer children and older adults, particularly those aged 0–14 and 65+, indicating a youthful, working-age demographic likely influenced by urban living and proximity to employment hubs.

Category	VPG	England	Unit
Aged 0 to 4	3.9	5.4	%
Aged 5 to 9	3.6	5.9	%
Aged 10 to 14	4.3	6.1	%
Aged 15 to 19	5.1	5.8	%
Aged 20 to 24	12.2	6	%
Aged 25 to 29	14	6.5	%
Aged 30 to 34	9	7	%

Aged 35 to 39	7.4	6.8	%
Aged 40 to 44	6.3	6.5	%
Aged 45 to 49	4.9	6.1	%
Aged 50 to 54	6.9	6.8	%
Aged 55 to 59	6.5	6.7	%
Aged 60 to 64	4.7	5.9	%
Aged 65 to 69	3.3	4.9	%
Aged 70 to 74	2.4	4.7	%
Aged 75 to 79	1.9	4	%
Aged 80 to 84	1.7	2.5	%
Aged 85 and over	1.9	2.5	%

As part of Lambeth's Children's Partnership journey on the UNICEF UK Child Friendly programme, the Child Friendly Lambeth team pursued a survey to understand how Lambeth's children and young people can be meaningfully involved in decisions that affect their lives. The survey took place between February and August 2022 and consulted with 1551 children and young people aged two to 25 living in Lambeth. A key finding was that a third of the respondents said they don't have a safe space to hang out in and don't feel safe travelling around the borough.
This proposal will enable a safer and more attractive neighbourhood for children to walk, wheel and cycle in and spend time in.

Religion or belief

In VPG, the religious profile is broadly similar to England overall, with Christianity being the most common religion (46%). However, VPG has a notably higher proportion of Muslims (11% vs. 6.7%) and Buddhists (1.4% vs. 0.5%), and a slightly lower percentage of people reporting no religion (32.2% vs. 36.7%). The area also has a higher rate of non-response to the religion question, suggesting a more diverse or private population in terms of religious identity.

Category	**VPG**	**England**	**Unit**
No religion	32.2	36.7	%
Christian	46	46.3	%
Buddhist	1.4	0.5	%
Hindu	1	1.8	%
Jewish	0.3	0.5	%
Muslim	11	6.7	%
Sikh	N/A	0.9	%
Other religion	0.7	0.6	%
Not answered	7.4	6	%

Places of worship in area:
- All Nations Centre, The Apostolic Church
- Hope Church
- St Anne's Roman Catholic Church
- St Peter's Church, Vauxhall

Disability and Health

In VPG, 15.9% of residents are classified as disabled under the Equality Act, slightly below the national average of 17.3% in England. This suggests a marginally lower prevalence of disability in the area compared to the broader population

Category	VPG	England	Unit
Disabled under the Equality Act	15.9	17.3	%
Not disabled under the Equality Act	84.1	82.7	%

In the VPG area, a higher proportion of people report being in "very good health" (52.5%) compared to the England average (48.5%). The percentage of people in "good health" is slightly lower in VPG (31%) than in England (33.7%). For "fair," "bad," and "very bad" health categories, VPG shows slightly better outcomes than the national average, with fewer people reporting poor health overall. This suggests that the VPG area generally experiences better self-reported health than the England average.

Category	VPG	England	Unit
Very good health	52.5	48.5	%
Good health	31	33.7	%
Fair health	11.5	12.7	%
Bad health	3.7	4	%
Very bad health	1.3	1.2	%

Sexual Orientation

In Kennington West & Vauxhall North MSOA, 77.43% of residents identify as straight or heterosexual, which is lower than the Lambeth average of 82.7%. Conversely, the proportion of residents identifying as lesbian, gay, bisexual, or other (LGB+) is notably higher at 12.64%, compared to 8.3% in Lambeth overall. The percentage of people who did not answer is similar in both areas, at around 10%. This suggests a more prominent LGB+ community presence in Kennington West & Vauxhall North than in the wider borough.

The engagement for the Night Time Economy policy showed that Vauxhall has a thriving LGB+ community who visit from outside the area and is home to historic LGB+ venue Royal Vauxhall Tavern.

Sexual orientation	% in Kennington West & Vauxhall North MSOA (data unavailable at lower geographic level)	% in Lambeth
Straight or heterosexual	77.43	82.7
Lesbian, Gay, Bisexual, or Other (LGB+)	12.64	8.3
Not answered	9.93	9.1

Gender Reassignment

The 2021 Census was the first in British history to ask about people's sexual orientation and gender identity – providing the most accurate picture of gender and sexuality in Lambeth to date. Data must be used with care as 7.29% of Lambeth's population chose not to declare their gender identity in the Census. 2,513 residents in Lambeth do not identify with the sex they were assigned at birth – variously identifying as a different gender, as trans, non-binary or another trans identity. This is equivalent to 0.93% of Lambeth's population.

Compared to their cisgender counterparts, trans residents are nearly half as likely to be in the top 6 socioeconomic grades, are significantly more likely to live in overcrowded accommodation, and are significantly less likely to report being in good health.

Marriage and Civil Partnership

In the VPG area, 62.4% of people have never married or registered a civil partnership, significantly higher than the England average of 37.9%. Meanwhile, only 22.7% are married or in a civil partnership, compared to 44.7% nationally. The proportions of those separated, divorced, or widowed are slightly lower in VPG than in England. This suggests that VPG has a notably younger or more single population profile compared to the national average.

Category	VPG	England	Unit
Never married and never registered a civil partnership	62.4	37.9	%
Married or in a registered civil partnership	22.7	44.7	%
Separated, but still legally married or still legally in a civil partnership	2.9	2.2	%
Divorced or civil partnership dissolved	8.3	9.1	%
Widowed or surviving civil partnership partner	3.7	6.1	%

Pregnancy and Maternity

While at first glance, transport and unplanned pregnancy may seem unrelated, both are deeply affected by place-based inequalities. Neighbourhoods that enable safe, accessible active travel not only improve mobility and health, but also increase access to contraception and youth services, reduce isolation, and support women's caregiving needs—all of which contribute to lowering the risks and impacts associated with unplanned and teenage pregnancy. In boroughs like Lambeth, where rates of abortion and teenage pregnancy are above average, integrated planning across health, transport, and urban design is essential.

Race and Ethnicity

In the VPG area, only 56.3% of residents were born in the UK, significantly lower than the national average of 82.6%. A notable 27.6% have lived in the UK for 10 years or more, compared to just 10.1% across England. Additionally, VPG has higher proportions of more recent arrivals, with 16.2% of residents having lived in the UK for less than 10 years, compared to 7.2% nationally. This indicates a much more internationally diverse and recently settled population in VPG than in England overall.

Category – Length of stay in UK	VPG	England	Unit
Born in the UK	56.3	82.6	%
10 years or more	27.6	10.1	%
5 years or more, but less than 10 years	5.4	3	%
2 years or more, but less than 5 years	4.6	2.3	%
Less than 2 years	6.2	1.9	%

In the VPG area, 72.1% of residents identify solely with a UK national identity, which is notably lower than the England average of 88%. Meanwhile, 22.9% identify only with a non-UK national identity—more than double the national figure of 10%. An additional 5% identify with both UK and non-UK identities, compared to 2% nationally. This highlights VPG's more internationally diverse population and stronger presence of non-UK national identities.

Category – National Identity	VPG	England	Unit

One or more UK identity only	72.1	88	%
UK identity and non-UK identity	5	2	%
Non-UK identity only	22.9	10	%

In the VPG area, the ethnic composition is notably more diverse than the England average. Only 47.5% of residents identify as White, compared to 81% nationally. The proportion of Black, Black British, Caribbean or African residents is significantly higher at 28.7%, versus just 4.2% across England. VPG also has higher percentages of people from Mixed or Multiple ethnic groups (7.5%) and Other ethnic groups (7.7%) than the national averages. The Asian population is slightly below the national average at 8.6% compared to 9.6%. This reflects VPG's rich multicultural character.

Category	**VPG**	**England**	**Unit**
Asian, Asian British or Asian Welsh	8.6	9.6	%
Black, Black British, Black Welsh, Caribbean or African	28.7	4.2	%
Mixed or Multiple ethnic groups	7.5	3	%
White	47.5	81	%
Other ethnic group	7.7	2.2	%

In the VPG area, 43.7% of residents were born outside the UK, which is significantly higher than the national average of 17.4%. This aligns with other indicators showing VPG as a highly diverse and internationally rooted community, with a much lower proportion of UK-born residents (56.3%) compared to the England average of 82.6%.

Category	**VPG**	**England**	**Unit**
Born in the UK	56.3	82.6	%
Born outside the UK	43.7	17.4	%

In the VPG area, 71.7% of residents hold a UK passport, slightly below the national average of 76.6%. A significantly higher proportion—23.2%—hold a non-UK passport, compared to just 10.2% across England. Additionally, only 5.1% of VPG residents report not holding a passport, which is much lower than the national figure of 13.2%. This further reflects the area's international diversity and higher proportion of foreign-born residents.

Category	**VPG**	**England**	**Unit**
UK passport	71.7	76.6	%
Non-UK passport	23.2	10.2	%
No passport held	5.1	13.2	%

Sex

Category	VPG	England	Unit
Female	49.9	51.1	%
Male	50.1	48.9	%

Recent UK research consistently shows that women, particularly mothers, are more likely to engage in "trip chaining": multi-stop journeys that combine activities such as school drop-offs, commuting, shopping, and caregiving. A 2024 analysis by *Charting Transport* confirms that women perform more complex travel patterns than men, especially on school days, due to greater caregiving responsibilities. Similarly, Sustrans' 2018 report, *Exploring Gender and Active Travel*, highlights how women's travel in

UK cities is often shorter in distance but more fragmented and purpose-driven, reflecting the demands of unpaid care and domestic work. These findings underscore how gendered roles and responsibilities shape mobility patterns, reinforcing the need for transport planning that supports multi-purpose, flexible travel. According to Transport for London (TfL), women are significantly more likely than men to make multi-purpose and off-peak trips, highlighting the importance of designing neighbourhoods that support safe, accessible, and convenient active travel options.
The number of females within the Healthy Neighbourhood (49.9%) is slightly less than the Lambeth average (51.5%). However, this does not mean we should pay less attention to how the roads in which we choose to place the traffic filters will impact the females within the Healthy Neighbourhood. This can also be checked against the VAWG (Violence Against Women and Girls) map to ensure we are not neglecting areas that have been picked up by the public as feeling unsafe.
We may also complete works with the Safer Neighbourhood Team to identify areas that crimes may be likely to occur in to improve sustainable travel methods during all times for all road users.
As part of Lambeth's Children's Partnership journey on the UNICEF UK Child Friendly programme, the Child Friendly Lambeth team pursued a survey to understand how Lambeth's children and young people can be meaningfully involved in decisions that affect their lives. The survey took place between February and August 2022 and consulted with 1551 children and young people aged two to 25 living in Lambeth. A key finding was that a third of the respondents said they don't have a safe space to hang out in and don't feel safe travelling around the borough.
This proposal will enable a safer and more attractive neighbourhood for children to walk, wheel and cycle in and spend time in.

Sources:
Summary profile of Local Authority Sexual Health 30 August 2023
https://census.gov.uk/census-2021-results/phase-one-topic-summaries/demography-and-migration
Lambeth 2016 state of the wards
London datastore – ward profile
Nomis local area report
data.police.uk
Crystalroof

How will they be impacted by the change?

Proposed Change	**Impact(s) of change**	**Impacted groups** (Impacted Groups: 'All' refers to All protected characteristics. It is important to note that where we refer to specific characteristics, we are also mindful of intersectionality)
General		
Introduction of traffic restrictions	**POSITIVE** • Health • Environment • Climate mitigation • Road danger reduction • Improved transport equity • Improved walking and cycling for all residents • Encourage active travel • Improved air quality	**POSITIVE** **All:** Specific benefits for people who travel by walking, wheeling and scooting and cycling, or don't have access to a car. We aim to promote and produce more active, inclusive streets. By making our streets more friendly to those walking, wheeling and scooting and places an emphasis on those not travelling in the area via motor vehicle we

		• Positive impact on children walking and cycling within healthy neighbourhood • Positive impact on cycling through Healthy Neighbourhood namely **NEGATIVE** • Potential heightened risks for cyclists traveling on the boundary roads, specifically at rush hour • People might choose to travel on other roads, which might increase active travel journey times. • Potential negative impact on boundary roads, including: ○ impact on children and parents walking/wheeling on the boundary roads at pick up and drop off times ○ impact for cyclists traveling on the boundary roads, specifically at rush hour ○ Impact on residents • Lower vehicle numbers on certain roads may reduce feelings of safety amongst certain demographics namely at night • Reduced access to a car as some journeys that start or end within the Healthy Neighbourhood will have increased travel time by motor vehicle	aim to encourage all users to choose active travel. Actual and perceived road danger is a deterrent to walking, wheeling, scotting or cycling. A recent study concludes that that, "*LTNs in London reduced road traffic injuries among all road users inside the LTN areas, with no evidence of overall impact (and for cyclists and motorcyclists a benefit) on boundary roads."* (Low Traffic Neighbourhoods in London reduce road traffic injuries: a controlled before-and-after analysis (2012–2024) | Injury Prevention) **Population specific:** • Age • Disability and health • Race • Socio-economic status • Gender It is anticipated that the proposals will have a beneficial impact on pedestrian and cyclist movements within the proposed Healthy Neighbourhood, enhancing safety, convenience, and accessibility, particularly for individuals using mobility aids. The proposal creates and environment suited for walking, wheeling and cycling through traffic reduction. The fear of road danger is one of the biggest barriers to more walking, wheeling scooting or cycling. Since adopting the LTN Plan, nine neighbourhood schemes have been installed in the borough, of which six have been made permanent. Monitoring from biggest barriers to more walking, wheeling scooting or cycling. • 75% reduction in speeding within LTN areas • 10% reduction in traffic when looking at roads within and on the boundary of the LTN • 72% increase in cycling within LTN areas and increases up to 30% on boundary roads. • In addition, in London, LTNs have led to a 35% reduction in all

		injuries, as well as 37% less Killed or Seriously Injured causalities within LTN areas with no negative impact on boundary roads. Air pollution is a significant health risk in the UK, with London having some of the worst air quality in the country. This has a significant impact on our health with older people, children and those with underlying health conditions impacted the most. This often makes existing health inequalities even worse. Lambeth's strategic Air Quality Action Plan aims for borough wide improvement to the air we breathe and recognises the connection between air quality and climate change. Motor traffic is one of the most significant sources of urban pollution. Interventions that enable people to travel in less polluting ways are crucial to improving our air quality. Implementing measures such as Healthy Neighbourhoods can significantly reduce harmful pollutants, which is an imperative not only for environmental health but also for the well-being of residents. **Age and Disability:** For younger people, older people, those with health problems and disabled people, the fear of road danger can prevent journeys being made altogether. As Lambeth pursues international recognition as a Child Friendly and Age Friendly borough, our streets need to provide independence throughout our lives. If we design our streets for young people, older people or the disabled – we design for everyone else at the same time. Cycles can improve mobility and access for disabled people, many of whom do not have access to motor vehicles. For those that do have access to a car or rely on taxis or carers, in some cases journey times may increase for some trips or routes may be altered but we recognise that once behaviours change, traffic levels should resort back to previous levels. Improved air quality reduces risks of asthma and respiratory conditions, especially in young lungs and aging populations. Quieter streets and lower vehicle speeds create safer environments for children to play and older people to walk, reducing fear of traffic and increasing independence.

		More walkable areas encourage physical activity in older adults, which supports mobility, balance, and mental wellbeing. Fewer vehicles mean less noise, less pollution, and safer crossing conditions, benefiting people with sensory, cognitive, or mobility impairments. Reduced traffic supports more accessible urban design: better crossings, wider pavements, step-free routes, and calmer spaces. Encourages independent travel for those who may not drive or use cars due to a disability. Disabled people can be more vulnerable to road danger than other road users. This is because journeys can take longer, and less accessible street infrastructure can make journeys more difficult. Disabled people can sometimes be more reliant on busy main routes as these are where accessible infrastructure is located. Busy roads tend to be places that are more dangerous as there is more conflicting road users present. Older people, and children are also more vulnerable to road danger. Older people are impacted by inaccessible streets. Younger people and children can be less aware of road danger due to inexperience crossing on their own. **Race and ethnicity** Ethnic minority communities are often disproportionately exposed to high traffic volumes and air pollution due to residential patterns and socio-economic disadvantage. Reduced traffic lowers this environmental burden. Improves access to amenities and public space for racialised communities, often located in underserved areas with fewer green and safe public environments. **Socio-economic Status** Reduced traffic and safer streets enhance access to jobs, education, healthcare, and public spaces without needing a car. Low-income households benefit most from walkable environments and better air quality, as they are less likely to own cars but more exposed to traffic harms. Reduces transport inequality by prioritising affordable, active, and public transport modes.

			People living in our most deprived areas are almost three times more likely to be killed or seriously injured in a collision. (moderngov.lambeth.gov.uk/documents/s151433/Appendix 1 - Lambeth Road Danger Reduction Strategy _ Compressed.pdf) **Impact on lower income people (socio-economic):** Providing safe and affordable travel options to people from all socio-economic backgrounds is essential to improving equity in access to transport. Lower income groups are less likely to be working from home, less likely to have access to a private vehicle, so more likely to have a particular need to walk/cycle in a safe environment. The proposal is expected to result in a more equitable access to public transport that will benefit lower income groups. Streets can be safer and more accessible for lower income people as the lowest income households have fewer cars, and fewer drivers, they also travel much less and travel over much shorter distances than higher income households. They make nearly 20% fewer trips and travel 40% less distance than the average household. *(Source: www.gov.uk. Future of mobility: inequalities in mobility and access in the UK Transport)* **Gender** Reduced traffic improves the experience of trip chaining, which women disproportionately perform (school drop-offs, shopping, caring tasks). Encourages independent travel and physical activity, especially for those who may feel unsafe in traffic-heavy environments. **NEGATIVE** **Population specific:** • Age • Disability and health • Race • Socio-economic status

		• Gender **Gender, disability and age** Possible negative impact due to the absence of regular street activity contributes to a perception of isolation. Quiet streets can create an environment that is unsettling for women and the elderly, impacting their sense of security when navigating the neighbourhood, particularly at night. Potential increase in the number of taxis and private hire drivers cancelling jobs at the last moment when experiencing vehicle access difficulties. However, taxis are only used by 0.8% of residents within the Healthy Neighbourhood as a method of travel to work. Potential increase in travel costs in detriment to personal safety. Potential reduction of personal safety in reaching a taxi at a convenient parking location - people might need to walk a longer distance to and from their homes late at night. This might exacerbate mental health issues in an area of London already unsafe. Blue Badge Holder exemption from filter location only. Disabled people and their carers might find it challenging traveling around when using a motorised vehicle. Possible decline of their social life when facing challenges in accessing essential services by motorised vehicle Possible negative impact on caregivers' journey times by motorised vehicle who cannot apply for exemptions to travel through the filters. **Socio-economic status** Disruption to people with lower incomes can have a disproportionately high effect compared to those with high incomes. Changes to journey planning, access to reach certain locations, and greater complexity all adds to disruption.
All traffic filters	**POSITIVE** • Reducing through and, non-local traffic • Reducing congestion on local roads within the Healthy Neighbourhood • Improving air quality and noise by reducing motor traffic	**All:** Specific benefits for people who are dependent on walking, wheeling and scooting and/or don't have access to a car. Specific benefits for people who are dependent on wheeling and cycling and/or who don't have access to a car. Improved

	• Reduce road danger and decrease speeding • Reducing vehicle flows will make the road feel safer for pedestrians, cyclists and wheelers • Enforcing traffic filters with Automatic Number Plate Recognition (ANPR) cameras will improve compliance **NEGATIVE** • Displaced traffic mainly in main roads • For journeys adjacent to a traffic filter location, there might be an increase in vehicle journey times. • Inconvenience for visitors, deliveries, or carers needing to reach their home • Feelings of isolation from the broader community • Concerns about personal safety on quieter streets (even if not supported by crime data) • For residents who run home-based businesses or rely on passing trade (e.g. childminders, small shops), reduced through-traffic may be seen as harmful.	safety for children who cannot use or access a car. Residents living near the traffic filter and on other roads near the filter location due to three-point turns Residents being concerned that quieter streets, resulting from traffic filter infrastructure reducing the number of vehicles, may pose a risk to personal safety. This perception arises because fewer vehicles would lead to fewer drivers passing through the area, regardless of whether the safety risk is real or not. The number of people walking, wheeling, scooting or cycling would increase. All areas within the Healthy Neighbourhood remain accessible for those walking, wheeling or cycling. Lambeth Council also provide Cargo Bikes which can be used by businesses for servicing needs. For further information on this please follow this link. **Population specific:** • Age • Disability and health • Socio-economic status
Location specific		
Filter on Tyers Street	**POSITIVE** • Reduces traffic for school children that use Tyers Street to travel to nearby primary schools • Reduces traffic outside Vauxhall City Farm, a destination primarily visited by families and school groups. • Opportunities for placemaking • Reduces traffic without negatively effecting deliveries to Vauxhall City Farm and Cabinet Gallery	**All:** Specific benefits for people who are dependent on walking, wheeling and scooting and/or don't have access to a car. **Population specific:** • Age • Disability and health • Socio-economic status • Sex

	• New disabled bay for visitors to the area • New loading bay to support local businesses **NEGATIVE** • Access to Tyers Street only possible via Glasshouse Walk which may cause delays and confusion for deliveries and servicing	
Filter on Glasshouse Walk	**POSITIVE** • Creates safer walking route from Vauxhall Pleasure Gardens to the rest of the area by removing through traffic on Glasshouse Walk • Opportunities for placemaking outside Black Dog Pub **NEGATIVE** • Changes access for some Goding Street businesses and forces all traffic onto Vauxhall Walk to access Glasshouse Walk • May disincentivise taxis from servicing area, particularly Staybridge Suites London • Loss of parking for residents and visitors	**All:** Specific benefits for people who are dependent on walking, wheeling and scooting and/or don't have access to a car. **Population specific:** • Age • Disability and health
Filter on Vauxhall Street	**POSITIVE** • Creates a traffic-free pedestrian zone directly outside entrance to Vauxhall Primary School and Octavia House School **NEGATIVE** • May seem unnecessary due to the already existing School Street in place. • May negatively impact parents and carers of children at Octavia House School, which is a SEND school. SEND transport have dispensations from traffic filters but parents in private vehicles are not. • May negatively impact businesses on Vauxhall	**All:** Specific benefits for people who are dependent on walking, wheeling and scooting and/or don't have access to a car. **Population specific:** • Age • Disability and health • Sex

	Street who use this route for servicing and deliveries	
Filter on Sancroft Street	**POSITIVE** • Improved access to some sections of Sancroft Street as introduction of two way between Vauxhall Street and Newburn Street **NEGATIVE** • Changes to road layout may cause initial confusion for residents and visitors	**All:** Specific benefits for people who are dependent on walking, wheeling and scooting and/or don't have access to a car. **Population specific:** • Age • Disability and health
Physical closure on St Oswald's Place	**POSITIVE** • Creates a traffic-free pedestrian zone • Potential for place-making in pedestrian zone • Busy thoroughfare for school children • Reduces road danger because of poor visibility at the junction of Tyers Street and St Oswald's Place **NEGATIVE** • Increased congestion on Tyers Terrace • Loss of parking for residents and visitors, particularly for All Nations Centre, Apostolic Church for their congregation church events on Sundays	**All:** Specific benefits for people who are dependent on walking, wheeling and scooting and/or don't have access to a car. **Population specific:** • Age • Disability and health **Impact on the All Nations Centre, Apostolic Church** The closure of a section of St Oswald's Place will remove parking for visitors also. Parking remains available on surrounding roads. The church building has a side access door with a ramp on St Oswald's Place. This access could be used as a disabled access where vehicles drive closely to the door. Access to this door and ramp is not restricted if this section of St Oswald's Place is closed. Disabled access will remain available from Tyres Terrace. **Impact on residents at 2 St Oswald's Place** The introduction of a traffic-free pedestrian zone with a physical closure on St Oswald's Place means restricted access for residents at 2 St Oswald's Place for motor vehicle. No pedestrian restriction will exist. Vehicles will continue to be able to load 30 metres from property on Tyers Street. Residents have been contacted twice by communications materials during the Initial engagement phase and Design engagement phase. A local stakeholder, Friends of Vauxhall Pleasure Gardens, contacted the resident twice, explained the scheme and share contact details for the lead engagement officer for the project.

Design consultation		
Previous engagement	**POSITIVE** • A wide range of engagement events and activities took place in 2024 and 2025. **NEGATIVE** • People who were unaware of this engagement or are new to the area will not have been given an opportunity to share their comments.	**All:** All addresses within the healthy neighbourhood area and within a 200m radius received two mail-out flyers with links to the Have Your Say engagement website page. This included additional information about the background, objectives, and timeline for the scheme. It also included sections where residents could complete an interactive map (during the initial engagement phase), and a survey on the proposed design (during the proposed design engagement phase). **Population specific:** For Census 2021, a new Digital Propensity Index (DPI) was developed which was a measure of how confident households are using government online resources. Lambeth was in the top ten local authorities with the highest Digital Propensity Index, aggregated from LSOA level at 96.3%. This suggests that almost all residents are comfortable using online resources, particularly related to government resources. However, a very small proportion may not have the same computer literacy. These people could have less access to submitting their about the scheme during both engagement phases. Paper copies and translated materials were available on request. Source: https://www.ons.gov.uk/peoplepopulationandcommunity/householdcharacteristics/homeinternetandsocialmediausage/articles/digitalpropensityindexforenglandandwaleslsoas/census2021
Construction		
Disruption for people walking, wheeling, scooting and cycling through the area during scheme construction.	**NEGATIVE** • New schemes may impact people with specific mobility requirements within the constriction of initial monitoring	**NEGATIVE** **All** New schemes may impact people with specific mobility requirements within the constriction of initial monitoring **Population specific:** • Age • Disability and health

How do you plan to promote and deliver any positive impacts of the proposal?

PAST ACTIONS

Initial engagement phase – September 2024 to January 2025

During the initial engagement, the feedback collected was then analysed and shared with our designers to help shape the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood design. We gathered feedback by asking targeted questions to collect clear data, while open-ended questions provided deeper insights. We kept people informed by providing updates and raising awareness of the proposals.

All residents and businesses in and around the proposed Healthy Neighbourhood were given the chance to take part in the engagement. All properties within the area and within a 200m zone outside the area received communications materials. We engaged with specific impacted groups to gather relevant insights.

We recognise that key stakeholders and residents are the local experts when it comes to their local streets.

Engagement activities that we undertook included:

- two resident Walk-and-Talks with approximately 20 attendees
- a Violence Against Women and Girls walk-and-talk with businesses
- an interactive map which received 156 comments
- 15 stakeholder meetings

Design engagement phase – May 2025 to August 2025

Following on from the initial phase of engagement, we worked closely with the designers to create a design proposal for the Vauxhall Pleasure Gardens Healthy Neighbourhood using data collected and feedback from key stakeholders and residents. Feedback from internal Lambeth teams and statutory stakeholders such as emergency services have also been taken into consideration for the designs.

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.

Engagement activities during this phase included:

- an online survey reviewing the proposed design that was completed by over 70 respondents
- targeted businesses engagement focused on premises impacted by traffic filters in the proposed design
- meetings with representatives from community and estate groups in the Vauxhall area

UPCOMING ACTIONS

1. **Final Design – Autumn 2025**

All engagement activities and feedback that we received in the two previous engagement phases will be used to create an updated Design Report. The Design Report explains what we've learnt and how that's helped shape the Vauxhall Pleasure Gardens Healthy Neighbourhood design. The outcome of this process will be a Decision Report which includes the final design for the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood trial. This will be published online.

2. **Statutory consultation period with statutory consultees – Autumn 2025**

We will consult on the proposed design for the Vauxhall Pleasure Gardens Healthy Neighbourhood trial with statutory consultees such as the Police, Ambulance, London Fire Service. We will respond to any feedback received.

3. **Trial Launch – Autumn 2025**

If authorised, the Vauxhall Pleasure Gardens Healthy Neighbourhood will be launched. An Experimental Traffic Order will be made to cover the traffic changes in the proposed Healthy Neighbourhood area. Anyone will be able to lodge a formal representation or objection to the trial

Healthy Neighbourhood within six months of the day that the experimental order comes into force. During the experimental trial period, officers will monitor the trial, consider feedback and potentially amend the scheme in response.

How do you plan to address and mitigate any negative impacts of the proposal?

Adverse impacts	Mitigation measures
Public realm works could increase maintenance, streetscape obstructions and anti-social behaviour	Engagement with teams across the Council such as enforcement, parking, waste management and public protection to ensure this does not happen. Where possible, new signs will be fitted to existing signs/poles to minimise street clutter. Street clutter makes it harder to use pavements that create barriers to everyday walking and wheeling. The Lambeth Inclusive Design Principle ensure that the kerbside is available to remove these barriers
Reduction in parking	Reallocation of private vehicle parking space is an accessibility measure Lambeth Council adopt as a mitigation for those people who don't have a car, which corresponds to 68.8% of people in the project area The proposed scheme does not lead to a significant loss of parking in the local area. Parking surveys completed during pre-trial data collection showed significant capacity for parking.
Lack of engagement prior to wider improvement works causing community division	All properties within project area and within 200m zone outside area will receive letter drop and all local key stakeholders will be notified
Pedestrians will have to familiarise themselves with new interventions.	Communication prior to implementation and introduce clear signposting
Accessibility and communications inaccessible to people without digital access or not English speakers	To support disabled people who rely on cars, Blue Badge holders can register for a dispensation which will allow them to drive through specific 'traffic filters' in Lambeth without getting a Penalty Charge Notice. SEND Travel assistance vehicles are also able to travel through Lambeth traffic filters as they qualify for an exemption alongside emergency service vehicles. Reallocation of private vehicle parking space is an accessibility measure Lambeth Council adopt as a mitigation for those people who don't have a car, which corresponds to 71% of people in the project area. Engagement and communications promoted through letter drops and via community and estate groups. Designs meet LB Lambeth Design and Style Guide for print material to ensure accessibility requirements are met. Lambeth offers a translation service on request for printed materials. Have Your Say engagement platform contains embedded translation feature.
Risk of vandalism	We will ensure ownership of areas and help to minimise vandalism/ lack of use, whilst also working with the relevant enforcement teams to ensure these areas are monitored.
Maintenance	We have selected infrastructure which require minimal maintenance for instance - planting that is drought resistant and materials that are durable such as metal planter boxes.

Noise	We commit to model noise impact using traffic data. We will monitor schemes and respond to any complaints appropriately
Concerns about potential risk of injury	We expect injuries / collisions to decrease with the introduction of the proposed HN. In London, LTNs have led to a 35% reduction in all injuries, as well as 37% less Killed or Seriously Injured causalities within LTN areas with no negative impact on boundary roads. *A recent study concludes-*[*https://injuryprevention.bmj.com/content/early/2025/07/06/ip-2024-045571*](https://injuryprevention.bmj.com/content/early/2025/07/06/ip-2024-045571) *-that "LTNs in London reduced road traffic injuries among all road users inside the LTN areas, with no evidence of overall impact (and for cyclists and motorcyclists a benefit) on boundary roads."* All designs have undergone a Road Safety Audit before implementation
Local businesses are impacted by lower vehicle numbers passing their premises, affecting trade.	We will continue to work closely with local businesses to gather their feedback during the trial stages of the proposed Healthy Neighbourhood scheme. We have also considered servicing and loading needs and will be working closely with the relevant teams whilst monitoring the scheme.
Lower vehicle numbers reduce feelings of safety particularly for women at night, especially around Vauxhall Pleasure Gardens park.	We are working with the police, our community safety team and other relevant authorities to monitor the scheme once implemented. Evidence has also shown the introduction of traffic reduction schemes actually reduce the levels of crime within the area. In Inner London, total street crime excluding antisocial behaviour fell by 17% in LTN areas according to the "Short-Term Association between the Introduction of 2020 Low Traffic Neighbourhoods and Street Crime, in London, UK" study. This means the implementation of the proposed Healthy Neighbourhood may reduce levels of crime, but we will continue to monitor this during the trial. We consider several elements to ensure people feel safe at night in their neighbourhoods, including street lighting and sightlines. We also collaborate with our Violence Against Women and Girls (VAWG) team to ensure we address these types of issues and insights when developing our schemes. Personal safety at night, both real and perceived, is a significant concern, and we understand that comfort levels can vary among individuals. As with other schemes, we will work with the VAWG team to ensure required measures are considered and implemented (e.g. street lighting improvements). The Council is also working closely with the taxi companies such as Uber to ensure that accessibility for women and girls in particular is facilitated, especially within our Healthy Neighbourhoods.
Potential increase in traffic on other roads, including more pollution, road danger and speeding	Monitoring of the trial to confirm occurrence of displacement or not. Targeted measures on boundary roads to reduce exposure to air pollution, reduce speeds and improve crossing points.
Increase in journey times and consequently added stress to SEND children attending school in Lambeth, living in and outside of Lambeth.	No concerns were raised by Octavia House School during engagement with them. To support disabled people who rely on cars, if you have a Blue Badge, you can register for a dispensation which will allow you to drive through specific 'traffic filters' in Lambeth without getting a Penalty Charge Notice. SEND assistance vehicles are also able to travel through Lambeth traffic filters as they qualify for an exemption alongside emergency service vehicles.

Residents and businesses will be informed in advance about the scheme's launch timeline. While some disruption may occur during construction—such as noise and temporary restrictions to pedestrian access—clear communication will be provided ahead of implementation to inform residents of upcoming works.

How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?

To monitor if the positive impacts of the scheme are realised, we will consider:

- Monitoring Strategy/ benchmarks of success
- Healthy Street Score
- Pedestrian counts
- Cycling counts
- Traffic volume and speeding counts

We will review the feedback receiving during the statutory consultation period.

Section to be completed by Sponsor/Director/Head of Service

Outcome of equality impact assessment	This assessment identifies a range of benefits and some disbenefits considered to arise from the proposals. No significant equalities impacts have been identified. Mitigation is proposed for any identified issues. It will be important to continue to monitor impacts should the proposal proceed to implementation. Specific attention should be paid to any impacts in relation to traffic displacement, should this occur.