# Water 100 **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.

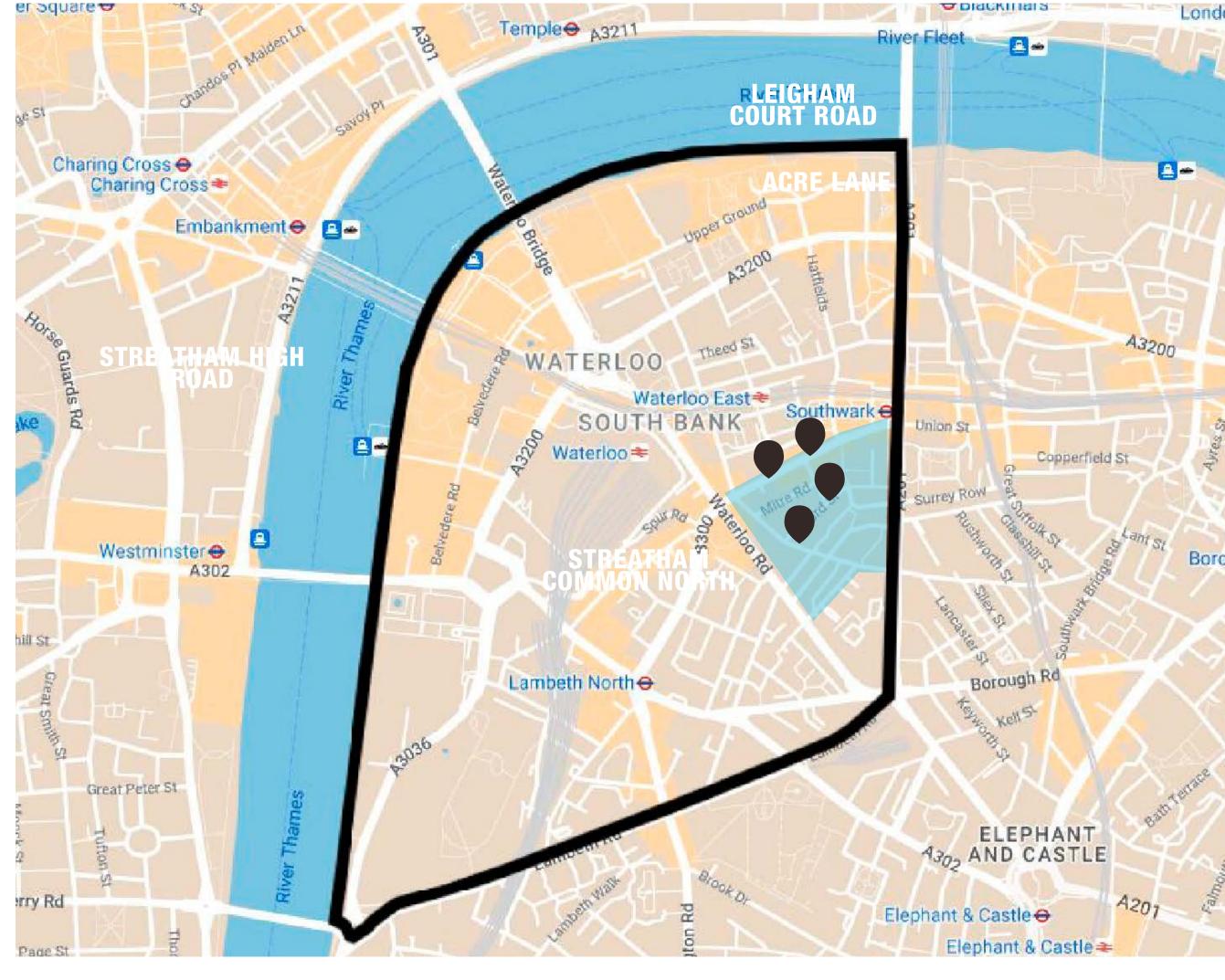
#### WHAT IS HAPPENING

Lambethis 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







Engagement Report - Waterloo Street Improvements

# 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'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.

### 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.

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#### ACTIVE AND SAFE:

Transport is both a cause and a potential solutiontopublichealthissues.Bydiscouraging 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.



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

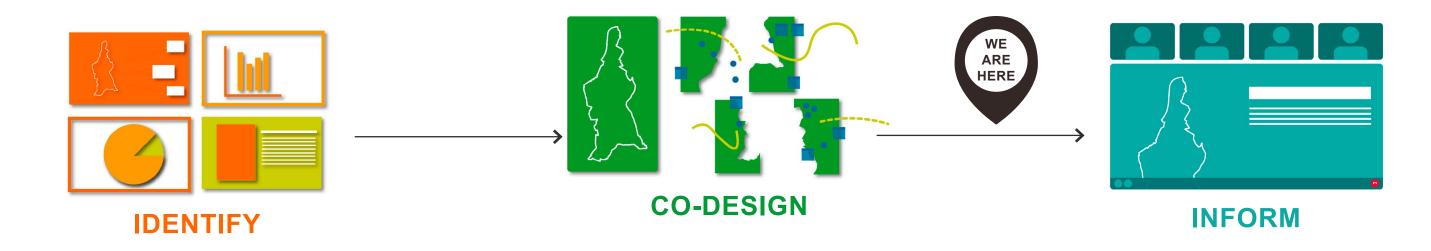
Engagement Report Waterloo Street Improvements

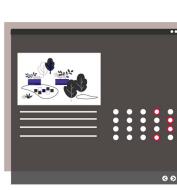
# Engagement Approach

#### **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:

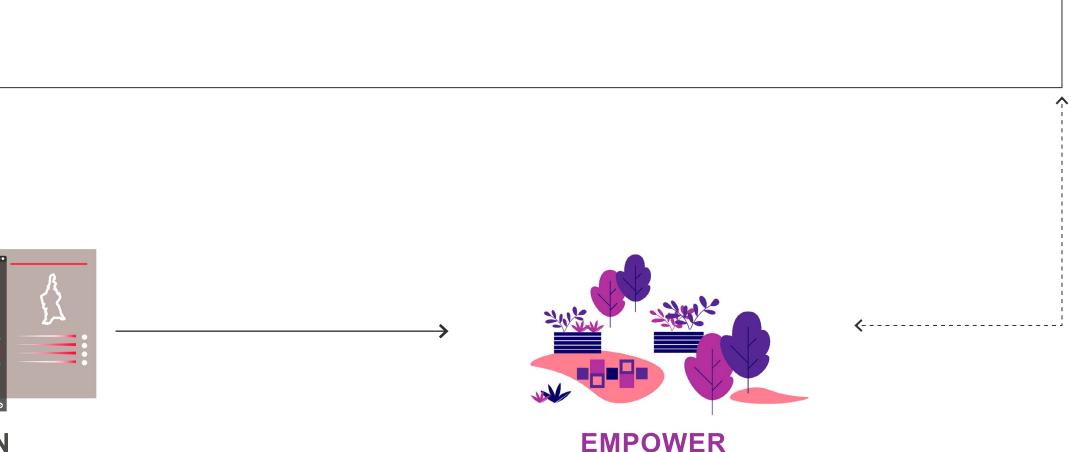
- Identify: Scoping out a project area, conducting initial research, identifying issues and opportunities with local people
- Co-Design: Collaborative process working with local people to develop imaginative ideas that can be tested to improve the public realm
- Inform: Sharing clear information at regular 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'





LEARN



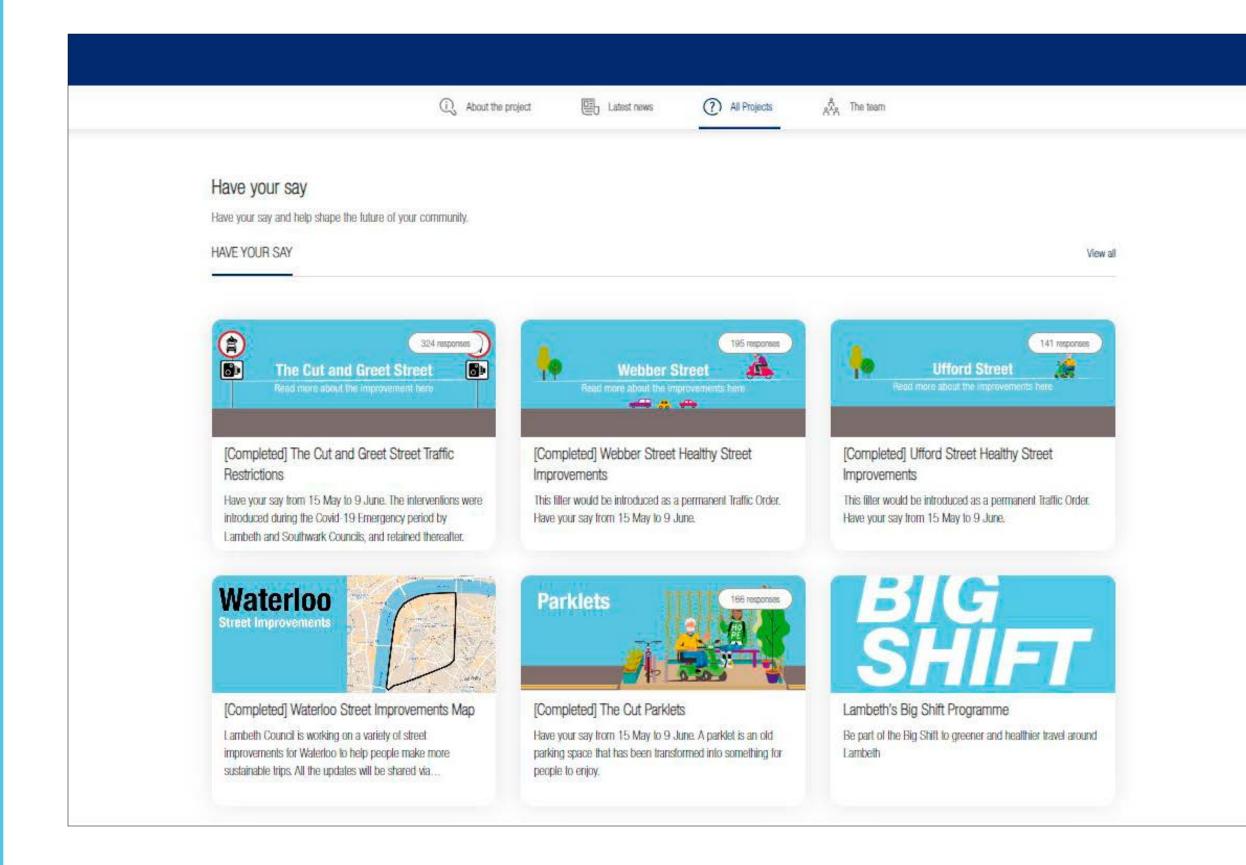


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Waterloo Street Improvements

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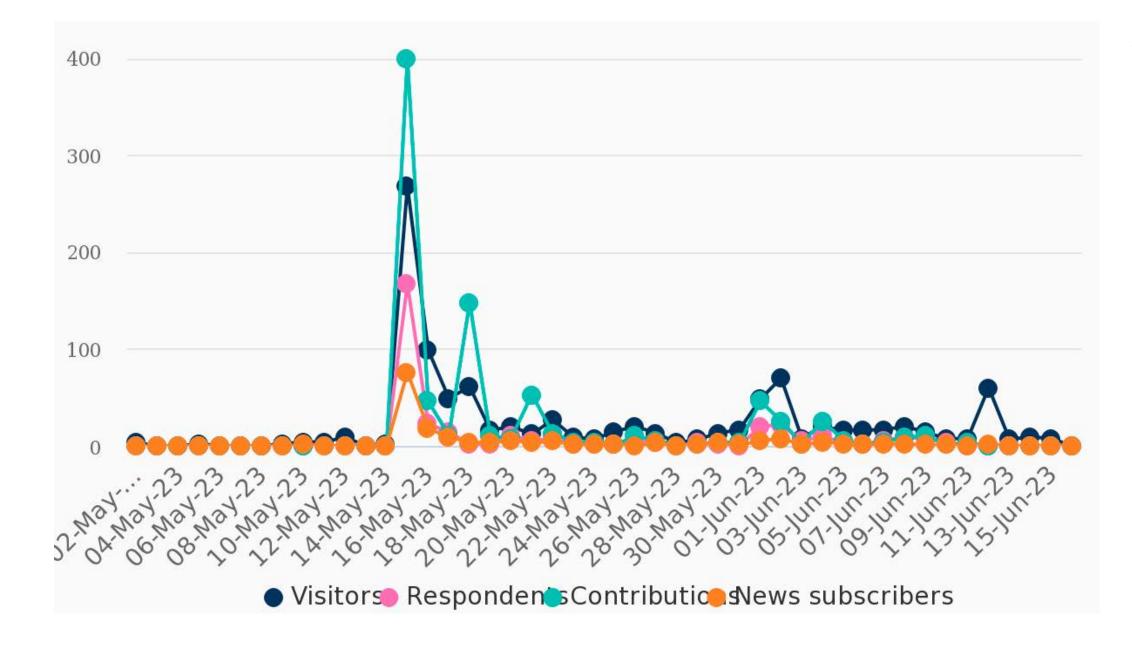
# Survey on Commonplace



#### Waterloo Street Improvements

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





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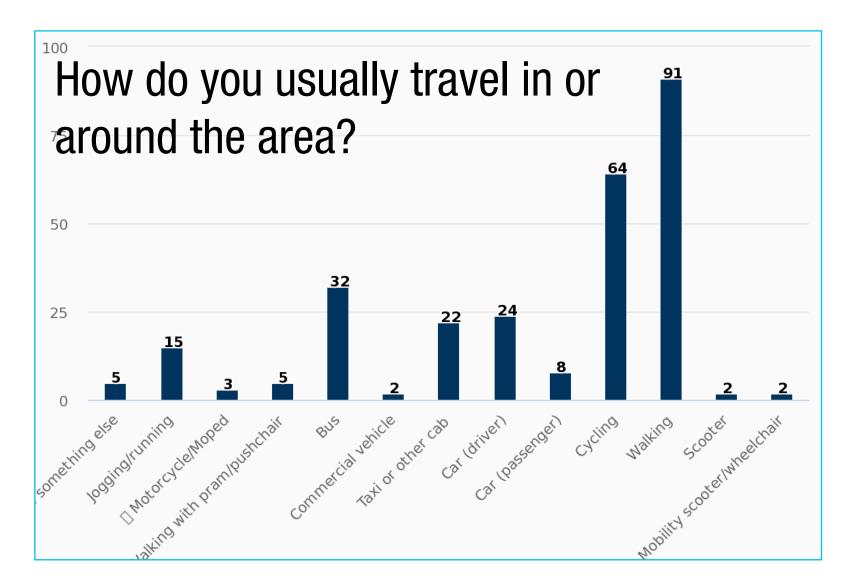
# About the Respondants

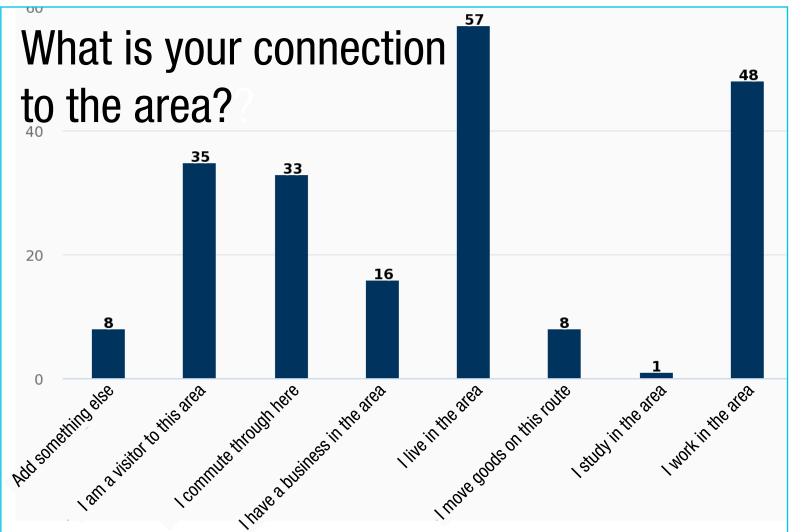
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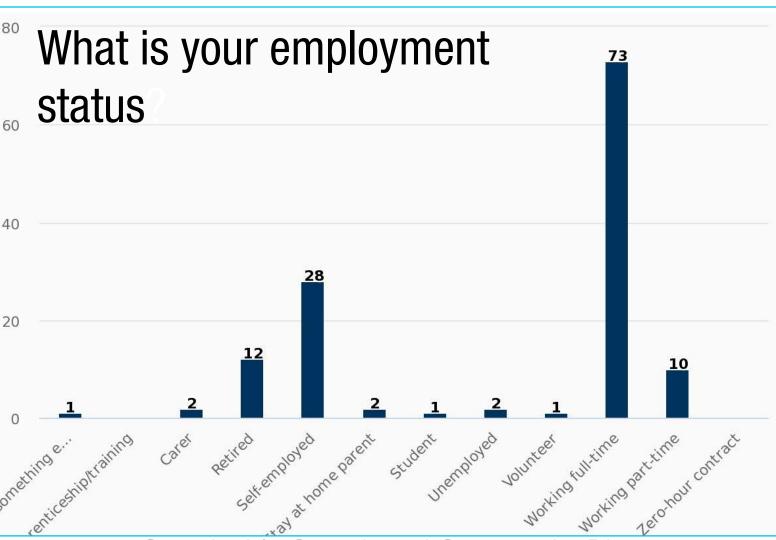
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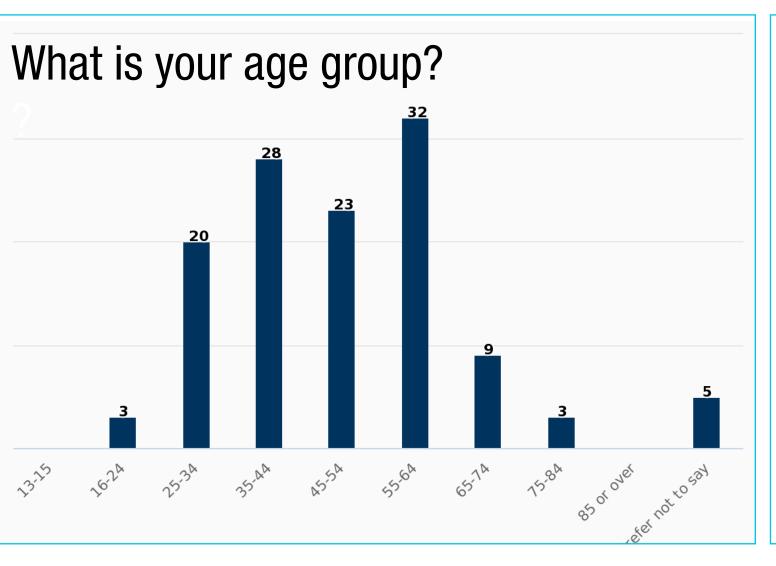


Transport Strategy and Programme

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### What is the first part of your postcode?



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Waterloo Street Improvements

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## 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.

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

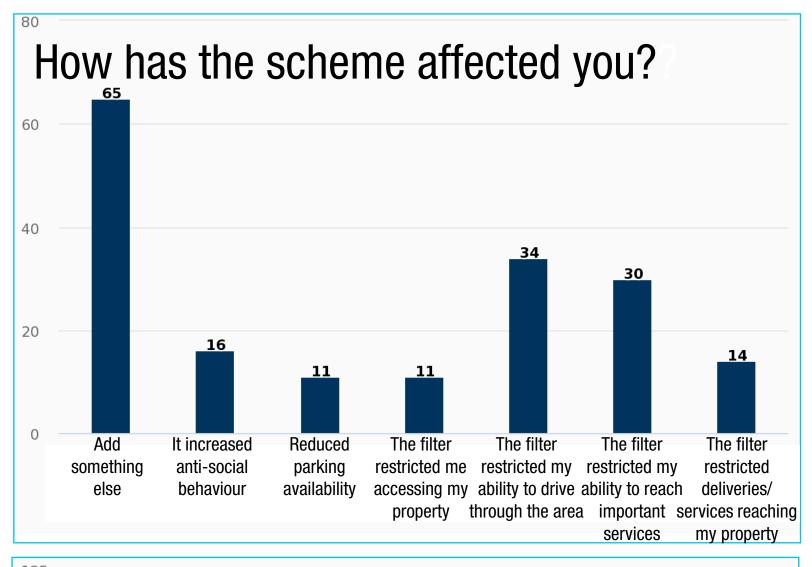
-Inform local residents. businesses and drivers

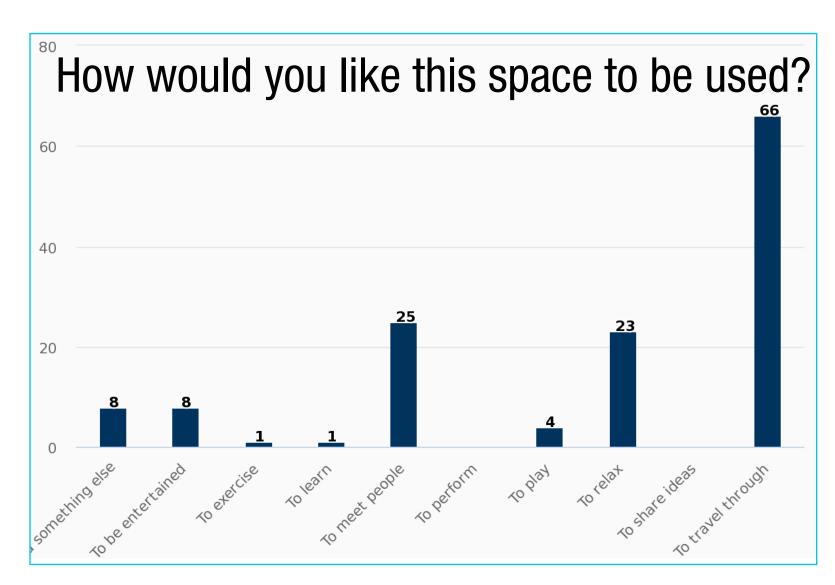
### OCTOBER 2023

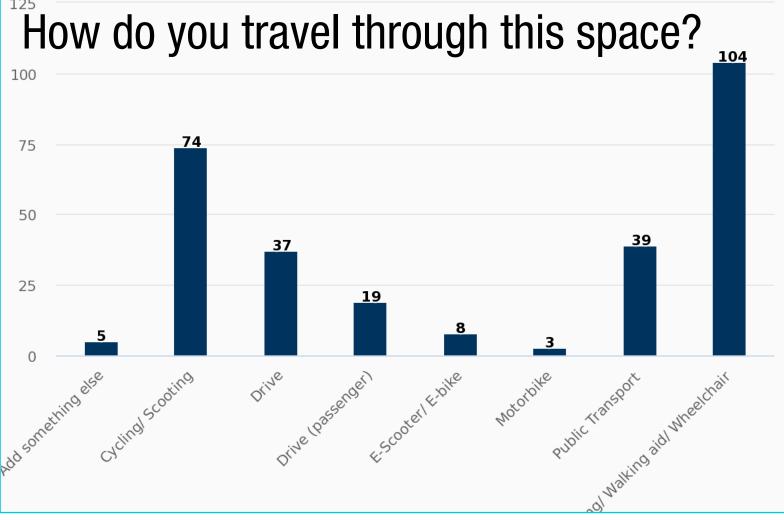
- Experimental Traffic Order expires / Convert to Permanent Traffic Order

Engagement Report Waterloo Stree

## 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.



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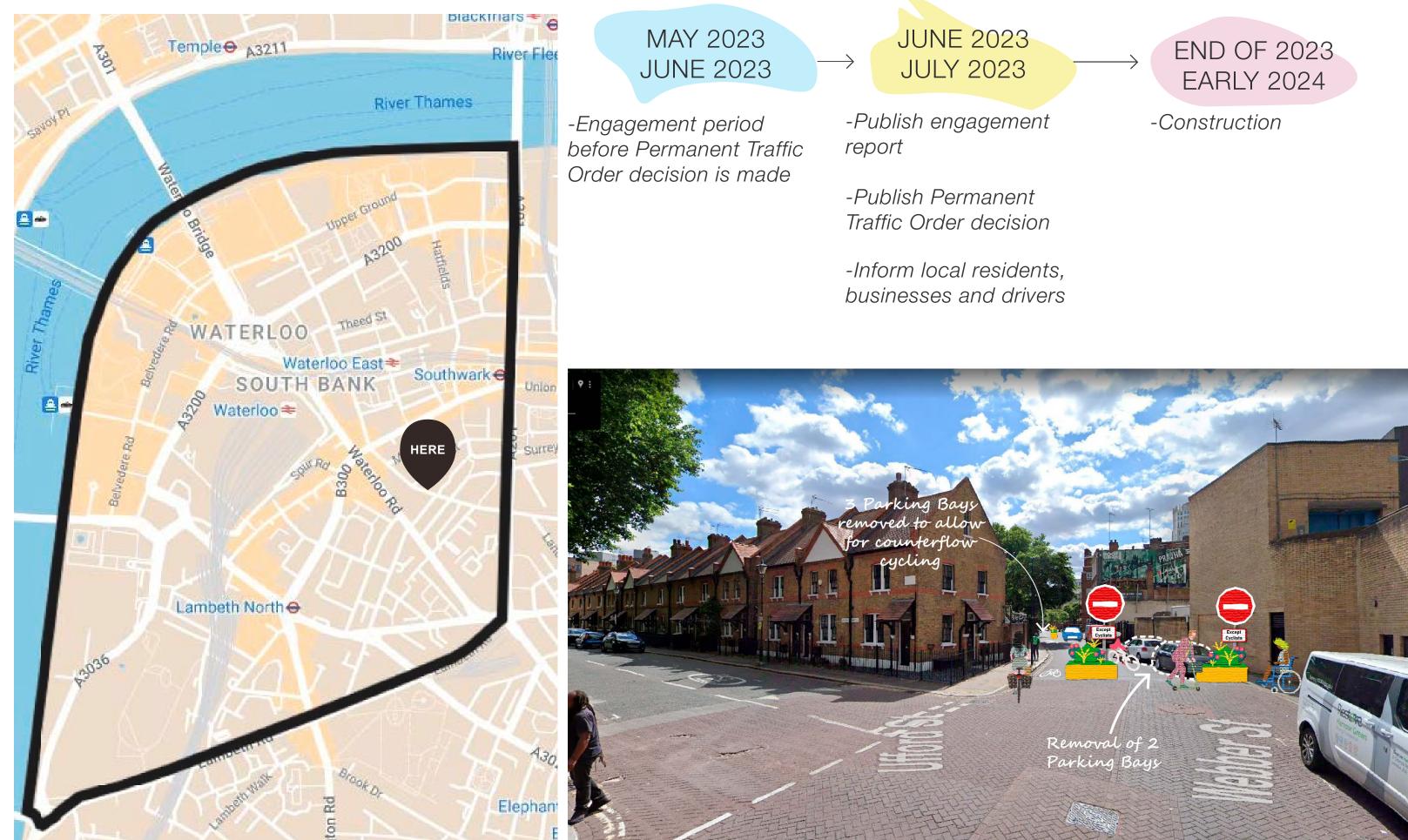
## Webber Street Healthy Street Improvements

### **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



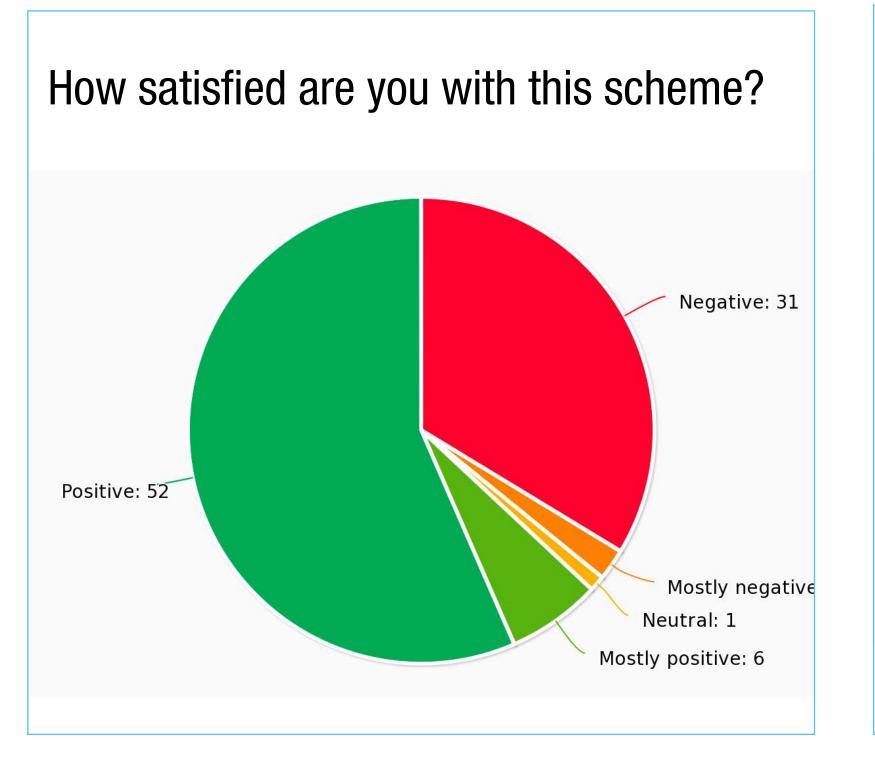




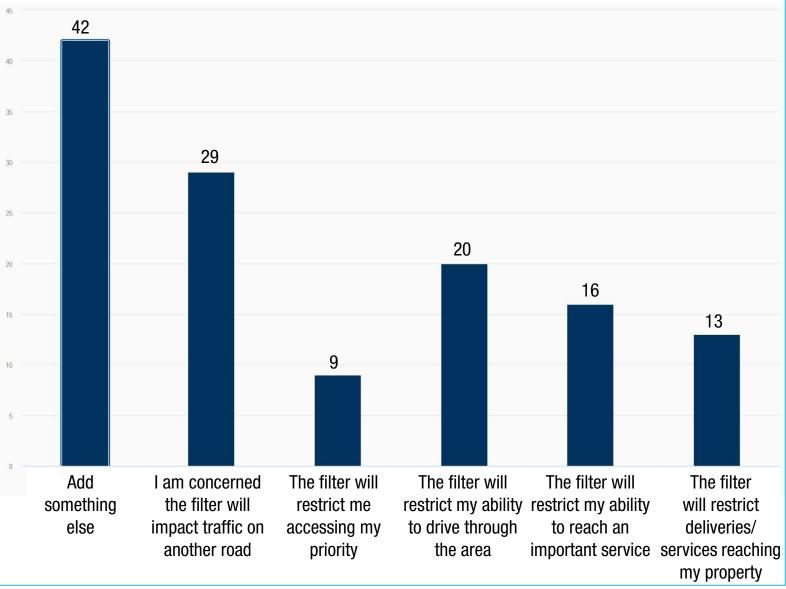
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## **Key Findings & Recommendations**



proposal, please tag why?





## If you are not happy with the current

#### 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.



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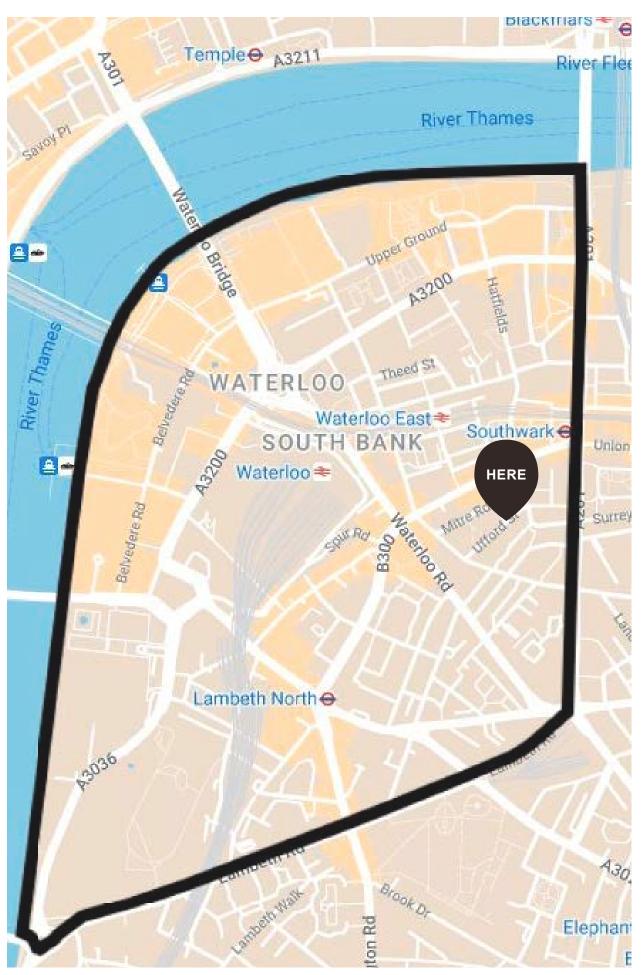
# **Ufford Street Healthy Street Improvements**

### **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)





-Construction

MAY 2023 JUNE 2023

-Engagement period before Permanent Traffic Order decision is made

**JUNE 2023** 

-Publish engagement report

-Publish Permanent Traffic Order decision

-Inform local residents, businesses and drivers

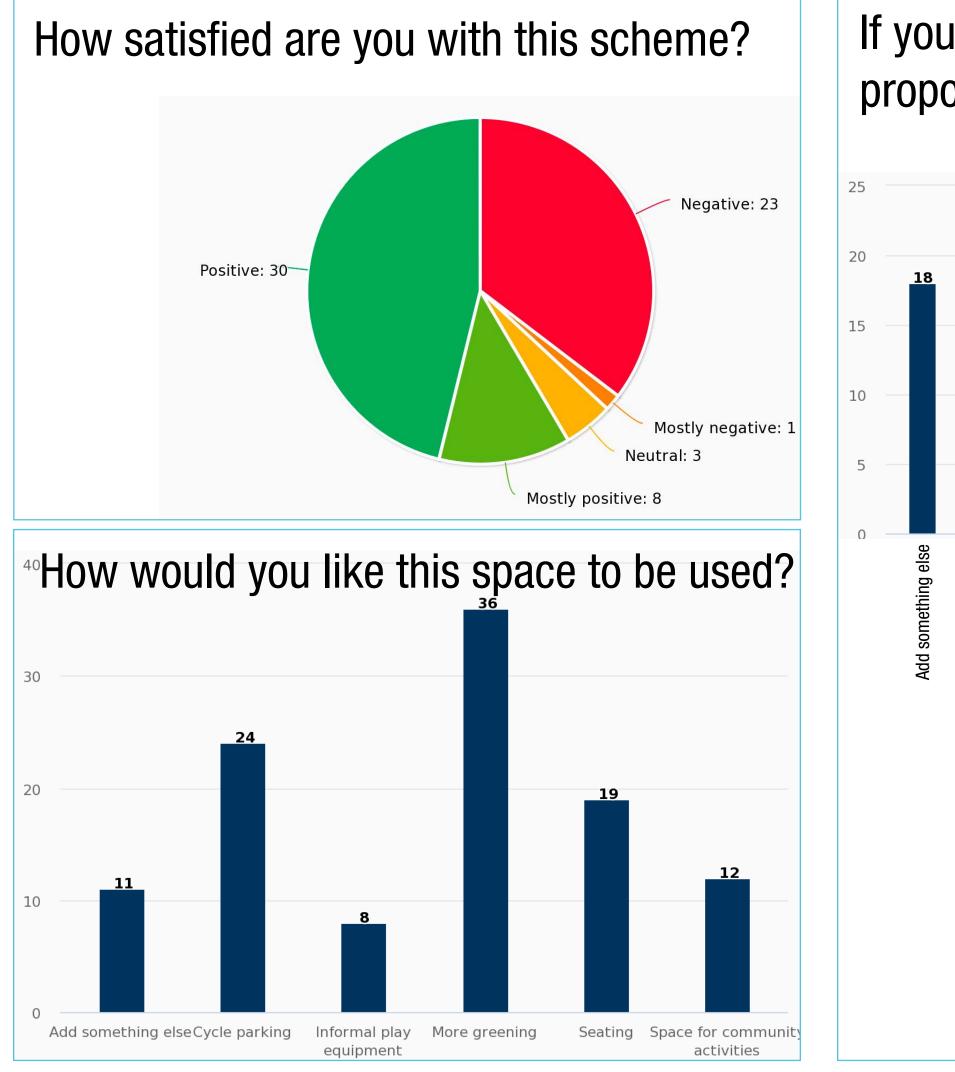
Except local access Removal of 2 Parking Bays JUDI nix francescaperani and are licensed under a Creative Commons Attribution 4.0 International Licen



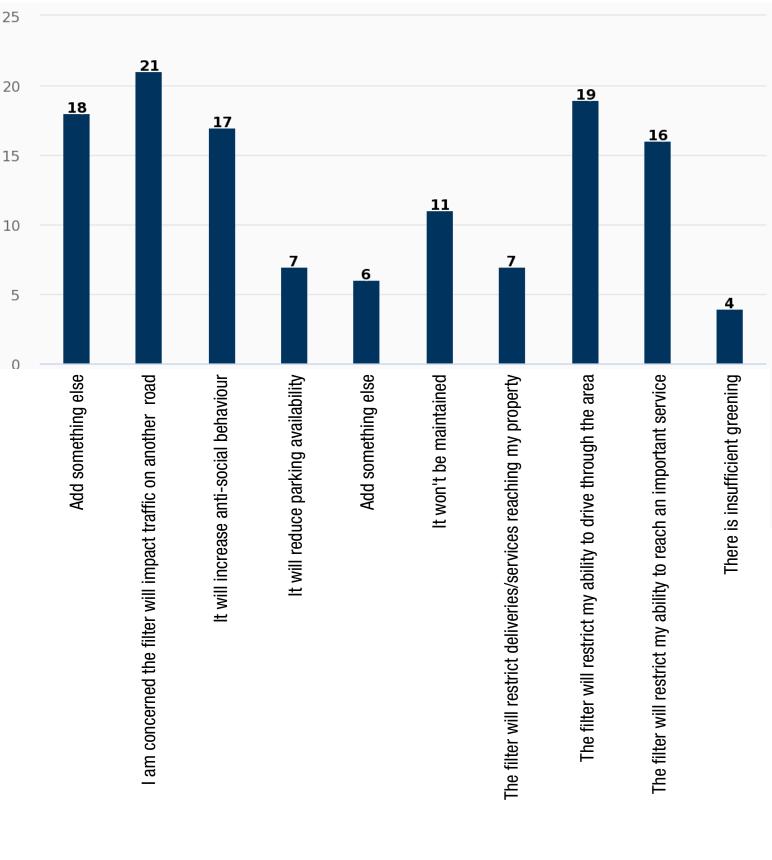


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## **Key Findings & Recommendations**



proposal, please tag why?



Transport Strategy and Programme



## If you are not happy with the current

#### 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 descouraging anti-social behaviour. Projects in other inner London Boroughs proved to be successful.



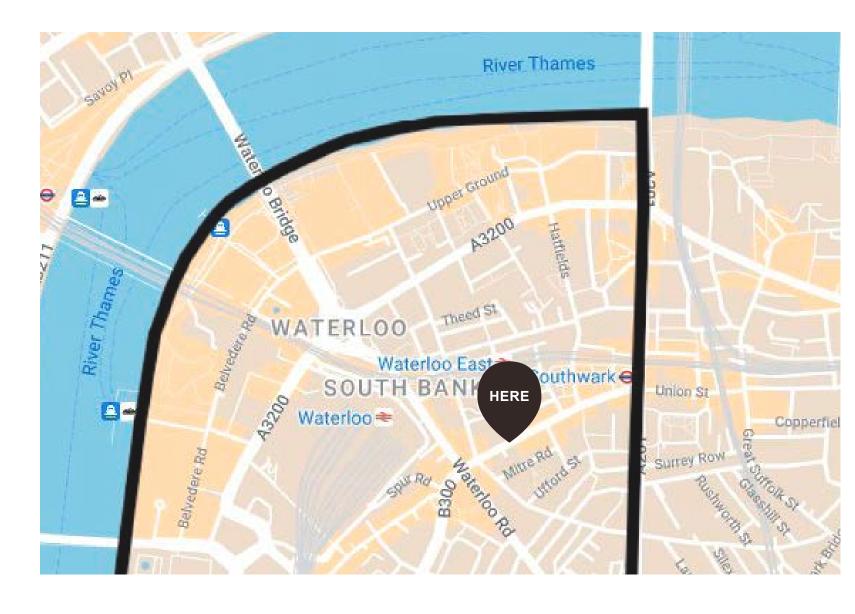
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# The Cut Parklets

### **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.





#### Transport Strategy and Programme



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Waterloo Street Improvements

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## **Key Findings & Recommendations BUSINESS PARKLET AT 65 THE CUT:**

Throughout the COVID pandemic, we saw business across London leap at the opportunity to expand their operation out into the street – at the time to enable social distancing. Looking forward, we want to build on this success and support businesses in Lambeth to consider if extra outdoor space could support them.

We Are Waterloo BID:

"We have consulted with businesses on The Cut who have been unanimous in their support to keep the kerb build out and parklets."



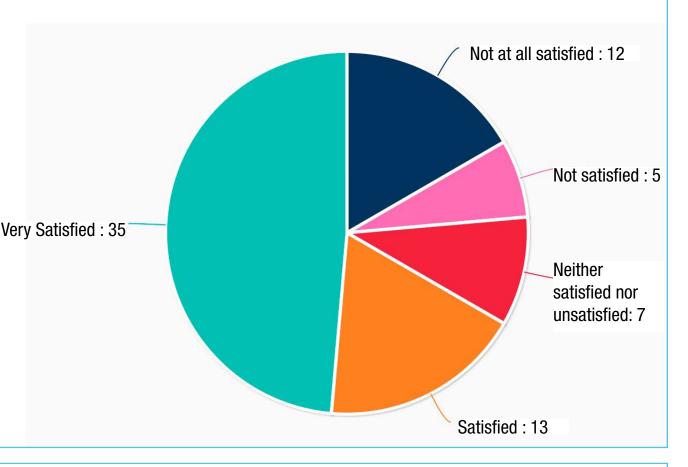
### If you are not happy with the current proposal. please tag why?



Transport Strategy and Programme



### How satisfied are you with this scheme?



#### WHAT RESPONDENTS SAID:

"Good to give the restaurant more outside space, but that part of the pavement tends to be quite dirty and crammed with delivery vans and refuse collection " "Looks tacky."

"This is an amazing idea and really serves to improve the "quality of stay" in the cut while at the same time not cluttering up the pavement."

"It creates a more living street, a place to meet and enjoy and not just to pass through"

"It helps turn streets back into what they should be for - spaces for people to socialise and relax."

"It encourages people to linger and not just pass through, thereby making for a more 'human' and social environment throughout the neighbourhood"

#### RECOMMENDATIONS

· Business parklet to be maintained. Durability, weathering and resistance of materials and greening needs to be improved.

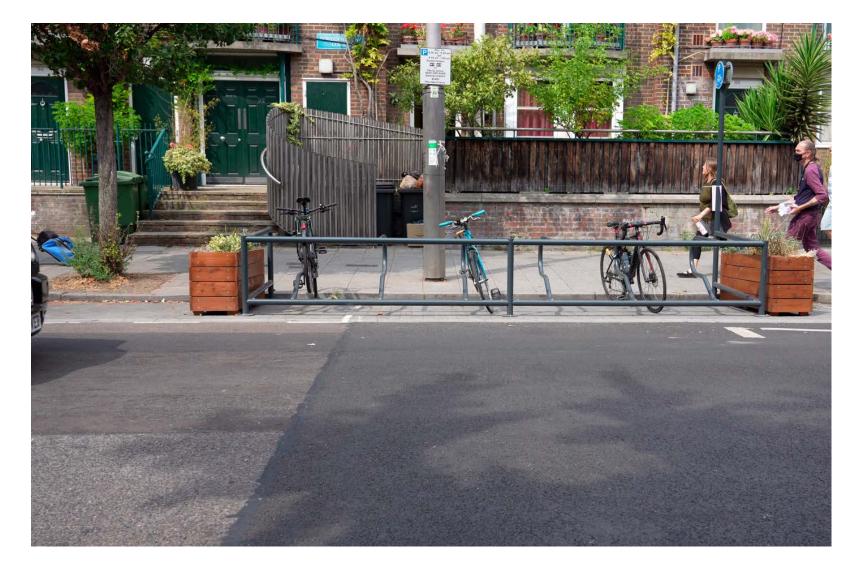


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## **Key Findings & Recommendations CYCLE PARKING PARKLET AT 90 THE CUT:**

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.

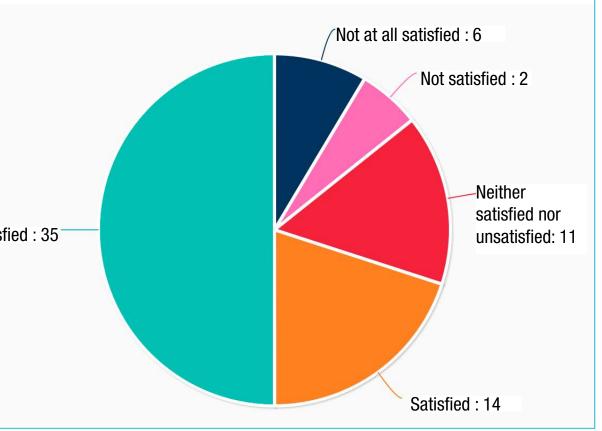


Very Satisfied : 35

Transport Strategy and Programme



### How satisfied are you with this scheme?



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



#### WHAT RESPONDENTS SAID:

"It's much easier to visit the shops and other businesses now that there are places to lock my bike"

"It could be more secure and have a bit more shelter for the biked"

"It is a decent design which allows for a number of different ways of locking a bike up. However, I am not 100% sure I like the design blocking access from one side."

"Cycle parking is super useful (in particular for me as I regularly cycle through and to the cut) for visiting local shops and businesses, and there's never enough cycle parking spaces near where you want them, so more is always good!"

"It's functional, helping to keep bicycles from cluttering up the pavement, and it is not unattractive."

#### RECOMMENDATIONS

- Keep cycle parking location
- Review parklet design to allow cycle access to be possible from both sides.



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## **Key Findings & Recommendations CYCLE PARKING PARKLET AT 110 THE CUT:**

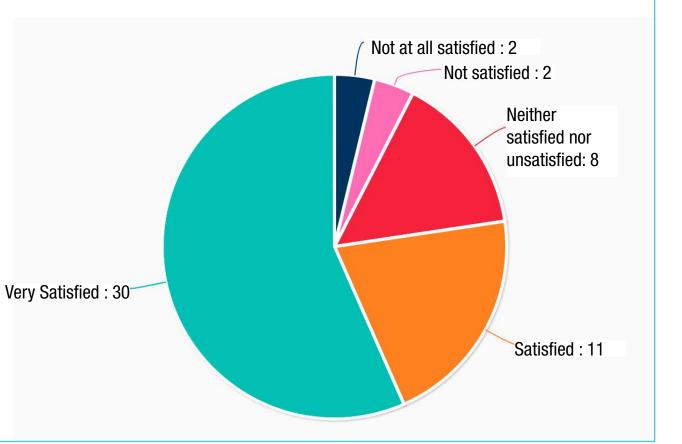
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Having a practical, secure place to store your cycle when you get home is fundamental to owning a bike, and to cycling on a regular basis. For many households, the absence of a place to store bikes will likely be a key factor in them not having one.

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### 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.

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### **Key Findings & Recommendations COMMUNITY PARKLET AT 81 THE CUT:**

Lambeth will be a place where we empower local people to think creatively about how the kerbside can be used. Community parklets are spaces on local streets where your ideas can come to life. A shared garden, a place to sit on a sunny day or chat to neighbours - we are going to enable these uses to take place in the kerbside.



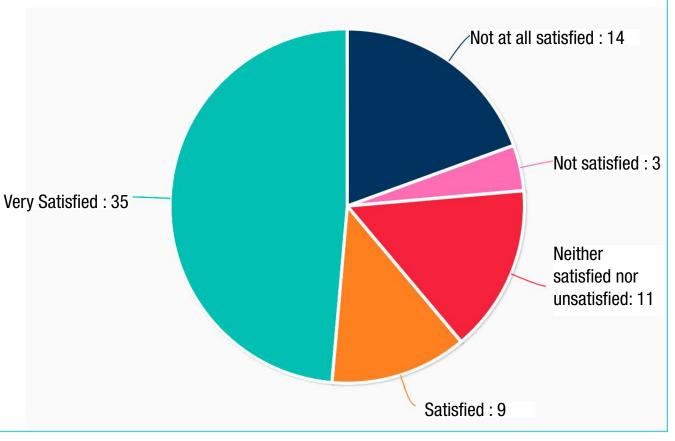
### If you are not happy with the current proposal. please tag why?



Transport Strategy and Programme



How satisfied are you with this scheme?



#### WHAT RESPONDENTS SAID:

"I am based in the offices at 81 The Cut so I walk past this parklet daily. In general, I agree with the scheme but have some reservations as to the build quality. The wooden decking has already worn out, it would have been better to specify composite boards. The plants that have been planted are nice but need watering more frequently. They are metal which is a poor choice of material as it gets very hot in the sun and cooks the plants. The parklets also attract a lot of litter in the evenings and need cleaning more frequently; every morning when I (and hundreds of other commuters) walk past, they are covered in rubbish which doesn't usually get cleared until lunchtime."

"Nice to see people sitting out and being sociable."

The greenery is nice and the location is good, people do actually sit there!" "Much better use of space than car storage."

#### RECOMMENDATIONS

• Explore the possibility of adding for seating here, similarly to the parklet on 101 the Cut.

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### **Key Findings & Recommendations COMMUNITY PARKLET AT 101 THE CUT:**

Lambeth will be a place where we empower local people to think creatively about how the kerbside can be used. Community parklets are spaces on local streets where your ideas can come to life. A shared garden, a place to sit on a sunny day or chat to neighbours - we are going to enable these uses to take place in the kerbside.

Very Satisfied : 30



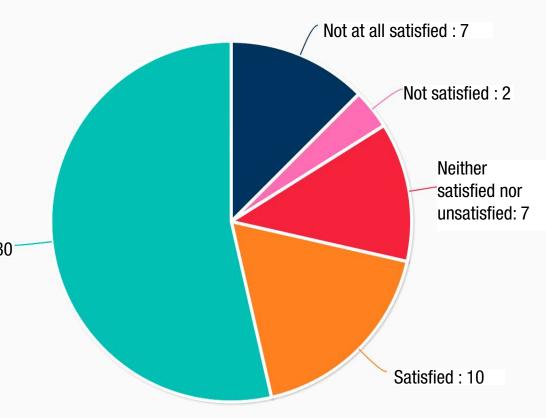
### If you are not happy with the current proposal. please tag why?



Transport Strategy and Programme



### How satisfied are you with this scheme?



better <sup>rush</sup> walking functional free shops ssly road tring ground btor like stree	food day Car	outside traff ive idea yes USE	just inviting bench noticed bring public looks accès nice mortal meant cut picnic threat exactly
e chat yclists need sp iddling good dumping fine sitting commun wrappers	ace s	using	nake theatre

#### WHAT RESPONDENTS SAID:

"It makes the space much more interesting and somewhere you want to linger and use the businesses rather than trying to rush through"

"I had a lovely spontaneous chat with someone sitting on the bench here one day - exactly the type of thing this parklet is meant to encourage. More seating is definitely a good idea too, for those who need a break for example."

"Not the nicest place to seat down - the view is the building frontage and a street cabinet. Perhaps could be a cycle parklet so there is one on either side of the street."

#### RECOMMENDATIONS

• Swap cycle parking parklet on the other side of the road with this parklet. Alternatively, add a community parklet on the other side of the road by the cycle parking parklet.

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# 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