Healthy Neighbourhood

Design Report

May 2025

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What is this document?

Th Walnut Tree Walk Healthy Neighbourhood Design Report (May 2025) is a summary of engagement, data collection and design work that has taken place since the area was selected as part of the Lambeth Council's Healthy Neighbourhoods Plan in August 2024. Lambeth's Healthy Neighbourhoods Plan (2024 to 2026) is available here.

This report includes a proposed design for the Healthy Neighbourhood and explains why this design is proposed. This document intends to provide local communities with additional information to help inform their feedback on the proposed design. This document is included on the Walnut Tree Walk "Have Your Say" online engagement page – available here.

This document will be updated with our learning from Design Engagement taking place from 12 May 2025 until 9 June 2025.

A final version of this document will be included as part of an Officer Delegated Decision Report, including learning from the design engagement and any resulting changes to the trial design. For more information on how Lambeth Council makes decisions – please see this link.

1. What is a Healthy Neighbourhood?

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

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

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

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

Why Walnut Tree Walk is the right place for a Healthy Neighbourhood

Walnut Tree Walk has been identified as a priority area for a Healthy Neighbourhood, following a review of all potential Healthy Neighbourhoods in Lambeth.

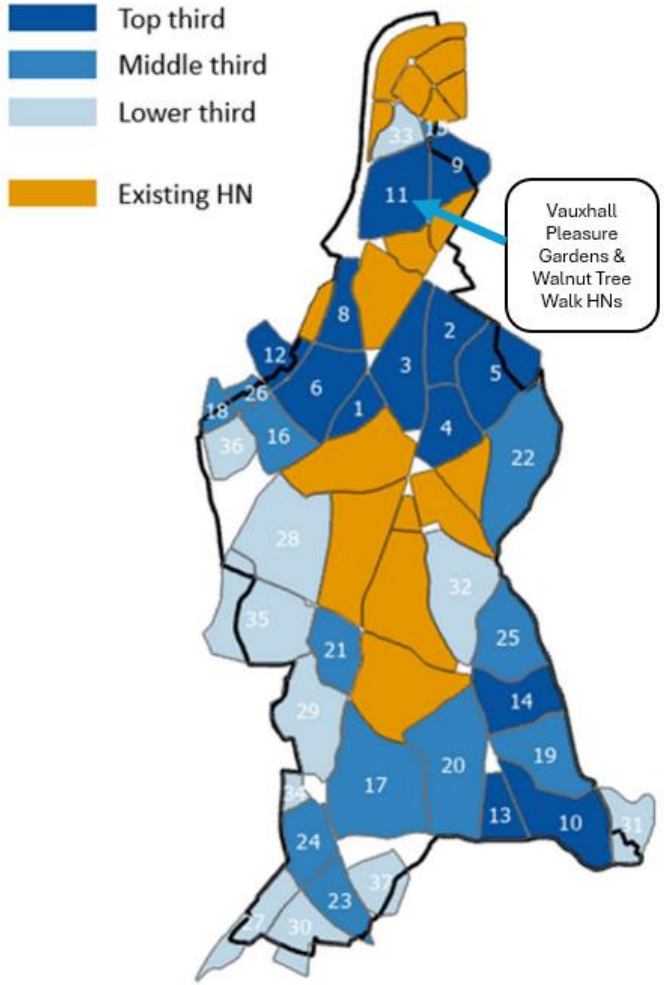
Some of the key questions we ask about every neighbourhood are:

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

To learn more about Lambeth Healthy Neighbourhoods plan – see here.

Did you know?

- Walnut Tree Walk has several streets where more than 75% of motor vehicles are just passing through
- Over 69% of local households do not own a car or van, and there are excellent public transport links in the area.
- 23.4% of the kerbside is used sustainably, such as for cycle parking or electric vehicle charging. Our target for Lambeth as a whole is 25%.



What has happened so far?

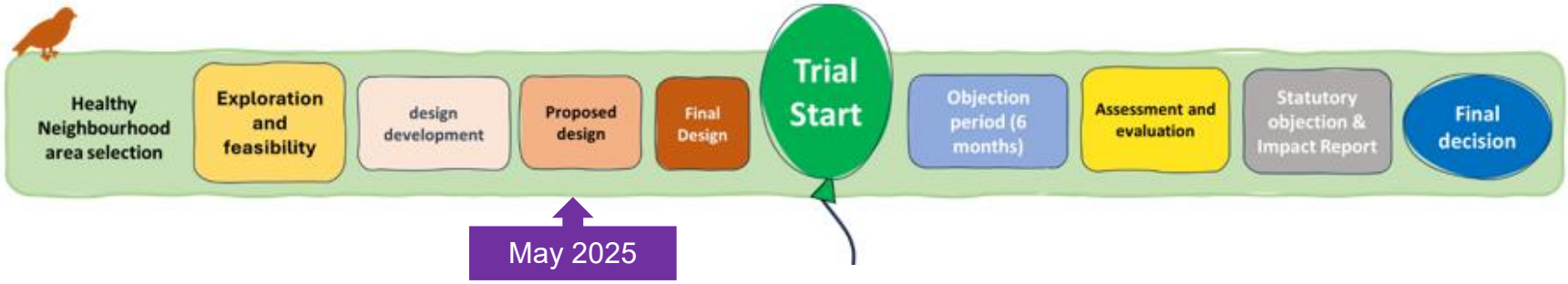
Exploration and Feasibility: Between September 2024 and January 2025, we spoke to local people about the area. The purpose of this was to get local knowledge, and details of traffic flows to inform the design of the healthy neighbourhood to help shape the design proposal. Baseline data collection for the Walnut Tree Walk Healthy Neighbourhood took place between October 2024 and March 2025.

Healthy Neighbourhoods Design Development: between January and April 2025 we used the findings from the Exploration and Feasibility phase to inform the proposed design for the Walnut Tree Walk Healthy Neighbourhood.

What is happening now?

Proposed Design: this report includes a proposed design, and we are now asking the community and local stakeholders for feedback. This will help us to understand if we have found a solution that is technically feasible, safe and sensitive to the needs of the community. The Council has been and will continue liaising with Transport for London and the emergency services on the proposed designs.

Once the engagement on the proposed design is complete, feedback will be analysed and help inform the final design of the Healthy Neighbourhood. If a decision is made to implement the Healthy Neighbourhood, this will be done on a trial basis.



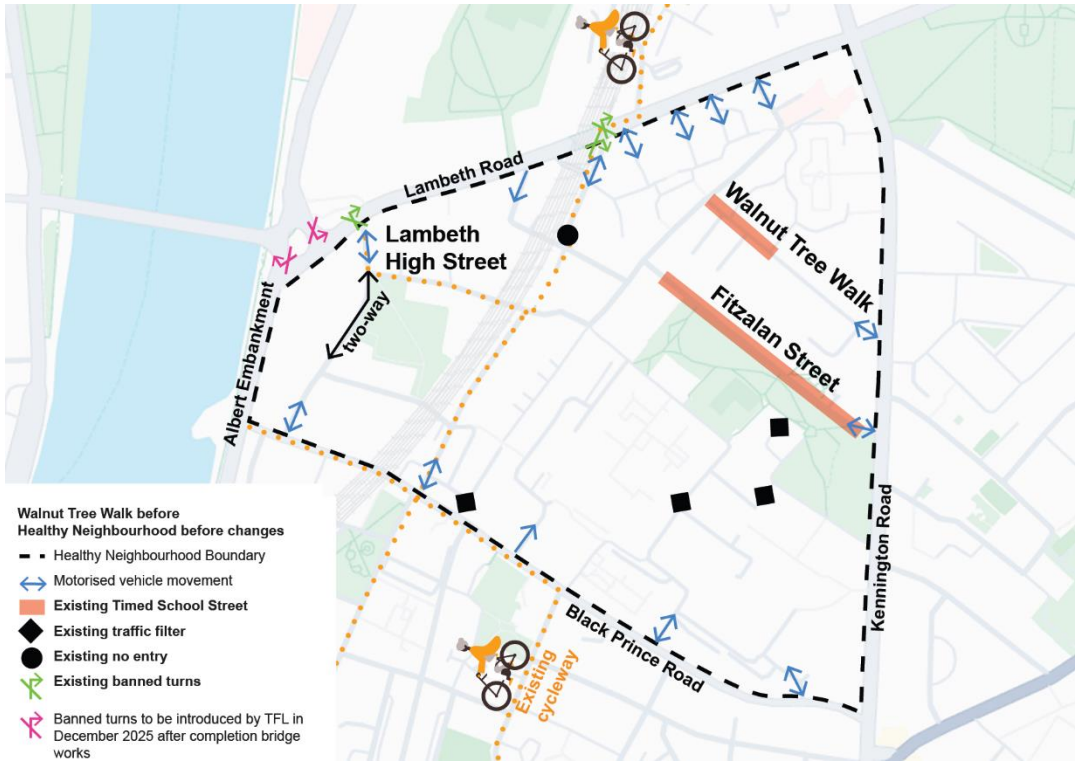
2. Proposed design

Where are the camera enforced traffic filters located?

- **Fitzalan Street** at the junction with Kennington Road (A23)
- **Walnut Tree Walk** at the junction with Kennington Road (A23)
- **Lambeth High Street** at the junction with Lambeth Road (A3203)
- **Lambeth Walk** south of Juxon Street and north of Old Paradise Street

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

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



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

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

Fitzalan Street

Two-way traffic filter located on Fitzalan Street at the junction with Kennington Road (A23)
People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an exemption.

Why are we proposing this?
Fitzalan Street is used as a through route for vehicles travelling from Lambeth Road (A3203) to Kennington Road (A23). The main entrance to Walnut Tree Walk Primary School is on Fitzalan Street, is a residential street which is not designed to be a through road for motor vehicles.
There is an existing School Street at this location that operates from 8.15-9.15 and 2.45-3.45 and covers the whole length of Fitzalan Street.

The proposed traffic filter will replace the existing School Street restriction on the eastern end of Fitzalan Street, at the junction with Kennington Road (A23), removing motor vehicle access 24 hours a day, all year round. The School Street restriction on the western end of Fitzalan Street, at the junction with Lambeth Walk will remain the same. Residents with School Street exemptions will be allowed to use the School Street filter at the junction with Lambeth Walk but will not be allowed to drive through the proposed filter at the junction with Kennington Road.

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

Walnut Tree Walk

Two-way traffic filter located on Walnut Tree Walk at the junction with Kennington Road (A23)
People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an exemption.

Why are we proposing this?
Walnut Tree Walk is used as through route for vehicles travelling from Lambeth Road (A3203) to Kennington Road (A23). The back entrance of Walnut Tree Walk Primary School is on Walnut Tree Walk and is a narrow residential street which is not designed to be a through road for motor vehicles.

With other routes across the area being filtered, there is a risk of traffic displacement onto Walnut Tree Walk from drivers traveling between Lambeth Road and Kennington Road. To mitigate this issue, we propose implementing a traffic filter at this location.

There is an existing School Street at this location that operates from 8.15-9.15 and 2.45-3.45. It covers the area from the junction with Lambeth Walk to the southern-eastern wall of 1-17 Minton House Walnut Tree Walk.

Residents with School Street exemptions will be allowed to use the School Street filters but will not be allowed to drive through the proposed filter at the junction with Kennington Road. If required, additional exemptions will be granted to residents on Walnut Tree Walk.

Lambeth Walk

Two-way traffic filter located on Lambeth Walk south of Juxon Street
People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an exemption.

Why are we proposing this?
Lambeth Walk is a through route for vehicles travelling from Black Prince Road to Lambeth Road (through Newport Street).

The proposed filter would reduce the number of vehicles entering the area, with the potential to reduce the existing high volume of motor vehicles using Lambeth Walk. Introducing the filter at this location will prevent through traffic, creating streets which are safe and accessible for people walking, wheeling, cycling and scooting.

Traffic reduction through this proposed filter would also make it safer for cyclists using the C5 cycle route crossing on Ingram Close where the narrow bend causes a road danger risk for cyclists.

Lambeth High Street

Two-way traffic filter located on Lambeth High Street at junction with Lambeth Road (A3203)
People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an exemption.

Why are we proposing this?
Lambeth High Street is a through route for vehicles travelling from Black Prince Road to Lambeth Road and is narrow in several sections.

With other routes across the area being filtered, there is a risk of traffic displacement onto Lambeth High Street. To mitigate this issue, we propose implementing a traffic filter at this location.

Traffic reduction through this proposed filter would also make it safer for cyclists using the C-link which connects Lambeth Road to Old Paradise Street.

This filter together with all the others, ensures that local streets can only be used for local traffic and not as a cut through to other areas

3. Exploration and Feasibility

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

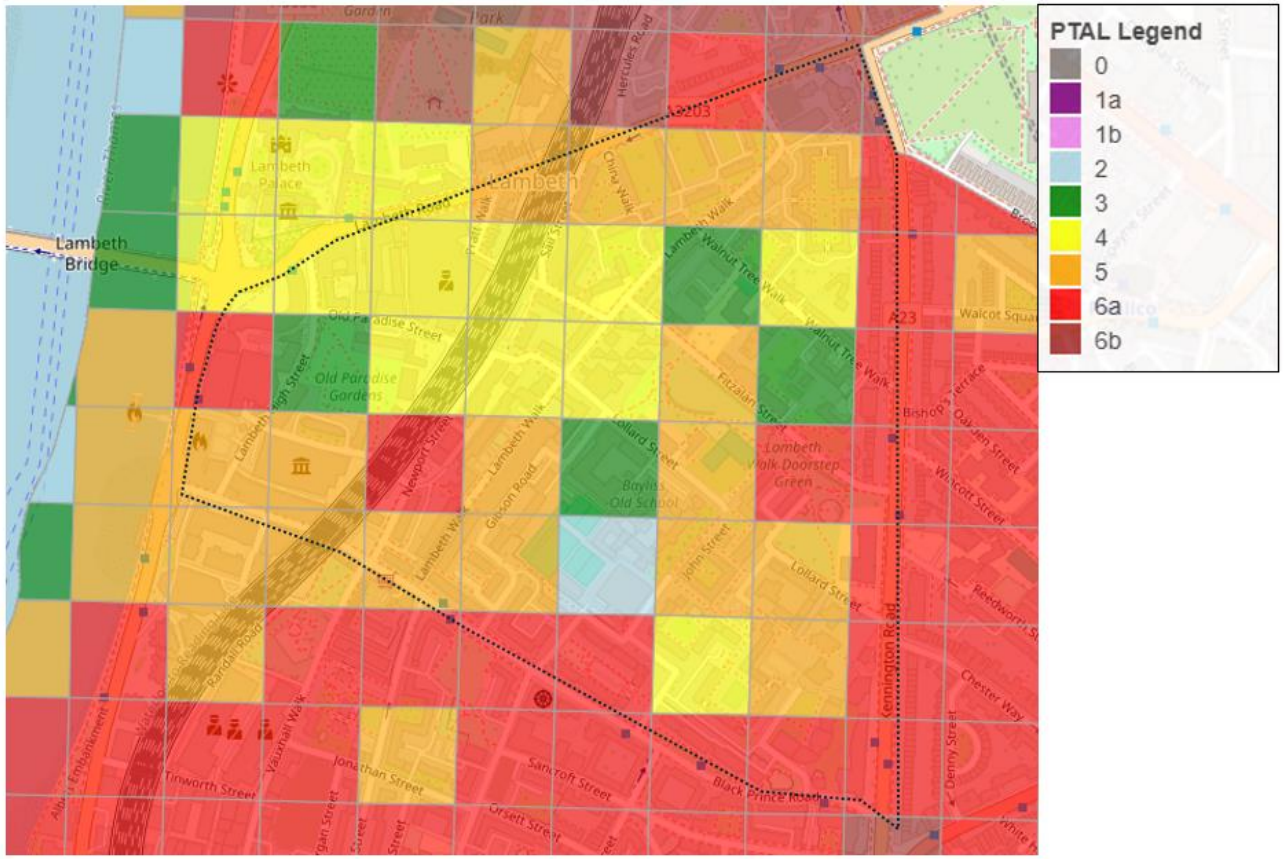
We engage people in the neighbourhood to shape initial designs. We gather Key Quantitative Data – such as traffic data and parking availability. All of this helped us and guided the development of the proposed designs in Section 2

Area Profile

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

Public Transport

The Walnut Tree Walk Healthy Neighbourhood is within London Travel Zone 1. The Public Transport Accessibility Level (PTAL) is a measure which rates the whole of London, based on an areas distance from frequent public transport services. The Walnut Tree Walk Healthy Neighbourhood area ranges from 2 and 6b. Where the Healthy neighbourhood scores the lowest is at the heart of the area where there are large estates, the Black Prince Trust and there are no through roads within – which lowers the score to public transport availability.



Collision Data

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

The concentrations of collisions and casualties are predominately on the busiest roads and at the main junctions. There are significant concentrations on A23 Kennington Lane.

Research from across London indicates that schemes like the proposed Healthy Neighbourhood have not increased the number of collisions on these main roads.

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

Air Quality

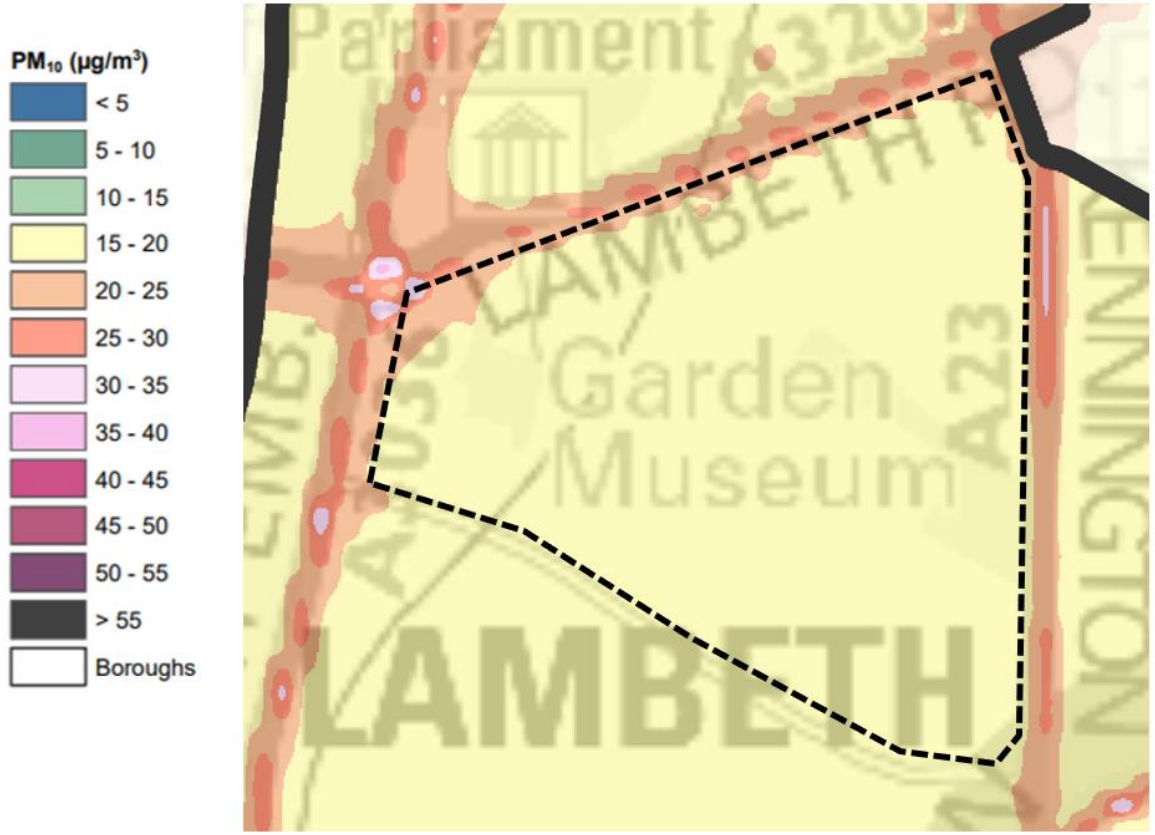
In 2007 Lambeth declared the entire borough as an Air Quality Management Area (AQMA) for the pollutants Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10}). There are various approaches used to tackle this which are set out within Lambeth's Air Quality Action Plan – available here. We know measures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

This map shows a computer model of levels of nitrogen dioxide across the Walnut Tree Walk Healthy Neighbourhood.

Nitrogen dioxide concentrations in Walnut Tree Walk HN

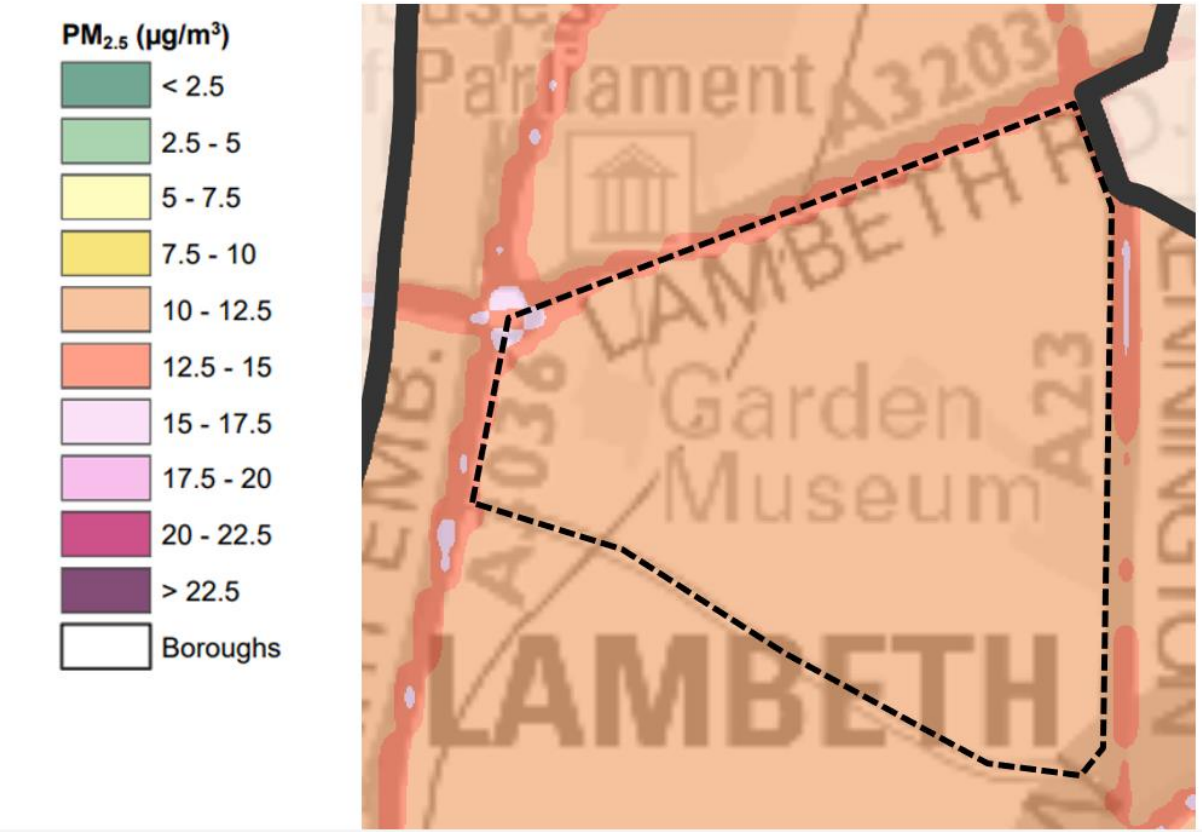
This map shows a computer model of levels of Particulate Matter levels (ug/m3) across the Walnut Tree Walk Healthy Neighbourhood.

PM10 Concentrations across the Walnut Tree Walk HN

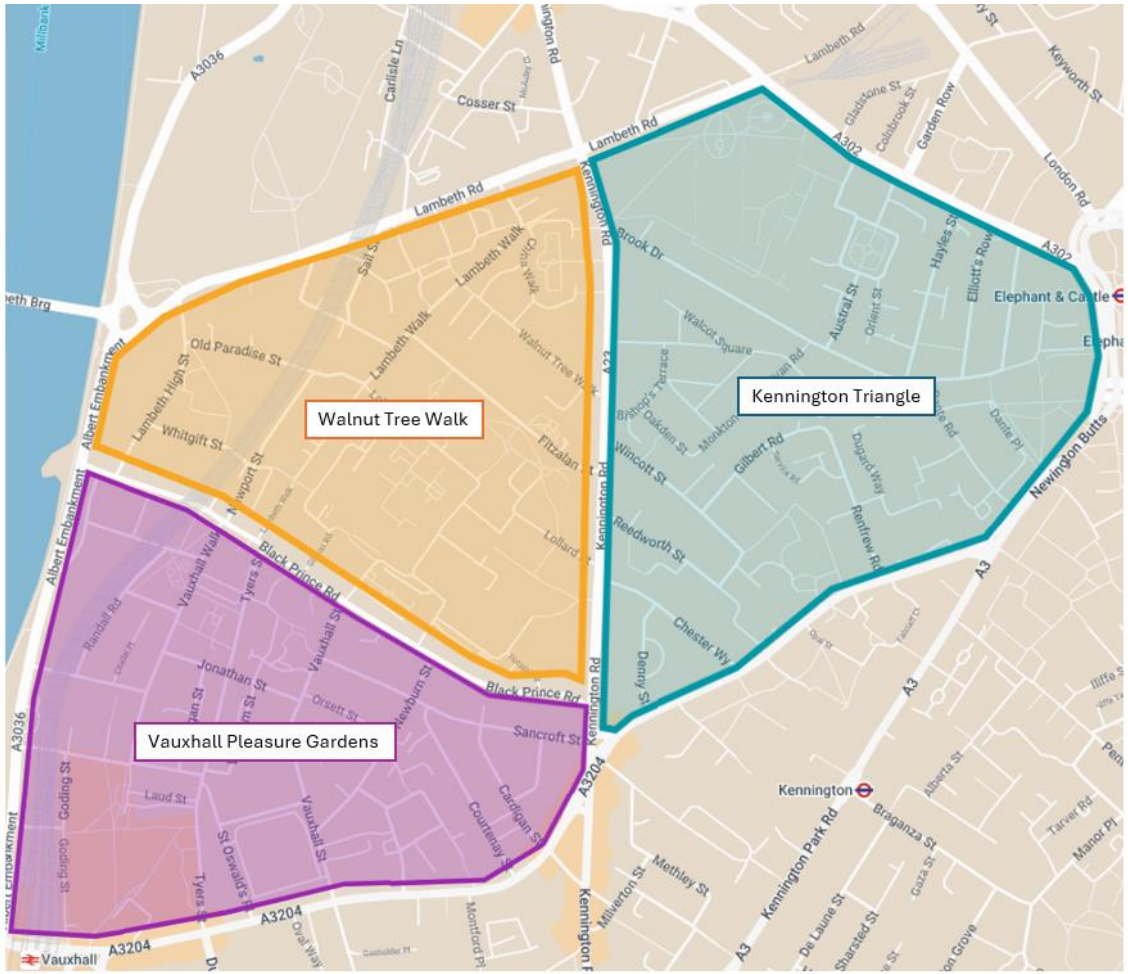


This map shows a computer model of levels of Particulate Matter levels sized 2 micrograms, per cubic metre, across the Walnut Tree Walk Healthy Neighbourhood.

PM2.5 concentrations across the Walnut Tree Walk HN



Other Healthy Neighbourhoods



The Walnut Tree Walk Healthy Neighbourhood is nestled between the **Vauxhall Pleasure Gardens** and the **Kennington Triangle** Healthy Neighbourhoods.

Vauxhall Pleasure Gardens Healthy Neighbourhood is due to be delivered at the same time as the Walnut Tree Walk Healthy Neighbourhood.

The “Exploration and Feasibility” phase for the Kennington Triangle Healthy Neighbourhood is also underway.

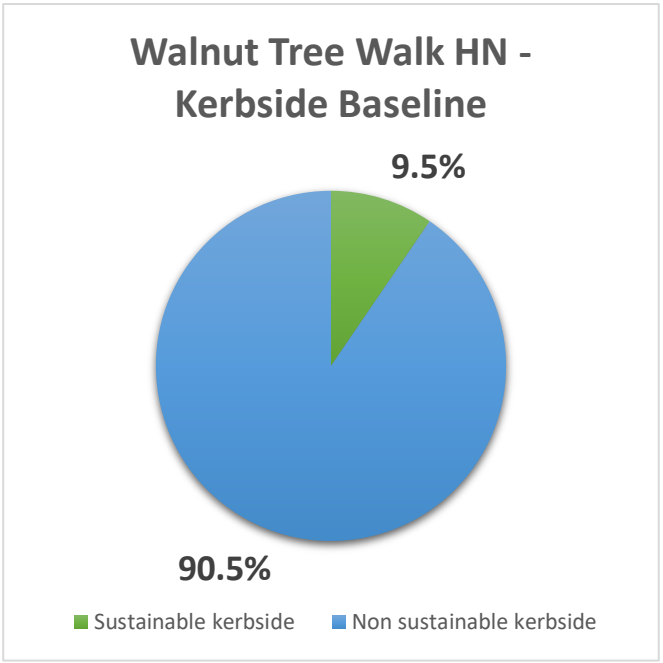
The future impacts of these upcoming Healthy Neighbourhoods have been considered as part of the design. Aligning the delivery of these schemes is important to promote behaviour change across the whole area.

Sustainable Kerbside

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

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

As of May 2025, **9.5**% of the kerbside in Walnut Tree Walk HN is used sustainably. As part of the Walnut Tree Walk HN, we will seek to use more of the kerbside in the area for sustainable uses. We have gathered feedback from the previous stage of engagement between October 2024 and January 2025. We will review this feedback alongside other suitable proposals as identified in our kerbside strategy and will present this back to the public at a future engagement stage.



Sustainable uses of the kerbside:

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

What else is going on in the area?

Low Line Project
The Low Line Vision was launched in January 2024 by Lambeth Council with Wandsworth and architects Allies & Morrison. It outlines a community-focused strategy to enhance public spaces along the Victorian railway viaduct. Aimed at celebrating local heritage, supporting communities and businesses, and improving connectivity, the strategy also promotes green infrastructure and cultural identity.

The first project, a thermoplastic artwork on Goding Street in Vauxhall, highlights local character and strengthens street identity. A Wayfinding Strategy has also been commissioned to improve navigation, connect communities, and showcase key destinations along the Low Line.

Planning Applications and new developments
Denby Court Development is a Lambeth Council redevelopment brownfield site comprising two vacant buildings at 99 Denby Court and 109 Lambeth Walk. The redevelopment of the site will deliver approximately 141 new homes (35% affordable housing). The Council is in the process of procuring a Development Partner. This started in January 2025 and is due to be completed in Winter 2025, when the Partner will be chosen.

The London Fire Brigade is in the early stages of developing new proposals for the future of the Lambeth Fire Station site fronting Albert Embankment.

Healthy Routes
Cycleway 5 (C5) runs through the Healthy Neighbourhood along Newport Street and Sail Street. The cycleway runs between Clapham Common and Waterloo.
A Cycleway Link, or ‘C-Link’ (C) runs through Old Paradise Street, connecting the Healthy Neighbourhood and C5 to Lambeth Bridge.

School Streets
A school street outside Walnut Tree Walk Primary School was introduced in September 2020. The school street is located on Fitzalan Street and Walnut Tree Walk.

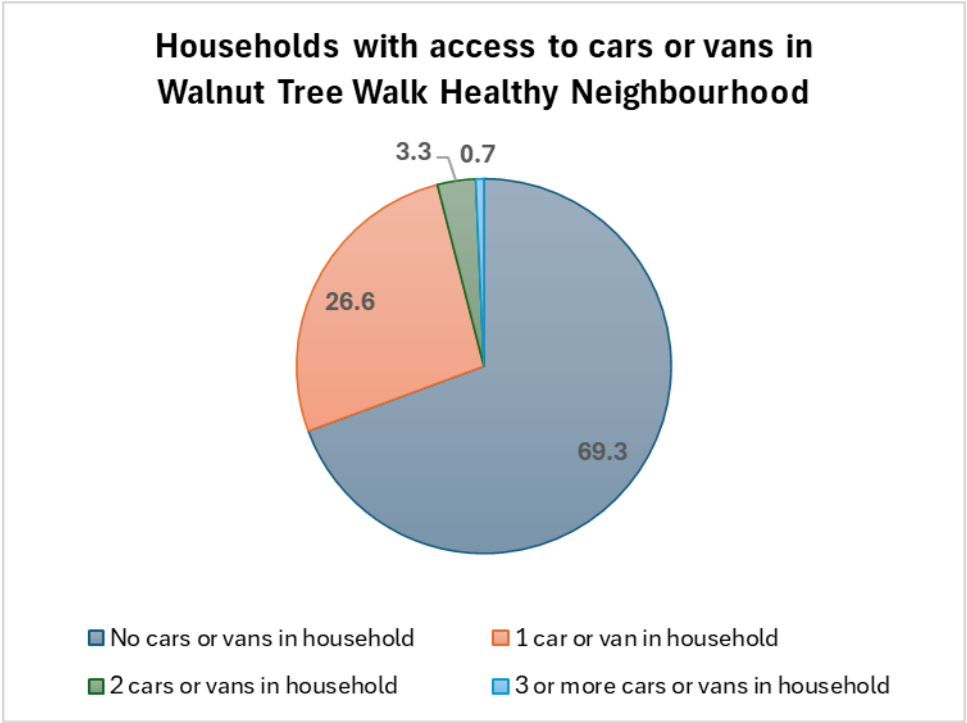
Transport for London (TfL)
TfL are replacing the roundabouts at both ends of Lambeth Bridge with traffic lights. This is to improve safety in the area, particularly for people walking. The works started in February 2025 and are due to be completed in December 2025.

Demographics

- The Walnut Tree Walk Healthy Neighbourhood area has a higher proportion of adults aged 20-34 (28.5%) in comparison to England's population for the same age group (19.6%).
- Only 8.2% of residents within the Healthy Neighbourhood drive to work in comparison to 9.3% average across Lambeth, , and 44.5% in England as a whole.
- 69.3% of households do not have access to a car.
- The proportion of residents within the area born in the UK is 57.3% compared to 82.6% in England.
- The proportion of residents who are Black, Black British, Black Welsh, Caribbean or African is 32.8% compared to 4.2% in England.
- 53.7% of households are socially rented compared to 17.1% in England.
- 91.3% of households in the area are flats, maisonettes or apartments, compared to 22.2.% in England

Source: 2021 Census Data

The proportion of households in the area that have access to a car or van. Less than 1 in 3 households in the Walnut Tree Walk Healthy Neighbourhood have access to a car or van.



Pre-trial data collection

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

What do we monitor?

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

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

Through Traffic Analysis

Through traffic through the Walnut Tree Walk has been assessed using data provided by GPS in motor vehicles, provided by a company called The Floow. This data was collected between November 2023 and November 2024.

Several roads within the neighborhood are used primarily as through routes through the area, with vehicles not accessing areas within the neighborhood itself.

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

- Lambeth High Street
- Old Paradise Street
- Fitzalan Street
- Walnut Tree Walk
- Sail Street

The design of the Walnut Tree Walk Healthy Neighborhood will seek to prevent these streets being used as a through route.

Motor Vehicle Flows

Automatic Traffic Counts (ATCs) were used to collect initial data for Walnut Tree Walk. ATCs were placed at key locations within the proposed trial area, as well as on the main roads surrounding the area. Data was collected between December 2024 and March 2025.

The values in the map show the motor vehicle traffic on an average weekday across the Walnut Tree Walk area. The streets with the highest level of traffic are Newport Street and Lambeth High Street.

These roads are frequently used as a through route between Black Prince Road and Lambeth Road/Lambeth Roundabout to avoid signalised junctions on the main roads.

Ahead of the launch of the trial, cameras will be placed at key locations within the area and on main roads to monitor the impact of the scheme.

Average Weekday Motor Vehicle Flow

Cycling

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

Within the Walnut Tree Walk area, Newport Street has the highest number of cyclists per day.

Average Weekday Cycle Flow

Motor vehicle speeds

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

The highest number of speeding vehicles are on Newport Street, one of the main through routes in the Walnut Tree Walk Healthy Neighbourhood.

Average Weekday Number of Motor Vehicles Speeding

Engagement

We undertook several engagement activities to identify areas within Walnut Tree Walk that required street improvements.

The Walnut Tree Walk Healthy Neighbourhood initial phase of engagement took place from **September 2024 to January 2025**. The engagement events were advertised through different streams and aimed to reach a wide demographic. All feedback from the following activities was shared with the designers to inform the design proposals. See the engagement report for further details about each activity.

Exploration and Feasibility - Engagement Activities

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

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

Feedback from key statutory consultees

Emergency Services

In April 2025 we contacted local officers from the emergency services including the London Ambulance Service, Met Police and London Fire Brigade to inform them of the upcoming plans for a Healthy Neighbourhood in the Vauxhall Pleasure Gardens area. All the emergency services contacted did not raise any concerns at this stage about the traffic filters proposed but have a preference towards the use of camera-enforced traffic filters to enable emergency service exemptions.

Transport for London (TfL)

We have been working with TfL throughout the design process to ensure any potential impacts on surrounding roads are identified and managed. This includes impacts on roads managed by TfL as well as on buses. No concerns have been raised regarding the proposals at this stage. Further engagement will take place before any decision on implementing a trial is made.

Engagement and the proposed design

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

Feedback: Motor vehicles driving dangerously on many streets including Lambeth Walk and Fitzalan Street discouraging pedestrians and people cycling.
Action: The current design includes motor vehicle filters to restrict through traffic on these roads. This should discourage speeding and motor vehicles travelling dangerously in the area.

Feedback: Areas, particularly around the estates, are lacking in street lighting. This makes the area feel unsafe and discourages pedestrians.
Action: Lighting is outside of the scope of this scheme, but all feedback has been shared with the Estates Team.

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

Feedback: Improve road safety for children on Fitzalan Street and Walnut Tree Walk
Action: A motor vehicle traffic filter is proposed on both streets' junction with Kennington Road (A23). This will remove through traffic and reduce the amount of traffic outside both school entrances.

Feedback: Ongoing issues with hire bikes obstructing pavements, particularly near the Black Prince Trust.
Action: We will introduce designated dockless parking bays for rental e-bikes and scooters across the Healthy Neighbourhood. We are working closely with the Black Prince Trust, Watmos and Lime to improve e-bike parking.

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

Feedback: More cycle stands are needed to support households lacking practical storage for bicycles.
Action: Cycle stands will be installed throughout the Healthy Neighbourhood in accordance with our Kerbside Strategy. To rent a space in a secure cycle hangar, please follow this link.

Feedback: Lambeth High Street experiences high levels of through traffic and low visibility for cyclists.
Action: A motor vehicle traffic filter is proposed here to reduce through traffic

Feedback: Lambeth Walk experiences high levels of through traffic
Action: A motor vehicle traffic filter is proposed here to reduce through traffic

Feedback: Newport Street experiences high levels of through traffic
Action: A motor vehicle traffic filter is proposed here to reduce through traffic

Equalities Impact Assessment – summary of impacts identified

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

At this stage, the key findings for Walnut Tree Walk are:

Age, sex:

- Feeling of unsafety at night: street light improvements. (Specific locations mentioned – Lambeth Walk)

Pregnancy and maternity:

- Parents and children walking on more congested and polluted roads such as Fitzalan Street and Kennington Road

Disability, Age

- Improve accessibility measures within the Healthy Neighbourhood with wider pavements and more places to sit and rest

Economic status

- Feeling powerless: Active travel initiatives such as secure cycle parking at the estates enables more options for travel for those who may not have storage space within their homes
- Lower income households are less likely to own cars. These people will most benefit from greening and improvements to the public realm as they are more likely to travel actively through these areas

4. What happens next?

The design engagement runs from 12 May to 9 June and includes:

- 4-week Have Your Say online survey with paper copies available on request
- Email to stakeholders, including everyone signposting to the Have Your Say survey
- Leaflet to inform people about the online survey sent to all addresses within the Healthy Neighbourhood, as well as addresses 200 meters outside of the proposed trial area.

Review of Design Engagement feedback and decision on starting a trial

All feedback provided during this engagement will be collated and reviewed by officers. What we learn through this process will help shape a final design for a proposed Healthy Neighbourhood trial.

A final version of this document will be included as part of an Officer Delegated Decision Report, including learning from the design engagement and any resulting changes to the trial design. For more information on how Lambeth Council makes decisions – please see this link.