**Appendix B: Concerns raised and officer response table**

The table below provides responses to the issues raised by people who have responded to the engagement on Vauxhall Pleasure Gardens Healthy Neighbourhood, as well as additional themes identified through correspondence outside of the two engagement periods for the scheme. The table also notes what changes and mitigations have been introduced to address some concerns raised.

| ID | Location | Theme | Context and Officer Response: e.g., design change, monitoring, other mitigation |
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| **Proposed Design Engagement Phase** | | | |
| 1. | Kennington Road, Albert Embankment, Kennington Lane | Safety and impact on boundary/main roads in regard to traffic volume increases | We have been working with Transport for London (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.<br><br>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 report considered the impacts of the scheme in conjunction with two other schemes which are not currently progressing towards implementation: Walnut Tree Walk and Kennington Triangle Healthy Neighbourhoods.<br><br>The modelling, which does not take mode shift 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 can 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.<br><br>No adverse impacts were predicted on main roads around the Healthy Neighbourhood.<br><br>It should also be noted that evidence from London-wide studies indicates that 74% of streets within London LTNs have experienced reduced traffic compared to before implementation, with no change in the median motor vehicles on LTN boundary roads (source: The impacts of Low Traffic Neighbourhoods in London). |

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| | | | Since adopting the LTN Plan, 9 neighbourhood schemes have been installed in the borough, of which 6 have been made permanent. Monitoring from across the first 5 schemes shows the following impacts:<br>• A 75% reduction in speeding within areas<br>• 10% reduction in traffic when looking at roads within and on the boundary of the LTN<br>• Cycling increase by 72% within LTN areas and up to 30% on boundary roads<br><br>Furthermore, a recent study concludes that 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. The study highlights that LTNs in London contributed to 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. Study available here.<br><br>Data collection and assessment for the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood is carried out in several stages, with baseline data collected before the proposal was designed. Traffic data collection began in Summer 2025, using cameras that will remain in place for the duration of a trial Healthy Neighbourhood. Cameras are placed at key locations within the proposed trial area, as well as on the main roads surrounding the area. |
| 2. | NA | Healthy Neighbourhood does not align with Transport for London Strategy as shifting traffic to boundary road | The council conducted indicative traffic modelling with TfL to determine what likely traffic impacts might be for a scheme at Vauxhall Pleasure Gardens, TfL considered the scheme acceptable with no displacement impacts on surrounding main roads identified.<br><br>Additionally, TfL has consistently supported the development and implementation of LTNs as part of its broader strategy to create safer, healthier, and more sustainable streets. This is reflected in several key publications: |

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| | | | • Supplementary Guidance on Low Traffic Neighbourhoods - Provides practical advice for boroughs on designing and delivering LTNs that reduce through-traffic and support walking and cycling. Available here.<br>• Low Traffic Neighbourhoods and Cycling - Highlights how LTNs contribute to increased cycling levels and safer streets for active travel. Available here.<br>• Low Traffic Neighbourhoods Evidence Summary (2023) – Offers a comprehensive overview of the impacts of LTNs across London, drawing on borough-level data and independent evaluations. Available here.<br>• The Impacts of Low Traffic Neighbourhoods in London (2024)- This detailed TfL report provides robust evidence of the benefits of LTNs, including:<br>  • Boundary Roads: Contrary to concerns, the report found *no consistent evidence of increased traffic* on boundary roads. In many cases, traffic remained stable or even decreased slightly.<br>  • Traffic Reduction: LTNs led to a 46.9% reduction in motor traffic within the neighbourhoods.<br>  • Air Quality: There were notable improvements in air quality, particularly reductions in nitrogen dioxide ($NO_2$) levels.<br>  • Safety: LTNs were associated with a 58.2% reduction in road injuries within the schemes.<br>  Available here.<br>These findings support the case that schemes like the proposed Healthy Neighbourhood can deliver significant benefits without displacing problems to surrounding areas. They also reinforce the importance of ongoing monitoring and adaptive design to ensure schemes are equitable and effective. |
| 3. | Black Prince Road | Reviewing signal timings, especially at Black Prince Road junction with Albert | This has been raised with TfL as they are responsible for management of the Transport for London Road Network (TLRN). |

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| | | Embankment, to enhance safety and travel experience for all road users. | |
| 4. | Main Roads, especially Kennington Lane | Inequality:<br>Road changes may disproportionately affect people living on main roads due to more traffic and pollution in these areas | The Vauxhall Pleasure Gardens Healthy Neighbourhood has been designed to support a borough-wide shift towards healthier, safer, and more sustainable travel. The scheme is part of a broader strategy that includes the Healthy Routes programme, the Kerbside Strategy, and the Big Shift behaviour change programme. These initiatives work together to reduce overall motor traffic across Lambeth, including on boundary roads, by encouraging walking, wheeling, cycling, and public transport use<br><br>Monitoring: Monitoring cameras have been installed on boundary roads track traffic levels before, during and after the trial, enabling data-led adjustments if required. Cameras at various locations will also continuously monitor the trial impacts.<br><br>Design: Filters have been strategically placed to remove through traffic while maintaining access, aiming to reduce overall traffic volumes, including on boundary roads.<br><br>Equity: An Equality Impact assessment (EIA) underpins the scheme, with ongoing monitoring to ensure fair outcomes for all residents, including those on boundary roads.<br><br>Public Health and Air Quality: reducing traffic on residential streets is essential to achieving Lambeth's climate targets and improving public health. The scheme supports Lambeth's Climate Action Plan, targeting a 27% reduction in motor vehicle kilometres by 2030.<br><br>While we understand the concerns raised, the Vauxhall Pleasure Gardens Healthy Neighbourhood has been designed to deliver long-term benefits for all residents, including those on main roads, in line with the Borough Plan objectives to deliver 'neighbourhood that are fit for the future'. |

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| | | | We will continue to monitor the impacts closely and remain open to making adjustments where necessary to ensure the scheme is fair, effective, and inclusive. Inequitable distribution of pollution underscores the need for universal access to clean air and safe streets, irrespective of geographical location.<br><br>See response ID 1. |
| 5. | Kennington Lane, Kennington Road, Albert Embankment | Bus delays | We will continue to work closely with TfL to monitor the impacts of the scheme on buses. See response ID 1. |
| 6. | Main Roads | Increased noise due to increased congestion | Noise levels relating to motor vehicles are expected to be linked to changes in traffic volume and composition, with the majority of roads within the scheme area expected to see improvements. On some roads where volumes could increase and/or the composition of traffic might change, there may be some increase in noise at certain times. Healthy Neighbourhoods are part of the council's wider strategy to reduce motor traffic across the borough, which is ultimately expected to result in improvements to both air quality and noise disturbance on all roads<br><br>We commit to model noise impact using traffic data – this will be done using traffic volume and speed on internal and main roads around Vauxhall Pleasure Gardens to assess change.<br><br>See response ID 1. |
| 7. | Main Roads and any other residential roads to receive increased levels of traffic | Poorer air quality | We use air quality modelling to assess the impact of Healthy Neighbourhoods on local air quality. Air quality modelling is a type of computer analysis that takes certain changes to our environment and determines what the impact that specific change has on air quality. Unlike directly measuring pollutant concentrations, air quality modelling allows us to look at the impact of changes to traffic volumes on their own. This is important as many other things can impact air quality which are unrelated to Healthy Neighbourhoods. The weather, seasonal variation, construction |

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| | | | works, events or other policies can impact air quality in and around Healthy Neighbourhood areas.<br><br>Traffic reduction, however, extends beyond environmental concerns. Creating safer streets is vital for encouraging active travel, addressing fears of accidents that are a barrier to people walking, cycling, scooting or wheeling.<br><br>See response ID 1. |
| 8. | NA | Increased car journey times | The scheme has been designed to minimise impact as far as possible. Whilst some journey times may increase, many will also be unaffected.<br><br>From case studies outside of Lambeth, data suggests that over time, any initial increase in traffic flows on boundary roads eventually settles down to previous levels as people choose alternative routes or take up different modes of transport for their everyday journeys (source: The impacts of Low Traffic Neighbourhoods in London) |
| 9. | NA | Potential increase cost for residents due to increased journey times and more difficult to access homes | The scheme has been designed to ensure access is maximised across the whole area. Concerns around access will be monitored and reviewed accordingly during the trial of the scheme.<br><br>With the implementation of Healthy Routes, Healthy Neighbourhoods and Streets Reimagined, traffic across the borough is expected to reduce. As more projects launch, we can expect a gradual decrease in traffic congestion, improving travel times for drivers. Over 68.8% of local households do not own a car or van and only 8.1% drive to work, underscoring the need for better walking, cycling, and public transport options.<br><br>The Big Shift programme supports this by offering free e-cargo bike loans, affordable bikes and repairs—helping residents, including women, adopt cleaner, healthier travel. The Vauxhall Pleasure Gardens Healthy Neighbourhood trial is expected to boost cycling, a low-cost, sustainable alternative to driving. |

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| | | | Data also suggest that people on lower incomes are more likely to use buses. Bus journey times are not expected to be impacted by the scheme, but the council will monitor those with TfL. |
| 10. | NA | Confusing changes to road layout, both for road closures and new two-way systems | To minimise disruption, we will work with sat nav providers such as Google Maps and Waze to ensure that sat nav systems are updated from the very first day of a trial.<br><br>We recognise that there is an adjustment period with any new layout, so we will provide a two-week grace period at the start of each trial to help motorists adapt. The final design of each Healthy Neighbourhood is shaped through community engagement, and the trial phase is essential for gathering feedback. This allows us to work closely with local residents to understand how the scheme functions in practice and make any necessary adjustments.<br><br>Advance warning signage will also be provided to support people in navigating the new road layouts. |
| 11. | NA | Unclear maps, signage and design details | Updated maps and a resident information booklet document will be distributed alongside launch information for the scheme. These materials will be delivered to all households within the Healthy Neighbourhood area. |
| 12. | NA | Potential impact on local businesses:<br>Reduced footfall leading to financial hardship | TfL have produced a summary pack which brings together the latest evidence, research and findings on the economic benefits of walking and cycling across London. Investment in walking and cycling helps encourage more Londoners to travel in a greener and healthier way, but it also brings significant benefits for the economy. For example, walking and cycling improvements can increase retail spend by up to 30%. Furthermore over a month, people who walk to the high street spend up to 40% more than people who drive to the high street (source: TfL, 2013).<br>Available here: https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf<br><br>We are using automated traffic cameras to monitor levels of motor traffic, cycling and walking. Our officers will continue collaborating with local businesses and representative organisations to design and deliver initiatives that encourage the use of sustainable delivery and freight |

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| | | | services, helping to reduce reliance on motor vehicles for these activities. Lambeth Council's business support partners Grow London Local have been assisting some businesses with business planning and accessing loans and grants. A one-to-one consultation can be arranged with Grow London Local by completing a short form. |
| 13. | Goding Street<br>Vauxhall Walk<br>Randall Road<br>Tyers Street | Potential impact on local businesses:<br>Difficult car access for customers making businesses harder to reach | The scheme has been designed to ensure access is maximised across the whole area. Concerns around access will be monitored and reviewed accordingly during the trial of the scheme.<br><br>We conducted targeted engagement with local businesses to understand their concerns regarding the proposed Healthy Neighbourhood design. Over 30 businesses were contacted via telephone, drop-in visits and email. 12 business meetings took place between May and August 2025. Collaboration with Vauxhall One Business Improvement District led to the organisation of a business review meeting in early June.<br><br>Key issues raised included the reduction in parking, increased difficulty and complexity of servicing businesses, and lack of clarity over designs.<br><br>In response to this feedback, the car club bay located on the eastern side of the filter is relocated west of the traffic filter and the existing e-scooter bay on the northern section of Goding Street is repurposed into a parking bay. A larger e-scooter bay was installed in the southern section of Goding Street in November 2024, which has accommodated demand and ensured that there is sufficient capacity for the parking of rental scooters and bikes. This approach seeks to maximise the number of parking spots in the area adjacent to Goding Street. |
| 14. | Goding Street<br>Tyers Street<br>Vauxhall Walk<br>Tinworth Street | Potential impact on local businesses:<br>Difficult access for deliveries | Officers will continue to work with local businesses and representative organisations to develop programmes that promote the use of sustainable delivery and freight services, reducing the level of motor vehicle use for these purposes.<br><br>We have announced that we are developing a Freight and Servicing Strategy. With a key aim to support business and encourage change in the borough aligning with Lambeth's borough plan. |

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| | | | See response ID 13. |
| 15. | Glasshouse Walk<br>Goding Street | Reduced parking is a concern for residents and visitors with some fearing changes will make it harder to park near their homes | To facilitate the introduction of the proposed traffic filters, a level of parking removal is required to maintain visibility for all road users, to allow for vehicle turning space and allow emergency service vehicle access. To assess existing parking stress in the Vauxhall Pleasure Gardens Healthy Neighbourhood area, parking surveys were undertaken in April 2025. The results indicate parking stress in the Vauxhall Pleasure Gardens Healthy Neighbourhood area is low. Therefore, the reallocation of parking should not impact parking pressure in the area. The trial scheme includes the removal of 96 parking bays. The total number of bays will therefore be reduced from 3498 to 3402 which is a 2.7% reduction in parking capacity in the Vauxhall Pleasure Gardens Healthy Neighbourhood area.<br><br>In line with Lambeth Council's Kerbside Strategy, the council has committed to allocating 25% of the kerbside to support resilience to climate change. Therefore, in some cases, the removal of parking bays is required to convert these spaces into planting and seating areas which delivers the priorities of the Kerbside Strategy.<br><br>See response ID 14. |
| 16. | NA | Current low traffic levels | The Vauxhall Pleasure Gardens Final Design Report outlines that Vauxhall Pleasure Gardens has been identified as a priority area for a Healthy Neighbourhood, following a review of all potential Healthy Neighbourhoods in Lambeth. The process we follow for identifying which Healthy Neighbourhood will be delivered next is detailed below:<br><br><u>Step 1 – learn about every potential Healthy Neighbourhood</u><br>The first step in identifying which Healthy Neighbourhoods will be explored next involves asking some key questions about every neighbourhood in Lambeth. These questions help us understand which areas may benefit most from a Healthy Neighbourhood.<br>Some of the key questions we ask about every neighbourhood are:<br>1) How much motor traffic travels through the area?<br>2) How good are public transport options nearby? |

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| | | | 3) Is the area more or less deprived than average?<br>4) Are essential facilities like schools and parks available locally?<br>5) How healthy are local people today?<br>The answers to these questions are used to create a score for every neighbourhood. When combined together, these are used to provide a priority score for every potential Healthy Neighbourhood in Lambeth.<br><br><u>Step 2 – prioritise which neighbourhoods will be explored next (Summer 2024 to Spring 2026)</u><br>Our ambition is to create Healthy Streets on every street in Lambeth, and this means in time, Healthy Neighbourhoods are explored for every area in the borough. However, we need to act quickly in response to the climate emergency, and to ensure we enable the shift towards sustainable travel, and our journey towards a borough that's truly fit for the future. To do this, we have to consider which projects can be delivered at pace whilst still being steered by our analysis at Step 1. Some projects take longer to develop, and this means for 2024 to 2026, we have balanced larger Healthy Neighbourhoods with smaller projects. No area is left behind, but will be explored as part of future years of the Healthy Neighbourhood programme.<br><br><u>Additional context:</u><br>• Vauxhall Pleasure Gardens has several streets where more than 75% of motor vehicles are just passing through<br>• Vauxhall Street and Vauxhall Walk have on average over 1,200 vehicles going thorugh every day<br>• Over 68.8% of local households do not own a car or van, and there are excellent public transport links in the area.<br>• 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%. You can find the Kerbside Strategy: <u>here</u> |
| 17. | NA | As traffic levels are low, there is little room for reducing traffic | While traffic reduction is one of the aims of the Healthy Neighbourhood scheme, it is not the sole driver. |

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| | | | Since adopting the LTN Plan in Lambeth, nine neighbourhood schemes have been installed in the borough, of which 6 have been made permanent. Monitoring from across the first 5 schemes shows the following impacts:<br>• A 75% reduction in speeding within areas<br>• 10% reduction in traffic when looking at roads within and on the boundary of the LTN<br>• 72% increase in cycling within LTN areas and increases up to 30% on boundary roads<br><br>Beyond traffic, the scheme is designed to deliver broader improvements to the local environment and community. These include:<br>• Placemaking opportunities for public realm upgrades in key locations like Glasshouse Walk and Tyers Street.<br>• Collaborative activation with local partners, building on successful events such as Car Free Day at Vauxhall City Farm.<br>• Cross-council integration with wider initiatives like the Low Line and Night Time Strategy.<br>• Funding leverage through developer contributions and Section 106 agreements.<br>• Kerbside upgrades to support sustainable transport, including cycle parking, EV chargers, and micromobility bays.<br>• Behaviour change programmes to help residents and businesses adopt more sustainable travel habits.<br><br>The scheme will be monitored throughout its implementation to assess traffic impacts and ensure it delivers meaningful improvements for the community.<br><br>See response ID 16 |
| 18. | NA | Dividing communities | The Road Danger Reduction Strategy highlights that main roads—where most collisions occur—act as barriers, making it harder for people to walk, wheel, cycle, or access local amenities safely. This disproportionately affects the most deprived communities, where people are nearly three times more likely to be seriously injured. The fear of road danger discourages walking and cycling, reduces social interaction, and limits |

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| | | | independence—especially for children, older adults, and disabled people. By reducing traffic and prioritising safe, accessible design, Lambeth aims to reconnect communities, not divide them. Through the Healthy Neighbourhood, streets can become more pleasant and enjoyable spaces to spend time and socialise with neighbours and enable children to play and explore. This can strengthen communities. Furthermore, Lambeth has conducted an extensive EIA and is continuing to monitor equality impacts.<br><br>The scheme has been carefully designed to ensure that majority of properties remain accessible by motor vehicle. Only one property within the scheme will no longer have motor vehicle access; the rationale for this decision, along with proposed mitigation measures, is detailed in Appendix A.<br><br>It should be noted that people walking, wheeling, cycling and scooting can pass through as well as motor vehicles in receipt of a dispensation, such as Blue Badge holders or SEND transport. Residents can still access neighbourhoods and amenities across the area. |
| 19. | Especially on the estates | Increased feeling of isolation | See response ID **Error! Reference source not found.**8. |
| 20. | NA | Night-time Safety Neglected | We are actively working with Lambeth's Night Time Strategy team and the Violence Against Women and Girls (VAWG) team to assess the impact of the Healthy Neighbourhood programme on perceptions of safety. This includes sharing intelligence on local hotspots and ensuring these considerations are embedded in the design and delivery of the scheme.<br><br>Some businesses operating within the night-time economy have raised concerns about staff safety when working late, particularly around access to nearby parking. In response, we have sought to minimise the removal of parking spaces in the vicinity of these businesses to help staff park closer to their place of work. |

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| 21. | NA | Gender Inequality about women's safety, particularly at night. | We recognise that perceptions of safety in public spaces are complex and shaped by a range of factors, including lighting, visibility, activity levels, and traffic. These experiences vary between individuals — particularly across age, gender, mobility needs, race, ethnicity, and lived experiences — all of which influence how safe someone may feel in a given environment. Lambeth's Healthy Neighbourhood schemes aim to create safer, healthier streets for everyone. By reducing through traffic, we make it easier and more appealing for people to walk, wheel, cycle and scoot. This increases the number of people actively using the streets, which in turn provides more natural surveillance, or "eyes on the streets", contributing to a stronger sense of safety for many residents.<br><br>Reducing through traffic also allows us to reclaim kerbside space and create places designed for people rather than vehicles. This includes the installation of public seating and the transformation of areas previously dominated by motor traffic into more welcoming, accessible environments. These changes help attract a wider range of people to use and enjoy the space — for example, by providing resting points for older residents and creating places where communities can pause, connect, and feel a greater sense of ownership over their surroundings.<br><br>These schemes are developed in line with Lambeth's Violence Against Women and Girls (VAWG) Strategy, which guides our commitment to safer public spaces. While there is no single measure that guarantees safety, we are continually listening to feedback, monitoring impact, and working in partnership with communities to create streets that feel safer and more inclusive for everyone. The council is also working closely with private hire companies to ensure that accessibility for women and girls in particular is facilitated, especially within our Healthy Neighbourhoods. You can find the strategy: here.<br><br>We are also working with the police, our community safety team, and other relevant authorities to monitor the scheme once implemented. Evidence has shown that traffic reduction schemes can reduce crime levels. In Inner |

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| | | | London, total street crime (excluding antisocial behaviour) fell by 17% in LTN areas. Study available here.<br>This suggests that the implementation of the Healthy Neighbourhood should reduce levels of crime, though we will continue to monitor this during the trial.<br><br>As part of the Initial engagement phase, officers arranged a walk-and-talk activity in collaboration with Lambeth's VAWG team to identify areas that may cause safety concerns for women and girls within the Vauxhall Pleasure Gardens Healthy Neighbourhoods area. Officers reviewed the feedback from the walkabout to identify locations where improvements could be delivered. One key concern raised was that the Vauxhall Pleasure Gardens feels unsafe, particularly at night. In addition to this, antisocial behaviour on Goding Street discourages walking in this area at night.<br><br>A walkabout was conducted in Vauxhall Pleasure Gardens with two representatives from businesses with an interest in the work of the Violence Against Women and Girls team at Lambeth Council. Data from the interactive map on Have Your Say was used to focus on identified hotspots, with the aim of better understanding why certain locations are perceived as unsafe and exploring potential improvements.<br><br>Further information in Equalities Impact Assessment (Appendix C) |
| 22. | NA | Potential for increased crime, gang violence, drug-related activities and antisocial behaviour due to reduced traffic | Residents have expressed concerns about increased crime, anti-social behaviour, such as drug dealing, on what could become quieter streets because of Healthy Neighbourhood trial implementation. We are working with the police, our community safety team and other relevant authorities to monitor the scheme once implemented.<br><br>Also see response ID21 on evidence of similar schemes reducing street crime. |

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| | | | Antisocial behaviour can be reported here: https://www.lambeth.gov.uk/community-safety-anti-social-behaviour/anti-social-behaviour-lambeth/report-anti-social-behaviour |
| 23. | NA | Potential increase in vehicle journey time/distance/cost for Taxis and concerns about loss of taxi access | See response ID 8.<br><br>The scheme has been designed to minimise impact as far as possible. Whilst some journey times may increase, many will also be unaffected.<br><br>Both individual Blue Badge holders and organisations who qualify for a Blue Badge (such as SEND transport providers) can nominate up to two vehicles to be exempt by applying for a dispensation. Details of Lambeth's dispensation policy can be found here: Low Traffic Neighbourhood (LTN) dispensation frequently asked questions \| Lambeth Council<br><br>It should also be noted that, according to the EIA, only 0.8% of people in the Vauxhall Pleasure Gardens Healthy Neighbourhood area use taxis as their main method of travelling to work (in line with 2021 Census Data). Therefore, the overall impact on work-related taxi travel is expected to be relatively low. |
| 24. | NA | Potential increase in vehicle journey time/ cost for emergency services, essential workers and assistance to the area | Emergency vehicles can travel through all traffic filters within the Vauxhall Pleasure Gardens Healthy Neighbourhood. In April 2025 officers contacted local officers from each of the emergency services including the London Ambulance Service (LAS), Met Police (MET) and the London Fire Brigade (LFB) to inform them of the upcoming plans for a Healthy Neighbourhood in the Vauxhall Pleasure Gardens area. Generally, the emergency services are supportive of Healthy Neighbourhoods but have a preference towards the use of camera-enforced traffic filters to enable emergency service exemptions.<br><br>Concerns were raised regarding the proposed installation of a bollard on St Oswald's Place, particularly in relation to property access and potential increases in journey times. Officers explained that the recommendation for physical closure was primarily due to the street's narrow width, which poses operational challenges. St Oswald's Place provides access to a single |

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| | | | property, which can alternatively be reached via Tyers Street, located approximately 10 metres away. It was agreed that the location will be monitored following implementation by emergency services, and any reports of delays will be shared with the local authority for review.<br><br>No other significant operational issues are anticipated, as all other modal filters will be camera-enforced, ensuring continued access for emergency services. Additional concerns were noted regarding potential traffic delays on boundary roads, which will also be monitored as part of the post-implementation review.<br><br>Within the experimental period we collect data to assess the effects on the local road network, how people are using the neighbourhood and any bus and emergency service performance data. Officers also maintain ongoing engagement with emergency services throughout the trial to ensure that any incidents are promptly reported, accurately recorded, and that adjustments are made if considered necessary.<br><br>Details of Lambeth's dispensation policy can be found here: Low Traffic Neighbourhood (LTN) dispensation frequently asked questions \| Lambeth Council |
| 25. | NA | Concerns about less police patrolling the streets and longer response times | See responses ID 22 and ID 24. |
| 26. | NA | Proposals do not tackle road danger concerns or speeding | 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 within the neighbourhood driving over the speed limit.<br><br>Evidence from TfL also suggests that road casualties are reduced by 50% in LTNs, with no increase on boundary roads, showing that they are making streets safer by lowering traffic levels.<br><br>Report available here: https://content.tfl.gov.uk/tfl-impacts-of-low-traffic-neighbourhoods-feb-2024-acc.pdf |

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| 27. | NA | Due to several low railway bridges and proposed traffic filters, some Heavy Goods Vehicles may be unable to access certain addresses within the Healthy Neighbourhood. | The impact on Heavy Goods Vehicles (HGVs) has been carefully considered during the design process. We're engaging directly with affected businesses to understand their access needs and are implementing tailored mitigations where necessary. |
| 28. | NA | Monitoring Strategy | The August 2025 Delivery Framework incorporates an updated Monitoring Strategy to align with the principles of the Healthy Neighbourhood Plan and incorporate lessons from the LTN programme.<br>Available here: The Healthy Neighbourhood Delivery Framework |
| 29. | NA | Process (how data is used to inform the designs) | Delivering a Healthy Neighbourhood requires a careful and considered design process, ensuring changes to our streets are both effective and sensitive to the needs of the community.<br><br>At each stage, we use a combination of technical analysis, local engagement, and design principles to create streets that support the goals of the Healthy Neighbourhood. This process helps us identify the best ways to manage traffic, improve public spaces, and enhance walking, wheeling, scooting and cycling routes.<br>We want to be transparent about how these schemes are developed, what happens behind the scenes, as well as when and how we engage with residents. By understanding each stage, you see how your feedback and data contributes to shaping the final design and a decision whether to go ahead with the scheme.<br><br>See link to Delivery Framework here .<br><br>See the updated Final Design Report for detailed information on the quantitative and qualitative data gathered. |
| 30. | NA | Consultation: process | We start engagement when ideas or proposals are still being developed and can be shaped by feedback. Input is valuable and will not be ignored as the scheme is still at formative stage. We approach our work with empathy, respecting people's time. We gather feedback through consultations by asking targeted questions to collect clear data, while open- |

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| | | | ended questions provide deeper insights. We keep people informed by providing updates and raising awareness of the proposals.<br><br>All residents and businesses in and around a Healthy Neighbourhood have the chance to take part in the engagement process. We may engage with specific impacted groups to gather the most relevant insights, especially those from underrepresented groups and those with protected characteristics, as well as local businesses.<br><br>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 poses fewer health and safety risks, requires fewer resources to run effectively, and 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. But when delivered without the right conditions, they can limit participation and put people at risk, ultimately undermining the quality of the conversation. That's why we take 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.<br><br>In some situations, in-person meetings may still be appropriate. More details about the engagement process can be found in the Final Design Report (Appendix A). |
| 31. | NA | Consultation: being biased namely around how the Have Your Say survey questions were designed to lead to favourable responses | The Have Your Say online page included detailed information about the proposed designs, visualisations to help people better understand the proposals, and supporting reports explaining the background and rationale behind the proposals. It also hosted the online design engagement survey which allowed visitors to provide feedback on the proposals. Targeted questions were used to gather contained quantitative data, while open- |

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| | | | ended questions provided deeper insights. All sections of the survey (sections corresponding to Healthy Neighbourhood design or filter locations) had open-ended questions.<br><br>Please refer to the Healthy Neighbourhood Delivery Framework which outlines how we deliver Healthy Neighbourhoods through data collection, analysis, and engagement.<br><br>See link to Delivery Framework here . |
| 32. | NA | Consultation: lack of transparency | The Vauxhall Pleasure Gardens Healthy Neighbourhood initial phase of engagement took place from 11 October 2024 to 17 January 2025. The engagement events were advertised through different streams and aimed to reach a wide demographic. All feedback from the engagement activities was shared with the designers to inform the design proposals and published on the Vauxhall Pleasure Gardens Healthy Neighbourhood Have Your Say page.<br><br>The Design engagement took place between 12 May 2025 and 1 August 2025. A breakdown of the engagement activities which took place is provided in Appendix A: Final Design Report. Feedback was highlighted in the engagement and design reports as well as the easy read one-pager documents.<br><br>See response ID 30 and 31 |
| 33. | NA | Consultation biased in light of West Dulwich Street Improvements court case results | The case was lost on a narrow ground relating to decision making. Whilst the Judge did not make any adverse findings as to the council's overall strategy and approach to engagement and delivery there were however several challenges from the other side, which will be considered as part of a review of our approach.<br><br>After reviewing all the evidence, the judge found that the Council had not addressed a particular representation received outside of engagement period in its decision report. That made the decision to approve the Orders unlawful. |

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| | | | The way the council conducted consultation was not what was at fault in the court case – the judge was very clear that the council did not breach the Gunning principles and did not uphold the claim on this.<br><br>The West Dulwich claim was determined on a narrow ground relating to decision making. The ruling did not make any adverse findings as to the council's overall strategy and approach to engagement and delivery. |
| 34. | NA | Loss of parking | See response ID 15. |
| 35. | NA | Consultation: lack of information | The Initial engagement took place between 11 October 2024 and 17 January 2025. Initial engagement for Vauxhall Pleasure Gardens Healthy Neighbourhood took place alongside the initial engagement for Walnut Tree Walk Healthy Neighbourhood.<br><br>Engagement began with an initial leaflet drop to 6,665 addresses, including businesses, within the proposed Healthy Neighbourhood area, introducing the project and encouraging residents and stakeholders to get involved.<br><br>A Have Your Say page was launched for Vauxhall Pleasure Gardens Healthy Neighbourhood on 30 October 2025 as the central hub for project information, attracting 83 newsletter subscribers.<br><br>Link here: https://haveyoursay.lambeth.gov.uk/en-GB/folders/healthy-neighbourhoods-vauxhall-pleasure-gardens<br><br>In July 2025 Lambeth Council launched an informal consultation to gather feedback on the proposed designs. Flyers were distributed to 8,354 addresses, which included businesses, covering both the Healthy Neighbourhood area and an additional 200m buffer zone, to inform residents and stakeholders of the proposals and provide information on how to submit feedback.<br><br>The engagement phase was promoted through flyer distribution, the Have Your Say online platform, and targeted outreach. The Have Your Say online |

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| | | | page included detailed information about the proposed designs, visualisations to help people better understand the proposals, and supporting reports explaining the background and rationale behind the proposals. It also hosted the online design engagement survey which allowed visitors to provide feedback on the proposals. The survey received 73 responses and 75 people subscribed to the 'Proposed Design' folder for updates.<br><br>A detailed breakdown of the engagement activities delivered at each engagement phase can be found in Appendix A. |
| 36. | NA | Money making scheme | Any income is incidental to the purpose of the scheme. The council proposes to installAutomatic Number Plate Recognition (ANPR) cameras to enable scheme enforcement without restricting access for the emergency services.<br><br>Income from Penalty Charge Notices (PCN) is ringfenced to be invested in transport-related projects. With any scheme, project officers are aiming for a compliance level that is as high as possible. |
| 37. | NA | If the council is facing financial concerns, why is funding being allocated to Healthy Neighbourhood schemes. | We implement our Healthy Neighbourhood schemes as trials using temporary materials, allowing us to deliver on the commitments set out in the Climate Action Plan, Transport Strategy, and Healthy Neighbourhood Plan, while ensuring these benefits are achieved in a cost-effective way. The funding for the Vauxhall Pleasure Gardens Healthy Neighbourhood scheme comes from Section 106 developer contributions, which is separate from the council's core budget.. By utilising these external funds, we can implement these schemes without additional financial strain on the council's budget. |
| 38. | NA | The scheme should not be a priority: focus on tackling about littering and cleaning public spaces | As part of the Healthy Neighbourhood, we will be working with colleagues in the waste team to ensure that streets are cleaned. |

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| 39. | NA | The scheme should not be a priority: focus on improving public transport | Public transport in London is managed by TfL, and we will continue working closely with them to support and deliver improvements across the borough. |
| 40. | NA | Lack of accessibility considerations | The scheme has been designed to ensure access is maximised across the whole area. Concerns around access will be monitored and reviewed accordingly during the trial of the scheme.<br><br>Healthy Neighbourhoods aim to create safer, healthier, and more inclusive streets. We recognise that changes affect people differently, and while most disabled residents in Lambeth don't use private vehicles, we aim to ensure no one is unfairly disadvantaged.<br><br>The scheme has been carefully designed to ensure that majority of properties remain accessible by motor vehicle. Only one property within the scheme will no longer have motor vehicle access; the rationale for this decision, along with proposed mitigation measures, is detailed in Appendix A.<br><br>Eligible residents, including Blue Badge holders, can apply for access through one designated traffic filter. More information is available: here .<br><br>Inclusivity is central to Lambeth's 2019 Transport Strategy. In partnership with Transport for All, we've engaged disabled residents in shaping five Healthy Neighbourhoods. This led to the creation of the Accessibility Working Group, which meets monthly to advise on the accessibility of proposed transport and public space changes. |

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| 41. | NA | Lack of safe infrastructure for cyclists and pedestrians. | 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.<br><br>Since adopting the LTN Plan, 9 neighbourhood schemes have been installed in the borough, of which 6 have been made permanent. Monitoring from across the first 5 schemes shows the following impacts:<br>• A 75% reduction in speeding within areas<br>• 10% reduction in traffic when looking at roads within and on the boundary of the LTN<br>• 72% increase in cycling within LTN areas and increases up to 30% on boundary roads<br><br>Furthermore, a recent study concludes that *https://injuryprevention.bmj.com/content/early/2025/07/06/ip-2024-045571* 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. The study highlights that LTNs in London contributed to 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. |
| 42. | Black Prince Road<br>Goding Street<br>Stables Way<br>Tyers Street | More cycle parking. | As part of the Vauxhall Pleasure Gardens Healthy Neighbourhood, we will be delivering a range of kerbside interventions which will include cycle parking across the whole area. |

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| 43. | NA | Resident exemptions and for other essential visitors like family or carers | Lambeth's Healthy Neighbourhoods are designed to reduce traffic borough-wide and encourage more sustainable travel. To ensure fairness and effectiveness, general exemptions for residents are not offered.<br><br>However, eligible individuals—such as Blue Badge holders—can apply for a dispensation through one designated traffic filter. This ensures that those with specific access needs are supported while maintaining the scheme's goals.<br><br>More information and the application process can be found here in the exemptions policy: https://www.lambeth.gov.uk/parking/parking-permits/low-traffic-neighbourhood-ltn-dispensation .<br><br>Some visitors arriving by motor vehicle, which some residents may deem essential, may not be eligible for an exemption under the agreed policy. However, it is noted that the design of the trial ensures that access directly to, or very close to, all properties. In some circumstances it is recognised these may be longer than those taken before the trial is implemented but that this will have the greatest proportional impact on short journeys. |
| 44. | NA | Impacts on people with disabilities | A guiding principle of Lambeth's 2019 Transport Strategy is to be 'Inclusive and Accessible'. To achieve this, we need to be guided by the disabled community to ensure public realm improvements and network changes are truly accessible. Learnings from accelerated programme delivery have demonstrated the need for early consultation with disabled people. Lambeth Council worked with Transport for All to engage with disabled people on the implementation of 5 Healthy Neighbourhoods (formerly known as Low Traffic Neighbourhoods): Oval to Stockwell, Ferndale, Railton, Tulse Hill and Streatham Hill. A key recommendation from the engagement was the need for an 'Access User Group', who could be consulted on projects to quickly assess any risks that should be considered. Based on this, Lambeth Council formed The Accessibility Working Group (AWG) facilitated by an external party. The AWG brings together members of the disabled community to act as consultants by experience on projects and strategies under consideration by the Council's |

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| | | | Planning, Transport and Sustainability department. Since 2023, the group has met monthly to give members the opportunity to give in-depth feedback on the inclusivity of transport projects and policies at different stages of development for various impairments. Tailored recommendations are technically reviewed to ensure that public realm improvements and network changes within Lambeth are truly accessible.<br><br>Both individual Blue Badge holders and organisations who qualify for a Blue Badge (such as SEND transport providers) can apply for the dispensation. Details of Lambeth's dispensation policy can be found here: Low Traffic Neighbourhood (LTN) dispensation frequently asked questions \| Lambeth Council |
| 45. | NA | No solution for residents with mobility challenges and those without Blue Badges | Lambeth's Healthy Neighbourhoods are designed to reduce traffic borough-wide and encourage more sustainable travel. To ensure fairness and effectiveness, general exemptions for residents are not offered.<br><br>However, eligible individuals—such as Blue Badge holders—can apply for a dispensation through one designated traffic filter. This ensures that those with specific access needs are supported while maintaining the scheme's goals.<br>More information and the application process can be found here: https://www.lambeth.gov.uk/parking/parking-permits/low-traffic-neighbourhood-ltn-dispensation .<br><br>Some visitors arriving by motor vehicle, which some residents may deem essential, may not be eligible for an exemption under the agreed policy. However, it is noted that the design of the trial ensures that access directly to, or very close to, all properties. In some circumstances it is recognised these may be longer than those taken before the trial is implemented but that this will have the greatest proportional impact on short journeys. |
| 46. | NA | Removal of the Healthy Neighbourhood proposal | The trial has not been implemented yet, and this decision relates only to trialing the Healthy Neighbourhood to allow for the collation of extensive real world feedback and consideration of objections which will help inform any decision on whether the trial should be made permanent. |

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| 47. | NA | Inaccessible Have Your Say online survey | We are committed to inclusive engagement and welcome feedback. While the “Have Your Say” platform is our primary tool for reaching a wide audience, we also provided paper surveys on request and held in-person events such as walk-and-talks and stakeholder meetings.<br><br>We recognise that digital access can be a barrier for some, and we will continue to offer alternative formats and engagement methods to ensure all voices are heard. |
| 48. | NA | No in-person engagement | In-person engagement was a key part of the proposed Vauxhall Pleasure Gardens Healthy Neighbourhood process. Activities included walk-and-talk sessions, school visits and business drop-ins. These complemented online tools like the “Have Your Say” engagement platform to ensure broad and inclusive participation.<br><br>It is recognised that it is not possible to engage in person with everyone individually, due to the size of the proposed trial area. However, the combination of online and in-person engagement methods as presented in Appendix A are considered as striking a appropriate balance between the two. |
| 49. | NA | Engagement not representative of the local area, limited answers on Have Your Say. | In the initial phase, the online interactive map was complemented by in-person events, walk-and-talks, and meetings with local tenant and resident associations (TRAs). During the proposal stage, engagement expanded to include outreach to over 30 businesses and community organisations, alongside continued dialogue with TRAs, churches, and other key stakeholders. Various engagement approaches have been used to inform the proposals and these are considered suitable in capturing a broad range of local people and to make an informed decision on the trial design and whether it should be implemented.<br><br>It's noted that engagement does not end with the implementation of a trial scheme. The trial itself is a critical part of the project’s development, and ongoing feedback will continue to shape its evolution and any decision in the future on whether to amend, remove or make it permanent. |

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| 50. | NA | Residents feel the changes do not reflect the needs of the broader community. | See responses ID 30 and 32. 30 |
| 51. | NA | Poor communication | See response ID 35. |
| 52. | NA | Estate views not represented | All estate addresses were included within the delivery area for flyers advertising the Have Your Say engagement platform at two stages. Flyers for the initial engagement phase sent on 30 October 2024. Flyers for the proposed design engagement phase sent on 14 May 2025.<br><br>The Vauxhall Gardens Estate Residents & Tenants Association (VGERTA) were contacted along with all other stakeholder on 12 May 2025 to update them about the beginning of the proposed design engagement phase.<br><br>Project officers contacted the relevant Neighbourhood Housing Officer, and a meeting was held between the project team and the area's Resident Participation Officer on 19 June 2025.<br><br>Project officers also met representatives from VGERTA on 5 August 2025 and a summary of the feedback collated from this meeting can be found in Appendix A – Final Design Report. |
| 53. | Randall Row | Concerns about speeding mopeds and delivery riders particularly near Randall Road | Speeding and driving on the pavement is a criminal offence and only enforceable by the police. Where these issues persist, offers will liaise with the police to establish whether targeted enforcement can be planned.<br><br>Lambeth's approach to reducing speeding in local streets like Randall Road, is to use area wide traffic management schemes including healthy |

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| | | | neighbourhoods like that proposed for trial. Mopeds will be required to comply with the restrictions. This approach is set out in our Road Danger Reduction strategy. Whilst we expect speeds to reduce across the Healthy Neighbourhood, there may be isolated locations where issues persist and engagement with the police around enforcement may be required. |
| 54. | Goding Street | Isolation of businesses on Goding Street due to Glasshouse Walk filter, as there is already a vehicular restriction south of New Spring Gardens | Albert Embankment is the most direct route to access Goding Street businesses from nearby main roads. As such, we expect the disruption on Goding Street businesses to be minimal.<br><br>Engagement during the trial period, including with local businesses, will provide valuable feedback under real-world conditions. This input will be carefully considered before any decision is made to remove, modify, or make the trial permanent. |
| 55. | Goding Street | Questionable data has been used for Goding Street through traffic as it can only be entered in one direction and motor vehicle restriction south of New Spring Gardens, therefore making through traffic impossible | The restriction on Goding Street was introduced in October 2024. The through traffic data, which is collected through GPS data from motor vehicles, spanned a period between November 2023 and November 2024. This data is an average of the full 12 months and so, whilst there was some overlap with the introduction of the Goding Street restriction, it forms a small portion of the sample taken. On this basis the Council considers this to be a suitable sample and sufficient for the purposes intended. It should be noted that this data helps determine trends for through traffic but is considered alongside other data sources.<br>However, the through-traffic map provided on the Final Design Report does show that Goding Street is used as a through route despite terminating at a dead end. The explanation for this is that 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 |

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| 56. | NA | No clear evidence of rat running or high air quality to justify Healthy Neighbourhood | The rationale for the selection of Vauxhall Pleasure Gardens as a Healthy Neighbourhood for development is outlined in the Healthy Neighbourhood Plan and more specifically in page 5 of the Final Design Report. |
| 57. | Vauxhall Street | Turning the Vauxhall Street School Street exemption into a 24 hour restriction is unnecessary | The proposal to introduce a full-time pedestrianised space outside Vauxhall Primary School is rooted in a commitment to improving safety and creating a more welcoming environment for children, families, and the wider community. The full time pedestrianised space offers several key benefits.<br>• It eliminates confusion around operating hours, ensuring that all drivers—regardless of familiarity—understand the space is always car-free. This is particularly important for safeguarding children attending breakfast clubs, after-school activities, or weekend events, when timed restrictions may not apply.<br>• Pedestrianising the space enables us to invest in long-term improvements to the space when we can leverage funding, such as play equipment, seating, and greening—similar to the successful transformation outside Henry Fawcett Primary School and St Mark's CoE Primary School in Kennington Oval. These enhancements not only support the school community but also benefit local residents and businesses by creating a more attractive and usable public space.<br>• Vauxhall Primary School is used by the wider community for various activities, and the nearby shop parade stands to gain from placemaking improvements that encourage footfall and create a safer, more pleasant environment. It is also important to note that the impact of the restriction is reduced by the absence of direct property frontage on that stretch of the street, which means distancing between on-street parking and surrounding properties should not be impacted.<br><br>This traffic filter also forms part of the wider Healthy Neighbourhood proposals where several other traffic restrictions work together to ensure that the entire neighbourhood is not a useful cut-through for motor vehicles. Without this restriction, Vauxhall Street would be the single route between |

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| | | | Kennington Lane and Black Prince Road meaning motor vehicles would likely increase.<br><br>We will monitor the impact of this restriction during the trial period, considering local feedback and considering adjustments, if necessary, to ensure the scheme works as well as possible. |
| 58. | St Oswald's Place | Poorly justified physical closure St Oswald's place as they have low levels of traffic. Visibility should be improved rather than closing the road. | The proposed traffic filter on St Oswald's Place is intended to prevent traffic displacement from other filtered routes and to address road danger concerns. The carriageway narrows to just 2.5 metres, significantly below the 3.7 metres recommended in the Department for Transport's guidance "Manual for Streets", specifically for one-way roads. Furthermore, there is no pavement for people walking or wheeling on one side of the road, and some properties front doors open out directly into the carriageway. This creates a constrained environment with narrow pavements and poor visibility, increasing the risk for pedestrians and cyclists.<br><br>While physical redesign is not within scope of a trial, the proposed closure offers an immediate and effective way to reduce risk and improve accessibility. Additionally, this location presents placemaking opportunities, including potential community use by the adjacent churches, helping to create a more welcoming and people-friendly space. |
| 59. | Randall Row | Poorly justified physical closure Randall Row | The initial design proposals included a traffic filter on Randall Row, which has since been removed following stakeholder engagement and traffic analysis. Through engagement with several specific stakeholders, it became clear that closing Randall Row could disproportionately affect customer and business access to locations on Randall Road. These businesses are serviced by large delivery vehicles and Randall Row provides an additional exit for smaller, commercial vehicles. |
| 60. | Vauxhall Walk | Traffic displacement | Vauxhall Walk plays an important role as a north–south connector for pedestrians, cyclists, and local access, and that it already experiences pressure from competing uses.<br><br>The Healthy Neighbourhood design aims to reduce overall traffic volumes in the area, not concentrate them. With the proposed restrictions on |

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| | | | Glasshouse Walk, only those vehicles requiring local access — such as residents and businesses — would need to travel down Vauxhall Walk. This is not intended to become a default route for general traffic.<br><br>Access to the zone will be possible via Vauxhall Walk and Newburn Street, with exit routes available through Tyers Street and Newburn Street, helping to distribute movement and avoid overloading any single corridor.<br><br>Recent works at Lambeth Bridge Roundabout to deliver cycle infrastructure have led to some temporary rat-running through Vauxhall Walk. To better understand and address this, we will be installing cameras to monitor traffic patterns and inform necessary adjustments.<br><br>Although TfL's indicative modelling suggests a potential increase in motor traffic on Vauxhall Walk, the proposed banned left turn from Tinworth Street is expected to mitigate this by preventing southbound through-traffic movements. |
| 61. | NA | No plans published for kerbside interventions | The kerbside proposals are being developed and are dependent on the final design of the Healthy Neighbourhood scheme. Community engagement and feedback are also key factors shaping these decisions.<br><br>A range of kerbside interventions are being considered across the area, including:<br>• Sheffield stands and cycle hangars for secure bike storage, based on resident feedback<br>• Micromobility bays to support shared transport options<br>• Planters as part of traffic filters, with potential to evolve into Sustainable Urban Drainage Systems (SuDS)<br>• Blue Badge bays, such as near Vauxhall City Farm, where requested<br>• Loading bays, for example outside Cabinet Gallery, to support local businesses<br><br>Some interventions requiring structural works are currently subject to funding. As a result, this first phase focuses on low-cost, flexible |

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| | | | measures —such as planters and signage—that allow us to test the effectiveness of changes before committing to more permanent infrastructure. Vauxhall, with its significant Section 106 contributions, offers an opportunity to pilot these interventions and refine them based on real-world use.<br><br>We are committed to improving the current 6.7% baseline for sustainable kerbside use, and the trial nature of the scheme allows us to adapt and scale up interventions as funding and feedback allow. |
| 62. | Sancroft Street | Poor justification for this filter due to low levels of traffic | While Sancroft Street currently experiences relatively modest traffic volumes, our experience from delivering Healthy Neighbourhoods (formerly known as Low Traffic Neighbourhoods) across Lambeth shows that if even one route remains open between two main roads, it often becomes a new cut-through as drivers adapt their routes. The proposed filter is therefore a preventative measure to avoid future displacement of through-traffic into residential streets, rather than a response to current volumes alone.<br><br>To support local access, we are proposing to introduce a two-way system on both Sancroft Street and Newburn Street. This would improve permeability for residents, allowing more flexible access to and from their homes. We also work closely with digital navigation providers such as Google Maps and Waze to ensure that any changes are reflected in sat nav systems from the first day of implementation, helping to reduce confusion and support compliance. |
| 63. | Tyers Street | Poor justification for the filter, concerns about introducing a two-way system as a safety concern | Tyers Street served as the initial focus for the Healthy Neighbourhood filtering proposals, as one of the key routes between Kennington Lane and Black Prince Road. During the engagement phase, many local stakeholders expressed a strong interest in introducing traffic restrictions on this location, citing concerns about road danger for children and families travelling to the local area.<br><br>A two-way system has been implemented to ensure continued access for vehicles under 7.5 tonnes to Vauxhall City Farm. It also allows us to retain essential parking provision for visitors to the City Farm and the adjacent |

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| | | | park, including the proposed designated Blue Badge bay directly outside the farm entrance. |
| 64. | Tyers Street | The Tyers Street filter restricts access for Heavy Goods Vehicles (HGVs) that require entry to Vauxhall Pleasure Gardens for event-related activities. | Exemptions will be considered on a case-by-case basis for vehicles requiring legitimate access to the park, where no reasonable alternative route is available. |
| 65. | Black Prince Road Salamanca Street | The proposals do not tackle the cut through from Black Prince Road to Salamanca Street | We will be introducing cameras to collect baseline data and subsequently monitor the impact of the Healthy Neighbourhood on this existing cut-through.<br><br>Recent works at Lambeth Bridge Roundabout to deliver cycle infrastructure may have led to some temporary rat-running through Salamanca Street. To better understand and address this, we will be installing monitoring cameras that will enable an assessment of traffic patterns and inform any necessary adjustments. |
| 66. | Randall Row | Vehicles currently cut the footway on the junction of Vauxhall Walk and Randall Row because of the planter forcing them to make this maneuver | Changes to the road layout around the planters do not form part of the proposal. The proposed filter on Randall Row was originally intended to address this by restricting vehicle access. However, following stakeholder engagement, this element was removed from the scheme. (See Appendix A for further details.) |
| 67. | St Oswald's Place | Changes will affect car parking for local church services | We have contacted All Nations Church and Hope Church directly regarding the proposed changes, no concerns were raised. Alternative parking is available on Tyers Street, approximately 50 metres from the church entrance.<br><br>Nearer the site, single yellow and double yellow lines are also legal for loading/unloading, and for 2 minutes they can be used for passenger |

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| | | | pickup/drop-off. More information can be found at : Where you can load and unload \| Lambeth Council. |
| 68. | St Oswald's Place | Bollards could pose a danger to cyclists | Bollards, when properly placed do not pose a significant risk to cyclists. The bollards to be used here will include retroreflective cycle symbols to ensure visibility, including at night. Bollards are stationary, predictable, and highly visible, allowing cyclists to easily navigate around them. |
| 69. | Courtenay Road | No speed cameras and speed bumps to slow vehicles down | 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 within the neighbourhood driving over the speed limit and are the preferred method for reducing speeds on local streets. This approach is outlined in the Councils Road Danger Reduction Strategy. |
| 70. | Kennington Lane | Additional pedestrian crossings | Lambeth's Road Danger Reduction Strategy outlines a vision of transformed streets that are redesigned with road safety built-in, with fewer vehicles, travelling at slower speeds and a Healthy Streets approach to encourage more people to walk, cycle, scoot or wheel. In line with the Healthy Neighbourhoods Safe by Design Principles (page 14), officers are exploring options to improve accessibility on surrounding roads. In parallel to this, we are also exploring how these improvements can be funded. |
| 71. | NA | Lack of meaningful engagement | See response to ID30 and ID32<br><br>For more information on our engagement see the breakdown of all activities completed and the outputs of each activity see the Engagement section in Appendix A Vauxhall Pleasure Gardens Design Report |
| **Initial Engagement Phase** | | | |
| 72. | NA | More planting and greening will be welcomed within the | Officers will explore opportunities to further incorporate planting and greening into the Vauxhall Pleasure Gardens Healthy Neighbourhood trial. |

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| | | Healthy Neighbourhood / not enough greening proposed | Greening will be provided in the form of planters. A maintenance plan will be agreed as part of the implementation of the planters. At this stage, we will not be planting any trees or installing Sustainable Urban Drainage Systems (SUDS), but this may be explored further should a trial scheme be made permanent. |
| 73. | Tyers Street | Speeding | 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 within the neighbourhood driving over the speed limit. |
| 74. | Vauxhall Pleasure Gardens | Maintenance issues in Vauxhall Pleasure Gardens: Flooding in the park and bollards that pose tripping hazards and are difficult to see at night. | Transport officers have informed the parks services team, who are looking to resolve the challenges raised. |
| 75. | Vauxhall Pleasure Gardens | Cyclist pedestrian conflict in the Vauxhall Pleasure Gardens, not improved by Healthy Neighbourhood proposals. Asks to re-route C5 cycle route away from the park | Officers discussed this concern with TfL. TfL responded that, at this stage, they were not considering re-routing the C5 cycle route away from the park. The Healthy Neighbourhood should provide alternative safe cycling routes, potentially moving cyclists away from the park. We will monitor any changes in use of this route through the park during the trial phase. |
| 76. | Vauxhall Walk | Non-compliance with the cycle contraflow on Vauxhall Walk leads to conflicts between cyclists and motor vehicles, often forcing cyclists onto the pavement and creating safety concerns for pedestrians. | The Healthy Neighbourhood scheme is expected to reduce vehicle flow on Vauxhall Walk by preventing its use as a cut-through route. This will help minimise conflicts between contraflow cyclists and motor vehicles, improving safety and comfort for all road users.<br>Southbound vehicle access will be restricted due to two key design interventions:<br>• A right-turn only restriction at the junction of Tinworth Street and Albert Embankment, directing vehicles northbound.<br>• A traffic filter on Glasshouse Walk, preventing vehicle access to Albert Embankment from that route. |

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| | | | These changes will be closely monitored throughout the trial period to assess their effectiveness and inform any necessary adjustments. |
| **Response to United Cabbies Group (UCG).**<br>The full representation can be found on pages 42-46. | | | |
| 77. | N/A | Defer implementation until Lambeth Bridge works are completed | We have worked closely with Transport for London (TfL) throughout the design process to identify and manage any potential impacts on surrounding roads. As the Lambeth Bridge works are delivered by TfL, this collaboration also considered the effect of the works on Albert Embankment and the operation of bus services. The Healthy Neighbourhood has been designed with these factors in mind, and its implementation will not be delayed until the completion of the bridge works.<br><br>Neither TfL nor Lambeth Council received substantial feedback indicating that the Lambeth Bridge works have caused significant traffic displacement in the surrounding area. However, we have heard anecdotal reports of potential rat-running via Salamanca Street. To investigate this further, monitoring cameras have been installed to capture baseline data and track traffic patterns before and after the Healthy Neighbourhood is introduced. This will allow us to identify any issues and make adjustments if needed.<br><br>It is also work noting that the bridge closures will last until 15 December 2025. We expect the bridge works to be in the final stages and therefore expect little impact ahead of the launch of the Healthy Neighbourhood scheme. |
| 78. | N/A | Equalities and Accessibility<br><br>The scheme risks disadvantaging people with protected characteristics, especially disabled, elderly, and vulnerable passengers. Taxis are essential for those who | The scheme has been designed to minimise impacts wherever possible. While some journeys may take slightly longer, many will remain unchanged. Blue Badge holders and qualifying organisations, such as SEND transport providers, can apply for a dispensation to exempt up to two vehicles, with Lambeth's full policy available online.<br><br>The Equalities Impact Assessment for the scheme found that only 0.8% of residents in the Healthy Neighbourhood area use taxis as their main mode of commuting, suggesting a relatively low overall impact. |

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| | | cannot walk, cycle, or use public transport, and 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. Taxis fill a critical gap in mobility options, especially for hospital visits, carers, and safer night travel. Reference is made to Transport for All research, where 23% of respondents reported traffic reduction measures as a barrier to driving around. | Transport for London's *Travel in London: Understanding our Diverse Communities (2019)* report further highlights travel patterns among disabled people. Walking is the most common mode, followed by buses and travelling as a car passenger. By contrast, London taxis and black cabs were used weekly by just 3% of disabled people and 5% of non-disabled people. This reinforces the Healthy Neighbourhood's central aim: to create safer, calmer streets that encourage walking, cycling, scooting and wheeling, reducing the risks and fears that can deter people—particularly disabled users—from travelling actively.<br><br>In relation to Transport for All's concerns, the cited statistic comes from *Are We There Yet?*, which asked respondents about barriers to using cars or vans. While 23% mentioned traffic reduction measures, other challenges were more common, including lack of access to a driver or car (43%), the cost of driving (40%), limited disabled parking (38%) and congestion (36%). Healthy Neighbourhoods aim to tackle some of these issues by reducing overall traffic levels, with evidence showing decreases both within and around boundary roads. In addition, the Vauxhall Pleasure Gardens Healthy Neighbourhood will introduce two new disabled parking bays to improve accessibility.<br><br>For those not eligible for an exemption, direct or near-direct access to all properties will remain possible, though some journeys (particularly shorter ones) may be slightly longer. |
| 79. | N/A | Taxi Access and Exemptions<br><br>Respondents raised concerns about the lack of clarity and consistency regarding taxi exemptions, particularly for licensed | Different local authorities adopt exemption policies in different ways.<br><br>Black cabs are not permitted through standard modal filters because it is considered that doing so would compromise the fundamental purpose of the scheme. Modal filters are introduced under traffic management orders to reduce through-traffic and reallocate street space to walking, cycling, and enhancing public realm. |

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| | | black cabs. They called for clear signage, maps, and communication to help drivers avoid PCNs and confusion. Comparisons were made with other boroughs, such as Southwark and the City of London, which exempt licensed taxis.<br>It was emphasised that black cabs hold a unique legal status, with regulated accessibility standards, and should be distinguished from private cars in guidance and policy. Respondents argued that there is no practical barrier to granting exemptions and that taxis provide essential transport, especially in areas poorly served by buses. They are particularly important for people with mobility issues and are regularly used by residents on low incomes. | Where exemptions do apply, such as at designated bus gates that permit licensed, fully accessible black cabs, the Council will ensure that clear and consistent signage is provided. This will include standard regulatory signs and supplementary plates where appropriate, so that drivers, enforcement officers, and other road users can easily understand the restrictions. Providing clear signage is essential to support compliance, maintain safety for pedestrians and cyclists, and give confidence to taxi drivers that they are lawfully permitted to use these routes. |
| 80. | N/A | Engagement and Transparency<br><br>There is criticism of poor public engagement and a | The initial phase of engagement for the Healthy Neighbourhood ran from 11 October 2024 to 17 January 2025. Events were advertised widely to reach a diverse demographic, and all feedback was published on the “Have Your Say” page and shared with designers. The design engagement phase ran from 12 May 2025 to 1 August 2025, with details |

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| | | lack of awareness among affected residents. Some believe the scheme is being implemented without meaningful consultation or adherence to the Gunning Principles. Calls are made for better collaboration with the London Cab Ranks Committee and for site visits before implementation. | provided in the Final Design Report. Engagement outputs, including easy-read summaries, will be shared in the final report. While calls for collaboration with the London Cab Ranks Committee are noted, Lambeth has met its statutory duty by conducting statutory consultation in line with Regulation 6. Requests for further collaboration will be considered for future schemes. |
| 81. | N/A | No learnings from the West Dulwich Low Traffic Neighbourhood ruling and no adherence of Gunning principles | The West Dulwich case was lost on a narrow ground relating to decision making. Whilst the Judge did not make any adverse findings as to the council's overall strategy and approach to engagement and delivery there were however several challenges from the other side, which will be considered as part of a review of our approach. After reviewing all the evidence, the judge found that the Council had not addressed a particular representation received outside of engagement period in its decision report. That made the decision to approve the Orders unlawful. |
| 82. | N/A | Monitoring and Data Collection<br><br>There are concerns about the absence of proper monitoring of taxi journeys before and after implementation. TfL guidance is cited, recommending taxis be distinguished in traffic data and surveys. Respondents request more robust and | Monitoring cameras have been installed on main roads to track traffic levels before, during, and after the trial. These cameras will enable data-led adjustments to the scheme if required. Additionally, cameras at various locations within the scheme area will continuously monitor the impact of the trial.<br>The scheme is being implemented as a trial to assess real-world impacts, including those on taxi users. This trial period provides an opportunity for residents, businesses, and key organisations—such as taxi driver associations—to submit data and objections. These contributions will help inform the decision on whether the scheme should be made permanent.<br>Further details on how Healthy Neighbourhoods are monitored can be found in the Healthy Neighbourhood Delivery Framework, available here: |

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| | | transparent data collection to assess real-world impacts on taxi users. | https://moderngov.lambeth.gov.uk/documents/s169889/Appendix%20B%20-%20Healthy%20Neighbourhood%20Delivery%20Framework.pdf |

**The full representation from United Cabbies Group (UCG) submitted on 26 September 2025 can be found below.**

*My comments are as follows:*

*Having discussed this scheme in some detail with member drivers since you first shared the proposals and taken the time to seek the views of residents in the impacted area who use taxis as regular passengers due to the fact they have no access to a vehicle or as taxicard passengers, our views are the implementation even under ETO which is in essence the mechanism you continue to use to avoid adherence to the Gunning Principles and due regard to the Equality Act 2010 should be deferred until Lambeth Bridge is fully open as this is having impact on the roads in this scheme as well as the main boundary roads.*

*The impact of Lambeth Bridge works must be taken into account.*

*There is clearly no learning from the imposition of the LTN imposed in West Dulwich and there remains no clarity on what actual exemptions are for licensed taxis (black cabs) and wheelchair accessible vehicles.*

*Your decision report for the Stockwell Gardens healthy neighbourhood map which is also being implemented for 6 months under an ETO on page 13 refers to the following exemptions and dispensations:*

*https://moderngov.lambeth.gov.uk/ieDecisionDetails.aspx?ID=10023*

*Exemptions and dispensations*

*2.30 Whilst a key principle of the proposal is that all premises within the Healthy Neighbourhood area remain accessible by motor vehicle, there may be cases where motorists are required to take longer routes. The Council has an established policy providing a limited range of dispensations for specified motor vehicle users and vehicle types.*

- *The following users are permitted to travel through the proposed traffic filters:*
- *Emergency services*
- *Local buses and pedal cycles*
- *Rapid response healthcare providers*

- *Category 1 Responders under the Civil Contingencies Act 2004*
- *Blue Badge holders – individuals and organisations*
- *Taxis and fully accessible private hire vehicles*
- *Refuse collection vehicles*
- *SEND transport vehicles – on application*

*Again, this implies licensed taxis (black cabs) have access to all the modal filters without having to apply for individual exemptions, yet it just says motorised vehicles with exemptions on the map key. None of the signage refers to taxi exemptions and the general feeling is the reasons for the scheme are ideological and driven by the significant PCN income generation you will receive.*

*We need specific clarity on the taxi exemptions and where they are in this scheme and again no map to show how various cells in the scheme can be accessed.*

*In terms of the size and scope of this proposed LTN is similar in size and has comparable challenges in terms of public transport access as the Walworth LTN in Southwark; so whilst one bus runs up and down Black Prince Road and again one bus goes through part of the Walworth LTN the boundary roads with bus services require elderly passengers, carers, passengers with young children, those with mobility needs to walk distances beyond their capabilities to the nearest boundary road to catch a bus and even then the bus services required 2 or 3 bus journeys to get them to their destination.*

*Southwark granted taxi exemptions within the scheme in recognition of this. Lambeth need to do the same and be consistent. Whilst the demographic within the scheme which I know well is low on the private car ownership and this is implied it is income back, the myth that licensed taxis are not used by those on low incomes could not be further from reality.*

*Can we have some clarity on this please as none of the signs will show a taxi exemption and we want to ensure our members do not attract PCN's. We need to share specifics with our members well ahead of time and I also hold the view this scheme would benefit from better engagement with the London Cab Ranks Committee due to the challenges it*

*presents and the longer journey times and fares that will be a consequence if we do not have access to the filters. A site visit should have been arranged prior to implementation as the restrictions will be 24/7 and the implications for safer travel at night are high. Alternatives are limited.*

*As a borough you need to use this scheme to reconsider taxi access to not just those who use Taxi Card as not all disabled passengers use Taxi Card. The street hailing market unique to London taxis and the pre-booked market are not identical in terms of their respective road usage needs and priorities.*

*Taxis are also compellable (up to a prescribed distance/time) and may not charge more than the metered fare (which is regulated by TfL). This two-tier system is justified by the "very different characteristics" of the pre-booked market and the market for hailing and picking up at ranks. It is the latter market which accounts for the majority of the journeys made by taxis in London, so our road needs are different. Those road needs were previously recognised.*

*Lambeth need to seriously re-evaluate access in the borough and include Taxi/Black Cab access this has been a significant oversight. Taxi exemptions work successfully in the City of London, Southwark, Hammersmith & Fulham, Croydon and the Royal Borough of Greenwich with no risk to safe cycling.*

*The requirement to be able to hail safely and conveniently is of particular significance for disabled persons, who may find it more difficult than non-disabled persons to spot taxis and to attract their attention. If we are not visible in the street because of a modal filter restriction how do passengers see our for hire light to hail?*

*It is also of particular relevance given the stringent accessibility requirements to which taxis are subject – including the requirement to be able to accommodate a standard-sized wheelchair. By contrast, PHVs, which are not permitted to operate in the street hailing market, are not subject to the same accessibility requirements.*

*An ongoing concern is despite the following being added to the borough guidance issued by TFL in October 2021 only the City of London seems to be able to distinguish between a taxi/black cab and a phv/private car and has been able to do any monitoring:*

*6.9 Taxis*

*<u>Taxis have a distinct legal status and should be considered within monitoring plans</u>*

*Where a monitoring plan is collecting road user data, TfL recommends that a fully classified approach is taken in order to be able to understand the benefits and impacts of a scheme on taxi journeys, as well as other classes of traffic including private hire journeys if possible (see 3.3.2 All vehicle traffic counts). Where taxis are likely to be impacted, flow and classified turning count data that distinguishes taxis from other vehicles will show the scale of these impacts. Public surveys should seek to understand the outcomes of a scheme on taxi passengers, and particularly older and disabled people.*

*Taxis are not cars; a taxi is always a taxi, hence why we can use bus lanes and have unique exemptions and feature on traffic signs and are clearly separated in the guidance.*

*You refer to 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 with an increase in the proportion of sustainable kerbside and active travel infrastructure.*

*The Lambeth Travel Plan refers to taxi ranks as sustainable kerbside infrastructure and the significant investment the licensed Taxi Trade has made in transitioning to zero emission vehicles since 2018 goes further than the bus fleet, yet it has less road access in Lambeth than prior to 2018.*

*You refer to the decision to use an ETO to allow for the impact of the Healthy Neighbourhood to be measured, in a real-world environment, against the scheme objectives and for changes to be made if considered necessary. Curious then the passengers I dropped today in Newport Street and Vauxhall Street, Lambeth residents who use taxis due to mobility needs or tonight to ensure they got home in the dark safely had no idea this scheme was being implemented and referred to the engagement as poor and "Lambeth" will just put the scheme in as they did with the Oval.*

*Having looked at the background there does not appear again to be any specific monitoring and we have yet to see any of your schemes pre or post implementation properly quantify the impact on licensed taxi journeys and rectify this.*

*As taxi drivers, we provide a fully accessible door to door service to the public, which is available 24 hours a day and for 365 days a year when other transport fails or ceases to operate. In all the circumstances that are particular to our trade by virtue of the burdensome restrictions and obligations that are imposed upon us by our statutory regulator, TfL, we have a legitimate expectation to be able to undertake our publicly hired service on London's roads without restrictions that treat our publicly hired taxis the same as a private car.*

*Whilst we recognise that proportionate changes need to be made to the road network to support the shift to active travel, it is not accepted that taxis need to be or should be excluded from key roads. To do so will put many people who need to travel, especially those with protected characteristics such as the elderly or people with disabilities, at a distinct disadvantage, as most of those people do not have the option to walk or cycle.*

*Feedback from passengers especially those reliant on taxis for hospital appointments, disabled relatives etc are pro Black Cab inclusion. Carers who do not drive use taxis as do parents with babies, pregnant women and those who may identify as vulnerable and safer travel at night is seriously hampered by a lack of access. Licensed Taxis should be part of the solution and want to be. Transport is not a binary issue, and the restrictions proposed have a cumulative effect on our ability to transport the travelling public by the quickest and cost-effective route.*

*Licensed taxis/Black Cabs which are publicly hired should be exempt the same as refuse vehicles and emergency vehicles as they are in other boroughs. If you can exempt refuse vehicles you can also exempt Licensed Taxis/Black Cabs to ensure you show due regard under the Equality Act.*

*Transport for All refer to traffic reduction measures like Low-Traffic Neighbourhoods, road user charging policies such as congestion zones, and one-way systems were also barriers for 23% of their respondents. This suggests that while measures must be taken to reduce traffic, that these measures must also account for the access needs of disabled people, or they can end up replicating the very problems they seek to address, as well as creating new ones.*

*Given the extensive barriers to public transport and active travel, as well as the large proportion of disabled people who cannot drive or have no household access to a vehicle, licensed taxis fill a vital gap in disabled people's mobility options. This is reflected in Government statistics: disabled people with 'mobility difficulties' make more than double the number of trips per year than non-disabled people. Despite the essential role taxis play, access barriers remain – road and kerbside access the most fundamental.*