

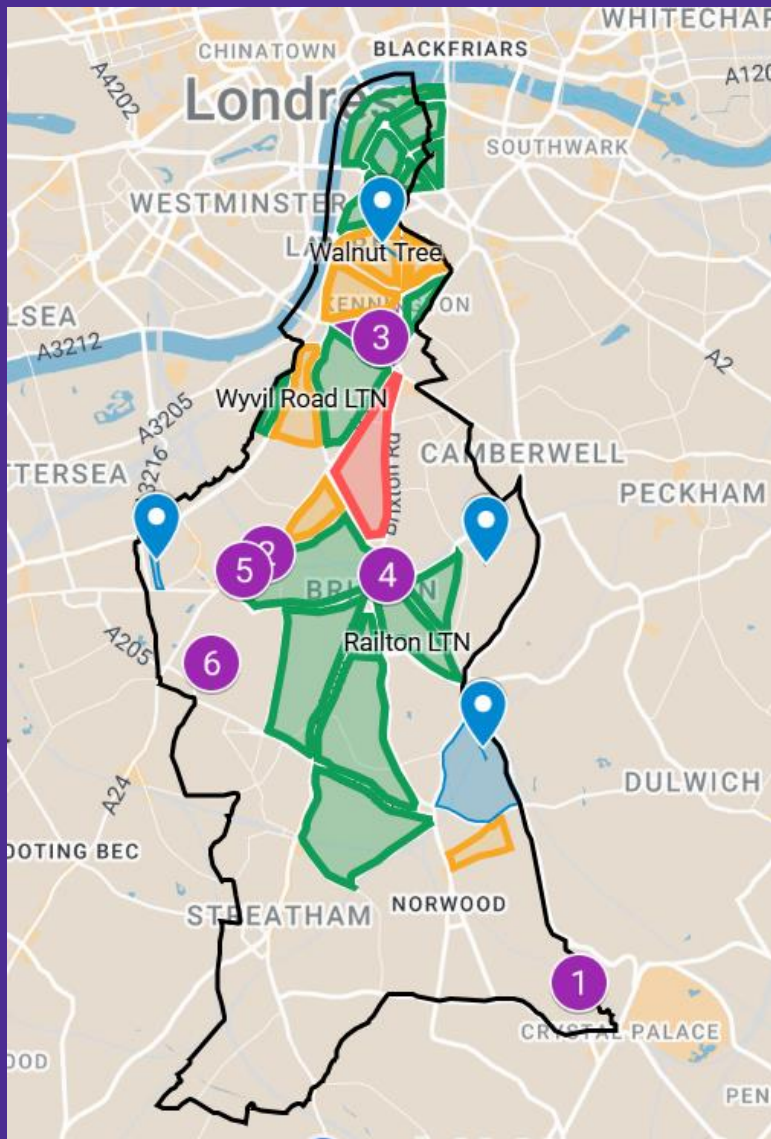
London Borough of Lambeth Healthy Streets approach

29 October 2025

Tune to 15

The 15-Minute-City Concept and Transition Conflicts

Cova Cervilla & Julie Plichon



Introduction

- Population of about 300,000
- Urban density varies greatly between north and south
- North is more urban, lower car ownership, south is suburban, higher car ownership, less public transport connectivity, generally more hilly
- One of London's 33 local authorities
- One of London's most diverse areas
- Racial and socio economic conflicts with riots in the 1980s
- Highways and traffic authority
- Famous attractions:
 - Waterloo station
 - Southbank Centre
 - Brixton – made famous by the Clash's song
 - The world famous Oval cricket grounds



Programme overview



Healthy Streets for London is the Mayor of London's Transport Strategy framework

Lambeth has aligned with that approach – our key schemes are:

- **Healthy Neighbourhoods** = Low Traffic Neighbourhoods
- **Healthy Routes** – cycle routes on quiet ways or with tracks
- **Healthy Main Roads** – roads on the strategic road network prioritise walking, cycling and buses
- **School Streets**
- **Kerbside** – 25% target of sustainable kerbside (parking re-allocation)
- **Controlled Parking Zones**

Programme



Oval Healthy Neighbourhood



Award winning, trail blazing kerbside strategy

Did you know?

When neighbourhood streets are only useful for local trips

- motor traffic levels often go down by over 50%
- speeding reduces by up to 75%
- the number of collisions reduces by as much as 70%.

7x Healthy Neighbourhoods and 40+ School Streets



Community and business parklets



'own and operate' EVs model



266 new cycle hangars



Our Bike community cargo



18km of healthy routes delivered

Type 1 – traffic restrictions



Regulatory context

A London particularism

- Preference for camera enforced restrictions for emergency services
- Under the Greater London Authority Act 2003 – Transport for London (regional level of administration) allows local authorities to enforce 'moving traffic contraventions' – effectively decriminalising these offences, for which the police is responsible to intervene elsewhere.
- Other local authorities in the country need to apply to the Department for Transport to do the same
- The Act allows the use of CCTV cameras to detect violations
- Instead of criminal charges, offenders receive Penalty Charge Notices
- The goal is to reduce congestion, enhance road safety by ensuring better compliance with traffic regulations
- Each London borough has its own way of delivering this type of intervention, and communicating, a factor contributing to confusion



Stockwell Gardens – traffic restriction conflict

- Cumulative effect of other similar schemes – programme started in 2020
- Urban core of the city
- A certain element of conspiracy theory
- Confusion over whether a fine is a 'tax' on motorists or a contravention
- Most likely the offender is a local person whose daily route is impacted
- Previous projects show that non local residents play a greater role in conflict, fines tend to impact non residents
- Greater level of organised opposition against this type of schemes

Lambeth Council takes zero tolerance approach to vandalism

26 January 2024

Written by: Lambeth Council

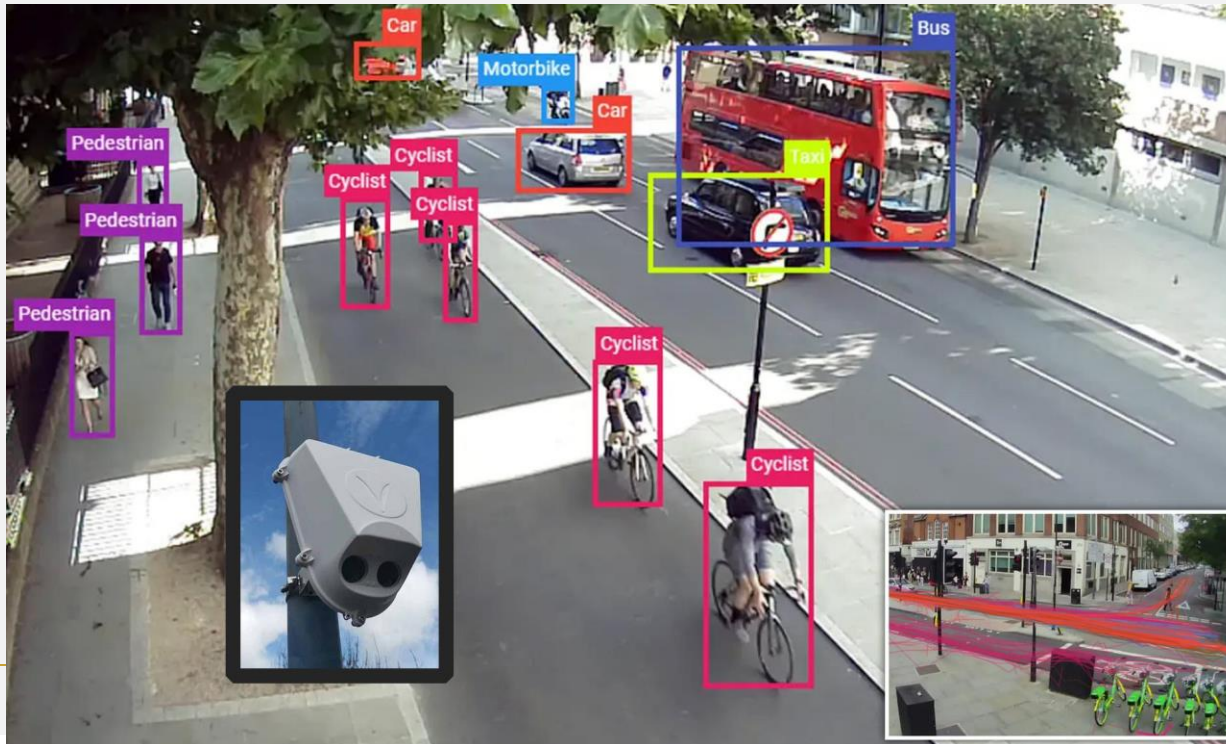
[News and announcements](#)

Lambeth Council has warned it will prosecute vandals who target traffic enforcement infrastructure after a spate of incidents that have cost the taxpayer thousands of pounds in repairs.



Monitoring

- We have over 100 cameras across the borough that continuously monitor traffic movements
- Vivacity – they include analysis of active travel types – for instance cargo bikes
- Includes analysis of near misses between modes to help us analyse road danger hotspots
- Data key to engagement and feeding back on the experience, especially with elected politicians
- But not enough to fully win hearts and minds



Indicators



Traffic volumes



Traffic speeds



Cycle volumes



Journey times



Air quality (NO₂)



Crime and ASB /
Emergency services
response times

West Dulwich Low Traffic Neighbourhood

- Privileged, high car ownership area
- Existing organised group
- Scheme was not high on officers' prioritisation matrix
- Political appetite to deliver it
- No surrounding similar projects
- The neighbourhood was its own 'island'
- Legal challenge, the council lost in court on a technical aspect
- You want similar active travel projects to 'ripple' into other local areas

The London residents who fought back against LTNs – and won

West Dulwich Action Group's victory could force the Labour-run council to scrap the Low Traffic Neighbourhood scheme entirely



Abigail Buchanan

Related Topics

Local councils, Pollution, London, Motoring, Climate change, Roads

12 May 2025 9:00am BST



238

Gift this article free



Type 2 – parking, sacred land



Amesbury Avenue – parking conflict

Suburban row of shops

- South Lambeth environment
- Intention was to invest in a hyper local shopping area, improve vacancy rate, make the environment more inclusive and accessible
- Small group of hyper local people who worry about local shops closing due to public works as well as loss of parking reducing 'footfall' for local businesses
- Issues around timing of the project – too much time lapsing between engagement and delivery has created a vacuum of communications.





