

2nd August 2023

Dear Ms Reid-Baptiste,

For several months residents in The Cut/Ufford Street area have been contacting me with regards to their concerns and frustration with the Experimental Traffic Order at the Cut and Greet Street.

Given that a Newly Published Decision came out this week I felt it prudent to go and meet with them, especially as a decision whether to make the Experimental Traffic Order permanent will be made this coming Friday, 4th August.

Cllr Irina Von Wiese of Bankside and Borough Ward and myself, met with residents on Friday afternoon. Once there it was not difficult to see why they are disgruntled with the current situation.

Like the residents, we could not understand the objection to 'No Entry, Except for Local Access' signs being placed at each end of the Mitre Road Conservation Area (Short Street/The Cut & Ufford St/Webber St) residential neighbourhood.

Residents have recently made two videos and I implore you to watch both (links at the end of this email) for a clearer understanding.

Transport Planners accept that the scheme has increased traffic flow into neighbouring residential roads within a conservation area (it would be hard to disagree with, as the new signage and road markings actively encourages this).

They "acknowledge that some increases in traffic volumes have been recorded on boundary roads".

Further, they also accept:

- An increase in HGVs using Short Street and Ufford Street which has now become a route for coaches, Uber, licensed taxis and articulated vehicles
- HGVs get stuck (having made the tight turn from The Cut by Sainsburys) into Short Street where they cannot then turn either left or right
- Large HGVs have hit and damaged lamp posts and street signs in the Conservation Area
- Police have needed to attend to lorries stuck in Short and Ufford Street
- Residents in Ufford Street are regularly called upon to move their cars to allow stuck HGV's

An acceptance of any of these objections is surely grounds to pause these plans and prevent HGVs and commercial vehicles entering the Mitre Road Conservation Area at all, except for Local Access, starting at The Cut.

What is not accepted but is clearly evident in the residents' videos, is namely the noise, speed and risk to pedestrians and cyclists from rerouting commercial traffic into what has now become known as the 'Waterloop' via Short Street and Ufford Street.

Given that ambulances have been called to attend to injured cyclists and the police have been called to navigate HGVs and commercial vehicles through the residential area, surely there are clear grounds to reconsider the application on two grounds:

Lambeth Council's statutory obligation under Section 122 (2b) of the Road Traffic Regulation Act 1984 to recognise "the effect on the amenities of any locality affected the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run".

The Children's Play Area in Ufford Street Gardens are not preserved or improved by these plans, which actively cause a detriment to health and safety, by the Council's own admission.

Surely Lambeth Council need to fulfil their Network Management Duty to: "secure the expeditious, convenient and safe movement of vehicular and other traffic – including pedestrians" at the junction of Short Street/The Cut and outside the entrance to Ufford Street Gardens Children's Play Area.

The specific proposal (2.12) for a Permanent Traffic Order to create a modal filter on Ufford Street at Boundary Row, introducing a new "no motor vehicles" restriction on Ufford Street with a "local access" exemption needs to be provided at the junction of Short Street/The Cut and at the junction of Ufford Street/Webber Street.

Lambeth Liberal Democrats in fact propose to go further and restrict coaches HGVs from entering The Cut via Waterloo Road. Large goods vehicles are causing dangerous and unnecessarily close interactions with residents, pedestrians and cyclists. There have already been a number of documented near misses. We have suggested allowing a right turn from Baylis Road into Waterloo Road and implementing clear signage that HGVs and Coaches are prohibited, putting in place the necessary Traffic Management Order.

As currently proposed, it is not possible for the Council to fulfil its own stated ambition to keep commercial traffic and delivery vehicles on the B-road (B300).

Finally, I would like to ask that Officers engage with residents with an onsite visit.

I look forward to hearing from you.

Kind regards,

Cllr Donna Harris

Leader of the Liberal Democrat Opposition Group, Lambeth Council

Video evidence

- <https://vimeo.com/848125494>
- <https://vimeo.com/836864014>