

# Waterloo

Street Improvements

The Cut



Engagement Report:  
Period from 15 May 2022 to 12 June 2023

1. Overview

2. Recommendations

3. Next Steps

# 1. Overview

This document summarises the engagement in Waterloo which took place between 15 May 2023 and 12 June 2023.

- The Cut and Greet Street Traffic Restrictions
- Webber Street Healthy Street Improvements
- Ufford Street Healthy Street Improvements
- The Cut Parklets

# Introduction

## WHAT HAS HAPPENED

The first phase of the Waterloo Street Improvements process took place during the Covid-19 Emergency period. During this period, we undertook engagement activities to Identify and Design ideas to improve local streets in Waterloo.

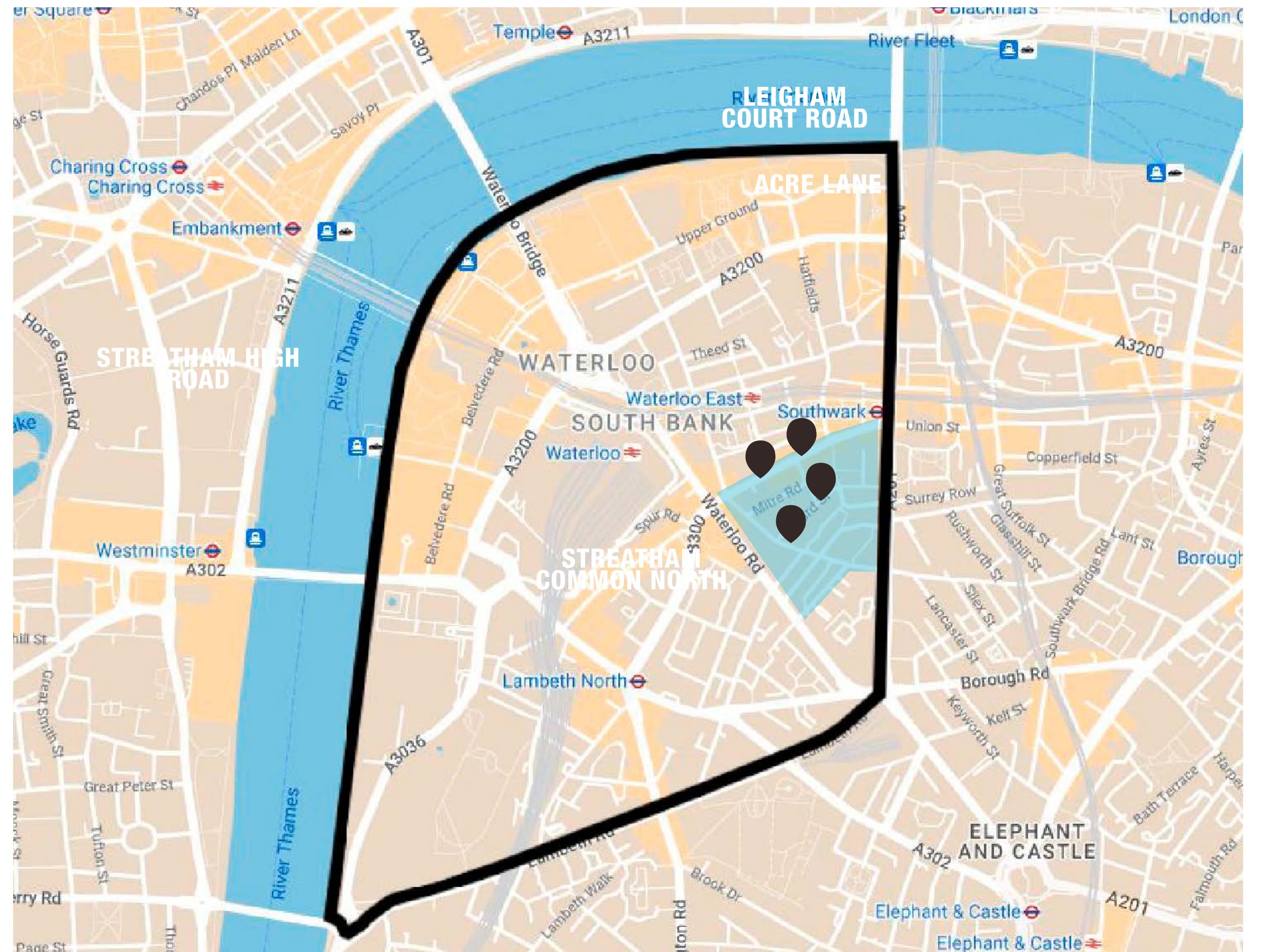
## WHAT IS HAPPENING

Lambeth is committed to creating streets and neighbourhoods that are healthy, safe, inclusive, pleasant, climate resilient, and that support active travel. Enabling the community to walk, wheel and cycle more benefits public health and wellbeing. These are part of Lambeth's Climate Action Plan objectives to become a net zero compatible and climate resilient borough by 2030.

We want to make Waterloo a world class place for local residents, businesses and visitors to travel through or spend time in. We will be developing proposals to match this vision.

## THIS REPORT LOOKS AT THE FOLLOWING PROJECTS:

- The Cut and Greet Street Traffic Restrictions
- Webber Street Healthy Street Improvements
- Ufford Street Healthy Street Improvements
- The Cut Parklets



# Lambeth Strategies

## LAMBETH'S 2019 TRANSPORT STRATEGY SETS OUT THE PRIORITIES FOR THE LOCAL TRANSPORT NETWORK

In 2021, Lambeth's citizen's assembly published recommendations for all in the borough to tackle the climate emergency. Building upon the recommendations with help from organisations across the borough, Lambeth published its Climate Action Plan in 2022. A key outcome for transport is the need to decrease motor traffic by 27% by 2030

## LAMBETH'S 2019 TRANSPORT STRATEGY SETS OUT THE PRIORITIES FOR THE LOCAL TRANSPORT NETWORK

This strategy aims to enable businesses, cultural institutions and residents to support the transition to a net zero neighbourhood by 2030, in accordance with the borough's Climate Action Plan and the wider Waterloo and South Bank 2030 Strategy. The Steering Group for the project includes representatives from SoWN's Environment Group, South Bank BID, WeAreWaterloo BID and Lambeth Council.



Lambeth

## LAMBETH'S 2019 TRANSPORT STRATEGY SETS OUT THE PRIORITIES FOR THE LOCAL TRANSPORT NETWORK

### SUSTAINABLE GROWTH:

For Lambeth to continue to thrive we need new homes, jobs and investment in our borough. We need to ensure this growth is not car-led.

### INCLUSIVE AND ACCESSIBLE:

Many of our roads have been designed without considering the needs of people who aren't drivers. We need to make it easier for people walking, wheeling and cycling.

### EFFICIENT AND CONNECTED:

We know we have limited space and as we plan for the future, we need quick and reliable routes to travel around Lambeth. We need to take advantage of new technology.

### ACTIVE AND SAFE:

Transport is both a cause and a potential solution to public health issues. By discouraging traffic we can reduce road danger, the risk of poor health due to pollution and encourage daily exercise.

### CLEAN AIR AND CARBON NEUTRAL:

We need to move swiftly towards carbon neutrality by 2030 to respond to the climate emergency we face.

## LAMBETH'S 2022 WATERLOO AND SOUTH BANK FUTURE NEIGHBOURHOODS 2030 STRATEGY



To establish what environment issues need to be tackled in Waterloo and South Bank.

Sustainable Growth and Opportunity Directorate



To accelerate the status of Waterloo and South Bank as a net zero neighbourhood.



To co-create this strategy and action plan with local communities



To create a costed action plan which can be used to bid for future funding

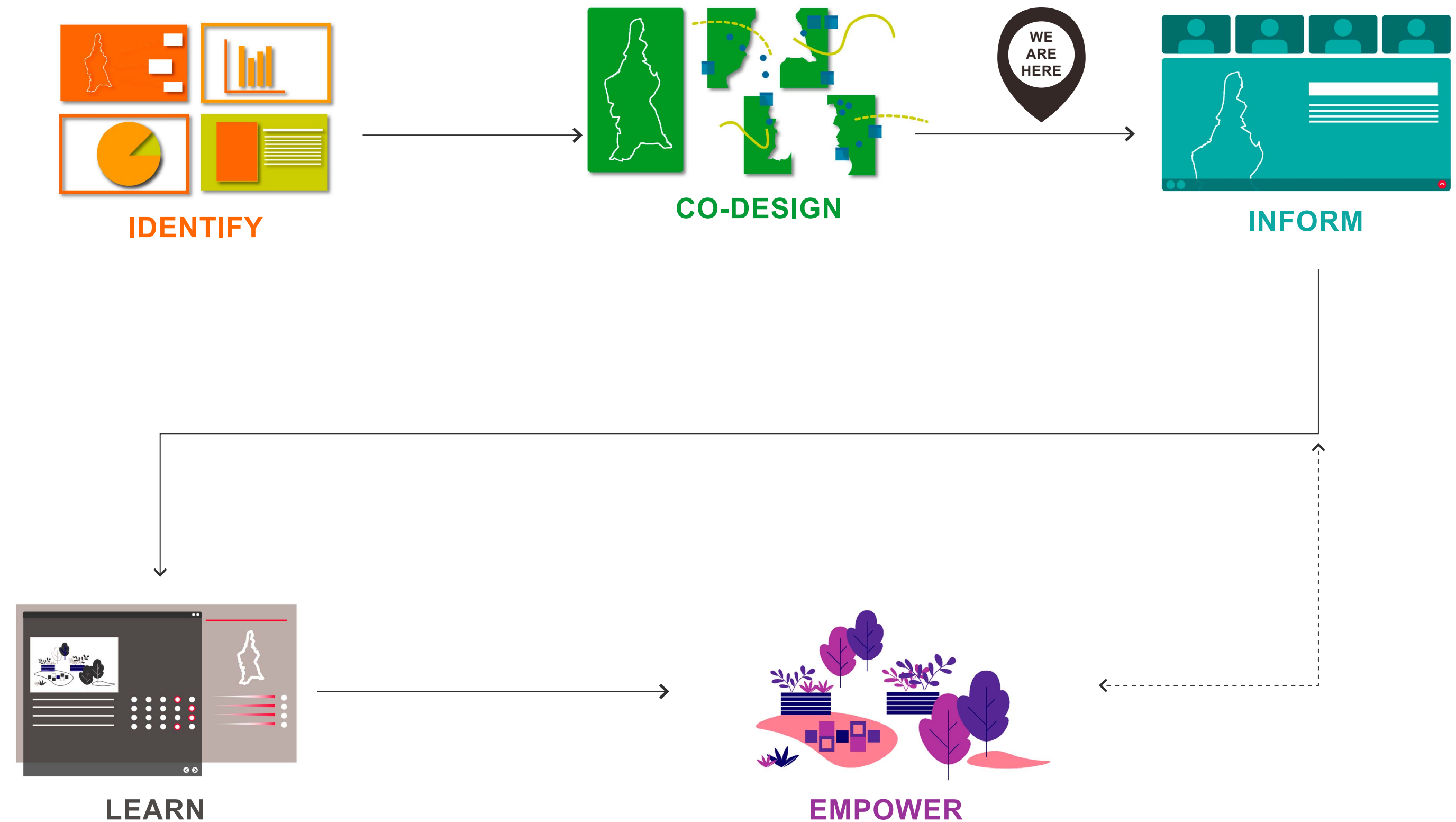
Waterloo Street Improvements

# Engagement Approach

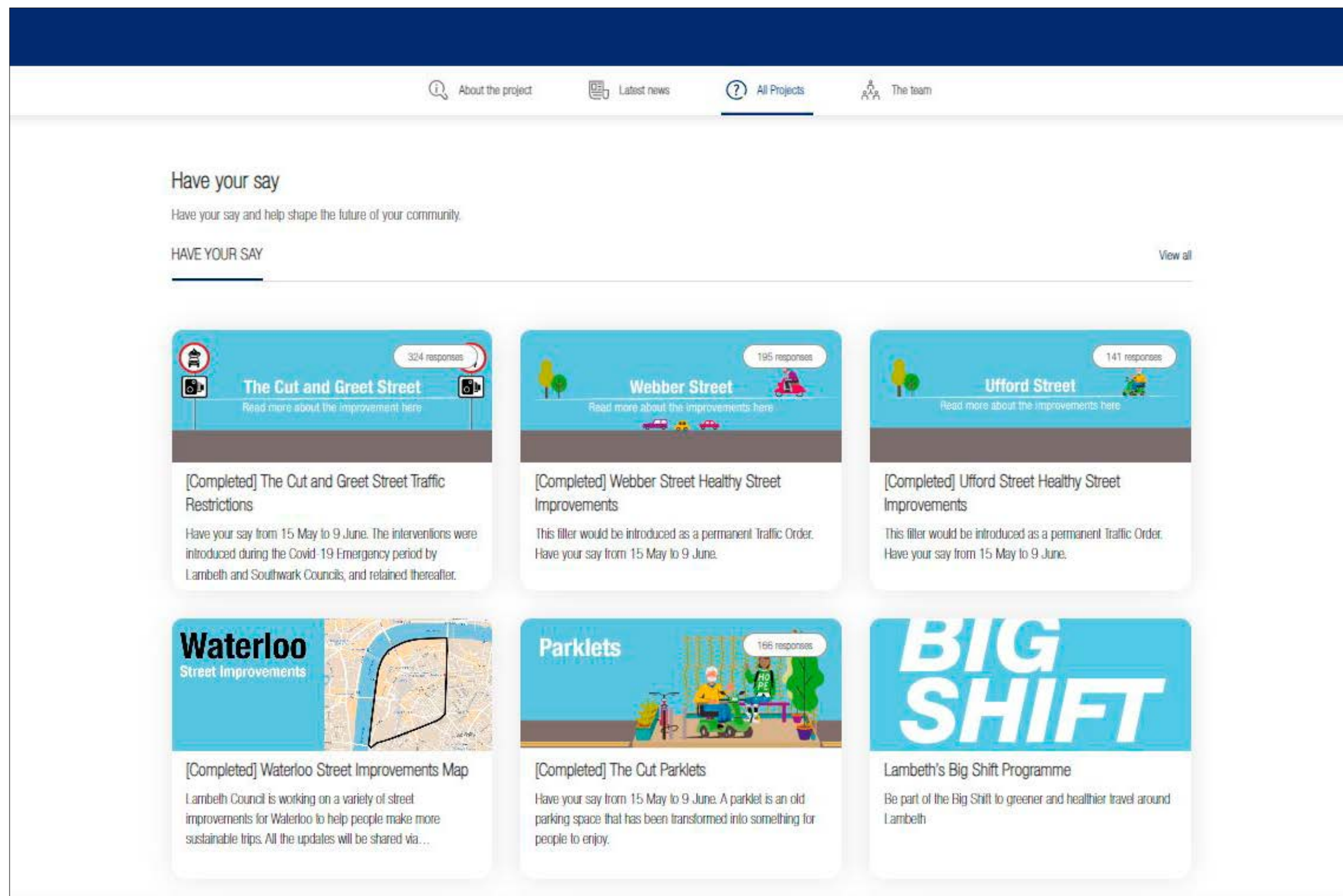
## COMMUNITY STREET DESIGN ENGAGEMENT PROCESS

Lambeth Council prioritises collaboration, experimentation, and imagination to involve all local people and organisations in the design process. We use 5 core principles to engage with the borough's diverse range of stakeholders:

- Identify: Scoping out a project area, conducting initial research, identifying issues and opportunities with local people
- Co-Design: Collaborative process working with local people to develop imaginative ideas that can be tested to improve the public realm
- Inform: Sharing clear information at regular intervals. Ensuring we are transparent on timelines and decision processes.
- Empower: Upskilling individuals and community groups to take ownership of the development, use and maintenance of different projects.
- Learn: Evaluating projects and ideas including through 'formal consultation'

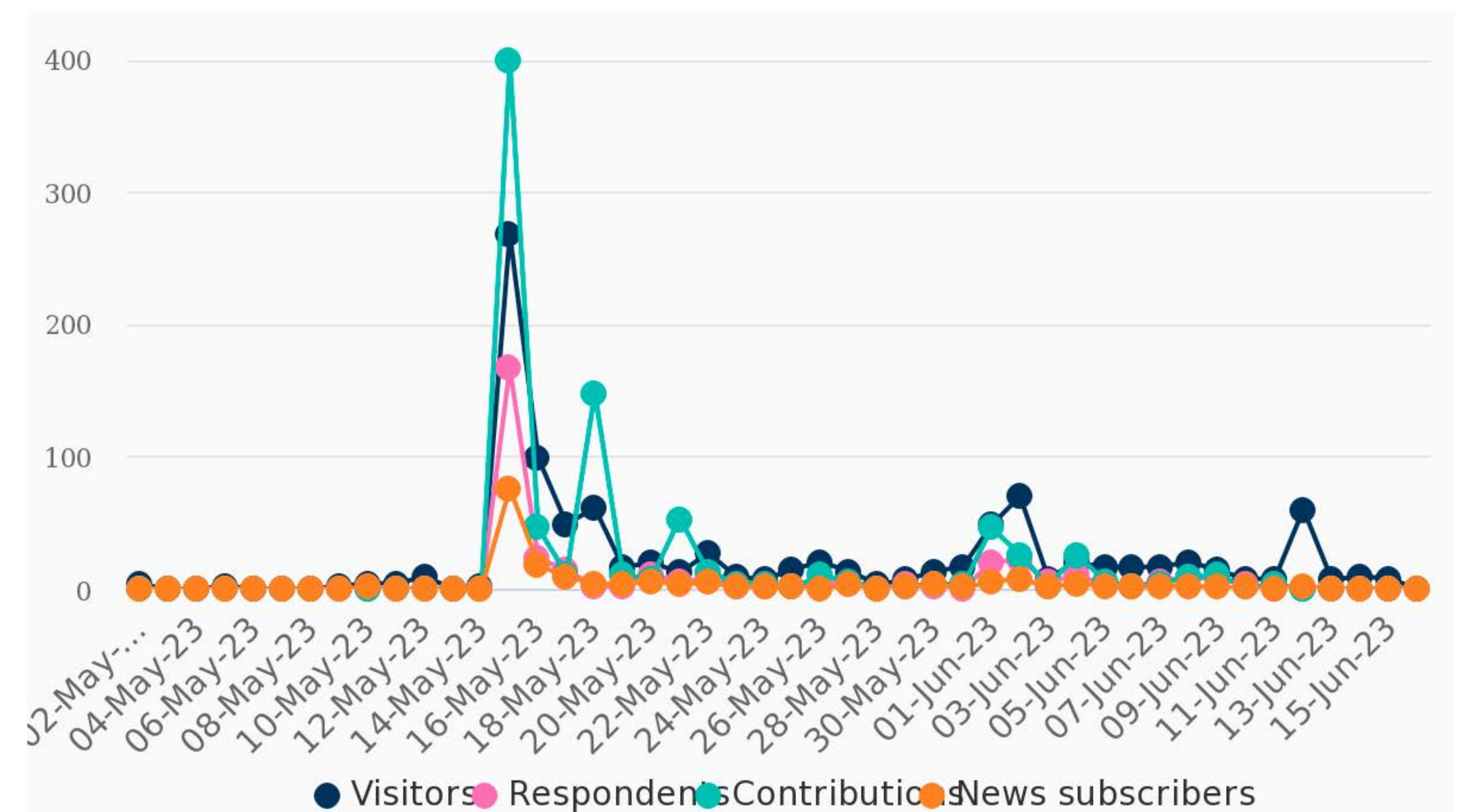


# Survey on Commonplace

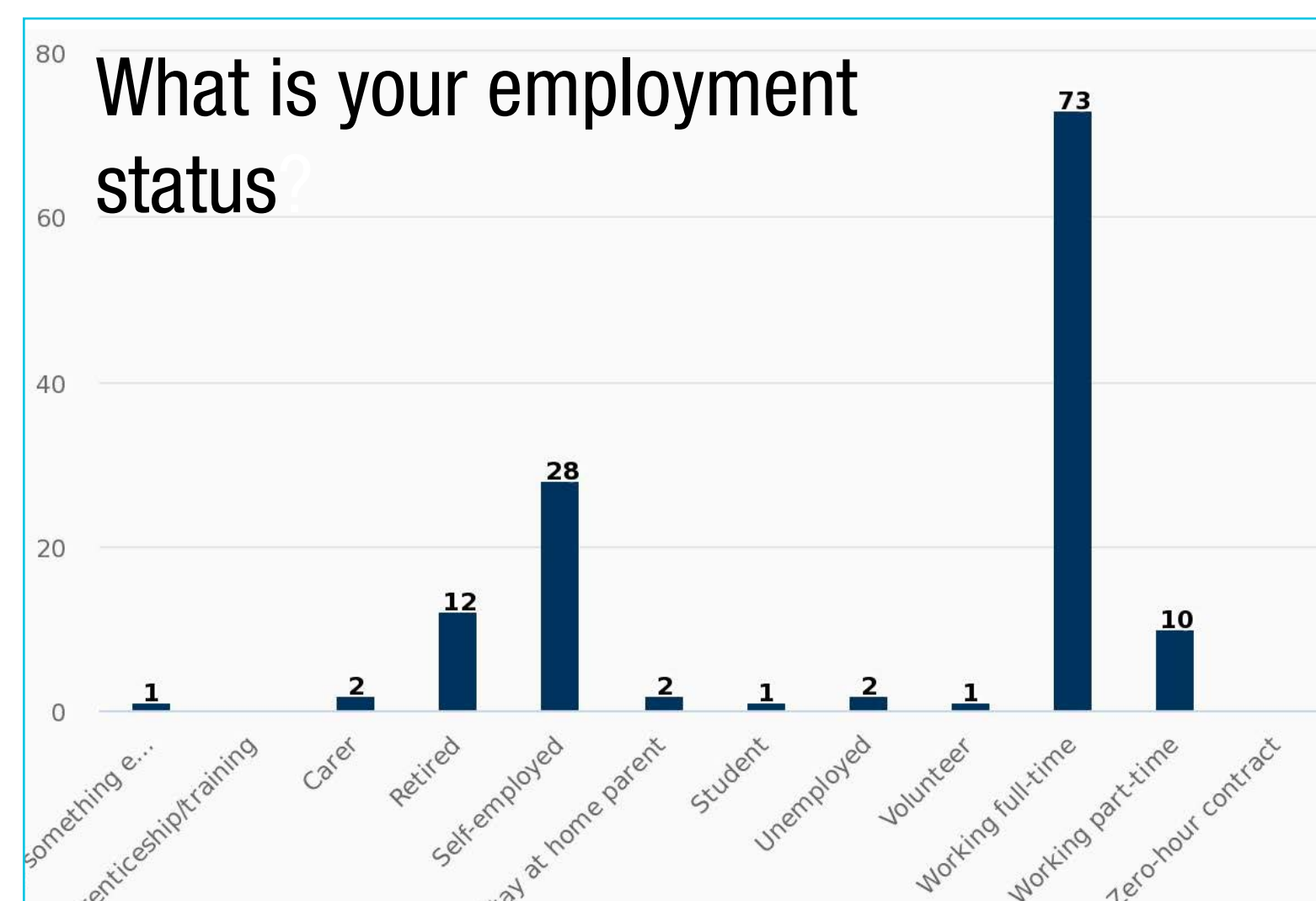
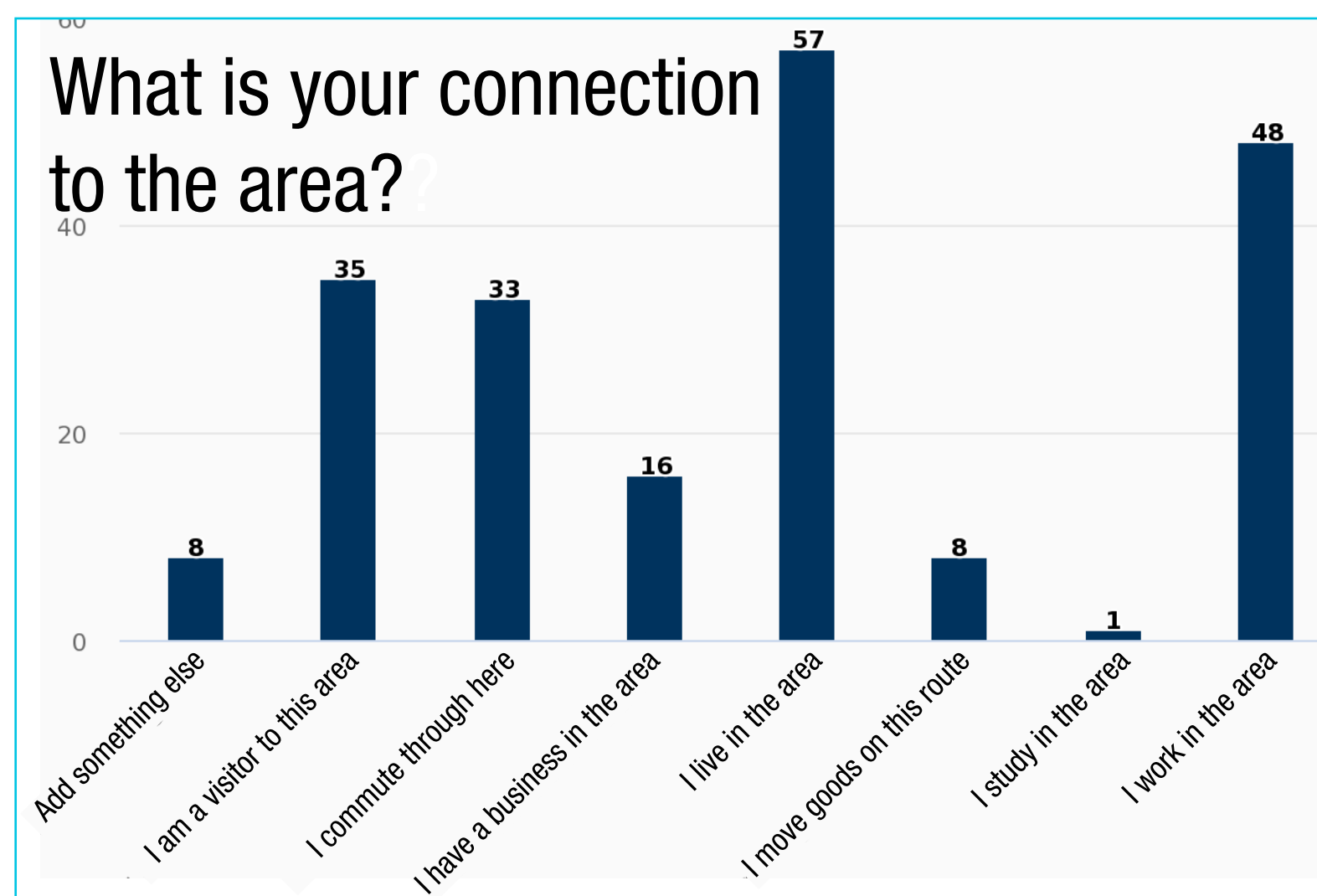
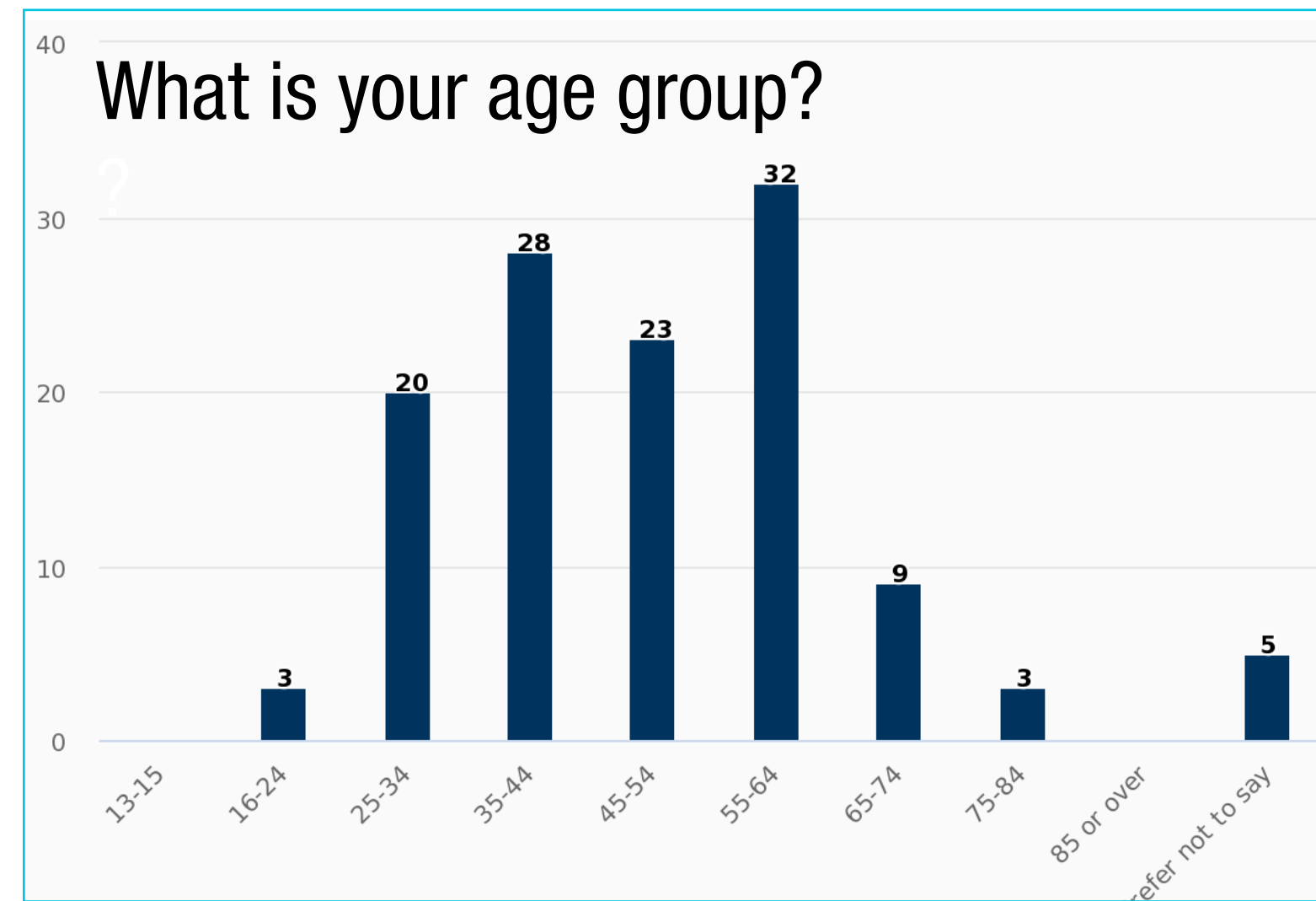
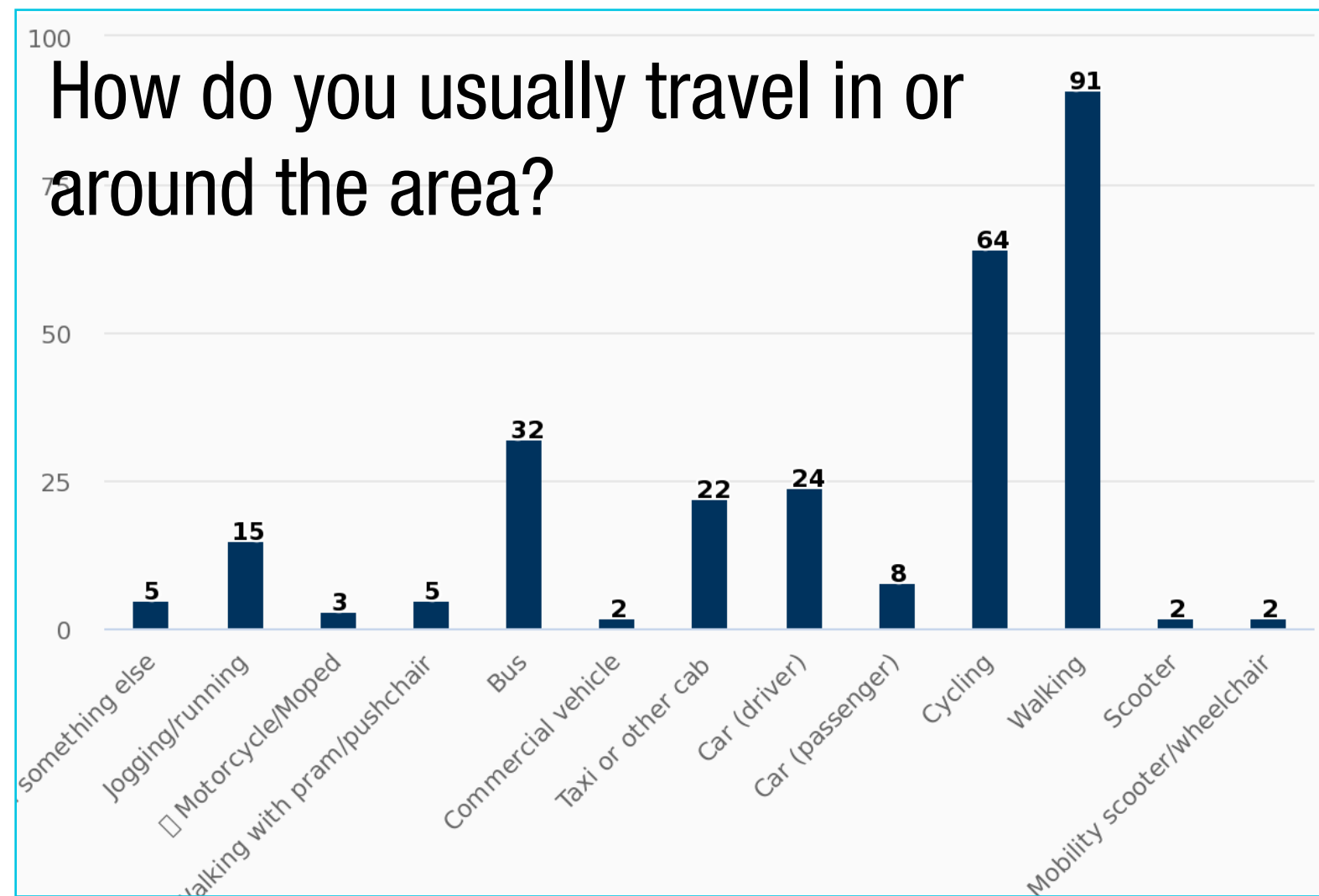


The Council launched the design proposals and surveys on 15 May 2023 and closed on 12 June 2023. During this period, Commonplace had:

- 893 visitors
- 338 respondents
- 855 contributions
- 167 subscribers



# About the Respondants





# 2. Recommendations

# The Cut and Greet Street Traffic Restrictions

## STARTING DESIGN PROPOSAL:

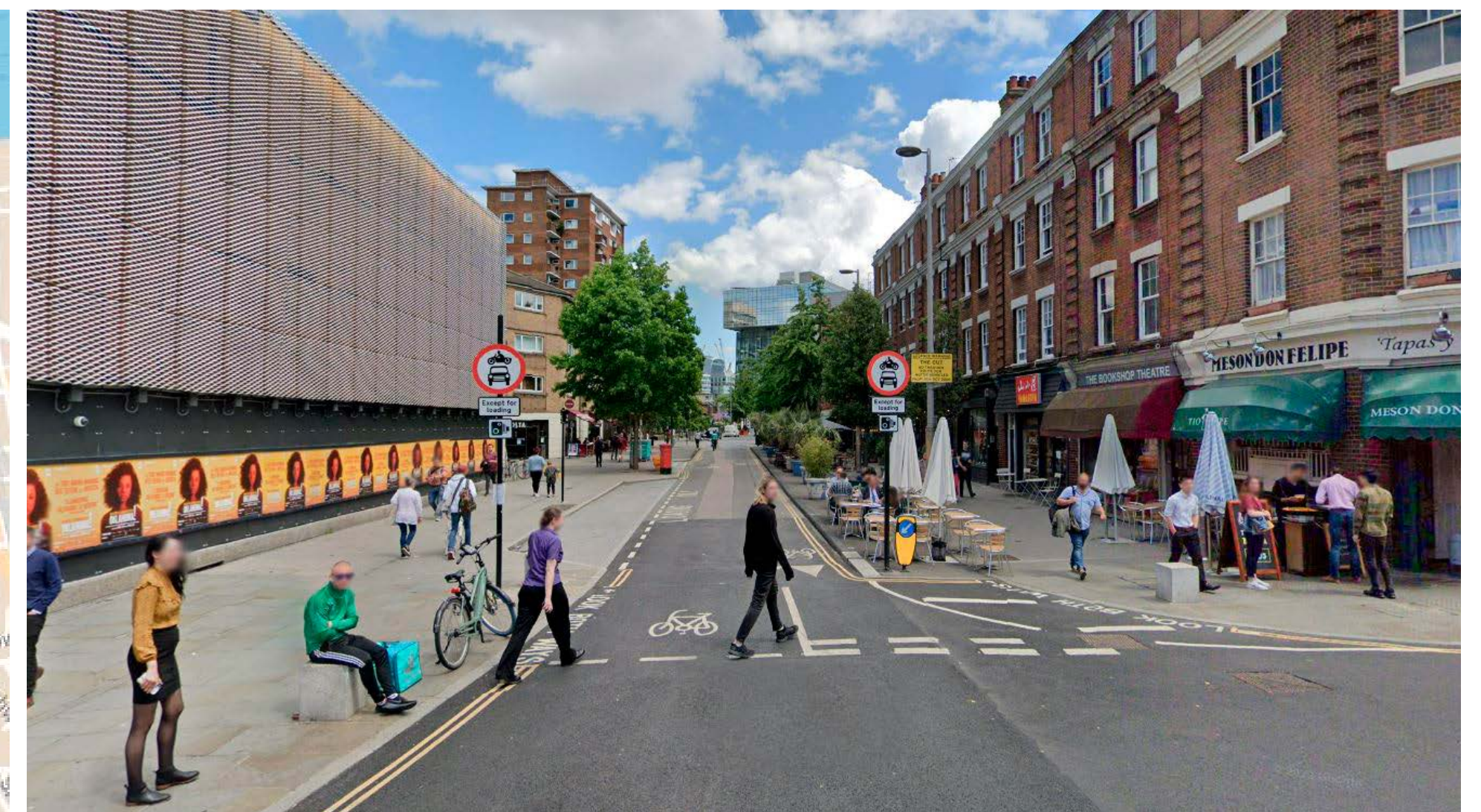
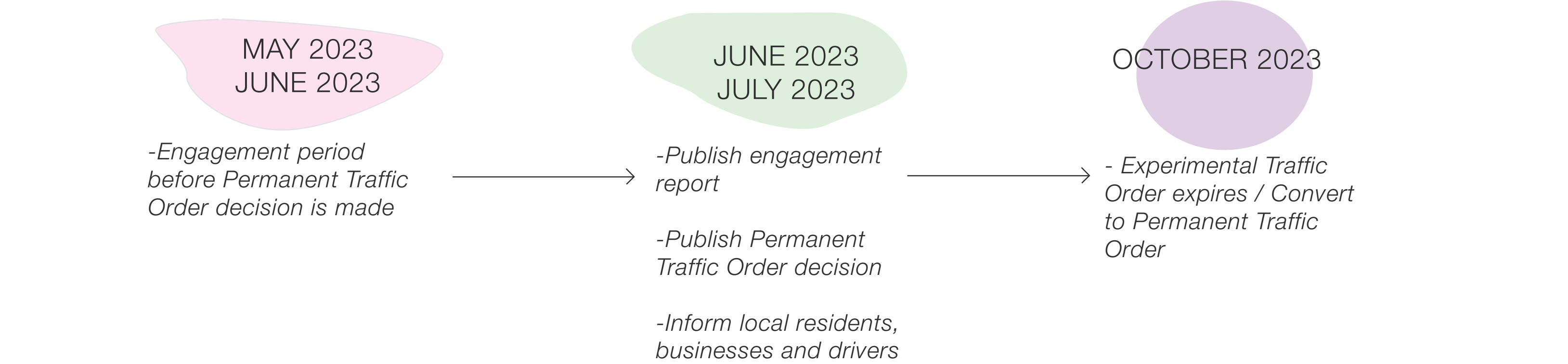
The Council is considering whether or not to make the traffic filters at The Cut and Greet Street permanent. The interventions on The Cut and Greet Street were introduced during the Covid-19 Emergency period by Lambeth and Southwark Councils, and retained thereafter as an Experimental Traffic Order.

As part of these interventions:

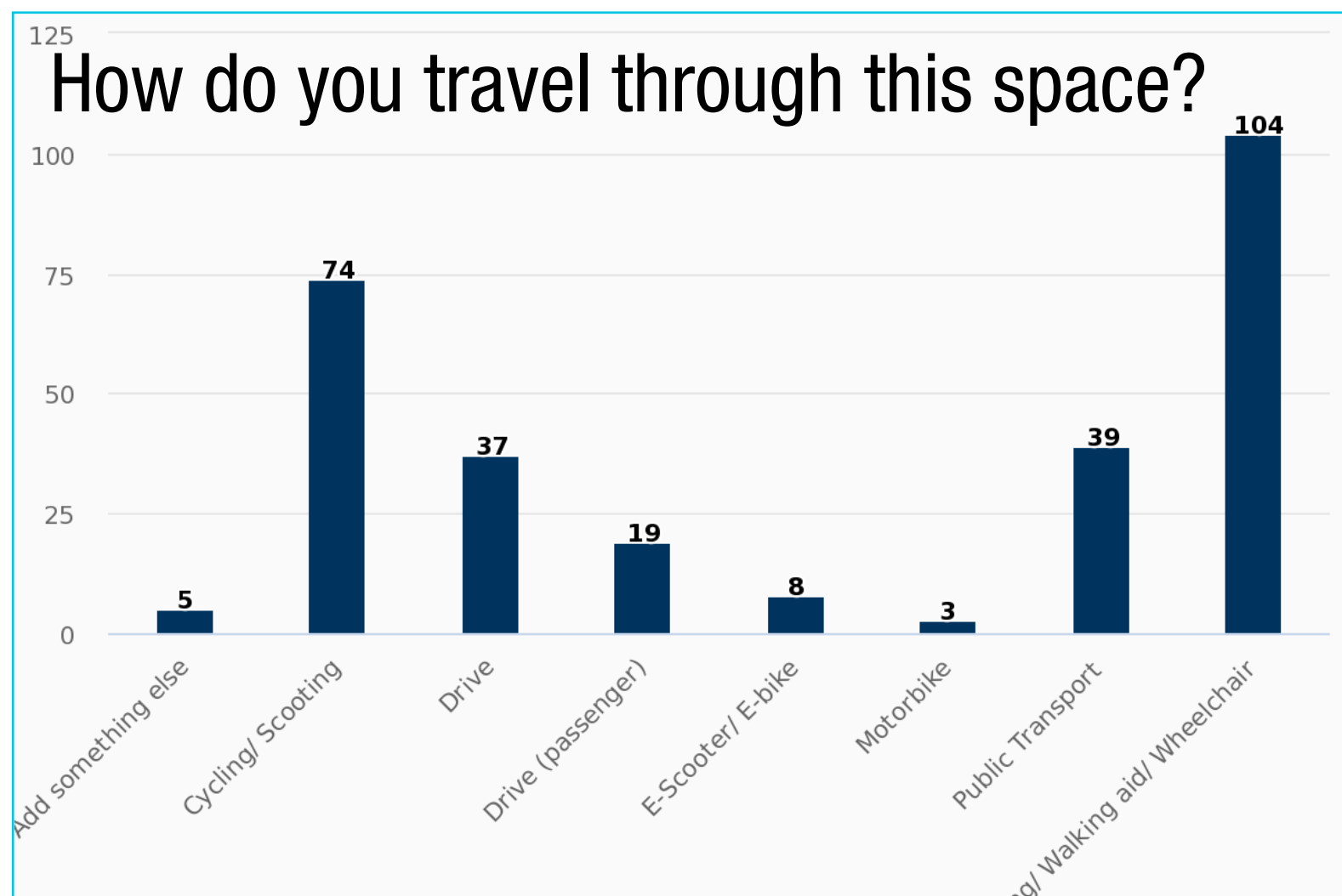
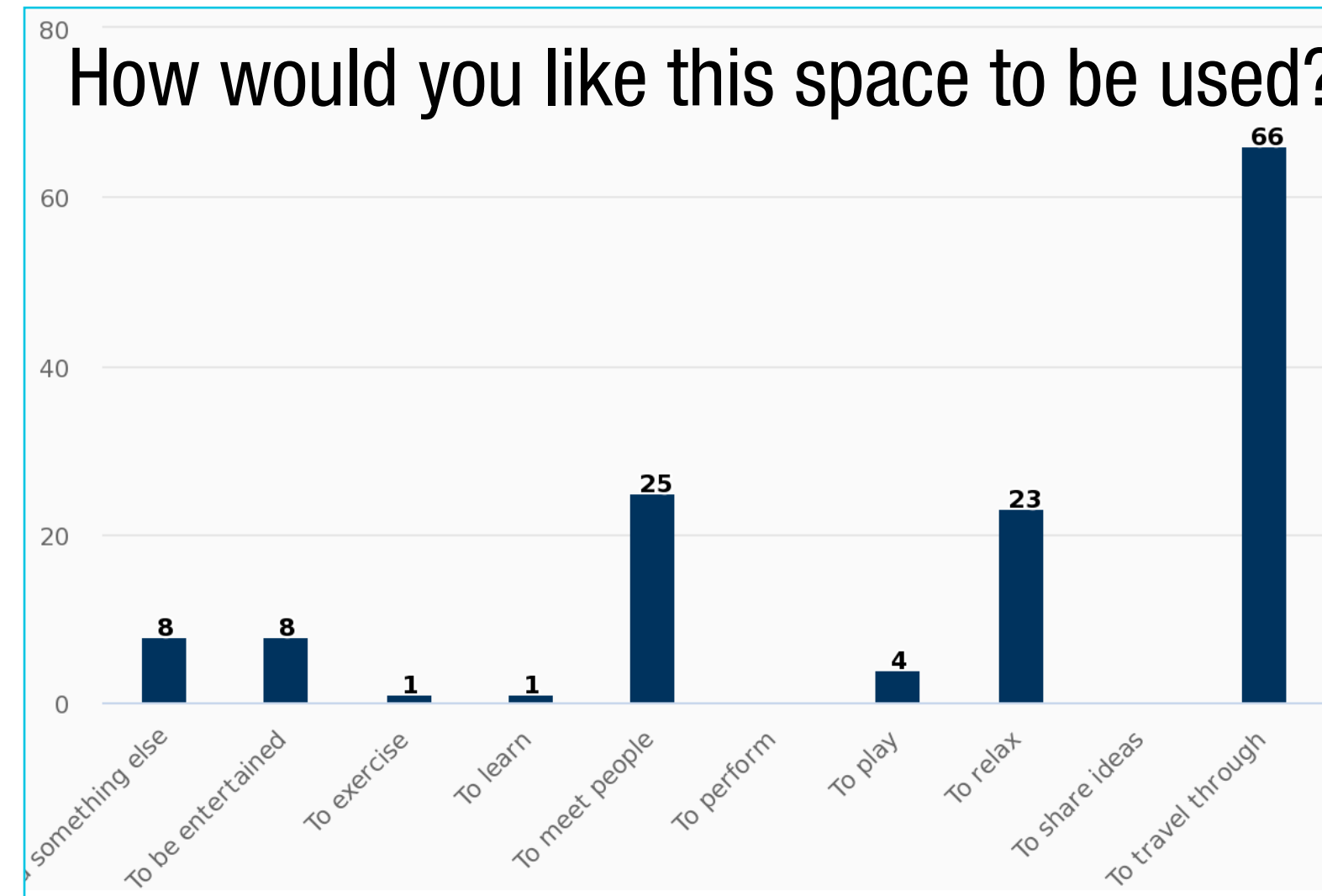
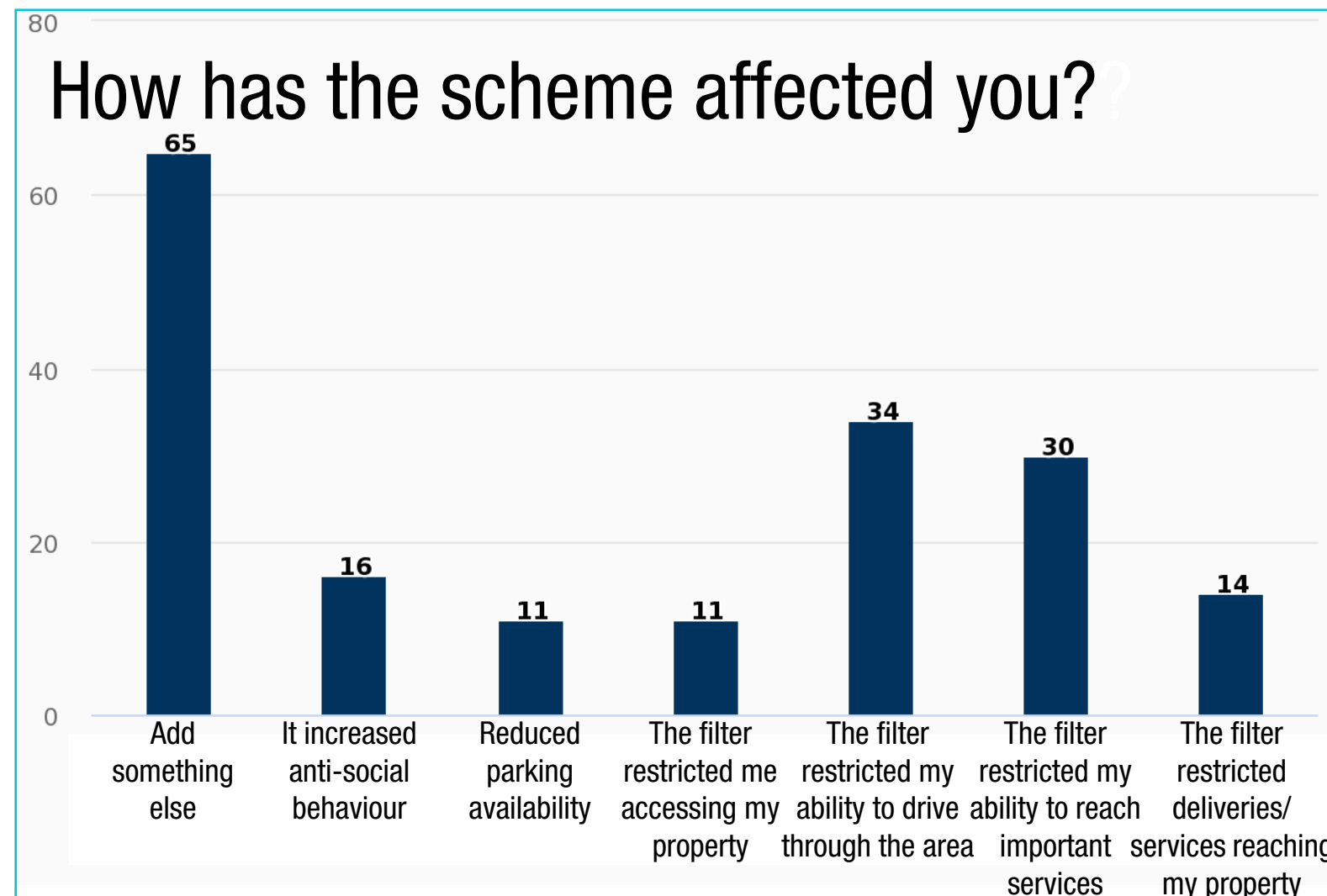
- through traffic was blocked from travelling through Greet Street and The Cut
- several loading and parking bays were converted to pavement extensions, which created more space for walking and commercial seating

The two traffic filters have provided improved safety for pedestrians, improved local cycling routes and created more space for local businesses. For example, the interventions allowed us to link up the Cycleways on Baylis Road (C5), Cornwall Road (C10), and Union Street (C14). Cycling numbers on The Cut have doubled on average from 1000-1100 cyclists per weekday in 2019 to 2100-2200 per weekday in 2022.

Adjustments have been made to allow vehicles access to the loading bay outside of the Young Vic Theatre.



# Key Findings & Recommendations



## WHAT RESPONDENTS SAID:

- "The filter made the area much more pleasant"*
- "The filter has allowed me to cycle safely and enjoy the space"*
- "Increased traffic down residential roads (Ufford street)."*
- "It did make the Cut less of a commuter route"*
- "I love walking through the area now. I used to avoid it. It's so much safer for children".*
- "The filter has greatly improved safety and health in the area"*

## RECOMMENDATIONS

- Traffic filter to be implemented as permanent.
- WeAreWaterloo BID, representing the businesses on The Cut is supportive of this and other schemes presented in this report.
- See pages 12 to 15 on proposals and recommendations being made to nearby residential roads including Ufford Street
- Explore implementation of a right-hand turn from Baylis Road into Waterloo Road (southbound) in collaboration with TfL and London Borough of Southwark.

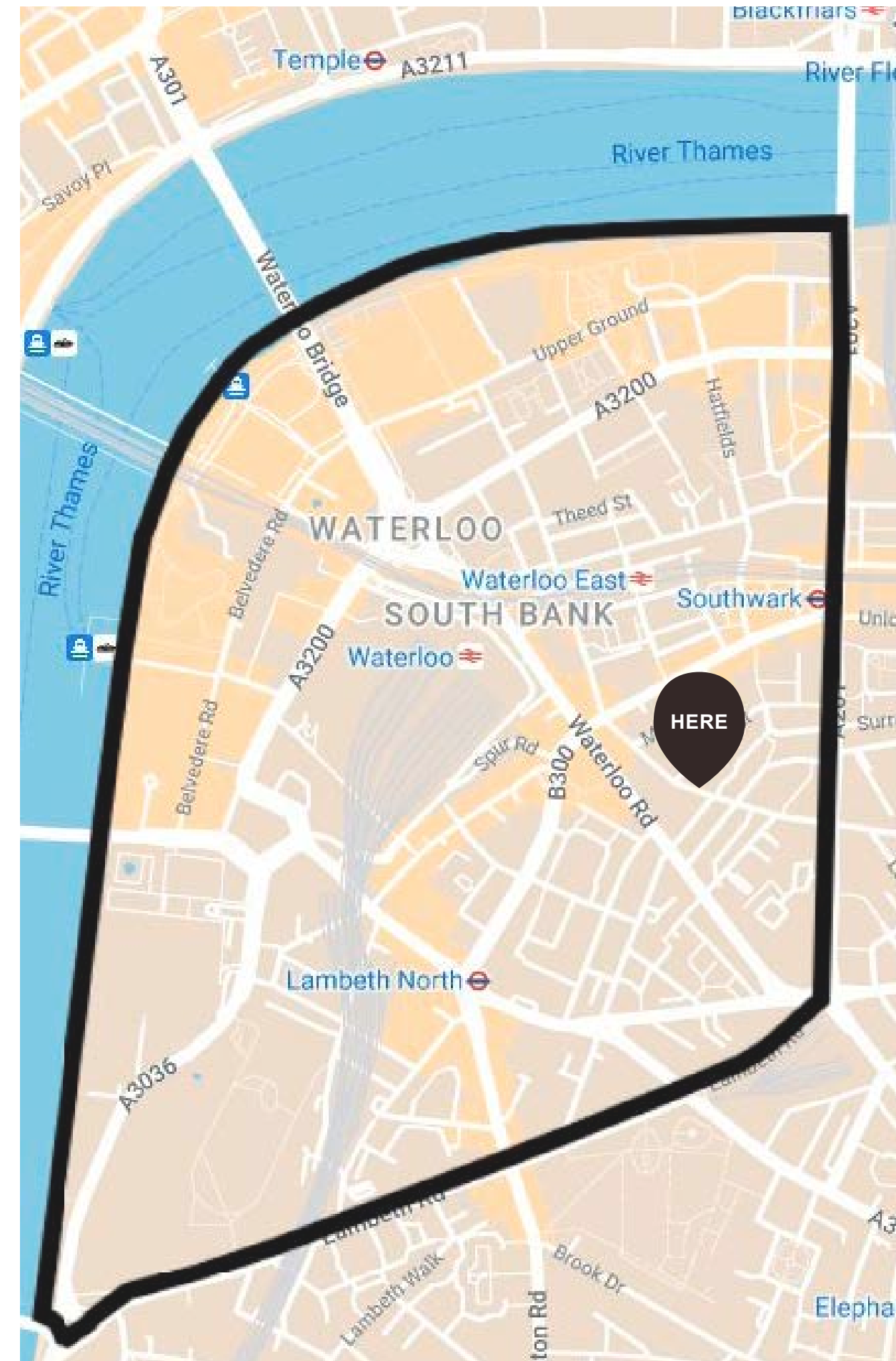
# Webber Street Healthy Street Improvements

## STARTING DESIGN PROPOSAL:

This filter would be introduced as a permanent Traffic Order.

We are proposing to:

- stop through traffic that travels between Baylis Road and Blackfriars Road, avoiding St. George's Circus in the process
- create a section of one-way between Ufford Street and Chaplin Close.
- improve the C10 (Cycleway 10) on Webber Street by reducing traffic volumes and adding space for contraflow cycling
- Create more greenery with street furniture



MAY 2023  
JUNE 2023

-Engagement period before Permanent Traffic Order decision is made

JUNE 2023  
JULY 2023

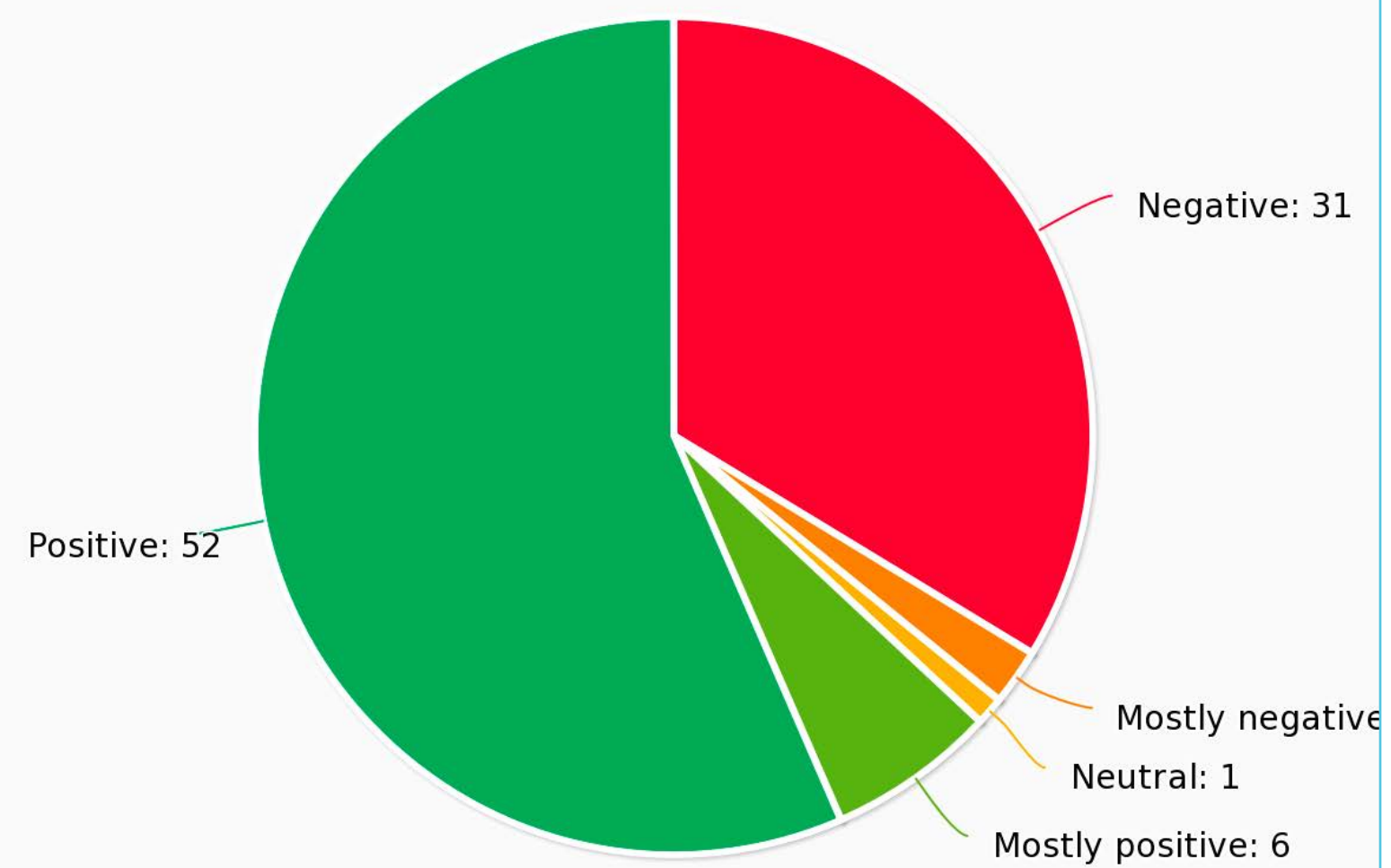
-Publish engagement report  
  
-Publish Permanent Traffic Order decision  
  
-Inform local residents, businesses and drivers

END OF 2023  
EARLY 2024

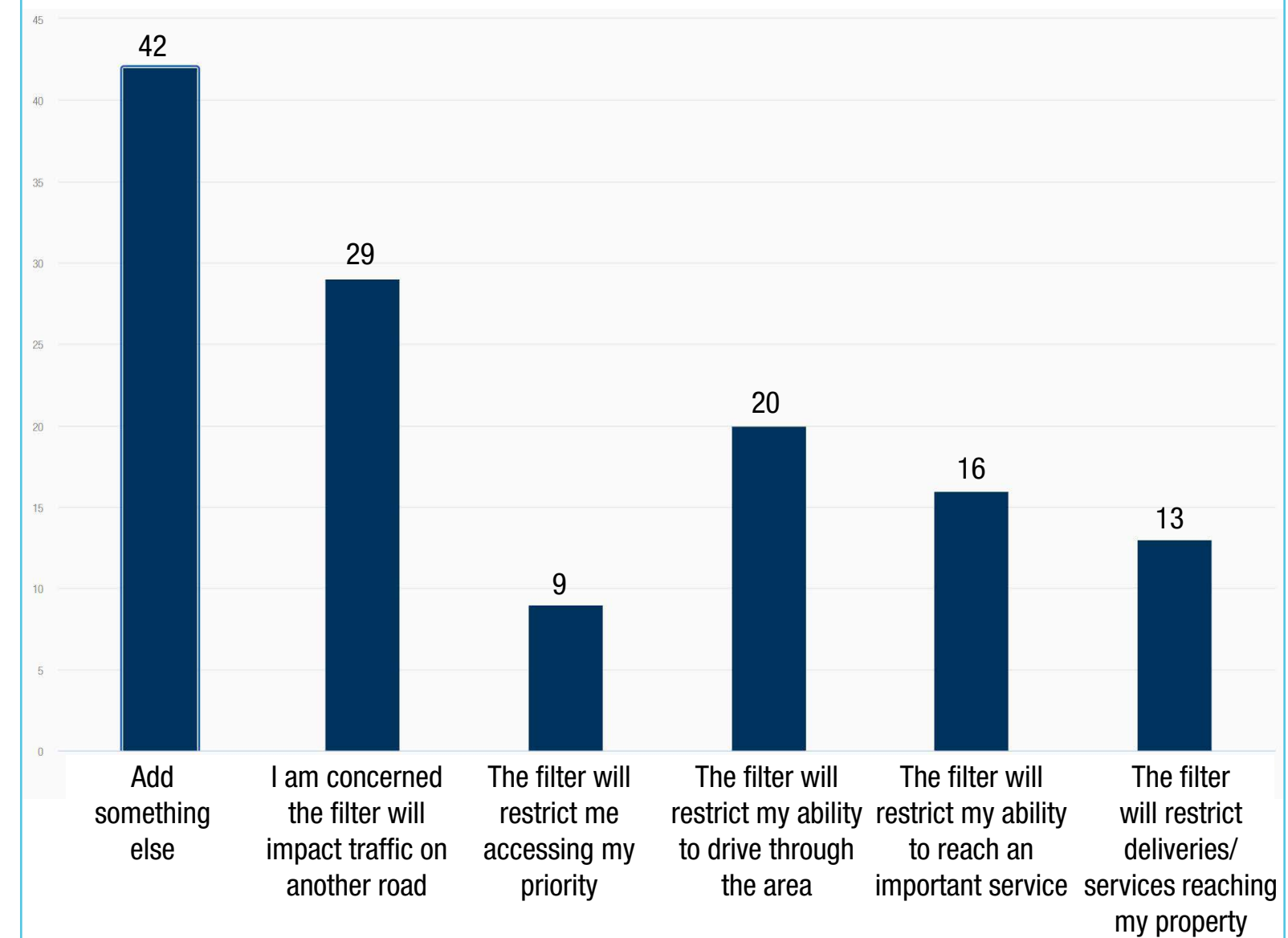
-Construction

# Key Findings & Recommendations

## How satisfied are you with this scheme?



## If you are not happy with the current proposal, please tag why?



### WHAT RESPONDENTS SAID:

*"This is so brilliant and so very necessary. I use that road because I have to."*

*"The filter will make it safer and will encourage me to cycle more."*

*"The filter will allow my children to come back from school walking safer and healthier"*

*"I find myself usually walking in the street to avoid the uneven and trip-hazard pavement. Removing vehicular traffic would be an improvement for pedestrians and cyclists"*

*"As a popular pocket park, Ufford Street Gardens has been a quiet retreat in the heart of the city, for elderly residents, dog walkers and children alike"*

### RECOMMENDATIONS

- Implement the traffic filter as proposed to reduce through traffic here and make trips safer for all road users.
- The no-entry sign is to be implemented to ensure the safety of all road users.
- Low maintenance planting to be considered here as part of the permanent build.

# Ufford Street Healthy Street Improvements

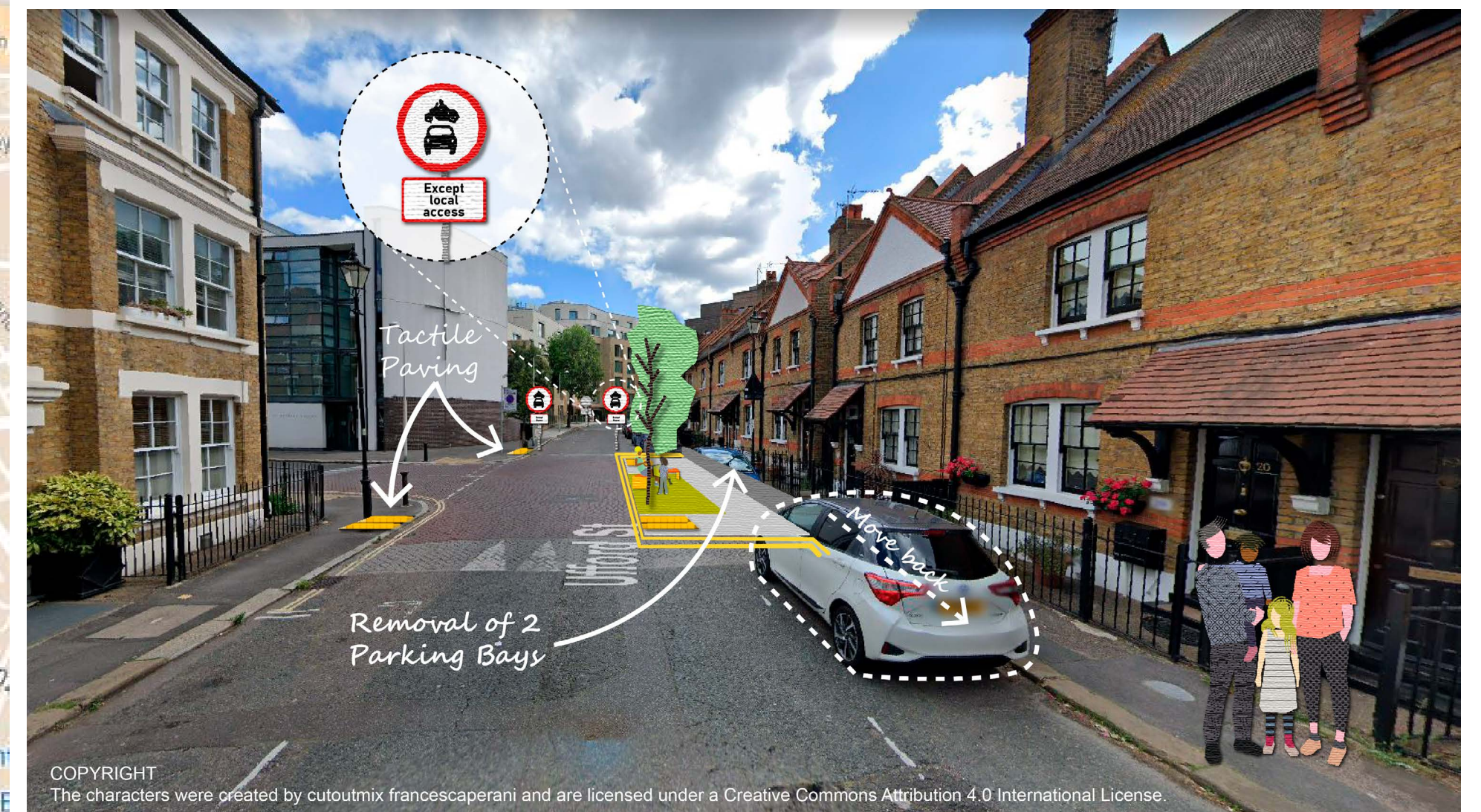
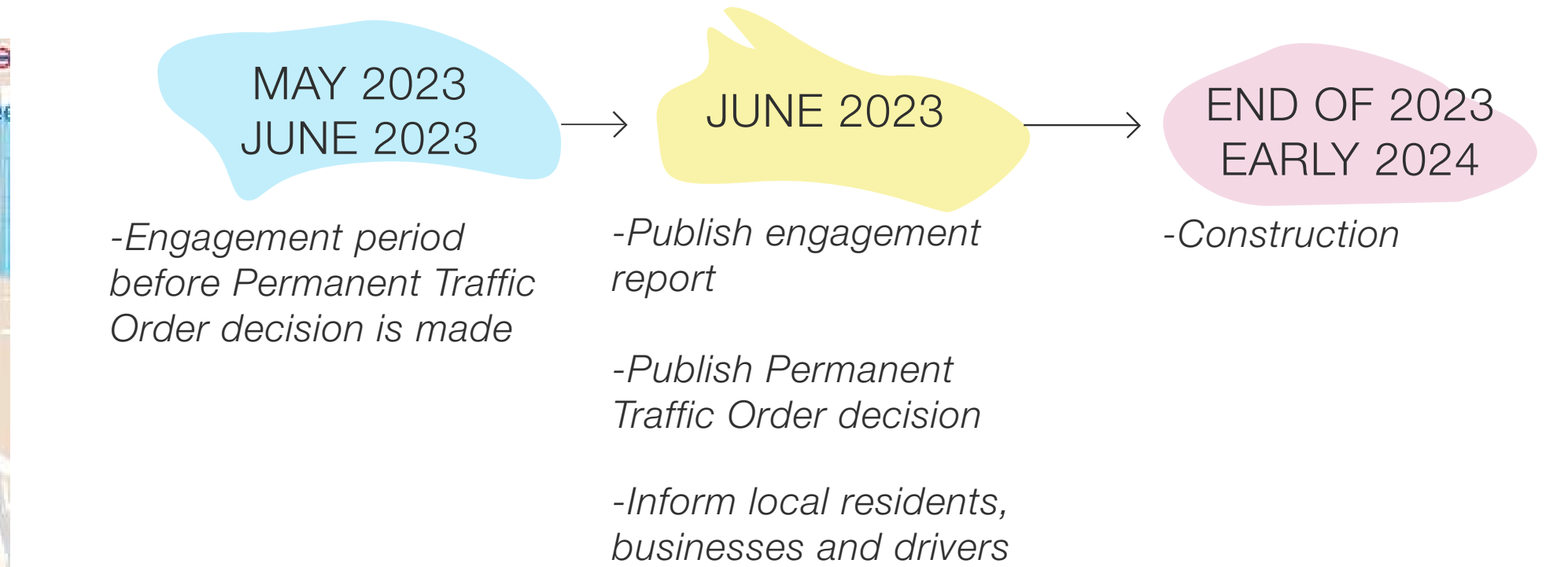
## STARTING DESIGN PROPOSAL:

This filter would be introduced as part of a permanent Traffic Order.

- The traffic filter proposed aims to:
- stop through traffic between Baylis Road and Waterloo Road in the west, and Blackfriars Road in the east
- add greening to make the area more climate resilient
- allow for a "local access"\* exemption to local residents, commercial properties and the Premier Inn.

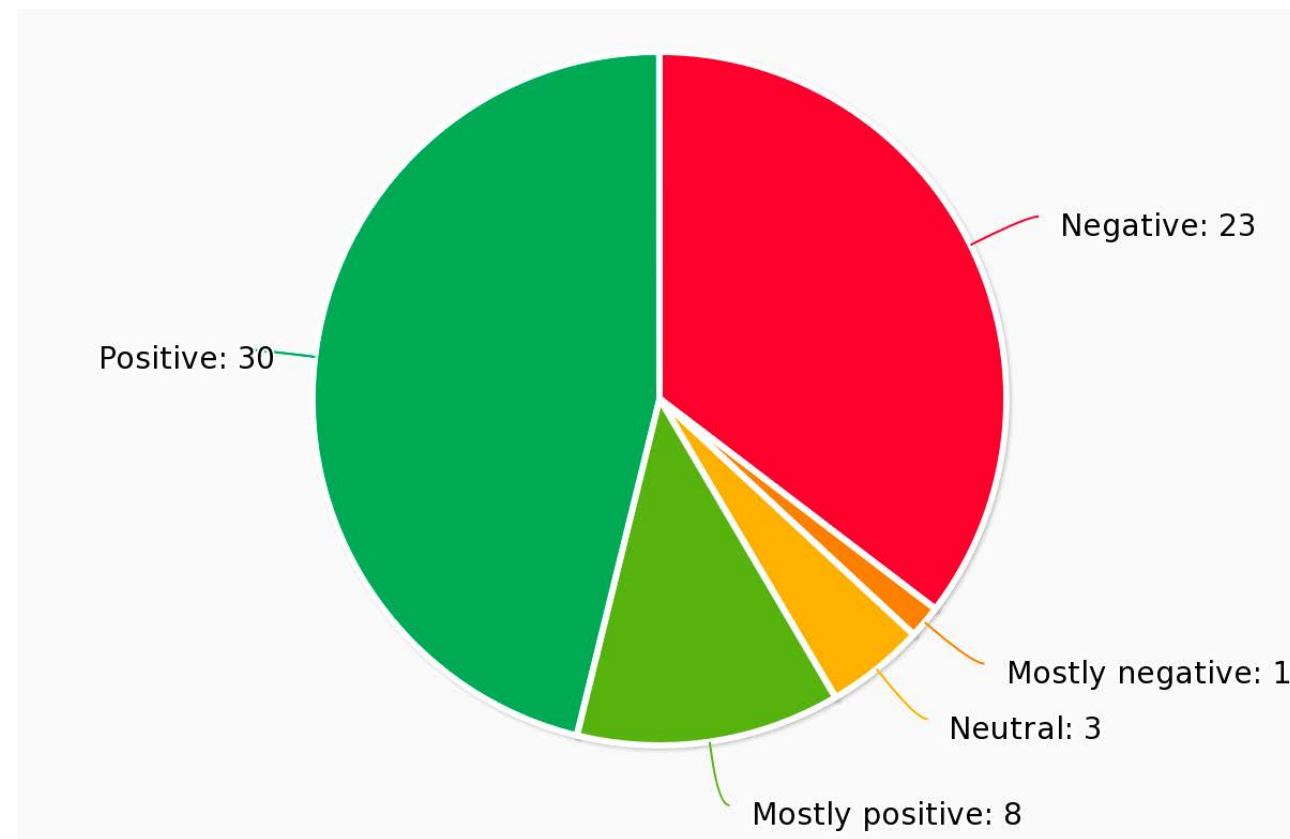
\*"Local access" means that local residents and businesses will be allowed through the traffic filter because this is the only way to reach their premises.

Traffic that does not stop at the "No motor vehicles" sign below will receive a PCN (Penalty Charge Notice)

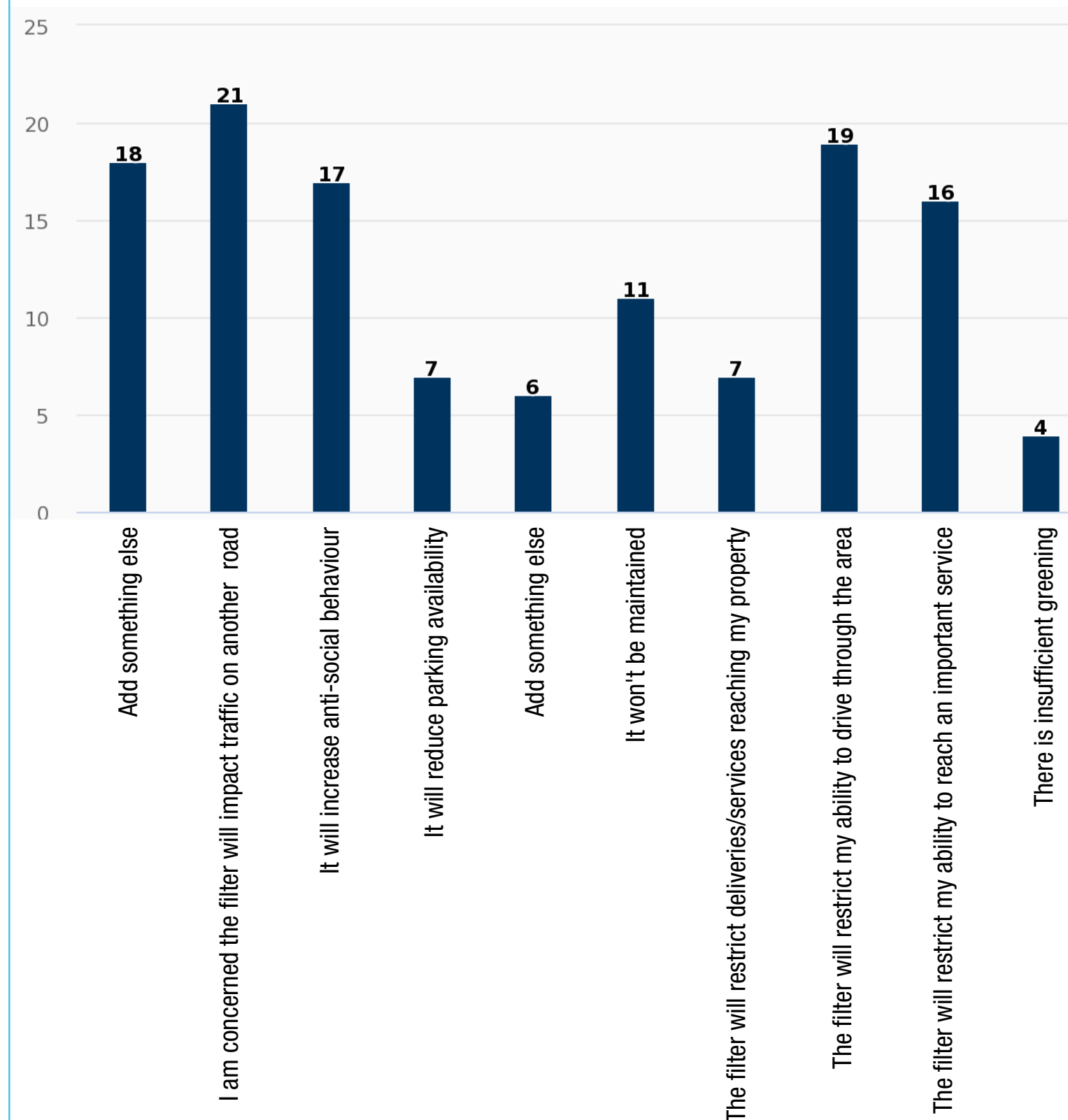


# Key Findings & Recommendations

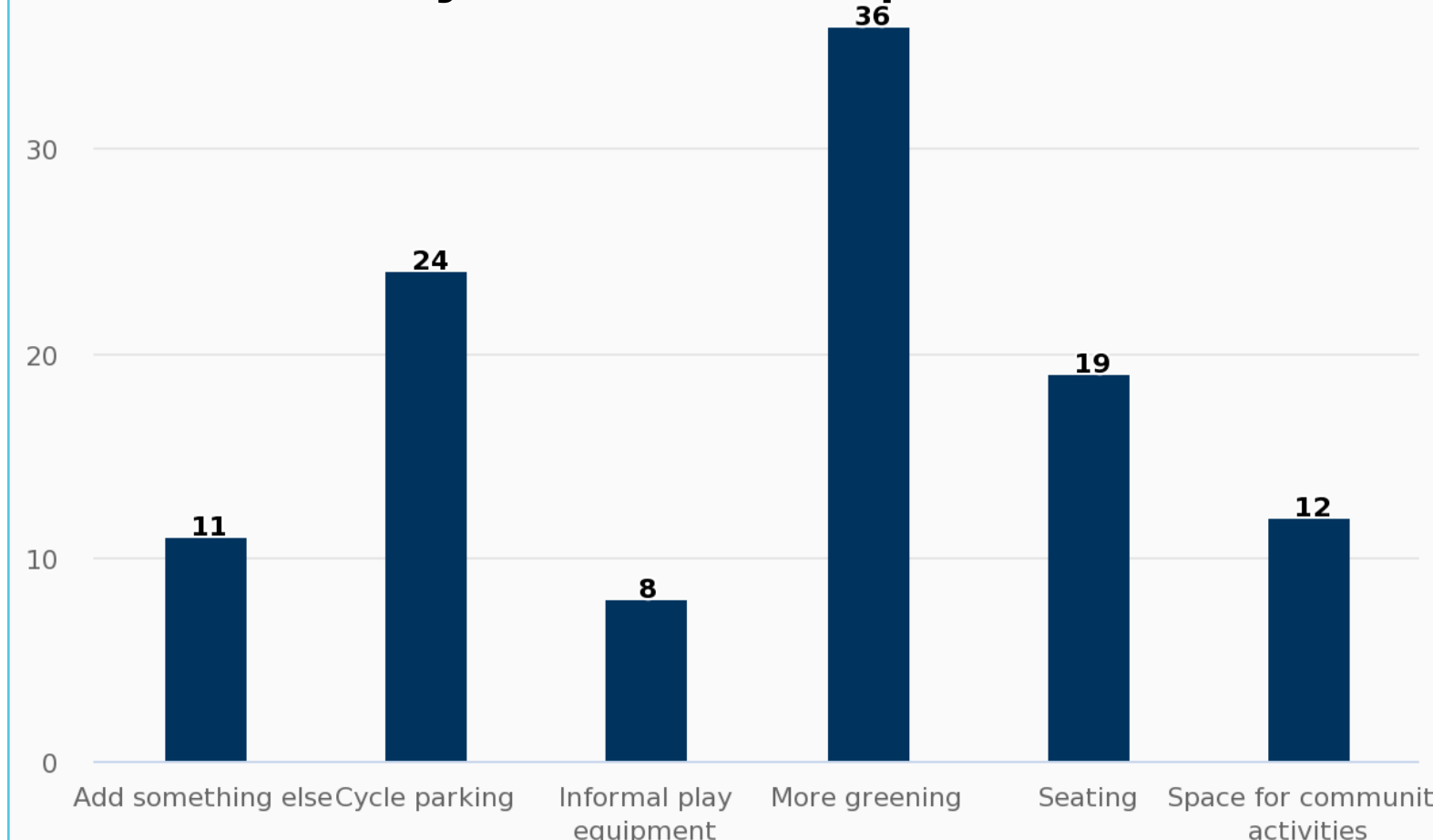
## How satisfied are you with this scheme?



## If you are not happy with the current proposal, please tag why?



## How would you like this space to be used?



### WHAT RESPONDENTS SAID:

*"This will make my commute quicker and safer"*

*"Very exciting!"*

*"Do not want it to become an area that attracts anti-social behaviour." "If this proceeds there must be no benches in the green area."*

*"This is very good to help reduce rat running in the area. It's not clear if this will help address the rat-running coming Eastbound from Webber Stree east of Blackfriars Road"*

### RECOMMENDATIONS

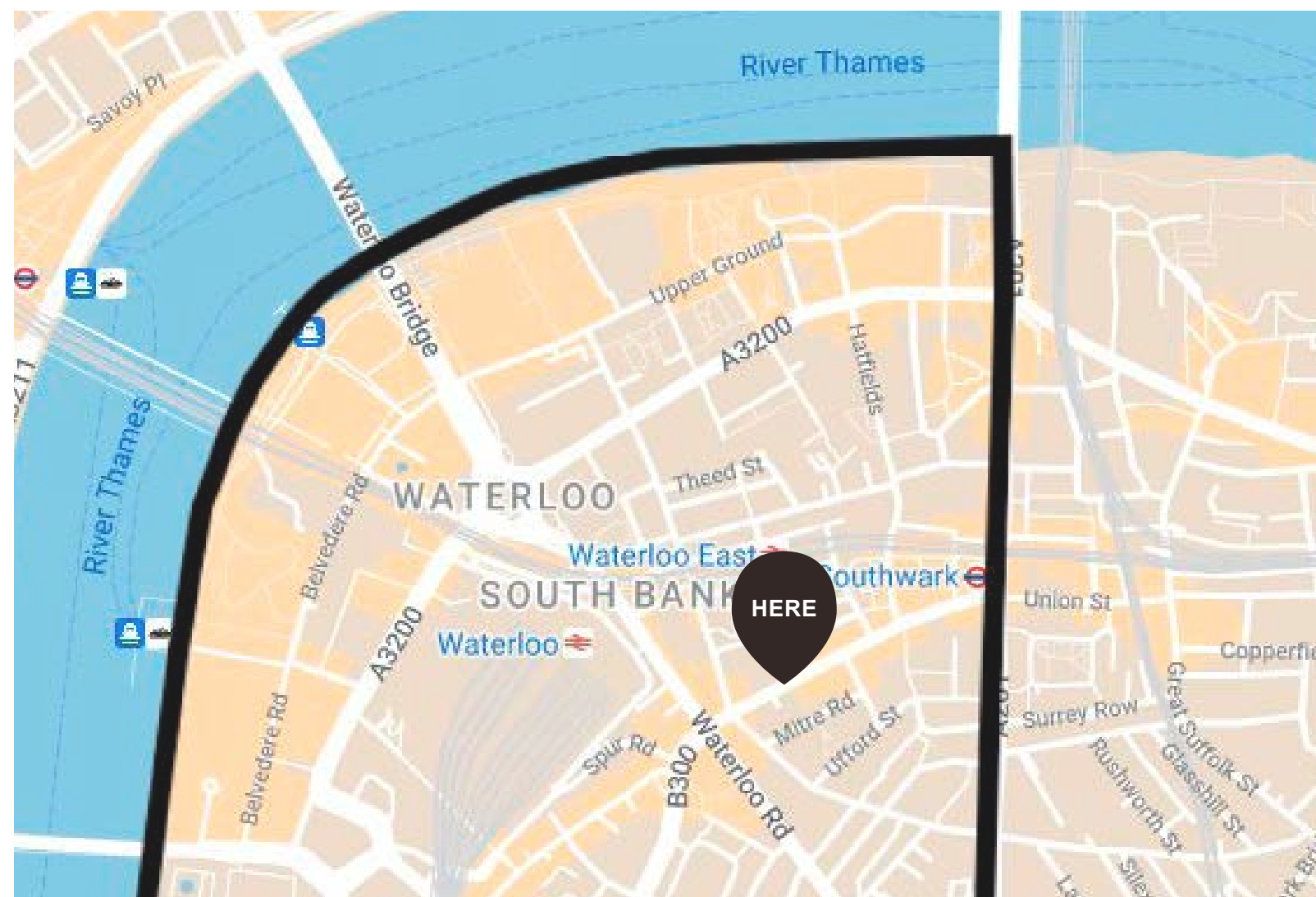
- Implement the traffic filter to reduce through traffic here and make trips safer for all road users. All properties remain accessible.
- Greening and cycle parking features to be considered here
- If installed, seating to be designed as places to stop and rest while discouraging anti-social behaviour. Projects in other inner London Boroughs proved to be successful.

# The Cut Parklets

## STARTING DESIGN PROPOSAL:

A parklet is typically an old parking space that has been transformed into something for people to enjoy. They are great for bringing communities together, and providing some much-needed local green space. The existing experimental traffic filters have changed The Cut from a place used by through traffic to a place to linger and spend quality time in.

In line with Lambeth's Kerbside Strategy and Climate Action Plan, parklets open the kerbside to create places for people to rest, play and garden. Parklets offer a place for children and adults to play outside and develop their independence. They can provide a space to rest, improve access to greenery and public space, and foster stronger communities, whilst also being a place to learn new things. Parklets can also be used for seating, cycle parking and businesses to put their tables and chairs outside.









# Key Findings & Recommendations

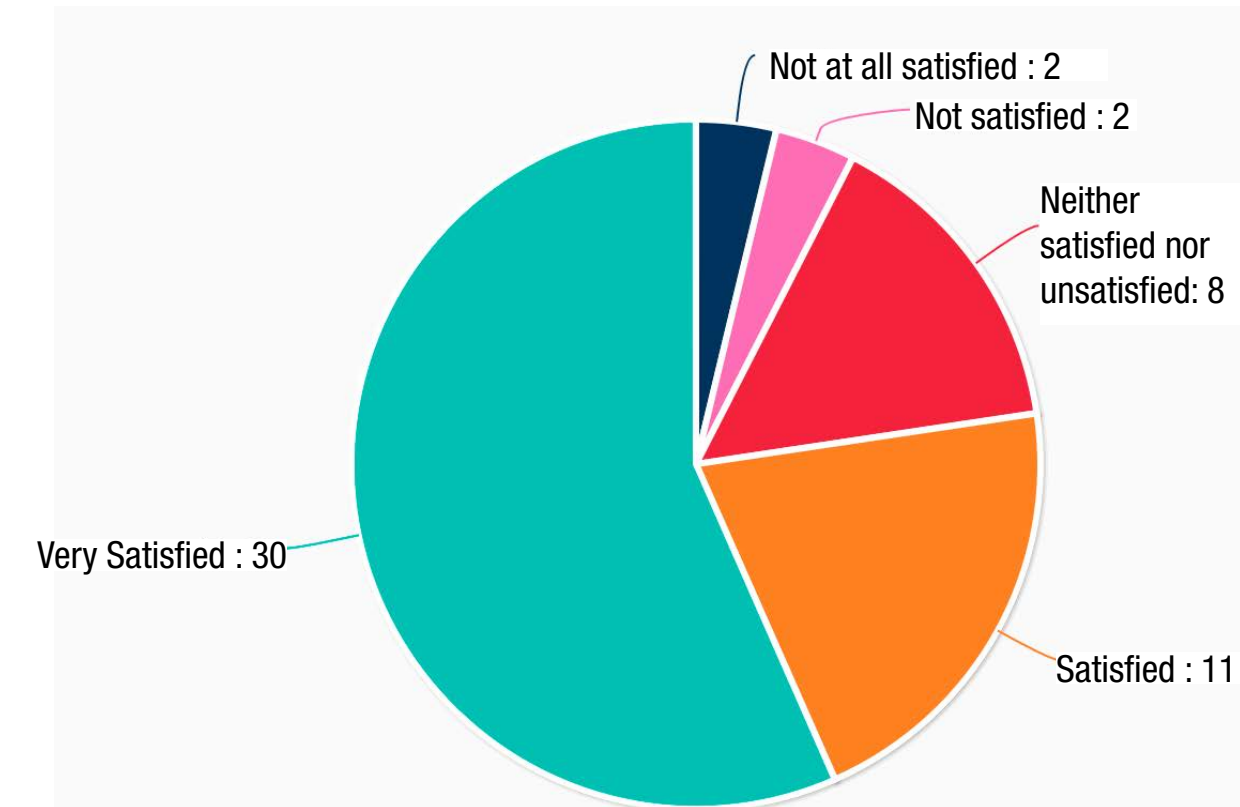
## CYCLE PARKING PARKLET AT 110 THE CUT:

We need to design our kerbside so that it supports everyday cycling. Cycle parking takes up very little space - you only need to repurpose one parking space to securely store 12 bikes.

Having a practical, secure place to store your cycle when you get home is fundamental to owning a bike, and to cycling on a regular basis. For many households, the absence of a place to store bikes will likely be a key factor in them not having one.



### How satisfied are you with this scheme?



### If you are not happy with the current proposal, please tag why?



### WHAT RESPONDENTS SAID:

Similar comments as for nr 90.

*"It was also reversed into by a vehicle and was bent for weeks after it was installed."*

*"Would be good to have a few dotted along street so that bikes are visible from eateries for security reasons"*

### RECOMMENDATIONS

- Maintenance required.
- Review parklet design to allow cycle access to be possible from both sides.





# 3. Next Steps

## **July**

Decision being made regarding the schemes showcased in this report

## **July/August/September**

Engagement on Cornwall Road Healthy Street Improvements

## **Autumn/Winter 2023**

Lower Marsh Healthy Street Improvements