

**LONDON BOROUGH OF LAMBETH
AND
LONDON BOROUGH OF SOUTHWARK**

STATEMENT OF REASONS

**PROPOSED AMENDMENTS TO PRESCRIBED ROUTES, WAITING AND LOADING
RESTRICTIONS AND PARKING PLACES IN UFFORD STREET AND WEBBER STREET.**

The Lambeth (Prescribed Routes) (Amendment No. *) Order 202*

The Lambeth (Charged-For Parking Places) (Amendment No. *) Order 202*

**The Lambeth (Free Parking Places, Loading Places and Waiting, Loading and Stopping
Restrictions) (Amendment No. *) Order 202***

The Southwark (Prescribed Routes) (Amendment No. *) Order 202*

Background

At the heart of the London Mayor's 2018 Transport Strategy is the bold aim for 80% of all trips in London by 2041, to be made on foot, by cycle or on public transport. In response, the Lambeth Transport Strategy 2019 and the Southwark Streets for People Strategy sets priorities for traffic reduction, reducing road danger and promoting a switch to walking, cycling and public transport with an implementation timeline up to 2039.

Joint traffic reduction measures in the Waterloo area and around The Cut have been progressed by the London Boroughs of Southwark and Lambeth in recent years including most recently the introduction of modal filters on The Cut initially experimentally in 2022 which were made permanent in 2023.

Proposals

As a result of traffic changes in the area a joint council proposal to introduce a modal traffic filter on Ufford Street (which is a boundary road) and to introduce a small section of one-way northbound working on Webber Street is proposed.

The modal filter includes a "no motor vehicles" restriction together with a "local access" exemption. This exemption has been included to provide access to Ufford Street, Burrow Mews, and the one-way street Boundary Row. The intervention will stop through traffic, but still allow access to local businesses and residences. As part of the modal filter, a green pavement buildout with trees is also proposed. This will be placed at the junction with Short Street and will replace 1-2 car parking places. The provision of planting and trees will improve local canopy cover and make the area more climate resilient. Initial consultation on the proposals was carried out in May/June 2023. Of those responding, 60% supported or mostly supported the proposals.

Objectives

The Webber Street and Ufford Street proposals aim to deliver the following improvements for residents and visitors to this locality:

1. improve junction safety and visibility for all road users;
2. improve traffic flow;
3. maintain local access for residents and businesses;
4. maintain safe cycle and pedestrian accesses;
5. reallocate kerbside space to more sustainable uses;
6. restrict, and thereby reduce, through motor traffic.

The two Boroughs are working together on this project with Lambeth being the lead authority. Both Boroughs have approval to progress the scheme under permanent traffic orders. The link to the Lambeth decision report is here:

<https://moderngov.lambeth.gov.uk/ieDecisionDetails.aspx?ID=8468>

The link to the Southwark decision report is here:

[Issue details - The Cut and Ufford Street Traffic Arrangements - Southwark Council](#)

Use of Permanent Orders

The scheme will be introduced by means of Permanent Traffic Orders (PTO) and will involve the introduction of a traffic filter on Ufford Street and a section of one-way on Webber Street. The traffic filter on Webber Street will exempt local access traffic.

Under the provisions of the Local Government Act 2000 and by the exchange of letters between the Boroughs, the London Borough of Southwark have agreed to the London Borough of Lambeth to undertake the procedure for drafting, advertising, and implementing traffic orders for this scheme on behalf of both Boroughs. The authorisation letters can be viewed here:



S9EA LGA 2000 letter
The Cut and Ufford St



S9EA LGA 2000 letter
The Cut and Ufford St

The London Borough of Lambeth will publish a Notice of Proposal for the above-named Orders and undertake the Statutory Consultation process for both Boroughs in respect of the draft Prescribed Route Order and on its own behalf for the other draft Orders. All objections and comments will be compiled by Lambeth for consideration by both Boroughs prior to a decision being made whether to implement the scheme based on the objectives and measures of success for the scheme outlined in this Statement of Reasons.

Measures of success

1. A reduction in the level of through traffic in the area.
2. Maintaining access for local access traffic.
3. Reduce the number of Heavy Goods Vehicles in the area.
4. Improvement in the current perception of danger and discomfort for residents and businesses in the immediate area.
5. Improved air quality.