

Vauxhall Pleasure Gardens Healthy Neighbourhood - Statement of Reasons

Background

The Lambeth Transport Strategy 2019 responds to the (London) Mayor's Transport Strategy 2018 and sets out an implementation timeline up to 2039. The Strategy prioritises neighbourhood traffic reductions and in Appendix B of the Transport Strategy Implementation Plan (TSIP), it sets out a programme for the introduction of Low Traffic Neighbourhoods (LTN).

In summer 2024, Lambeth published its Healthy Neighbourhood Plan 2024 to 2026, replacing the LTN Plan from 2019. The Healthy Neighbourhood Plan 2024 to 2026 sets out the borough's vision for developing six new Healthy Neighbourhoods, formerly known as LTNs, across the borough. A further update to the Healthy Neighbourhoods Plan was published in June 2025, which primarily includes changes to the timeline for developing some projects and clarifies the prioritisation criteria across the borough. This plan reinforces Lambeth's commitment, also outlined in the Road Danger Reduction Strategy, to achieve Healthy Neighbourhoods borough-wide by 2030, ensuring safer, more accessible, and sustainable streets for all residents.

Purpose

This scheme aims to deliver the following improvements:

- All roads within the area meet the Healthy Route quality criteria for motor traffic flows and are protected from through traffic now and in the future. Specifically, this means a target of less than 200 motor vehicles using streets at peak time
- An overall reduction in motor vehicle movements across the area, when considering main roads on the immediate boundary of the Healthy Neighbourhood and roads within the Healthy Neighbourhood together
- An increase in the proportion of sustainable kerbside and active travel infrastructure.

Use of Experimental Order

The scheme will be introduced by means of an Experimental Traffic Order (ETO) and will involve the introduction of six 'no motor vehicle' traffic filters restriction at entry points to the area with the aim to deter through traffic whilst retaining access for local vehicles and encouraging modal shift to more sustainable modes of transport, with associated parking restrictions. The proposals also include the introduction of a new loading bay to support local businesses and the introduction of a disabled parking bay.

The decision to use an ETO allows for the impact of the Healthy Neighbourhood to be measured, in a real-world environment, against the scheme objectives and for changes to be made if considered necessary.