

Healthy Neighbourhood Trial

Vauxhall Pleasure Gardens



Information booklet
November 2025



Introduction

This booklet gives an overview of the Vauxhall Pleasure Gardens Healthy Neighbourhood Trial. The trial will launch on 19 November 2025.

The trial follows previous engagement with local people and organisations in Autumn 2025 and Spring/Summer 2025, which have informed our proposals.

Vauxhall Pleasure
Gardens

About the Healthy Neighbourhood

The Vauxhall Pleasure Gardens Healthy Neighbourhood trial aims to make the area safer and calmer by reducing cut through traffic. We expect that travelling around the neighbourhood will be healthier and more enjoyable for pedestrians.

We are planning to introduce the trial because of the large number of vehicles that cut through the area every day. The majority of these trips are not to or from the neighbourhood, yet they contribute to dirty air for residents and create dangerous roads - especially for children and older people.



Figure 1: A camera enforced traffic filter in the Oval to Stockwell Healthy Neighbourhood

To prevent cut-through motor traffic, we will introduce traffic filters on some local streets. Filters use signs or physical barriers to stop motor vehicles from passing, whilst allowing emergency services, disabled residents and people walking, wheeling, scooting, or cycling to pass through. Local traffic and deliveries can still access every street in the area, though some may need to take different routes.

Traffic filters will be trialled on Glasshouse Walk, Tyers Street, Vauxhall Street, Newburn Street, Sancroft Street and St Oswald's Place. See map on the next page.

A new loading bay will be introduced on Tyers Street to support local businesses, along with two disabled parking bays to improve access for Blue Badge visitors to Vauxhall City Farm and the nearby park.

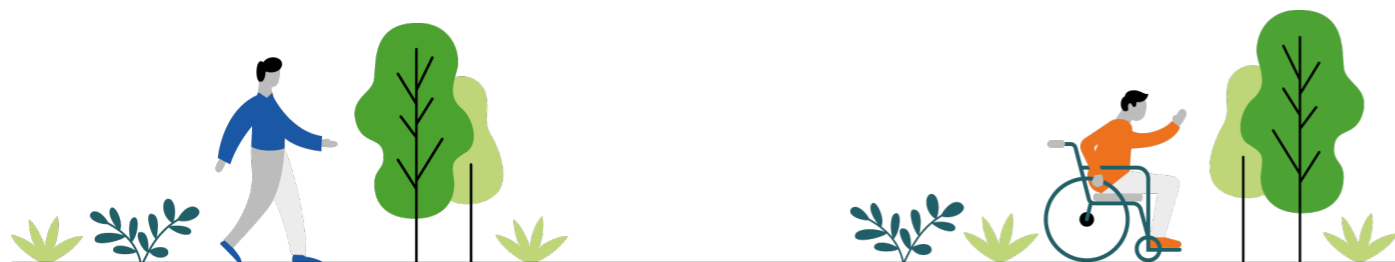
Some vehicles, including emergency services, are exempt from the filters

Some motor vehicle users are allowed to pass through either specific filters, or all of them, depending on the circumstance. Examples include, the emergency services, Blue Badge holders and SEN transport. More information is provided on page 5 and online.



Vauxhall Pleasure Gardens Healthy Neighbourhood trial map

The map below shows the layout of the traffic filters in the trial Healthy Neighbourhood. The arrows indicate how motor vehicles will be able to travel in the area with the traffic filters in place.



Reasons for introducing a Healthy Neighbourhood include:

- The majority (68.8%) of local households don't own a car but are impacted by road danger and poor air quality.
- Cut-through traffic on local roads, which are not designed for large volumes of traffic, causes road danger for everyone. In Healthy Neighbourhoods, on average, there is an 85% reduction in casualties and 75% reduction in speeding.
- Healthy Neighbourhoods can cut overall traffic and give people choice to travel in other ways such as walking local trips or trying cycling. Our monitoring has shown a 10% reduction in traffic on internal and boundary roads and a 72% increase in cycling.
- The area has excellent transport links and high levels of active travel. This means there's a need for safer conditions for those walking, cycling, scooting and wheeling, and an opportunity to encourage more people to choose sustainable travel.
- Making it easy and pleasant to travel sustainably is especially important as the area's population grows, with lots of new homes being built in the coming years. The scheme will be fully funded by local property developers through Section 106 contributions.
- The council has a long-term goal of reducing motor traffic by 27% by 2030, to cut carbon emissions, improve air quality and make it safer to travel sustainably. This target is part of our Transport Strategy and Climate Action Plan.
- By making the local area more pleasant, we hope to attract more visitors and support businesses. We're investing in other local projects to support this, such as the Low Line which will see changes to the streets and public spaces along the line of railway arches running from Nine Elms to Waterloo.

Blue badge holders can apply for dispensation to drive through a single traffic filter

Individual Blue Badge holders and organisations who qualify for a Blue Badge can apply for a dispensation from a single traffic filter.

Apply for a Blue Badge dispensation online <http://q-r.to/applydispensation>

You can also apply on behalf of a Blue Badge Holder. If you are unable to get online to apply for a dispensation, you can telephone us on 02079261000. Please mention "Vauxhall Pleasure Gardens Healthy Neighbourhood dispensations" when you leave your message.

Other types of vehicles that can drive through a filter are emergency services, pedal cycles, rapid response healthcare providers, Category 1 Responders under the Civil Contingencies Act 2004, Refuse collection vehicles. Our dispensation policy can be viewed at: <http://q-r.to/dispensationpolicy>



If you have applied for a dispensation and receive a penalty charge notice, you can appeal it

Enforcement of the trial will begin on Wednesday 19 November. If you are awaiting confirmation of your dispensation and receive a penalty charge notice (PCN), you will have the opportunity to appeal it. You must appeal your PCN within 28 days of it being issued.

The works to introduce the Healthy Neighbourhood will begin on 3 November and last approximately two weeks

The majority of the works will take place at the traffic filter locations.

Works will be carried out Monday to Friday between 7am and 4.30pm and on Saturdays between 8am and 1pm.

Some parking suspensions will be put in place to allow the works to take place. Vehicles parked within a parking suspension area may receive a Penalty Charge Notice and be relocated. If your vehicle is relocated, please contact the Towed Vehicle Tracing Service (TRACE) customer services helpdesk on 0300 077 0100.

For all queries relating to the signing and lining works, please contact Ringway at **Lambeth.schemes@ringway.co.uk** or **07981 207984**.

You can view the proposals online and submit feedback

Further details can be found on [our Have Your Say platform](#). We have also published a formal decision report on our website.

The trial is being introduced using legal document called an Experimental Traffic Management Order (ETMO). An ETMO allows the council to trial changes, such as traffic filters, for up to 18 months. The first 6 months of the trial is an 'objection period' during which objections and representations can be made to the scheme. Any scheme changes made during the trial period would trigger a further 6-month objection period.

You can submit an objection or representation online from the 19 November: <https://consultation.appyway.com/Lambeth>. View the proposals and related traffic order documents under 'Active Consultations'. If you are representing a local business or organisation, please indicate this.



You can post your response to us, and call us to receive a paper version of the detailed map.

If you are not able to get online, you can post your objection or representation to:

Parking and Enforcement Group (Resident Services), London Borough of Lambeth, PO Box 80771, London, SW2 9QQ (quoting the reference *Vauxhall Pleasure Gardens Healthy Neighbourhood*)

You can also telephone us on 020 7926 6799 to request a paper copy of the information booklet including a detailed map showing proposals where you live. Please mention Vauxhall Pleasure Gardens Healthy Neighbourhood when you leave your message.

You can also contact us using our online contact form: lambeth.gov.uk/form/transport-strategy-project



Next steps: we will monitor the scheme during the trial and may decide to make it permanent

Under the Experimental Traffic Management Order (ETMO), a decision needs to be taken on whether to make the traffic order permanent within 18 months, otherwise the scheme would end. We will monitor the impact of the scheme and consider objections received during the objection period. The results of this will be presented in a report to the Cabinet Member for Sustainable Lambeth and Clean Air and local people will be informed of any decision.

Common signage

	<p>No Motor Vehicle</p>	<p>The No Motor Vehicles sign indicates no motorised vehicles can cross the filter point. This includes motorbikes, cars, vans and trucks, unless they have registered dispensation. Emergency and waste vehicles are exempt.</p>
	<p>Camera-enforcement at traffic filter</p>	<p>An area in which enforcement cameras are in use.</p>
	<p>Advance Warning Sign</p>	<p>Warns of a motor vehicle restriction to the left, right or ahead, to allow drivers to better plan their trips.</p>
	<p>Pedestrian and Cycle zone</p>	<p>Indicates that no motorised vehicles can cross a zone between two filter points. This includes motorbikes, cars, vans and trucks, unless they have registered dispensation.</p>



Further background on the scheme

Below is more detailed information on the scheme and wider context for Healthy Neighbourhoods in Lambeth.

Contents:

1. Traffic filter layout and enforcement
2. Traffic and air quality monitoring
3. How feedback influenced our proposals
4. Detailed summary of our engagement and design process
5. Decision making process
6. About Experimental Traffic Management Orders
7. About Permanent Traffic Management Orders
8. Healthy Neighbourhoods strategy and policy background
9. Other traffic reduction and sustainable travel initiatives

1. Traffic filter layout and enforcement

The traffic filter locations have been selected to stop cut through traffic and limit re-routing onto quieter streets

The placement of the traffic filters will prevent motor vehicles from cutting through the neighbourhood. Some filters are required on streets that currently have less traffic, such as Newburn Street and Sancroft Street, to ensure the entire area is protected. If these were not put in place, there would be a risk of traffic shifting to them from the busier streets.

Some of the key factors we considered when identifying locations are:

- Ensuring that motor vehicles can travel around the area without needing to reverse long distances
- Ensuring motor vehicles can make turns

- safely
- Making all addresses accessible by motor vehicle

The scheme has been designed to ensure access is maximised across the whole area

All addresses except one are accessible via motor vehicle, including for deliveries and visitors. Some journeys in private motor vehicles may need to take different routes or be slightly longer. While this can be an inconvenience, it is part of encouraging motorised journeys to be switched to active journeys when possible. This shift benefits health and over time means that essential motorised journeys will be quicker as fewer people drive and congestion is reduced. The only physical restriction for motor vehicles is on St Oswald's Place, affecting access to just one property — which can still be reached via Tyers Street, located approximately 20 metres away.

Traffic filters will be enforced using Automatic Number Plate Recognition (ANPR) cameras

All but one of the traffic filters in the Vauxhall Pleasure Gardens Healthy Neighbourhood area are enforced using Automatic Number Plate Recognition (ANPR) cameras, which operate 24-hours a day. These work by issuing a Penalty Charge Notice (PCN) to unauthorised motor vehicles that pass through the filter. Motor vehicles with an exemption or registered dispensation do not receive a fine.

The traffic filters will operate 24-hours a day because:

- Similar schemes have been shown to reduce speeding which can occur at all times of day.
- The proposal is designed to dis-incentivise short trips made by motor vehicle at any time and support the community to switch to active journeys, like walking, wheeling and cycling, when possible.

Traffic filters will only be suspended during emergency works if people are unable to access their properties.

The motor vehicle restriction on St Oswald's Place will operate 24 hours a day and will be enforced with a bollard. No vehicles will be permitted to pass through the filter at any time — even if they are exempt or have a dispensation from other filters.

2. Traffic and air quality monitoring and modelling

We will monitor the impact of the scheme on traffic and air quality

The Healthy Neighbourhood aims to reduce overall motor vehicle movements in the area, including both boundary and internal roads. Traffic volumes and bus journey times across the area will be monitored throughout the 18-month experimental period.

We follow these steps to monitor the progress of the scheme:

- We collect traffic count data from key roads within the area
- We calculate the average traffic volumes across these roads
- We also calculate the average number of movements on the main roads

By comparing these averages, we can assess changes in volumes across the entire area in and around the Healthy Neighbourhood.

We also track how the amount of kerbside (the space typically used for car parking) that is being used sustainably, for things like cycle parking, electric vehicle charging, plants and trees.

If roads become busier, we may plan mitigations as required.

Over time, we expect overall traffic across the internal and boundary roads to reduce

In the initial stages of the project, some traffic displacement may occur, but this is expected to reduce as behaviours change. Research on [established Low Traffic Neighbourhoods](#) has shown that overall traffic tends to reduce as people change the way they travel. This includes a study of London LTNs which showed that traffic reduced on 74% of streets, with no change in the median number of motor vehicles on main roads around them.

We have worked with Transport for London (TfL) to model traffic flows on the boundary roads and on buses

We have been working with TfL throughout the design process to ensure any potential impacts on surrounding roads are identified and managed. In 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 predicted that overall traffic impacts are relatively small, with no change in queue lengths and minor increases in traffic flow on main roads. We will monitor the impact on bus journey times across the main roads.

Air quality will be modelled based on traffic volumes

The impact that specific transport schemes have on air quality is modelled based on traffic volume data. This is the best way to understand how traffic affects air quality in a short period of time. Using modelled data is preferable to direct air quality measurements (such as diffusion tubes) because the ambient air quality is also affected by meteorological events, construction, and other, unrelated policy changes; they are unable to isolate the effect of traffic from other sources of pollution. They also require longer timescales to understand impacts.

The air quality data presented in the baseline traffic data report comes from the London Atmospheric Emissions Inventory (LAEI), which contains information from the GLA and other public sector information, including telematics data. It shows modelled 2019 ground level concentrations.

It is anticipated that air quality will improve as traffic volumes reduce due to behaviour change. This will be modelled using traffic data collected during the trial and publicly available data from the LAEI, which will be compared to the 2019 data set.

To understand borough-wide air quality trends, Lambeth has an extensive network of diffusion tubes across the borough, and a network of 64 lightweight air quality sensors as part of the Airly network. The Airly sensors enable residents to monitor the concentration of nitrogen dioxide, particulate matter and ground level ozone in real time by visiting the Airly website <https://airly.org/map/en>

3. How feedback has influenced the proposals

Feedback received during the engagement periods have allowed officers to make improvements to the proposed Healthy Neighbourhood.

Examples of this include:

- Tyers Street: Representatives of Vauxhall City Farm, Hope Church and residents reported frequent motor vehicle speeding on Tyers Street. This was of particular concern because the street is used often by school-aged children and young people. As a result, it was felt that it was necessary to introduce a traffic filter at the junction with Kennington Lane to improve safety.
- Randall Row: Following stakeholder engagement and detailed traffic analysis, the proposed filter on Randall Row was removed from the scheme. Discussions with local businesses along Randall Road highlighted concerns regarding the potential negative impact of restricting access to this road, which primarily serves local traffic.

4. Detailed summary of our engagement and design process

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.

The [Healthy Neighbourhood Delivery Framework](#) outlines how we develop and refine designs, from gathering data and exploring feasibility to testing layouts and making improvements based on resident and stakeholder feedback. 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. The following stages explain how we shape, test, and refine these designs to create places that work for everyone. 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.

Engagement phase 1:

The Council carried out two phases of community engagement to understand the views of local people in the Vauxhall Pleasure Gardens area. This first engagement phase took place between 11 October 2024 and 17 January 2025 and was used to help us learn about the location to shape the development of a proposed design. Targeted engagement activities included direct outreach to stakeholders including local schools, businesses, walk-and-talk events, and an online interactive map on Have Your Say that received 156 comments for Vauxhall Pleasure Gardens and Walnut Tree Walk Healthy Neighbourhoods

Engagement phase 2 - Design Engagement

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

Informal consultation with statutory consultees

In advance of the formal statutory consultation, the emergency Services were emailed in April 2025 regarding the proposal to

introduce the Vauxhall Pleasure Gardens Healthy Neighbourhood through an ETMO. Specifically, the London Ambulance Service and Police requested for all traffic filters to be implemented under an ETMO. This would enable both the council and emergency services to monitor the impacts of the filters and make changes if considered necessary.

Emergency services indicated a preference for camera-enforced filters, highlighting that these would have minimal impact on their operations. Although the plans include one physical closure, it was considered acceptable given the presence of an alternative access point just 20 metres away. Services agreed to monitor its impact as the trial progresses.

The council will continue to work in partnership with emergency services, including the London Ambulance Service, in order to ensure limited impact on services.

Traffic data, continuous monitoring since February 2025:

Traffic data has been collected continuously since May 2025, using cameras that will remain in place for the duration of the trial. Cameras are placed at key locations within the proposed trial area, as well as on the main roads surrounding the area. A summary of the traffic data (May 2025 – September 2025) is provided in Appendix A of the Cabinet Member decision report.

5. The decision making process

Individual Cabinet Members and Officers can make decisions under 'delegated powers'. 'Key' decisions (such as making a trial scheme permanent, or a scheme spanning several wards) are made by Cabinet Members. Smaller decisions can be taken by officers in consultation with Cabinet Members.

For the Vauxhall Pleasure Gardens Healthy Neighbourhood Trial the decision is being made using a Cabinet Member Delegated Decision Report (CMDRR).



The CMDDR includes a detailed summary of the engagement phases.

The following appendices detail feedback received and how this has been considered:

- **Appendix A – Final Design Report:** provides an overview of the engagement, monitoring and design work undertaken in preparing the recommended design.
- **Appendix B – Concerns Raised and Officer Response Table:** details the issues raised throughout both engagement phases and consideration of these by officers.
- **Equality Impact Assessment:** an anticipatory process that supports the Council to predict possible issues and take appropriate action such as removing or mitigating any negative impacts, where possible, and maximising any potential for positive impacts.

Read more about [how the council makes decisions](#).

6. About Experimental Traffic Orders

The trial is being introduced using a legal process called an Experimental Traffic Management Order (ETMO). An ETMO allows the council to trial changes, such as traffic filters, for up to 18 months. The first 6 months of the trial is an 'objection period' during which objections can be made to the scheme. Under the Experimental Traffic Order, a decision needs to be taken on whether to make the traffic order permanent within 18 months, otherwise the scheme would end.

A Notice of the Council's intentions to introduce the trial under an Experimental Traffic Management Order will be published in the London Gazette.

The scheme may be altered during the trial, this would trigger a further 6 month objection period

The ETMO process also allows for improvements and adjustments to be made during the trial, as models are unable to fully predict real world traffic reduction and behaviour change. This also enables the community and the council to experience, monitor and learn from traffic changes before they are potentially made permanent.

Any scheme changes made during the trial period would trigger a further 6-month objection period.

8. The strategy and policy background to our healthy neighbourhood programme

With low car ownership (58% of residents don't own a car), the borough is focused on reducing the negative impacts of motor traffic—such as pollution, noise, and road danger—by promoting walking, cycling, and public transport. Since 2019, Lambeth has implemented a Transport Strategy and, in 2021, a Climate Action Plan targeting a 27% reduction in motor traffic by 2030. The borough uses the Healthy Streets Approach to guide this transition, addressing safety concerns and improving conditions for non-car travel.



9. Other initiatives to help you travel more sustainably

Lambeth Council has an active travel programme that brings together initiatives to help residents, businesses and schools choose cleaner and healthier ways of getting around such as walking, cycling and public transport.

The Council offers a [range of incentives](#) to get you moving around more sustainably including subsidised renting of cargo bikes and free bike repairs through our Dr Bike service.

Overall, our initiatives which support people to choose sustainable and active ways to get around:

Dockless e-bike and e-scooter hire: <https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking/cycle-parking/street-dockless-e-cycle-e-scooter-bays>

Electric vehicle promotion and charging point rollout: <https://www.lambeth.gov.uk/environmental-services/electric-vehicles>

Behaviour change programmes at schools and for individuals which include the Try Before Your Bike initiative: <https://www.lambeth.gov.uk/activetravel>

Big Shift programme, including cargo bike sharing: <https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking/big-shift-programme>

School Streets programme: <https://www.lambeth.gov.uk/streets-roads-transport/school-streets>

Cycle hangar programme: <https://www.lambeth.gov.uk/streets-roads-transport/cycling-walking/cycle-parking/street-cycle-hangars-residential-use>

The Healthy Routes programme including creating safe walking and cycling routes across the borough: [Lambeth Transport Strategy](#)



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