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## What is this document?

Lambeth Council aims to enhance Prescott Place, creating a desirable destination that supports local businesses and provides space for people to meet, relax, and travel actively. We seek to celebrate local history and champion inclusivity, creativity, and accessibility.

The Prescott Place Reimagined Design Report (May 2025) is a summary of engagement, data collection and design work that has taken place since between September 2024 and April 2025.

This report includes a proposed design for Prescott Place 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 Prescott Place “Have Your Say” online engagement page – [available here](#).

This document will be updated with our learning from Design Engagement taking place from 19 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](#).



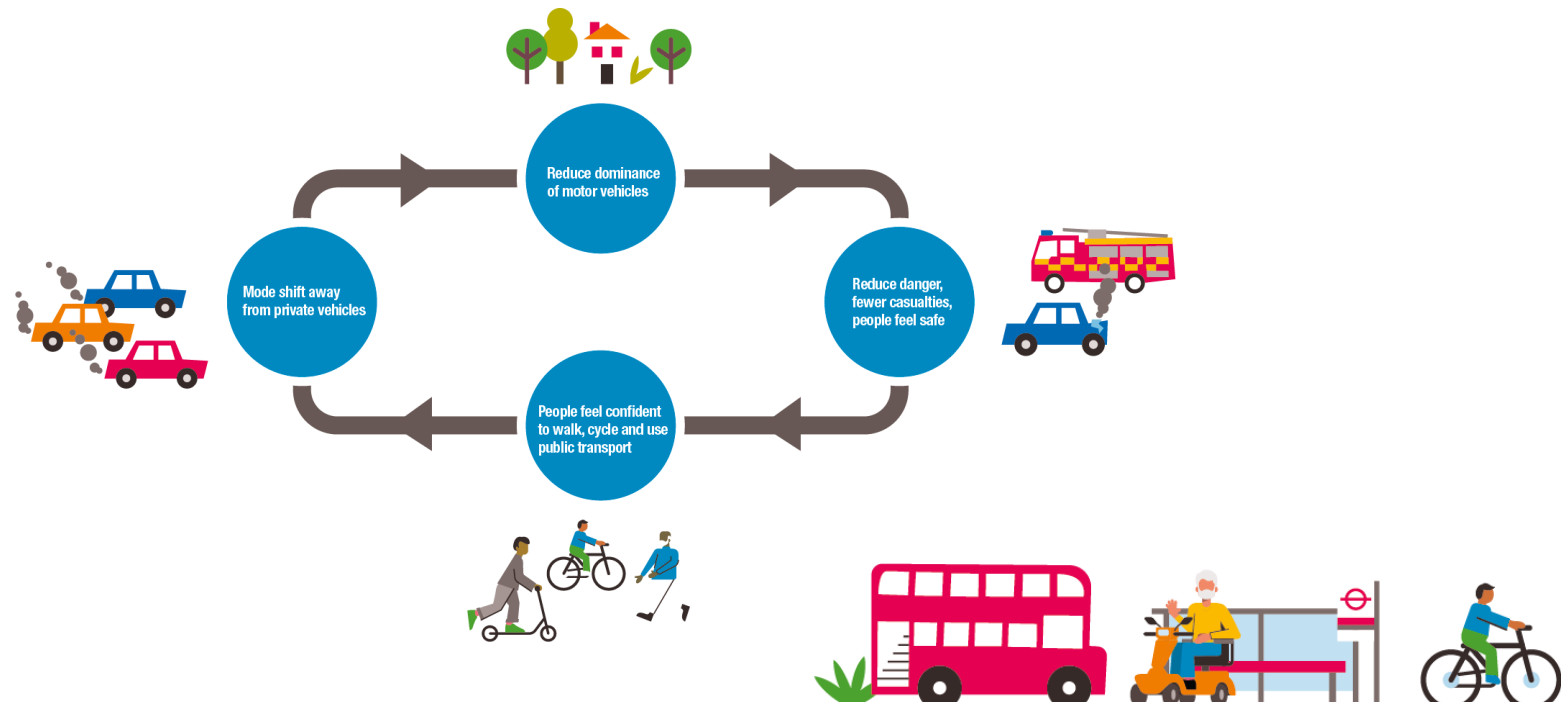
# 1. The Healthy Streets Approach

The way we manage our streets has a big role to play in making our borough a healthier place to live, work or play. Lambeth is a borough committed to social justice and equity across everything it does – this includes how we manage our streets. In 2019 we published our [Transport Strategy](#), which sets out the vision for our streets.

Motor traffic has a big impact on our lives, from noisy congestion, toxic air, or road danger that either prevents or disincentivises us from walking, scooting, wheeling or cycling. This is particularly unjust as 58% of households in Lambeth do not own a car and rely on active travel and public transport.

In 2021, we adopted our [Climate Action Plan \(CAP\)](#) which sets out how, together, we will create a Lambeth that is fit for the future. A key requirement identified in the CAP is to reduce the amount of motor traffic on our streets, with an evidence-based target of 27% by 2030.

To do this, we are using the [Healthy Streets Approach](#). This process helps us understand how all sorts of projects fit together, support each other, and collectively help make our streets safer, more inclusive, and more enjoyable places.



## What is the Streets Reimagined Programme?

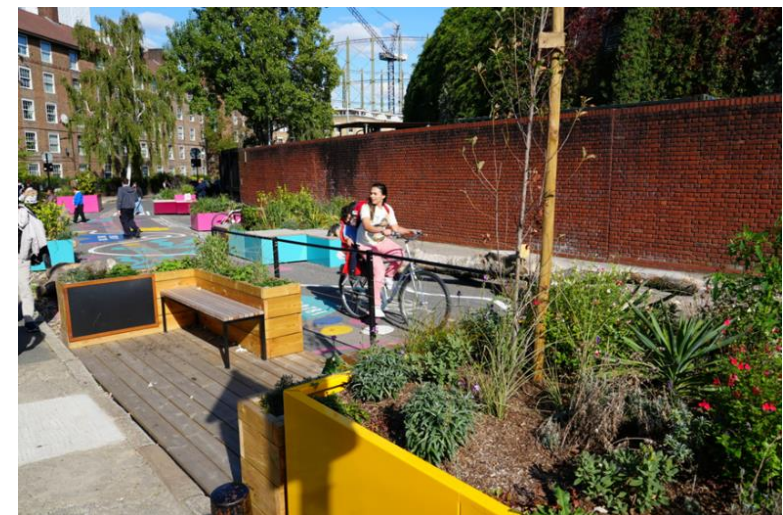
Lambeth Council want to make our neighbourhoods fit for the future. This means designing streets and public spaces that are clean, vibrant and climate resilient as well as enabling people to lead healthier, happier lives.

Streets Reimagined schemes create a destination that supports local businesses and provides space for people to meet, relax, and travel actively. We seek to celebrate local history and champion inclusivity, creativity, and accessibility.

The Streets Reimagined programme seeks to transform spaces across the borough from high streets, underused side roads, and transport hubs. The aim of the programme is to transform streets away from motor vehicles, freeing up space for activities that support local businesses and people.

Across the borough, we have identified streets where the community to comes together.

Each of these spaces is unique, and our improvements—incorporating feedback from the local community and businesses—will reflect this character.



## How was the Prescott Place scheme chosen?

The southern section of Prescott Place, outside the Two Brewers Pub, was closed to traffic during 2021.

This area of the street was closed between 3pm-10pm with removable barriers. This closure was to assist the reopening on the Two Brewers Pub and help make social distancing for customers safer.

Once the traffic order expired, this closure no longer operated. We received positive feedback about the impact of the closure.

Prescott Place narrows to a single lane and is currently a two-way road. This causes conflict between vehicles exiting the street onto Clapham High Street and those coming the other way, often at speed.

Clapham High Street is also an important cycle link and part of Lambeth's [Healthy Route Network](#), which was upgraded in 2024 by TfL. Motor vehicle traffic exiting and entering Prescott Place conflicts with people who are cycling here.

Clapham High Street is a destination for day and night time economy and is bookended by Venn Street and Voltaire Road with Prescott Place located centrally.

Motor vehicle traffic is currently low. There is limited footway on the length of the street and the potential road danger for pedestrians is high.



## What has happened so far?

**Exploration and Feasibility:** During Winter 2024 we spoke to businesses and local people through online engagement, workshops and drop ins. The purpose of this was to gain local knowledge and details of how the street is used and what people's hopes were for the future.

**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 Prescott Place Reimagined.

## What is happening now?

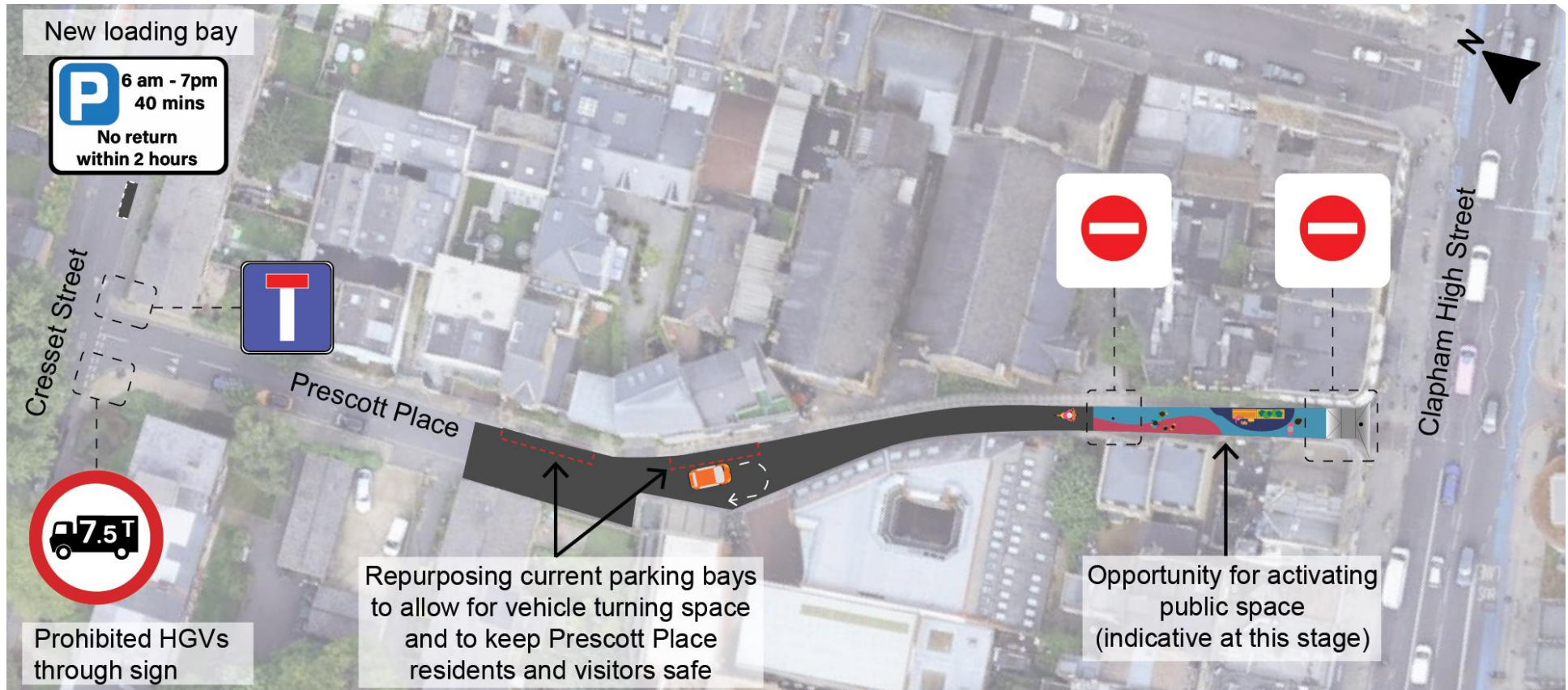
**Proposed Design:** this report includes a proposed design and we are now asking the community and local stakeholders for feedback. This will help us to understand if we have found a solution that is technically feasible, safe and that considers the needs of the community.

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



## 2. Proposed design

We are proposing to create a traffic free area on the southern section of the street. The pedestrian zone would begin south of St Peter's Church to Clapham High Street. This area would be closed to all motor vehicle traffic.



- Introduce a motor traffic restriction which prohibits motor vehicles but allows people walking and wheeling through in the southern section of the street. This closure would be enforced by removeable bollards or planters.
- Repurposing some residential and business parking to ensure vehicles have enough turning space to make maneuvers safely.
- Introduce a new loading bay on Cresset Street to provide a location for residents and businesses for deliveries.
- Introduce a no-loading restriction on Prescott Place to ensure vehicles have enough turning space to make maneuvers safely.
- Introduce a 7.5 ton weight restriction on all vehicles on Prescott Place to ensure vehicles have enough turning space to make maneuvers safely.
- Bring new public space to life using placemaking such as colourful surfacing.



## Proposed Design – view from Clapham High Street

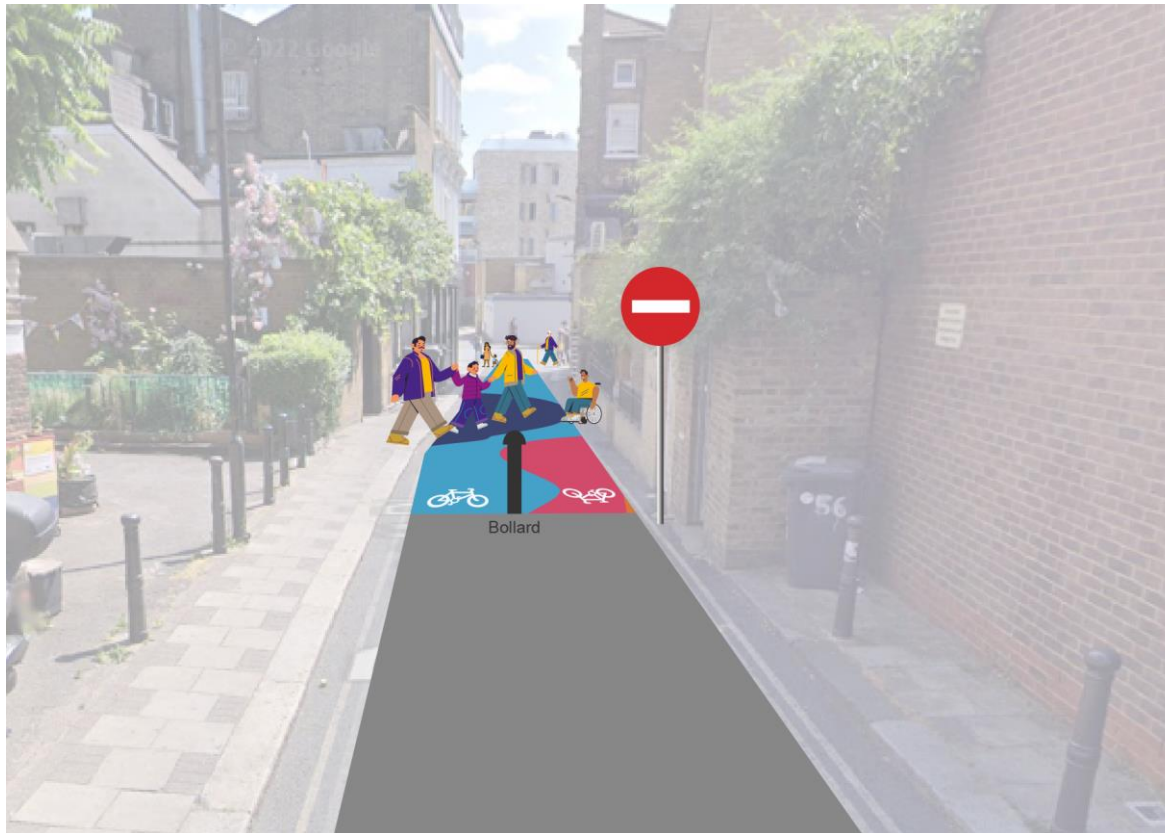


### What are we proposing?

- A traffic filter placed on the junction of Prescott Place and Clapham High Street, enforced by a bollard or planter
- People walking and wheeling can pass through the filter.
- This pedestrianised zone will improve road danger and provide an opportunity for place-making



## Proposed Design – view from Prescott Place



### What are we proposing?

- A traffic filter will be placed south of St Peter's Church
- People walking and wheeling can pass through the filter.
- This pedestrianised zone will improve road danger and provide an opportunity for place-making.



## Proposed Design – view from Cresset Street



### What are we proposing?

- A no-loading restriction and vehicle weight restriction will be introduced on Prescott Place. This is to ensure vehicles have enough turning space to make maneuvers safely. Also, to ensure vehicles that are too large to make maneuvers safely do not access Prescott Place.
- Advanced warning signs will be introduced on the junction of Cresset Street and Prescott Place to ensure vehicles that are too large to make maneuvers safely do not access Prescott Place.



## 3. Exploration and Feasibility

Exploration and Feasibility 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 also gather key quantitative data – such as traffic data. All of this helped and guided the development of the proposed designs in Section 2

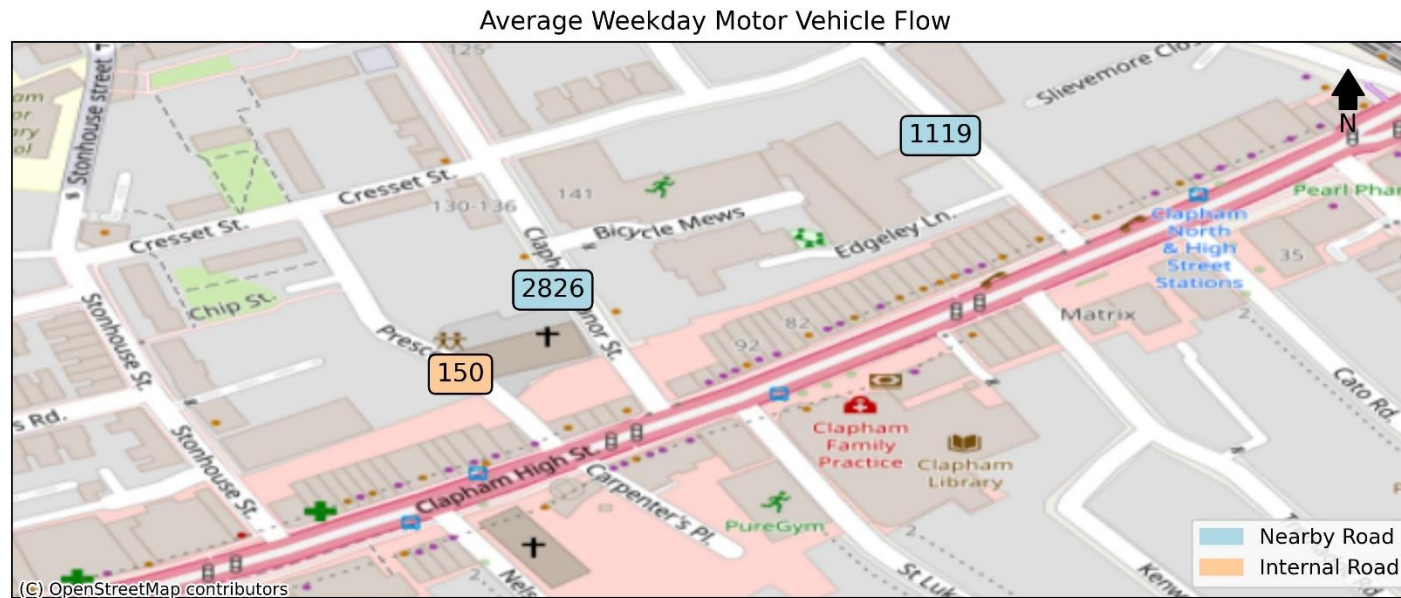
### Area Profile

This section includes a wide range of data sources that have been collected to help us better understand Prescott Place. This information has helped shape the proposed design of the Prescott Place Reimagined trial outlined in Section 2.



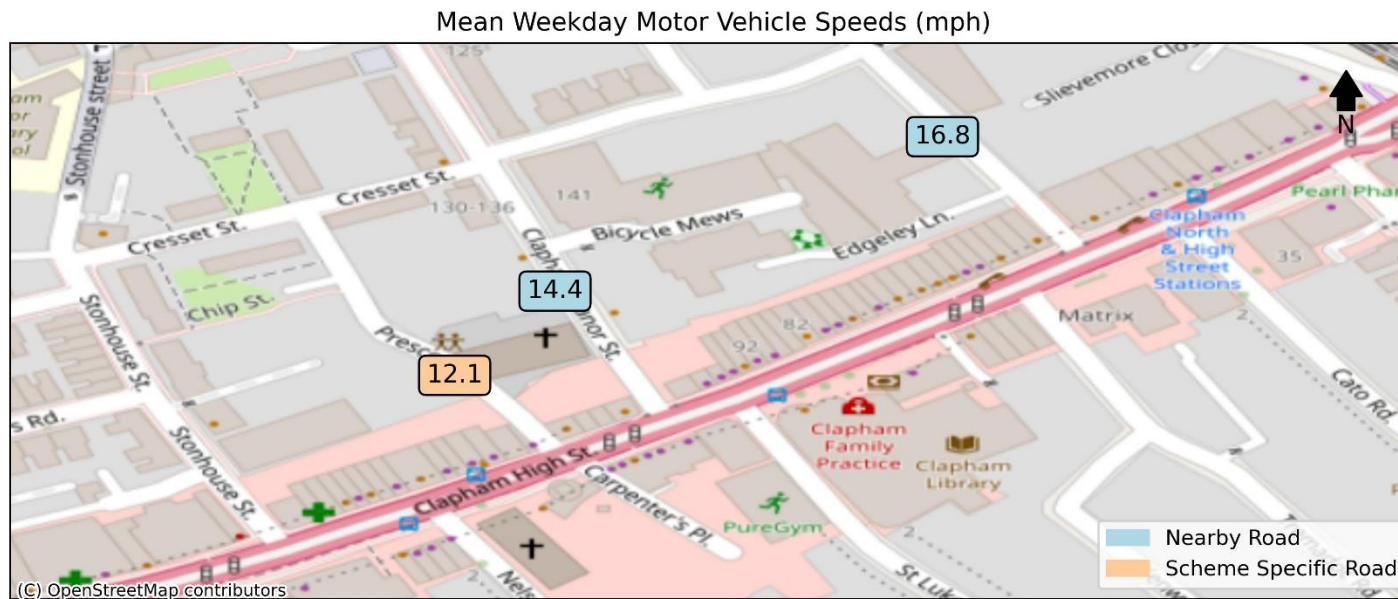
## Motor Vehicle Flows

This map shows the number of motor vehicle traffic recorded by Automatic Traffic Counters on Prescott Place outside St Peter's Church on an average weekday. Traffic data collection took place between Monday 27 January 2025 and Sunday 2 February 2025.



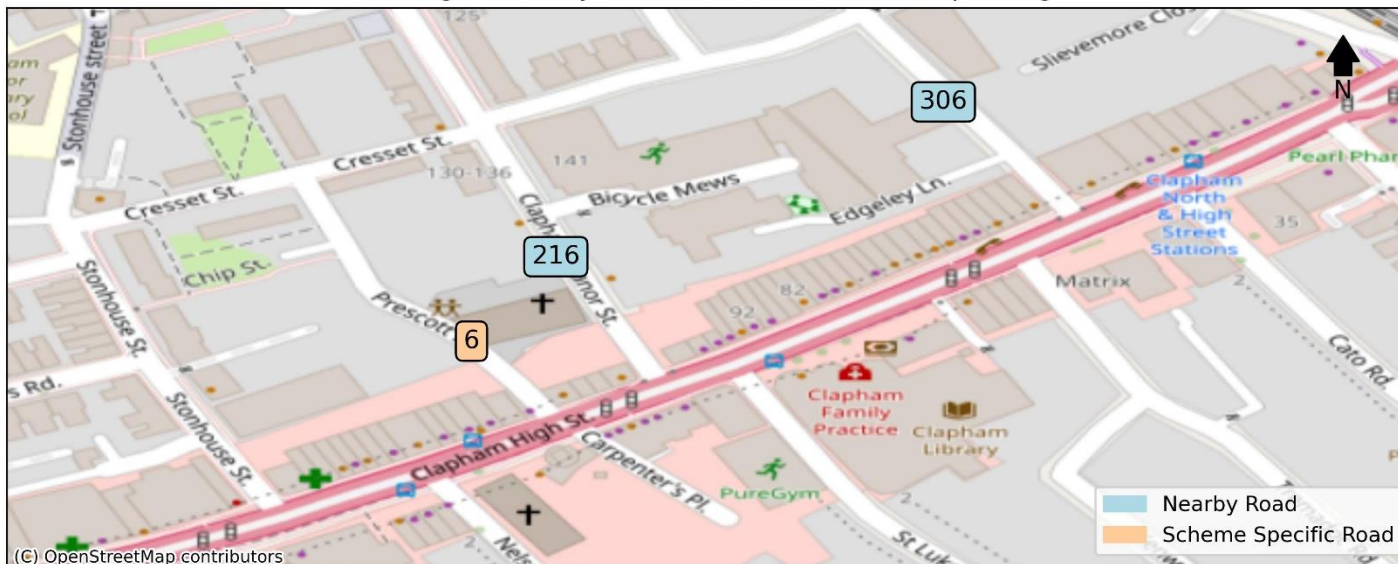
## Motor Vehicle Speeds

This map shows the average speed of motor vehicles on an average weekday in the local area. Recorded by Automatic Traffic Counters on Prescott Place outside St Peter's Church. Traffic data collection took place between Monday 27 January 2025 and Sunday 2 February 2025.



The map shows the number of speeding motor vehicles on an average weekday in the local area.

Average Weekday Number of Motor Vehicles Speeding



## Cycling

This map shows the number of cyclists on an average weekday, recorded by Automatic Traffic Counters on Prescott Place outside St Peter's Church. Traffic data collection took place between Monday 27 January 2025 and Sunday 2 February 2025.

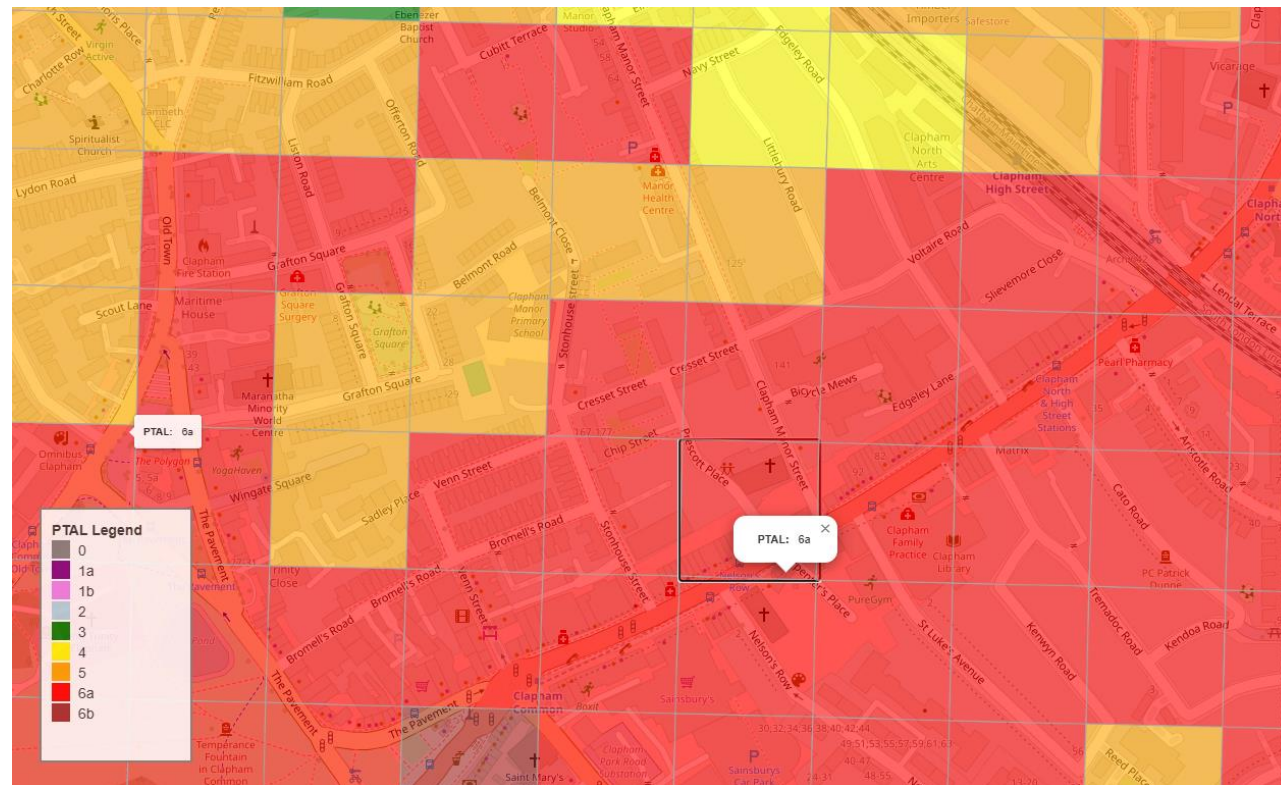
Average Weekday Cycle Flow



## Public Transport

Prescott Place Reimagined is within London Travel Zone 2. The Public Transport Accessibility Level (PTAL) is a measure which rates the whole of London, based on an area's distance from frequent public transport services.

The image below shows the most recent data from 2023, where the area proposed in Prescott Place Reimagined, and surrounding, scores 6a. This means the area has some of the best public transport options in London.



## Collision Data

This map shows locations of fatal, serious and slight collisions that have taken place across on Prescott Place and the surrounding streets, between 30 November 2021 and 30 November 2024.

The concentrations of collisions and casualties are predominately on the busiest roads and concentrations at the main junctions. There are also significant concentrations of casualties on the A3 Clapham High Street. No collisions are recorded on Prescott Place for this period.

Streets Reimagined aim to support both active travel and use of public transport, as such form part of [Lambeth's Road Danger Reduction Strategy](#). This works 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.

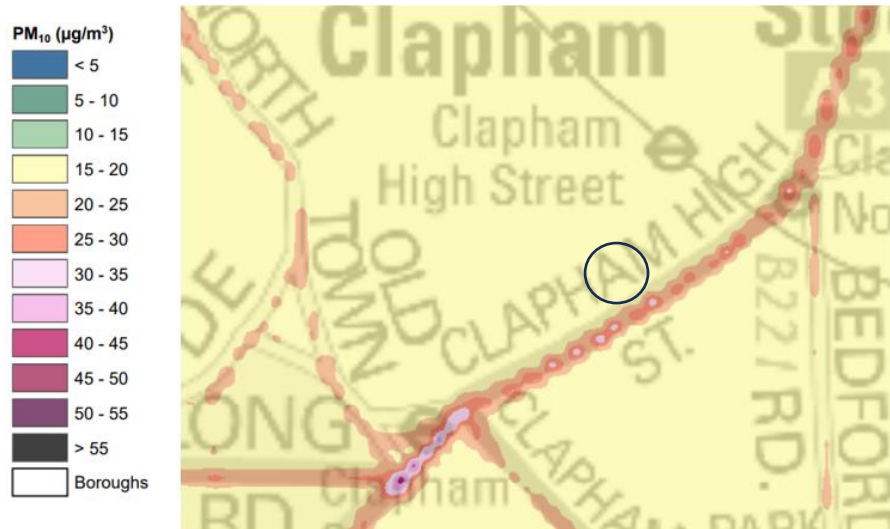


## Air Quality

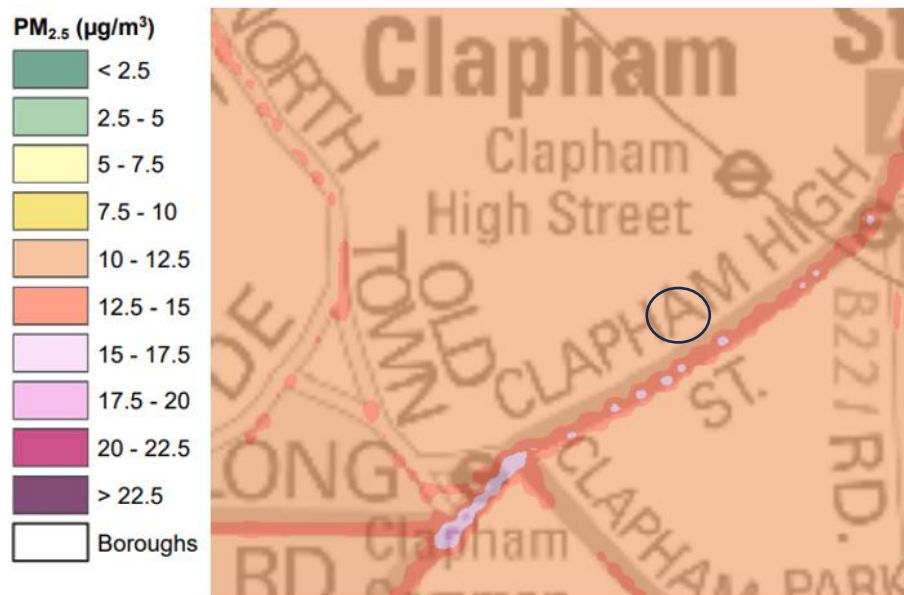
In 2007 Lambeth declared the entire borough as an Air Quality Management Area (AQMA) for the pollutants Nitrogen Dioxide ( $\text{NO}_2$ ) and Particulate Matter ( $\text{PM}_{10}$ ). There are various approaches used to tackle this which are set out within Lambeth's Air Quality Action Plan – [available here](#). We know measures are needed on both local streets and main roads.

This map shows a computer model of levels of nitrogen dioxide in the area around Prescott Place. 5 and under is low and 55 and over is high. This data is from the London Atmospheric Emissions Inventory 2019.





This map shows a computer model of levels of Particulate Matter levels (ug/m3) in the area around Prescott Place. 5 and under is low and 55 and over is high. This data is from the London Atmospheric Emissions Inventory 2019.



This map shows a computer model of levels of Particulate Matter levels sized 2 micrograms, per cubic metre, in the area around Prescott Place. 2.5 and under is low and 22.5 and over is high. This data is from the London Atmospheric Emissions Inventory 2019.



## What else is happening in the area?

### Streets Reimagined projects

Voltaire Road – This Streets Reimagined project completed a period of engagement in January 2024 and is currently in the Proposed Design Engagement Phase.

### Healthy Neighbourhoods

Stockwell Garden Healthy Neighbourhoods - The Stockwell Gardens Healthy Neighbourhood has recently completed the Proposed Design Engagement Phase.

The scheme area is located to the north-west of Brixton Town Centre and is bounded by A3 Clapham Road to the north, A203 Stockwell Road to the east and Landor Road to the south.

Larkhall Rise – an existing traffic filter on Larkhall Rise Bridge which is a component of Lambeth’s Healthy Routes network.

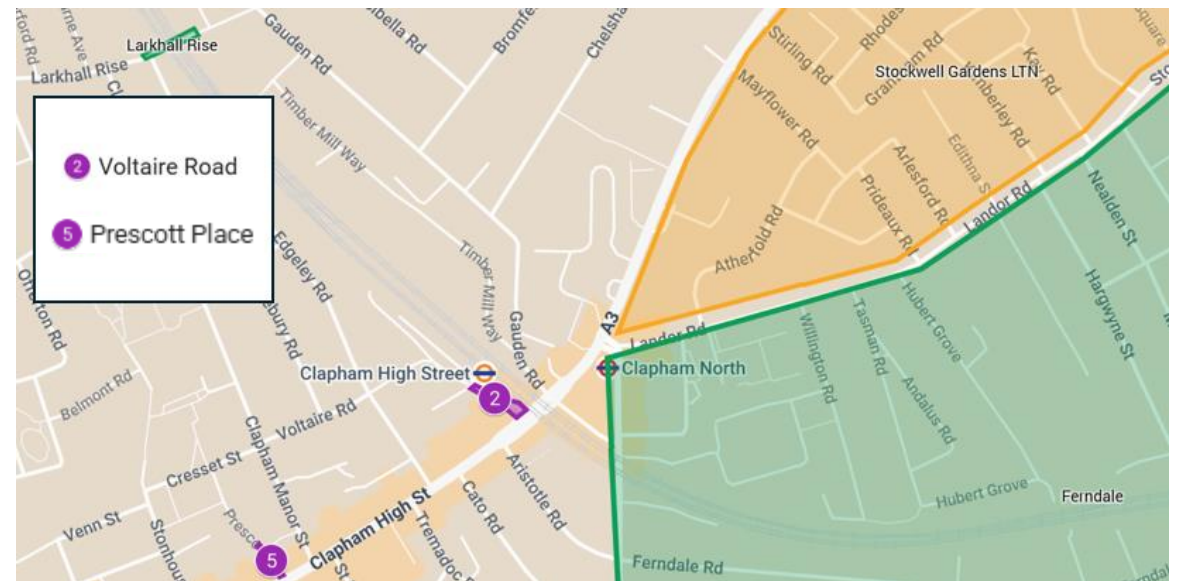
Ferndale – an existing Low Traffic Neighbourhood which was made permanent in 2022.

### Planning Applications

There are currently proposed developments at:

- Clapham North Arts Centre
- Timber Mill Way (off Gauden Road)

No impacts are expected from either proposed development.



## Sustainable Kerbside

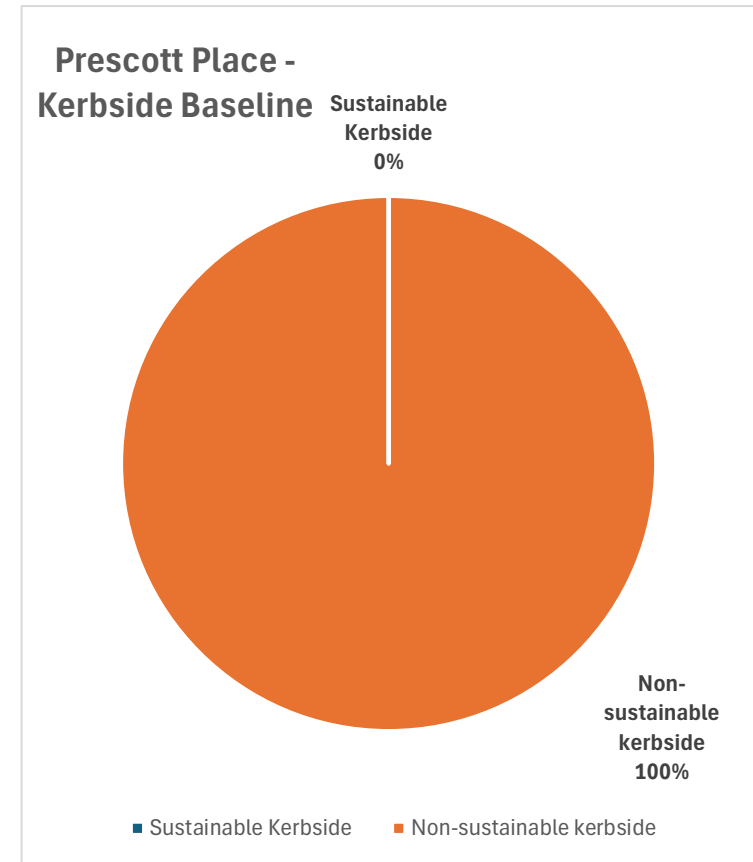
The kerbside - the space at the side of the road typically used for car parking - is one of the largest public spaces we have control over. Through our [Kerbside Strategy](#), we have committed to using 25% of our kerbside for sustainable uses across the borough, through the following four priorities:

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

As of May 2025, the kerbside on Prescott Place was designated for parking and management of parking by double yellow lines, 0% of the kerbside in the project area uses for sustainable uses. The changes proposed to Prescott Road will see more of the kerbside within the project area used for sustainable uses, including creating space for people and businesses.

### Sustainable uses of the kerbside:

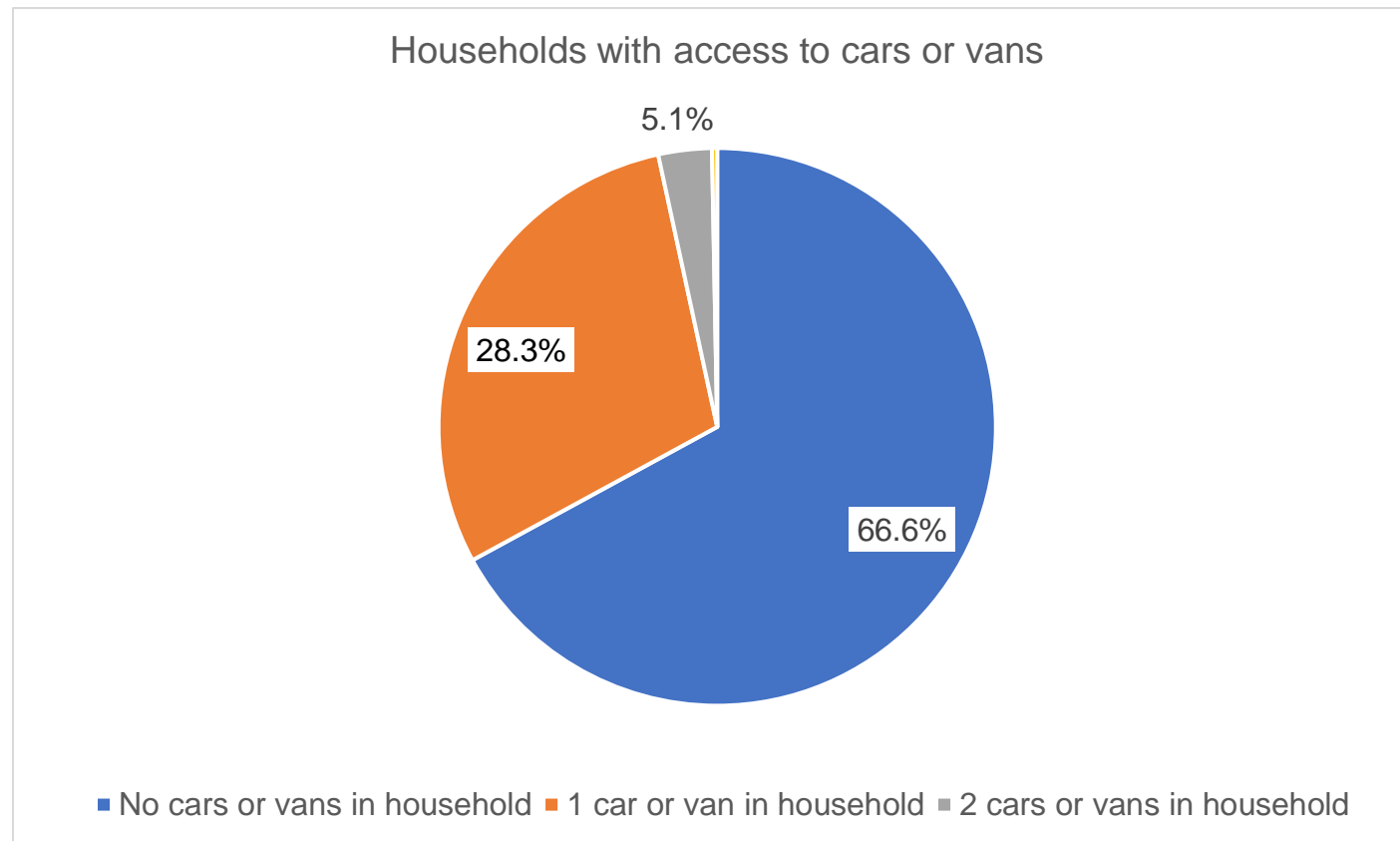
- Green space and street trees
- Community and business parklets
- Cycle lanes
- Pedestrian Crossings
- Bus lanes and bus stops
- Shared Scooter / Bike Bay
- Car Club Bay
- Electric vehicle charging bay



## Demographics

- The Prescott Place area has a higher proportion of adults aged 20-34 (33.3%) in comparison to England's population for the same age group (19.5%). Only 4.7% of residents within the area drive to work (using a car, van, motorcycle or scooter) in comparison to 9.9% average across Lambeth.
- 66.6% do not have access to a car, in contrast to 23.5% of people in England.

Source: 2021 Census Data



## Engagement

The Prescott Place ‘Identify’ phase of engagement took place from October 2024 to January 2025. We undertook several engagement activities to understand the area, its needs and wants.

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

### Exploration and Feasibility - Engagement Activities

Activities	Detail	Result
<p><b>Letter Drop</b></p> <p>Initial comms sent to all households within, and 100m beyond the Re-Imagined Street area</p>	<p>Informing residents of the upcoming Street Reimagined project and how to provide feedback and receive updates</p>	<p>Leaflets distributed to 750 addresses on and near to Prescott Place</p>
<p><b>Prescott Place Reimagined Have Your Say site</b></p> <p>Launched on 1 November 2024</p>	<p>Provides information on the Streets Reimagined scheme, including the interactive map, timeline and information about engagement events</p>	<p>10 news subscribers</p>
<p><b>Prescott Place Interactive Map</b></p> <p>Launched on 1 November 2024</p>	<p>Online interactive map on Have Your Say site asking for input on Prescott Place</p>	<p>11 responses</p>



<p><b>Key Stakeholder Outreach</b></p> <p>Completed in phases</p>	<p>Direct outreach to stakeholders on and near the Re-Imagined Street</p>	<p>Stakeholders contacted as per stakeholder map</p>
<p><b>Clapham BID outreach</b></p> <p>Ongoing contact through all project phases</p>	<p>Regular meetings with the Clapham BID, working in partnership with This is Clapham to deliver Car Free Day in June 2025</p>	<p>Ongoing contact will be maintained throughout all project stages.</p>
<p><b>Safety for Women and Girls Visit – Prescott Place to Voltaire Road</b></p> <p>Visit took place on Wednesday 20 November, at 7 PM</p>	<p>Arranged in partnership with the Safer Neighbourhoods Violence Against Women and Girls (VAWG) team, a led walk was conducted through Prescott Place and down Clapham High Street to Voltaire Road. The purpose of the walk was to explore safety concerns for women and girls and identify issues and opportunities through facilitated questions and a discussion.</p>	<p>Visit took place on Wednesday 20 November, at 7 PM</p>
<p><b>Two Brewers Clapham</b></p> <p>Meeting took place on Thursday 21 November 2024, at 3 PM</p>	<p>In person meeting was held with the manager of Two Brewers and a representative from the Stonegate Group to learn about their experiences with Prescott Place and desires for improvement</p>	<p>Meeting was held on Thursday 21 November, at 3 PM</p>
<p><b>St Peter’s Church, Clapham</b></p> <p>and</p>	<p>In person meeting was held with the Rev Jonathan Boardman, Priest-in-Charge of St Peter’s, and the warden of the Parish of St. Peter and St. Paul to learn about their</p>	<p>Meeting was held on Tuesday 26 November 2024, at 10.30AM</p>



<p><b>South London Orthodox Community</b></p> <p>Meeting occurred on Tuesday 26 November 2024, at 10.30AM</p>	<p>experiences with Prescott Place and desires for improvement</p>	
<p><b>Local businesses</b></p> <p>Drop-in meetings occurred on Monday 25 November, from 9.30AM to 12.30PM</p>	<p>Drop-in meetings were held with businesses on Prescott Place, and adjacent to it on Clapham High Street</p>	<p>12 businesses were visited, of which all but 1 engaged</p>
<p><b>Resident meeting</b></p> <p>Meeting occurred on Thursday 12 December, at 7PM</p>	<p>In person meeting was held with residents from Prescott Place and the wider project area.</p>	<p>14 residents and community members joined the meeting, which was held at St. Peter's Church.</p>
<p><b>Clapham BID outreach</b></p> <p>Ongoing contact through all project phases</p>	<p>Regular meetings with the Clapham BID, working in partnership with This is Clapham to deliver Car Free Days in December.</p>	<p>Ongoing contact will be maintained throughout all project stages.</p>
<p><b>LGBT Hero</b></p> <p>Meeting took place 10 January 2025</p>	<p>A meeting was held with LGBT Hero, a national health and well-being charity for LGBTQ+ people and developers of the Lambeth Allies programme, to understand how LGBT+ voices can be engaged with as the Prescott Place Reimagined project progresses.</p>	<p>In this meeting, methodologies for engagement with local LGBTQ+ people and communities were discussed, as well as possible recruitment channels. Consider continuing collaboration with LGBT Hero in subsequent stages of the Prescott Place Reimagined project.</p>



## Engagement and the proposed design

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

**Feedback 1:** Street lighting is limited and makes the street feel unsafe

**Action:** Officers spoke with our Highways Team and have commissioned lighting surveys to investigate the areas of low levels.

**Feedback 2:** Concerns were raised about road danger on southern section of street. That section has no footway and regular conflict between motor traffic.

**Actions:** Officers have investigated the use of the road by speaking with businesses, the community and servicing

**Design change:** The proposed design creates a pedestrianised area that allows no access to motor traffic.

**Feedback:** Residents and businesses described an issue with litter and flytipping on Prescott Place. They described rubbish left on the street made the area less attractive and bins block the already narrow footway. There were suggestions for enhanced quality and increased frequency of cleaning and rubbish collection.

**Action:** We are investigating options with refuse services including increasing fly-tipping enforcement, increasing waste capacity on the street, and developing an educational waste campaign in the area.

**Feedback 3:** Introduce (regularly maintained) greenery and aesthetic elements to create a sense of place

**Action:** Officers have used this feedback whilst creating the design, especially when looking at where greening and aesthetic elements can be located.

**Design change:** The proposed design provides an area for place-making that could be the location of a mural or floor artwork.



## Equalities Impact Assessment – summary of impacts identified

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

At this stage, the key findings for Prescott Place are:

### **Age and sex:**

- Concerns about personal safety at night: street light improvements.

### **Pregnancy and maternity:**

- Concerns about road danger negatively impacting children in particular

### **Disability and age:**

- Improve accessibility by providing coloured pavement surface and installing traffic filter to delineate the pedestrian area
- The limited footway can cause accessibility issues

### **Sexual orientation:**

- Prescott Place and Clapham in general is home to multiple LGBTQ+ venues and is a destination for LGBTQ+ communities. The space must feel safe – by creating a more people focused space the project could increase footfall, increasing natural surveillance and safety on the street.



## 4. What happens next?

**The design engagement runs from 19 May 9 June 2025 and includes:**

- 3-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 on Prescott Place, as well as addresses 100 metres outside of the proposed trial area
- 121 meetings with businesses on Prescott Place to discuss the design.

### **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 Prescott Place.

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 proposed design. For more information on how Lambeth Council makes decisions – [please see this link.](#)

