

Stockwell Gardens

The title 'Stockwell Gardens' is rendered in a large, dark brown, cursive script. The text is set against a vibrant green background. Interspersed within and around the letters are various small, colorful illustrations: a person in a red jacket riding a bicycle, a person in a blue jacket walking, a person in a yellow dress walking a white dog, a person in an orange jacket sitting in a wheelchair, a person in a purple top using a lawnmower, and several stylized white trees with green foliage. Small black birds are also scattered throughout the scene.

Design Report

March 2025

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What is this document?

The Stockwell Gardens Healthy Neighbourhood Design Report (March 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 Stockwell Gardens Healthy Neighbourhood "Have Your Say" online engagement page – [available here](#).

This document will be updated with our learning from Design Engagement taking place from 31st March 2025 until 28th April 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 neighborhood'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 underutilized 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 Stockwell Gardens is the right place for a Healthy Neighbourhood

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

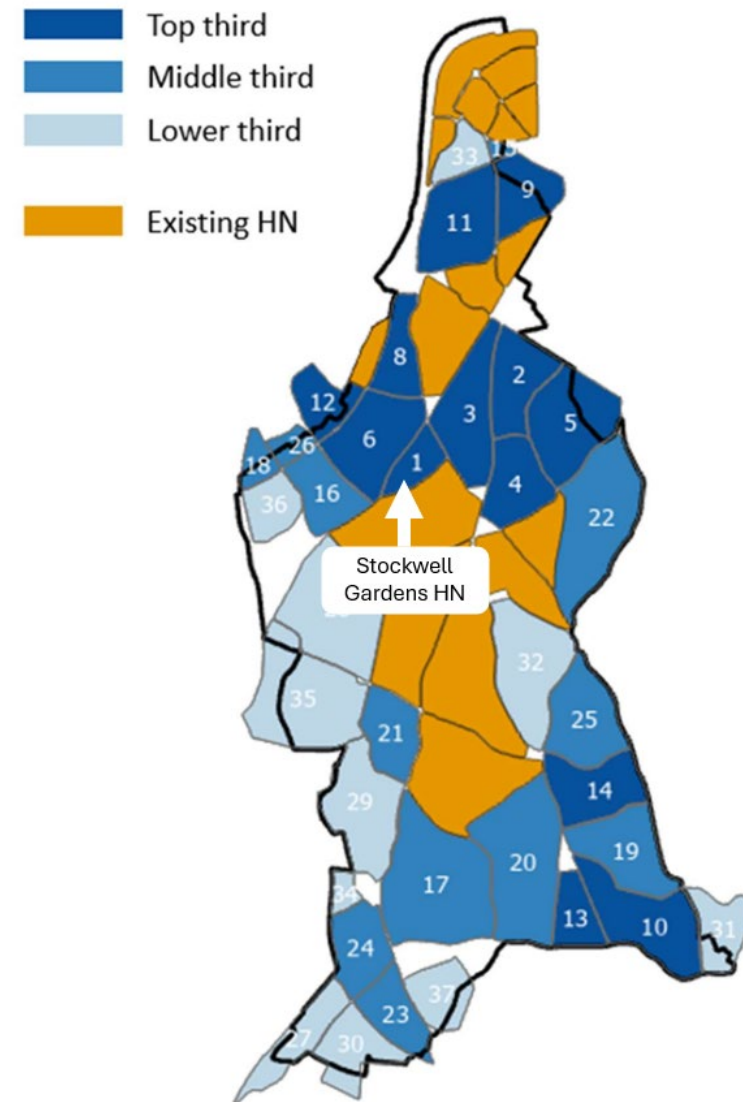
Some of the key questions we ask about every neighbourhood are:

- 1) How much motor traffic travels through the area?
- 2) How good are public transport options nearby?
- 3) Is the area 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?

- Stockwell Gardens has several streets where more than 75% of motor vehicles are just passing through
- Over 65% of local households do not own a car or van, and there are excellent public transport links in the area.
- Just 5% 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?

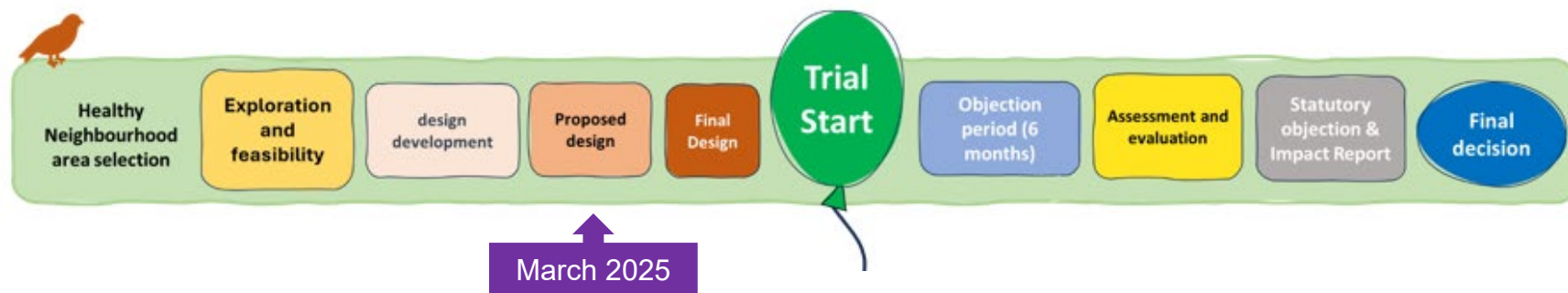
Exploration and Feasibility: In 2023 and 2024, we spoke to local people about the area. The purpose of this was to get local knowledge, and details of traffic flows to inform the design of the healthy neighbourhood to help shape the design proposal. Baseline data collection for the Stockwell Gardens Healthy Neighbourhood took place between July 2023 and October 2024.

Healthy Neighbourhoods Design Development: between October 2024 and March 2025 we used the findings from the Exploration and Feasibility phase to inform the proposed design for the Stockwell Gardens Healthy Neighbourhood.

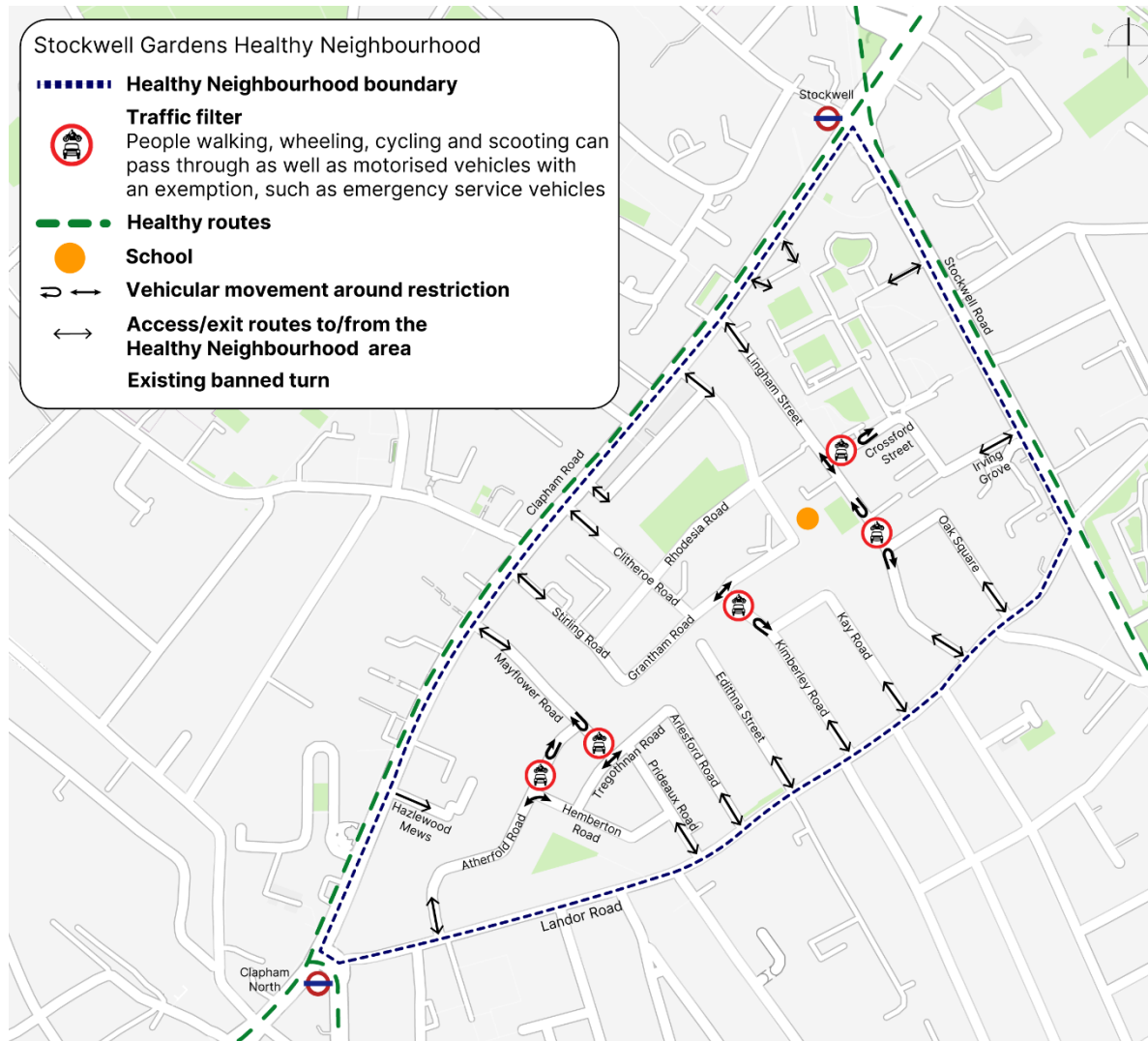
What is happening now?

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 traffic filters located?

- **Atherfold Road** north of the junction with Hemberton Road
- **Mayflower Road** to the north of the junction with Tregothnan Road
- **Kimberley Road** to the south of the junction with Grantham Road
- **Crossford Street** to the east of the junction with Lingham Street
- **Lingham Street** to the north of the junction with Oak Square

Why are the traffic filters laid out this way?

- To prevent motor vehicles from cutting through the neighborhood. Note that 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 move around without needing to reverse substantial distances.
- To ensure that motor vehicles can make turns safely.
- To ensure that all addresses are accessible by motor vehicle.



Atherfold Road

Two-way traffic filter located on Atherfold Road north of the junction with Hemberton Road

People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an [exemption](#).



Why are we proposing this?

Atherfold Road connects the A3 Clapham Road to Landor Road via Mayflower Road. Atherfold Road and Mayflower Road are narrow residential streets which are not designed to be through roads for motor vehicles.

A traffic filter is proposed to remove motor vehicles travelling between A3 Clapham Road and Landor Road via Mayflower Road and Atherfold Road.



Mayflower Road

Two-way traffic filter located on Mayflower Road to the north of the junction with Tregothnan Road

People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an [exemption](#).



Why are we proposing this?

Mayflower Road connects the A3 Clapham Road to Landor Road via Tregothnan Road and/or Arlesford Road, Prideaux Road and Hemberton Road. Each of these streets are narrow residential streets which are not designed to be through roads for motor vehicles.

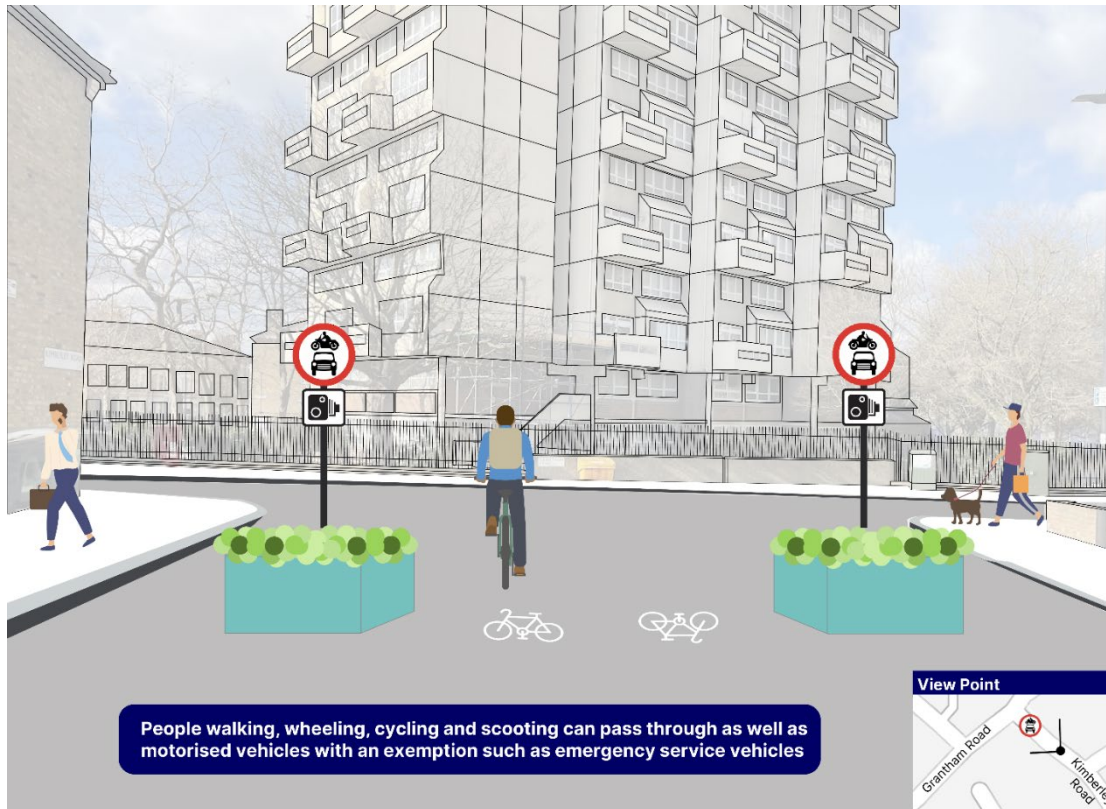
A traffic filter is proposed to remove motor vehicles travelling between the A3 Clapham Road and Landor Road via Mayflower Road via Tregothnan Road and/or Arlesford Road, Prideaux Road and Hemberton Road.



Kimberley Road

Two-way traffic filter located on Kimberley Road to the south of the junction with Grantham Road

People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an [exemption](#).



Why are we proposing this?

Kimberley Road and Kay Road are narrow residential streets which are not designed to be through roads for motor vehicles.

Vehicles currently use Kimberley Road and Kay Road as through routes between A3 Clapham Road and Landor Road.

A traffic filter is proposed on Kimberley Road to allow vehicles to take note of the traffic filter and return in the direction they have travelled from.

If you want to reach the GP surgeries by motorised vehicle, you will need to come from the A3 rather than from Landor Road.

If you want to reach the St. Andrews School (Kay Road entrance) by motorised vehicle, you will need to come from Landor Road rather than from the A3.



Crossford Street

Two-way traffic filter located on Crossford Street to the east of the junction with Lingham Street

People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an [exemption](#).

Why are we proposing this?

Crossford Street, Eastcote Street and Irving Grove are residential streets which provide access to the Stockwell Gardens Estate. These streets are not designed to be through roads for motor vehicles.

Removing the through traffic will reduce the road danger currently present around the estate and will make it easier for people to walk, cycle, wheel and scoot.

If you want to reach the Stockwell Gardens Estate by motorised vehicle, you will need to come from the A203 rather than from Landor Road or the A3.



Lingham Street

Two-way traffic filter located on Lingham Street to the north of the junction with Oak Square.

The traffic filter will be placed on the raised section of road outside the main entrance to St Andrews CoE Primary School. Street clutter such as guard rails and bollards will be removed and replaced with seating to create a people-friendly space. People walking, wheeling, cycling and scooting can pass through as well as motorised vehicles with an exemption (more information [available here](#)).



Why are we proposing this?

Lingham Street is a residential street which connects the A3 Clapham Road to Landor Road. The main entrances to both St Andrews CoE primary school and Lingham Court Care Home are also provided from Lingham Street.

If wanting to reach the St. Andrews School by motorized vehicle, you would need to come from Landor Road rather than from the A3 for all day-to-day activities.

If you want to reach Lingham Court Care Home by motorised vehicle, you will need to come from the A3 rather than from either Crossford Street or Landor Road.

The St Andrews CoE school street was implemented on Lingham Street in December 2024 and runs from the junction with Crossford Street to Landor Road. If you have an exemption to the St Andrews CoE School Street and want to drive through the Lingham Street filter, you will need to check our [School Streets Exemption Policy](#) and apply for one if eligible.



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 – this 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.

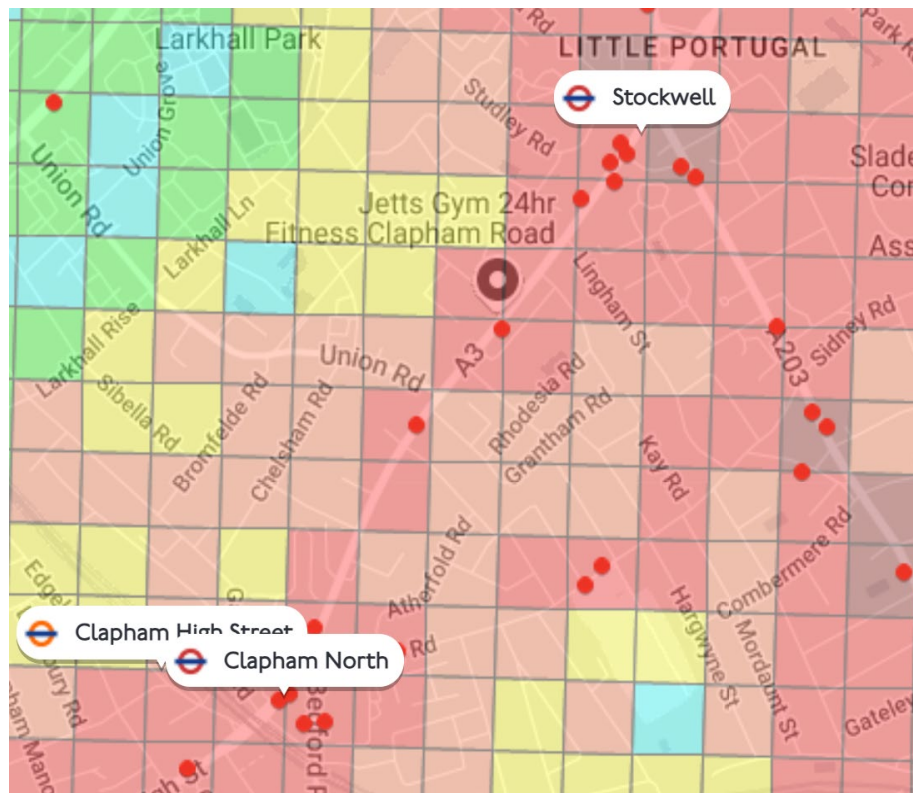
Area Profile

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



Public Transport

The Stockwell Gardens Healthy Neighbourhood is within London Travel Zone 2. The Public Transport Accessibility Level (PTAL) is a measure which rates the whole of London, based on an areas distance from frequent public transport services. The Stockwell Gardens Healthy Neighbourhood area ranges from 5 and 6b which means the neighbourhood has some of the best public transport options in London.



Map key - PTAL

0 (Worst)

1b

3

5

6b (Best)

1a

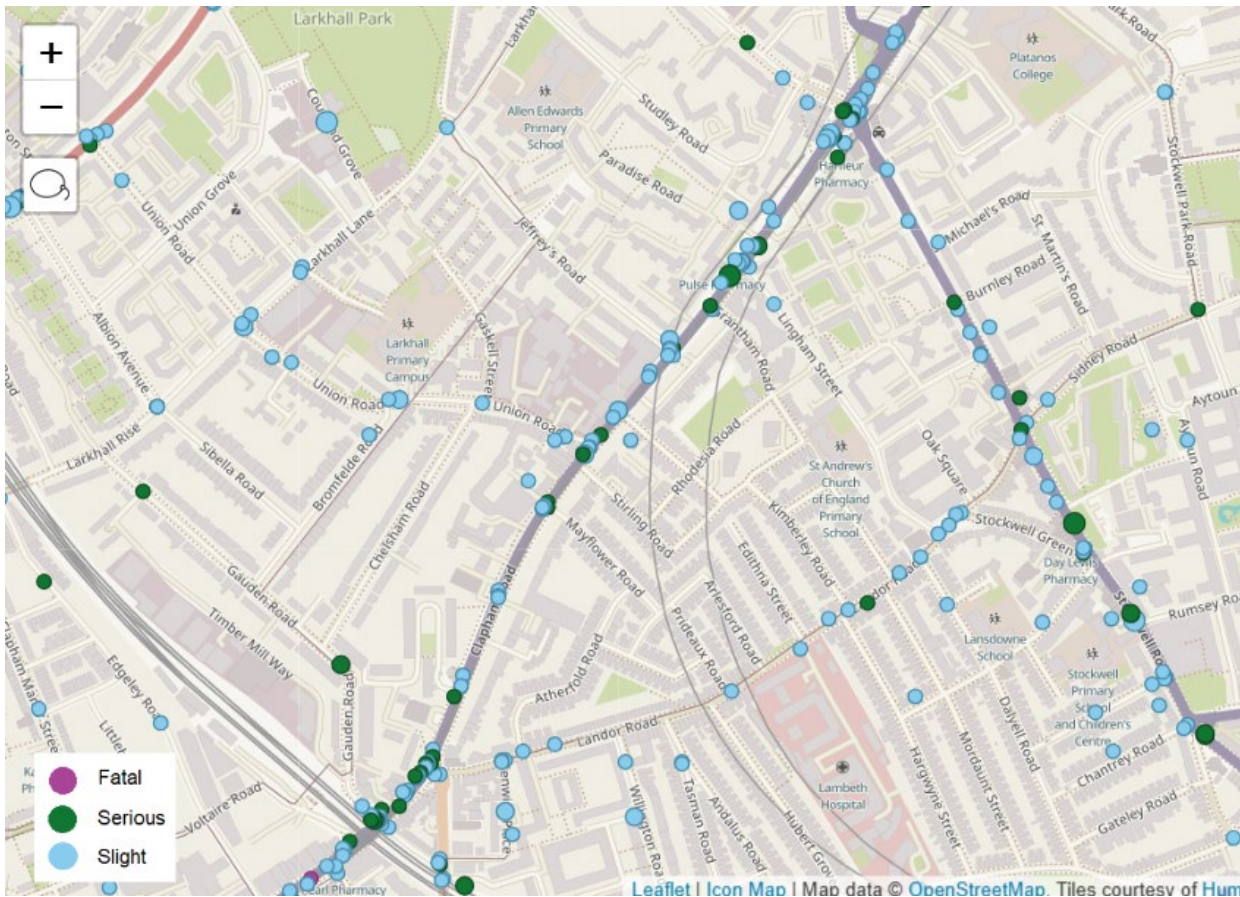
2

4

6a



Collision Data



This map shows locations of fatal, serious and slight collisions that have taken place across the Stockwell Gardens Healthy Neighbourhood and surrounding area, between 31st September 2021 and 31st September 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 Road.

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

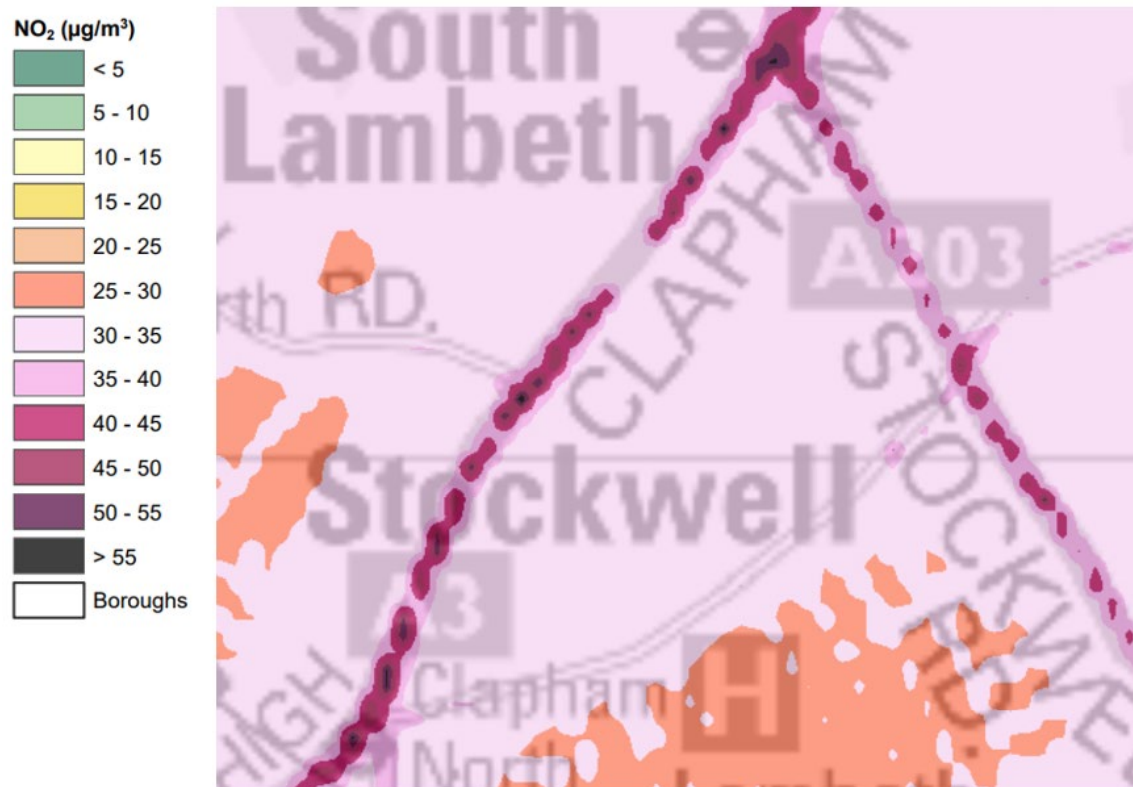
Healthy Neighbourhoods form part of [Lambeth's Road Danger Reduction Strategy](#), and work in tandem with our approach to road danger reduction on main roads, outlined under the Healthy Main Roads – Safe By Design principles on page 16 of the strategy.



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.

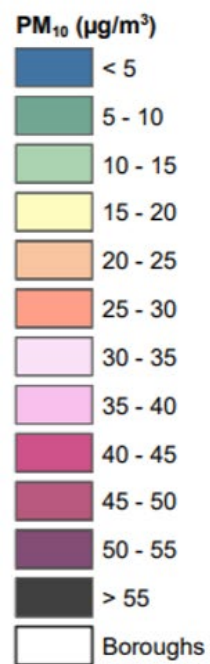
This map shows a computer model of levels of nitrogen dioxide across the Stockwell Gardens Healthy Neighbourhood.



Nitrogen Dioxide concentrations across the Stockwell Gardens HN



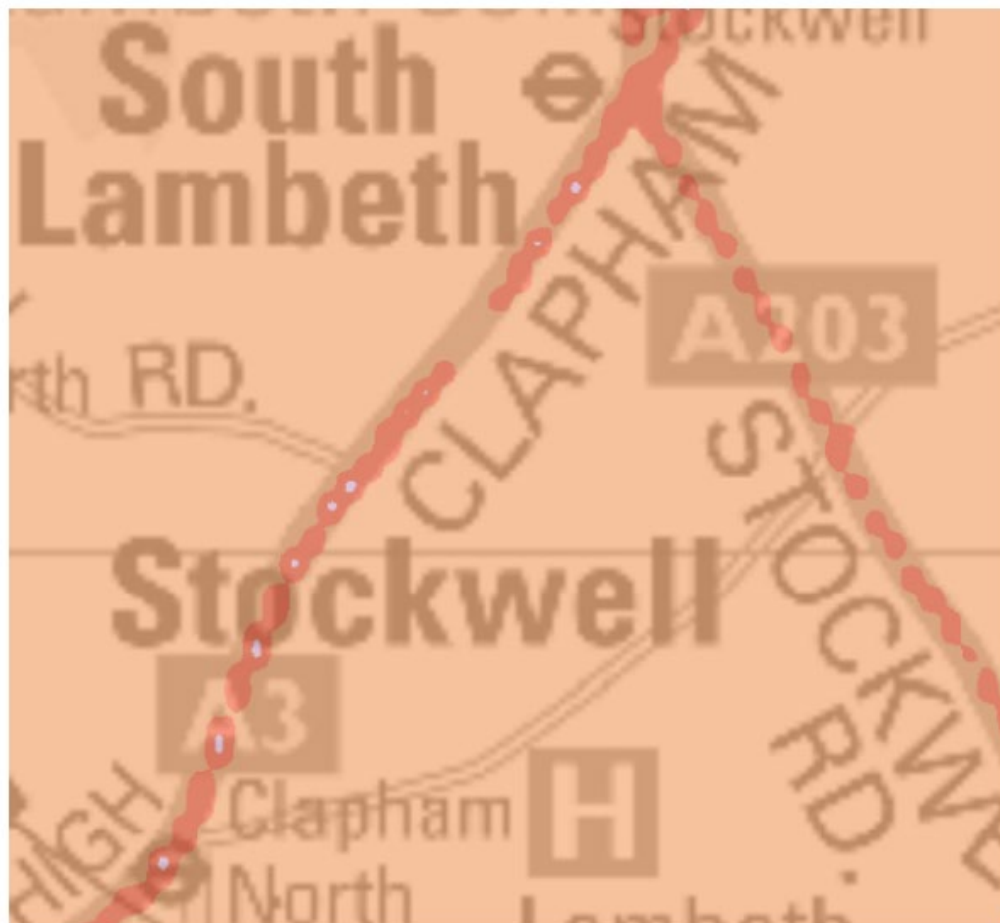
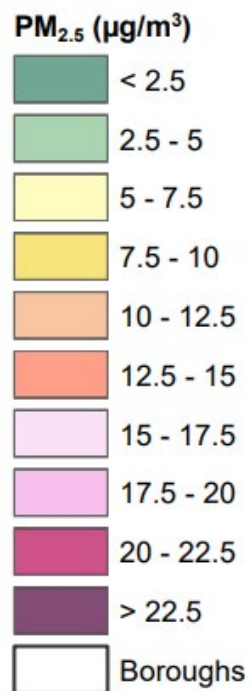
This map shows a computer model of levels of Particulate Matter levels ($\mu\text{g}/\text{m}^3$) across the Stockwell Gardens Healthy Neighbourhood.



PM10 concentrations across the Stockwell Gardens HN



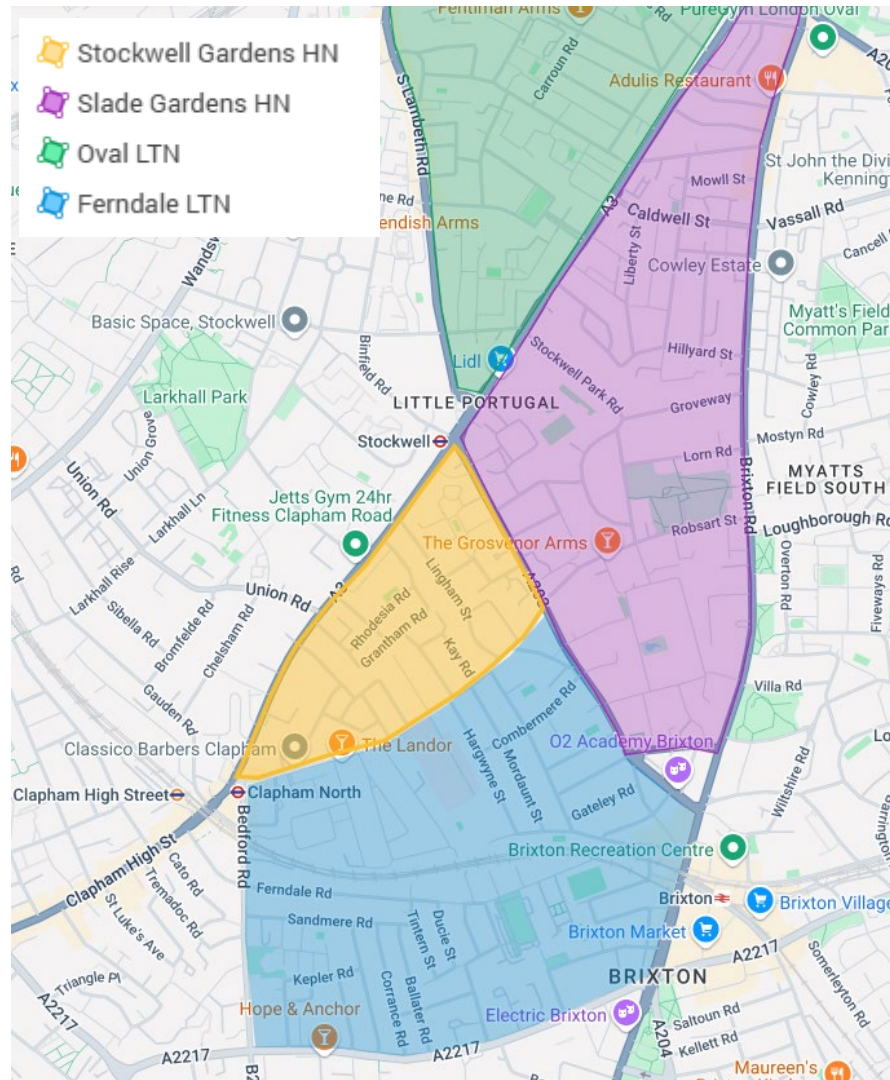
This map shows a computer model of levels of Particulate Matter levels sized 2 micrograms, per cubic metre, across the Stockwell Gardens Healthy Neighbourhood.



PM10 concentrations across the Stockwell Gardens HN



Other Healthy Neighbourhoods



Oval to Stockwell and Ferndale Healthy Neighbourhoods (formerly Low Traffic Neighbourhoods) are shown on the map and were introduced in 2020. Slade Gardens Healthy Neighbourhood remains a high priority scheme in Lambeth's Healthy Neighbourhoods Plan.

Oval to Stockwell LTN: the scheme was introduced in 2020 and made permanent in 2021. The total volume of motor vehicles counted on internal streets decreased by around -25%, and by -2% on external streets, for an overall decrease of -8% which equates to >5,800 fewer vehicles counted. The full Decision Report is available here: [Decision - Oval to Stockwell Low Traffic Neighbourhood | Lambeth Council](#).

Ferndale LTN: the scheme was introduced in 2020 and made permanent in August 2022. Overall traffic reduced by 6%, or around 6000 vehicles few motor vehicles per day. Traffic reduced by 47% on internal streets. On main roads (external streets) it increased by 8%. The full Decision Report is available here: [Decision - Ferndale Low Traffic Neighbourhood | Lambeth Council](#).

The impacts of these existing LTNs has been considered as part of the Stockwell Gardens Healthy Neighbourhood design.



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:

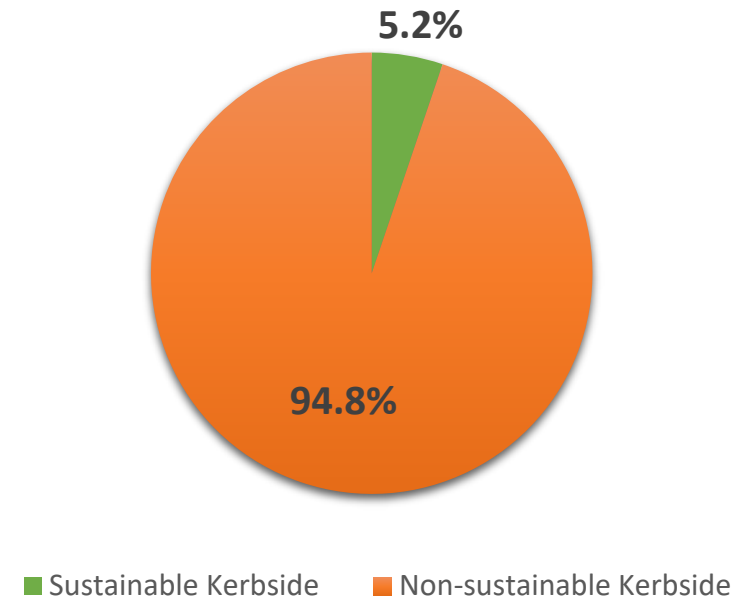
- Accessible and active travel
- Create places for people
- Increase climate resilience
- Reduce traffic and emissions from transport

As of March 2025, only **5.2%** of the kerbside in Stockwell Gardens HN is used sustainably. As part of the Stockwell Gardens 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 July 2023 and October 2024. 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

Stockwell Gardens: Kerbside Baseline



What else is going on in the area?

Planning Applications

Hyde Housing are consulting with customers living in Bellevue Mansions on Clapham Road and residents living in Lambeth Self Help Housing Association homes on Grantham Road on the future of their homes. Hyde Housing are currently exploring options for regeneration.

Planning permission to demolish and redevelop the Lambeth Hospital site on Landor Road was granted in September 2023. The site will be redeveloped for residential use. Lambeth Hospital closed in 2023 with all services being relocated. Construction work for the redevelopment has not yet begun.

Healthy Routes

Cycle Superhighway 7 (CS7) runs on the northern boundary road of Stockwell Gardens along the A3 Clapham Road. The cycle route runs between Colliers Wood and Cannon Street in Central London. There are currently no new Healthy Routes proposed in the Stockwell Gardens Healthy Neighbourhood area.

School Streets

A school street outside St Andrews CoE primary school was introduced in December 2024. The school street is located on Lingham Street between the junction of Lingham Street / Landor Road and Lingham Street / Crossford Street.

Transport for London (TfL)

Following the feedback we received from engagement with businesses about the lack of loading space available on the A3 Clapham Road, we are now engaging in ongoing discussions with TfL to explore solutions concerning the issue of loading bays.

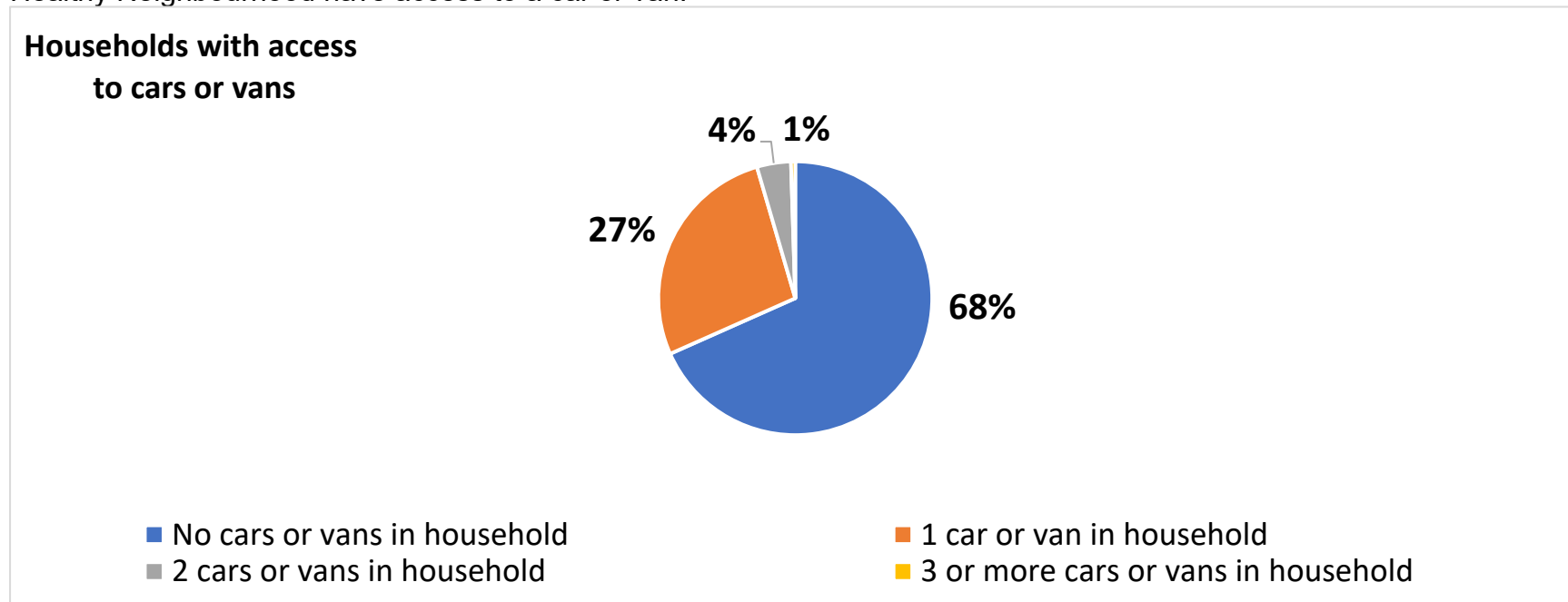


Demographics

- The Stockwell Gardens HN area has a higher proportion of adults aged 20-34 (43%) in comparison to England's population for the same age group (19.6%).
- The number of Full-time students within the Stockwell Gardens LTN (10.6%) is higher than those in England (7.7%).
- Only 6.1% of residents within the LTN drive to work in comparison to 9.3% average across Lambeth.
- 65.9% of households do not have access to a car.

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 Stockwell Gardens 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 Stockwell Gardens has been assessed using data provided by GPS in motor vehicles, provided by a company called The Floop. 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 red are locations where more than 75% of motor traffic using that street is using the area as a through route. These routes are:

- Lingham Street
- Kimberley Road
- Kay Road
- Clitheroe Road
- Stirling Road
- Mayflower Road
- Atherfold Road

The design of the Stockwell Gardens Healthy Neighborhood will prevent these streets being used as a through route.



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.

In the Stockwell Gardens area, data shows that 19,281 speeding vehicles are recorded on an average weekday across all count locations.

The highest number of speeding vehicles are on Kimberley Road, one of the main through routes in the Stockwell Gardens Healthy Neighbourhood.

Several monitoring locations are closer to junctions, and we know that speeds in the middle section of the road are likely to be higher than recorded on this map.

Average Weekday Number of Motor Vehicles Speeding



Motor Vehicle Flows

For Stockwell Gardens, traffic data collection began in early 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.

The values in the map show the motor vehicle traffic on an average weekday across Stockwell Gardens. This is based on data collected between January and March 2025. The street with the highest level of traffic within the Healthy Neighbourhood area is Kimberley Road, followed by Clitheroe Road and Lingham Street respectively.

These roads are frequently used as a through route between Clapham Road and Landor Road to avoid signalised junctions on the main roads in the local area.

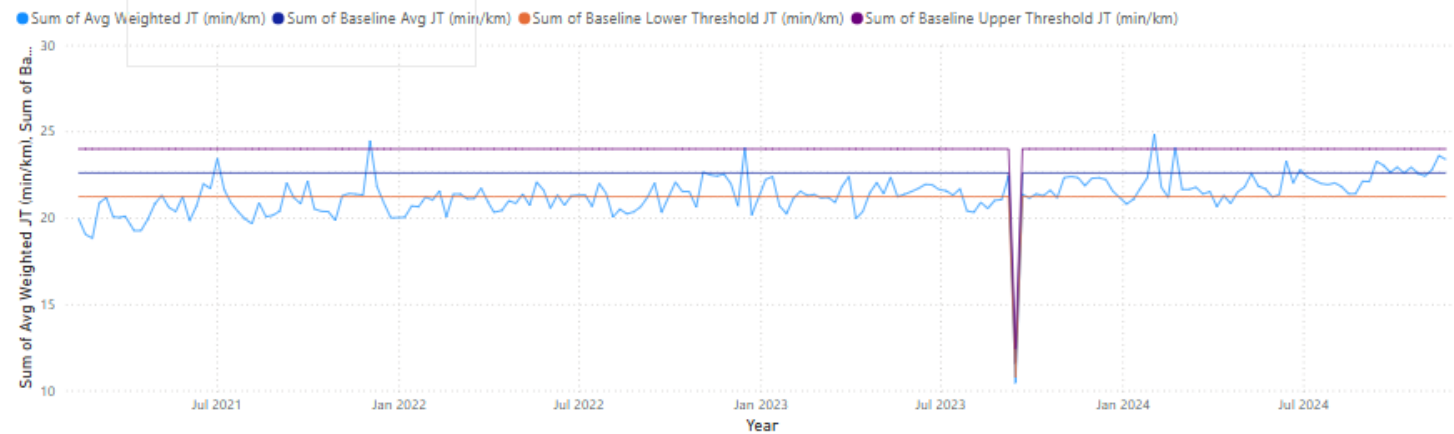


Reliability of bus journey times

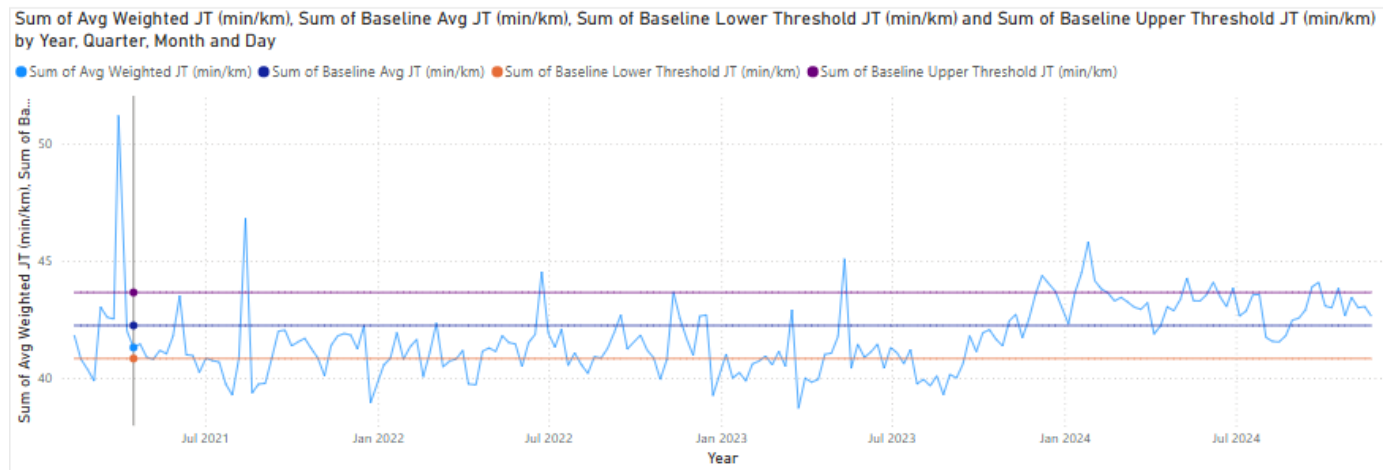
The graphs in this section show average journey times for buses on roads on the surrounding main roads to the proposed Healthy Neighbourhood. This information has informed engagement with transport for London, who have not raised concerns about the impacts of the proposed design on bus journey times.

Landor Road

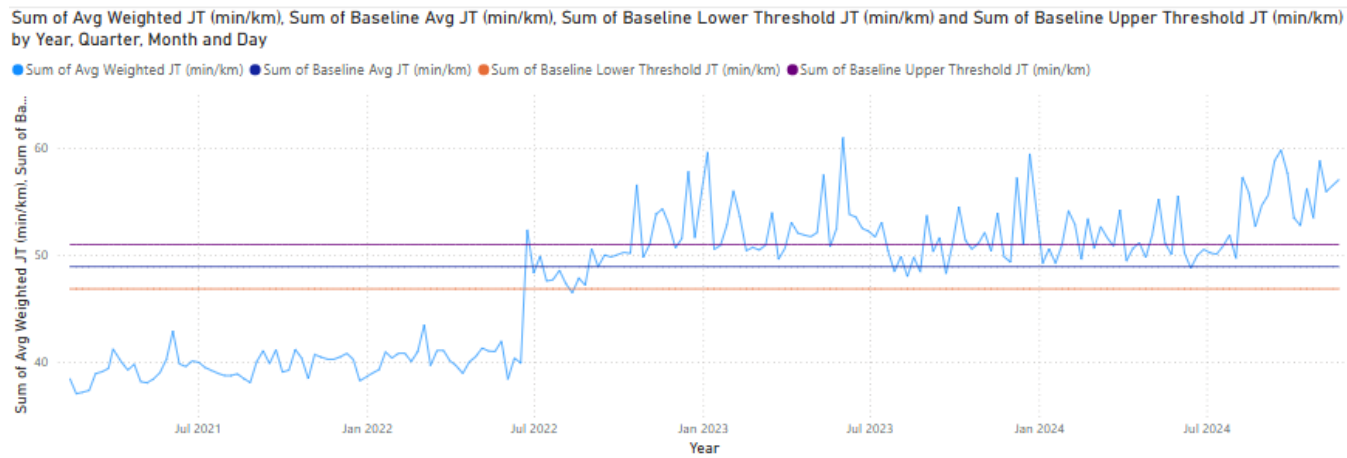
Sum of Avg Weighted JT (min/km), Sum of Baseline Avg JT (min/km), Sum of Baseline Lower Threshold JT (min/km) and Sum of Baseline Upper Threshold JT (min/km) by Year, Quarter, Month and Day



Clapham Road AM (Northbound & Southbound)



Stockwell Road



Engagement

We undertook several engagement activities to identify areas within Stockwell Gardens that required street improvements.

The Stockwell Gardens Low Traffic Neighbourhood initial phase of engagement took place from **July 2023 to October 2024**. 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

Activities	Detail	Result
<p>Letter Drop Initial communications sent to all households within the Healthy Neighbourhood area</p> <p>Further letter drop occurred on 6 November 2024 following the launch of the Have Your Say engagement platform</p>	<p>Informing residents of the upcoming Healthy Neighbourhood and how to provide feedback / receive updates</p> <p>Informing residents of the new Have Your Say engagement platforms and to sign up for updates on the Stockwell Gardens Healthy Neighbourhood</p>	<p>Leaflets distributed to 3296 addresses within the Healthy Neighbourhood zone</p> <p>The second set of leaflets were distributed to 6307 addresses within and outside of the Healthy Neighbourhood zone</p>
<p>Stockwell Gardens Commonplace site Launched on 6 July 2023</p>	<p>Provides information on the Healthy Neighbourhood, including the Healthy Neighbourhood map, timeline, FAQ's and contact details</p>	<p>1952 visitors as per 19 April 2024 177 news subscribers</p>
<p>Key Stakeholder Outreach Completed in phases</p>	<p>Direct outreach to stakeholders within the Healthy Neighbourhood area</p>	<p>Stakeholders contacted as per stakeholder map on engagement report</p>



<p>Walk and Talk advertisements Sent to Commonplace subscribers on 7 November 2023</p>	<p>Walk and talks were promoted via commonplace news updates and by directly contacting stakeholders/housing providers</p>	<p>Residents and stakeholders contacted as per stakeholder map</p>
<p>Heat Map on Commonplace</p>	<p>Interactive online map posted for feedback on specific areas within the Healthy Neighbourhood area</p>	<p>71 comments</p>
<p>Accessibility Working Group (AWG) walk and talk Completed on 5 April 2024</p>	<p>Lambeth's Accessibility Working Group undertook a site visit along Lingham Street to Grantham Road to understand current accessibility barriers in the Stockwell Gardens Healthy Neighbourhood.</p>	<p>6 members were present with 5 members of staff present to collect feedback and support participant navigations whilst completing the walk.</p>
<p>Tranquil City, Loop Labs and Citizen Science Project An independent project supported by Lambeth Council. Promoted via Stockwell Gardens commonplace via news updates with the outputs being shared with Lambeth officers, who also attended sessions with participants.</p>	<p>Local residents within the Stockwell Gardens area were invited to be part of a new pilot project by Tranquil City, exploring how citizen science can help understand the impacts of traffic scheme changes in Lambeth</p>	<p>14 candidates applied within and outside of the proposed study area. 5 residents within the Stockwell Gardens area collected traffic data over a 3-month period using Telraam devices. They then worked with experts to analyse the data which allowed participants to explore and propose solutions which benefit the local community.</p>
<p>Violence against women and girls walk (VAWG) promoted via VAWG newsletters & commonplace</p>	<p>Walk held in line with the VAWG team to identify areas that may cause a safety concern for women and girls within Stockwell Gardens & Slade Gardens Healthy Neighbourhoods</p>	<p>8 attendees participated on the walk and gave feedback for specific streets that could benefit from changes</p>
<p>Stockwell Gardens Healthy Neighbourhood Walk and Talks 4 walks delivered across Friday 17 & Saturday 18 November 2023</p>	<p>In person walks in Stockwell Gardens Healthy Neighbourhood with facilitated discussion and journals to complete</p>	<p>4 walks delivered across Friday 17 & Saturday 18 November 2023 Approximately 25-30 residents attended overall</p>



St Andrews CofE Primary School Meeting occurred on Wednesday 6 March 2024, at 10AM	In person meeting was held with the headteacher to learn more about the school's transport uses and transport concerns that may require further interventions	Meeting was held with School's Headteacher on Wednesday 06 March 2024, at 10AM
Business Outreach for workshop	Market research team dropped into businesses in the area with posters inviting them to sign up for a one-to-one session discussing the upcoming Healthy Neighbourhood	29 local businesses visited
Business Drop Ins	Businesses by well-known through routes were targeted specifically to learn about their transport needs	20 businesses visited
Estate Door Knocking Survey October 2024	Stockwell Gardens Estate was surveyed regarding their travel experiences	153 properties were surveyed



Feedback from key statutory consultees

Emergency Services

In February 2024 we made contact with local officers from each of the emergency services including the London Ambulance Service (LAS), Met Police (MET) & London Fire Brigade (LFB) to inform them of the upcoming plans for a Healthy Neighbourhood in the Stockwell Gardens area. Generally, all 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.

Following a request from the local LAS officer, we arranged a meeting to discuss the project, the objectives and hear about key routes the LAS use in and around the scheme area.

Transport for London (TfL)

We have been working with Transport for London throughout the design process to ensure any potential impacts on surrounding roads are identified and managed. This includes impacts on roads managed by Transport for London as well as on buses. No concerns have been raised regarding the proposed Healthy Neighbourhood trial. Further engagement with transport for London 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 **July 2023 to October 2024** 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: Landor Road is already congested and there are concerns about the Stockwell Gardens Healthy Neighbourhood exacerbating this problem.

Actions:

Currently, vehicles driving through Stockwell Gardens from north and south end up on Landor Road. We do not expect a significant change in flows on Landor Road. Four Vivacity cameras have been installed on Landor Road so that we can monitor the vehicle flows on Landor Road and compare the differences before and after the Healthy Neighbourhood trial has been implemented.

Feedback: Businesses on A3 concerned about the lack of loading spaces

Action: Officers met with TfL to discuss where additional loading spaces could be delivered in the nearby vicinity

Design change: Introduce a loading bay on Grantham Road to support businesses loading needs.

Feedback: Stockwell Road (A203) is the preferred access/exit point for residents travelling by vehicle to the Stockwell Gardens Estate (West)

Action: access from Stockwell Road (A203) to Stockwell Gardens Estate (West) is retained in the Healthy Neighbourhood design

Feedback: More buildouts around trees would be welcomed to support those with accessibility needs, whilst acting as a natural traffic calming measure

Action: At present, we are unable to deliver footway extensions around mature trees for this project due to the high cost of these works, which often require altering drainage systems when changing the positioning of the kerb so that surface water may no longer run along the edge of the road. However, if this funding position changes, we may be able to revisit this, to ensure there is an accessible 2m wide footway without removing the existing mature tree, as per our Kerbside Strategy.

Feedback: A School Street on Lingham Street would be welcomed to support St Andrews CofE Primary School and to reduce traffic flows during pick up/drop off time.



Action: From 2 December 2024, a School Street has been implemented on Lingham Street. Consultation will be undertaken for 6 months.

Feedback: More bins have been requested on boundary roads specifically Clapham Road

Action: Transport officers have forwarded this feedback over to the environmental services team for this to be investigated further

Feedback: Bins being left on the pavements following bin collections tend to cause obstruction on the pavements

Action: Transport officers have informed the environmental services team, who are looking into communication strategies to remind residents about bin collection rules.

Feedback: More resting spaces should be introduced at specific locations e.g., St Andrew's School, Grantham Road, to support those with accessibility needs.

Action: This feedback has been incorporated into the final designs. Accessible seating will be provided at St Andrew's school. We are continuing to explore the possibility of seating on Grantham Road.

Feedback: More planting and greening will be welcomed within the Healthy Neighbourhood if it is maintained.

Action: Greening will be offered in the form of planters. A maintenance plan will be agreed upon ahead of the implementation of the planters. At this stage, we will not be planting any trees or installing Sustainable urban drainage systems, but this may be explored further should the scheme be made permanent.

Feedback: More cycle stands to provide cycle storage options for households without practical storage space for cycles.

Action: Cycle stands will be implemented throughout the healthy neighbourhood in line with our kerbside strategy. Specific locations will include Rhodesia Road. To rent a space in a secure cycle hangars please follow this [link](#).



Equalities Impact Assessment – summary of impacts identified

The Equalities Impact Assessment, (EQIA), is used to assess the potential impacts of the Stockwell Gardens 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 Stockwell Gardens are:

Age, sex:

- Feeling of unsafety at night: street light improvements. (Specific locations mentioned – Lingham Street, Oak Square, Rhodesia Road)
- Feeling of unsafety while cycling (increased levels of anti-social behaviour and stress)

Pregnancy and maternity:

- Parents and children walking on more congested and polluted boundary roads: street improvements required to reduce traffic volumes
- Air & Noise pollution levels on Lingham Street during pick up and drop off at St Andrew's School: School Street implementation required to manage the pollution levels in this area

Disability, Age

- Improve accessibility measures within the L with wider pavements and more places to sit and rest
- Those disabled people who do drive face potentially longer journey times

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



4. What happens next?

The design engagement runs from 31st March until 28th April 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](#).

