

Baseline Summary

02

Baseline Overview

This chapter provides a high level summary of the baseline analysis concluded in the first stage of the study and sets out policy context, assumptions, and key observations and opportunities that have informed the masterplan vision.

Please refer to the Appendix Stage 1 Baseline Report for further information and detail



Figure 2.1. Aerial view of the Waterloo area in London



Where is Waterloo Now?

WATERLOO AND SOUTH BANK NOW


A significant concentration of heritage assets

30 million visitors a year

One of the capitals most successful tourist areas

43,000 jobs & 1,300 businesses in the area

A diverse community of residents, workers, visitors and students




Young & diverse population

A resident population of approximately 10,000 people



Health and educational facilities



The gateway to London


UK's busiest rail terminus

100m visitors per annum pre-covid levels

Emerging specialisms in the creative services & IT/digital sectors

One of Lambeth's key economic growth places

Home to **international cultural landmarks**



SITTING AT THE HEART OF THE CITY

MUCH TO BE CELEBRATED

BUT...

 <p>Road danger on primary routes</p>	 <p>Poor connectivity between neighbourhoods</p>	 <p>In need of proper cycle infrastructure</p>	 <p>63% less green space per resident than the London average</p>
 <p>A vehicular-dominated landscape with pedestrian/vehicle conflict</p>	 <p>Lack of public realm and safe pedestrian routes</p>	 <p>Unintuitive pedestrian wayfinding</p>	
 <p>The station acts as a BARRIER</p>	 <p>Lack of active frontages around the station</p>	 <p>Lack of sense of ownership – it's for the visitors not the residents</p>	
	 <p>Suffering from poor air quality, with high levels of NO2 and PM2.5</p>	 <p>Lack of a cohesive identity</p>	

PHYSICAL CONSTRAINTS MAKE FOR A POOR ENVIRONMENT

Policy and Documentation Context

A wealth of recent local policy, BID, economic and development pipeline documentation and reports examine and support proposals for the Waterloo study.

These were reviewed as part of the Stage 01 baseline analysis to ensure that the masterplan serves as a framework to bring these voices, identified needs and aspirations together, rather than adding to them.

PLANNING & POLICY



BIDS



TRANSPORT



SOCIOECONOMICS



DEVELOPMENT & INVESTMENT PIPELINE



Physical Analysis Overview

Baseline analysis of the Waterloo and South Bank area and its context is provided in the baseline report, and has formed the basis for the proposed masterplan vision.

A summary of the physical analysis undertaken is illustrated below.



Station and Interchange Key Principles

Briefing sessions were held with NR, TfL and LBL to inform the requirements for the station, interchange and surface transport modes. A series of key principles were established to inform the station redevelopment proposals, both from a transport and passenger perspective, and wider urban and community need.



Efficient, Legible Movement and Transport Interchange

- Making movement in and out of the station and between modes more intuitive, efficient and legible, and improving journey times
- Addressing congestion and passenger flows
- Creating clear sightlines and wayfinding to interchange modes and connections
- Promoting active travel with improved pedestrian and cycle environments and infrastructure aligning with onward journeys
- Improving passenger experience



An Inclusive, Accessible Station Environment for All

- Station-wide accessibility, level access and equitable step-free routes along key routes that align with onward movement and key axis e.g. to St. Thomas' Hospital, SC1, South Bank and the City
- Safe and secure station and environs that encourage natural surveillance day-night to support 24h city
- Generous and inclusive station and spaces that accommodate future passenger numbers, improve passenger experience, accessibility, legibility and safety



A Permeable, Connected Piece of City

- Improved access to the station with new entrances on key desire lines around its entire perimeter, stitching it back into the city fabric
- Unlocking new routes and connections both east-west and southward
- Creating a station and concourse(s) as permeable extensions of the street and public realm
- Mediating between the scale of station footprint spanning multiple city blocks and the adjacent context to provide legible urban network



An Integrated, Activated Gateway to Waterloo

- An integrated piece of city and dynamic destination
- Activation of station frontage
- Improving civic presence as gateway to city
- Maximising potential of underutilised assets
- Creating a node for community amenity
- Celebrating Waterloo's history and unique identity



Welcoming, Generous Public Open Space

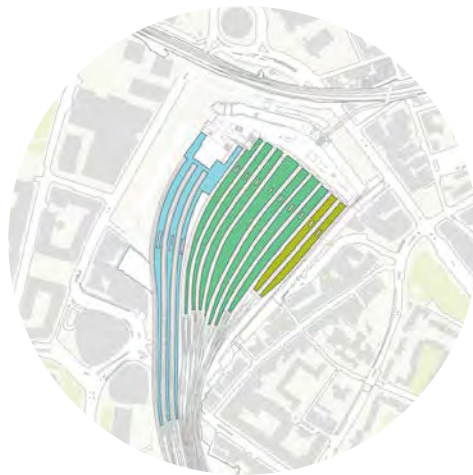
- Integration of station into its context and onward connections
- Enhancing station setting and enriching arrival experience
- Defining civic thresholds for orientation, sense of place and arrival
- Generous, welcoming, memorable amenity spaces
- Accessible and activated amenity that encourages users to dwell



A Resilient, Net Zero Hub Flexible for the Future

- Sustainable transport and civic hub
- Responsive and adaptable to future growth, behavioural patterns and change
- Operationally efficient and resilient
- Serving as a catalyst for sustainable and inclusive growth
- Able to respond to demands of events and engineering works
- Supporting Modern Methods of Construction and future technology innovations

Station and Interchange Summary of Challenges and Stakeholder Needs



NR Mainline Railway

- Capacity and overcrowding issues during peak times
- Platform closures create issues with overall station resilience
- Unclear routes around station create issues with wayfinding and interchange between modes
- Station wide level changes impact accessibility and movement
- Unactivated perimeter & lack of southern entry & exit to station
- Impact & opportunities of WIT upgrade to be understood

Overcrowding



Exit 1 to Cab Road



Station perimeter



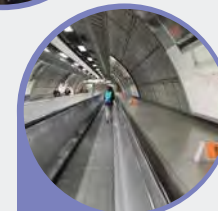
London Underground

- Capacity and overcrowding issues at peak times e.g. Jubilee Line ticket hall and Milk Passage underpass
- Lack of step-free access on routes restricts accessibility e.g. Bakerloo Line ticket hall
- Unclear routes create issues with wayfinding and interchange between LU lines and other transport modes

Overcrowding Jubilee Line



Underpass routes



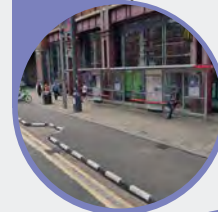
Travellator routes



TfL Buses

- Important bus interchange
- Dispersed bus stop locations create issues with wayfinding and interchange between modes
- Bus stops around station perimeter often impede footpaths creating congestion at peak times in public realm
- Bus routes to Cab Road block pedestrian zones and routes
- Impact & opportunities of proposed TfL changes to bus network routes to be understood

Exit 2 bus stops



Cab Road bus stops



Waterloo Road bus stops



Taxis, PHVs & Parking

- Taxi routes along Cab Road block pedestrian zones & front of station
- Cab Road/Spur Road/Station Approach & parking layouts create unactivated station edge and unfriendly pedestrian routes
- PHVs use York Road for set down but no dedicated pick up creating issues in road network around station & safety concerns at night
- Onward journeys largely north of river, with demand also to St Thomas' - TfL
- 33 ranking spaces - approx 40 taxis at peak - TfL

Cab Road ranking



Spur Road parking



Pick up / drop off



Cycle Infrastructure

- Disconnection between demarcated cycle routes to/from station
- Public realm impacts of existing cycle parking and future demand
- Dangerous road arrangements at key junctions e.g. Waterloo Roundabout
- Desire for increased capacity for TfL bike hire scheme given popularity of stands outside station
- Assumed increase in undocked bike hire schemes may necessitate larger dedicated parking zones

Waterloo roundabout



Spur Road / Baylis Road



Waterloo Road

Station and Interchange User Profiles

Putting people at the heart of the masterplan is integral to it's success, ensuring benefits are extended to communities of the Waterloo and South Bank area and wider Lambeth. To support this, a series of user profiles identify the key needs and aspirations of different groups in relation to the station and local movement networks.



RESIDENTS /
COMMUNITY



REGULAR PASSENGERS /
COMMUTERS



SOCIAL / RECREATIONAL
VISITORS



INTERNATIONAL
TOURISTS







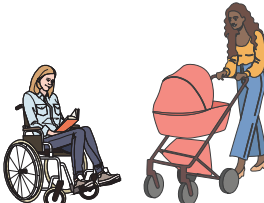

STUDENTS &
YOUNG PEOPLE



EVENING
WORKERS

Category	<ul style="list-style-type: none">Local residentLocal network	<ul style="list-style-type: none">Regular userInterchange passenger	<ul style="list-style-type: none">One-off / regular userInterchange passenger	<ul style="list-style-type: none">One-off userInterchange passenger	<ul style="list-style-type: none">Regular userLocal resident	<ul style="list-style-type: none">Regular userInterchange passenger
Summary	<ul style="list-style-type: none">Communities adjacent to the station and in wider Lambeth	<ul style="list-style-type: none">Regularly visit the station and often move individually, quickly and efficientlyFocused on getting to their destination and may have little time	<ul style="list-style-type: none">Similar to tourists but are likely to live in / near London or have travelled for the weekend from further afarUsually move in small groups, are purposeful but take their timeLikely to be familiar with the network but not necessarily the routes	<ul style="list-style-type: none">May only visit the station once and may be unfamiliar with their surroundings and the transport systemOften move in groups, potentially with luggage and take their time	<ul style="list-style-type: none">Regular user of the network and adjacent spacesFamiliar with the network and local area	<ul style="list-style-type: none">Regularly visit the station and often move individually, quickly and efficientlyFocused on getting to their destination and may have little time
Time Used	<ul style="list-style-type: none">Throughout the weekVaries	<ul style="list-style-type: none">WeekdaysMid-week Tues-Thurs increase	<ul style="list-style-type: none">Weekends	<ul style="list-style-type: none">Throughout the week	<ul style="list-style-type: none">Throughout the weekThroughout the day/night	<ul style="list-style-type: none">Throughout the weekThroughout the evening / night
Time Available	<ul style="list-style-type: none">Varies	<ul style="list-style-type: none">AM - littlePM - more time after work	<ul style="list-style-type: none">Varies	<ul style="list-style-type: none">Usually not much time available, but quite often arrive well ahead of departure time, especially if unfamiliar with the station.	<ul style="list-style-type: none">Varies	<ul style="list-style-type: none">Usually not much time available
Need	<ul style="list-style-type: none">Engagement and access to ongoing masterplan developmentEasy, safe, accessible routes across the neighbourhoodMitigation of construction impacts - noise, construction traffic, air quality impacts, visual amenity	<ul style="list-style-type: none">Quick and easy intermodal interchangeClear, uncongested, direct routes for onward travelAssociated facilities e.g. grab and go F&B; Wifi	<ul style="list-style-type: none">Spaces with sense of place, character & qualityAssociated facilities eg shops/F&BSpaces to wait, meet friends, socialiseWays to enhance their journeyA meeting point before carrying onto final destination	<ul style="list-style-type: none">Step-free routes for luggage; Spaces with a sense of place, character and quality; Ease of interchange; Places that feel safe & secure; Help points for orientation; Additional space near information and orientation areas; Clear information, signage and intuitive wayfinding; Associated facilities e.g. shops/F&B/left luggage/waiting areas/children areas.	<ul style="list-style-type: none">Spaces to meetAssociated facilities e.g. shops/F&B, WifiSpaces to study or work together	<ul style="list-style-type: none">Integrated night time public transport networkDirect routes for onward travelSafe, secure, well-lit routes with clear sightlinesAssociated facilities e.g. grab and go F&B through the evening, Wifi
Aspiration	<ul style="list-style-type: none">Safeguarded spaces for community amenity, directly addressing local needOpportunity for the station to become a community hubNew and connected green infrastructure and tree lined streetsEquitable access to public open space	<ul style="list-style-type: none">Avoid congestion and connect to the wider transport networkOpportunity to make the station and surrounding environment something more than just a corridor taking passengers from one point to another	<ul style="list-style-type: none">AmenitySpaces to dwellOpportunity to promote Lower Marsh	<ul style="list-style-type: none">Want to make the most of the area and the experience.Access to nearby hotelsGood connectivity to local and wider area / airports / other destinations for onward journey.	<ul style="list-style-type: none">Opportunity for the station and the surrounding area to become an education / knowledge destination - e.g. King's CollegeProvide another point of interest for students	<ul style="list-style-type: none">Opportunity for station and public realm to improve feelings of safety, security and comfort

Station and Interchange User Profiles

					
STATION STAFF & CONSTRUCTION WORKERS	RETAILERS / LOCAL BUSINESSES	PASSENGERS WITH REDUCED MOBILITY ELDERLY	PASSENGERS WITH REDUCED MOBILITY SIGHT / HEARING IMPAIRMENTS	PASSENGERS WITH REDUCED MOBILITY REDUCED MOBILITY	WOMEN, GIRLS & GENDER DIVERSE COMMUNITY
<ul style="list-style-type: none">Regular userInterchange passenger	<ul style="list-style-type: none">Local business	<ul style="list-style-type: none">Varies	<ul style="list-style-type: none">Varies	<ul style="list-style-type: none">Varies	<ul style="list-style-type: none">Varies
<ul style="list-style-type: none">Station workers - employed within the station and construction workersMore or less visible to the travelling public, according to the use of BOH / FOH staff areas and circulation strategy	<ul style="list-style-type: none">Businesses in / adjacent to the station	<ul style="list-style-type: none">They will typically move more slowly and may not be able to use stairs easily without helpMay feel nervous about using a space without clear signage and sightlinesSome people less able to move as quickly and freely as others can feel intimidated by the idea of long journeys, public transport etc.May need drop-off / pick-up points close to the station entrance (likely that they will arrive by car or taxi)Hospital patients and Union Jack Club			<ul style="list-style-type: none">Potentially take more local, multi-stop, varied journeysMay include multiple trips per day using different modes of transport - combining work and caregiving responsibilities (Blomstrom et al., 2018).Take more weekday trips than men (TfL 2019)May take less direct routes to increase feelings of safety and security
<ul style="list-style-type: none">Throughout the weekOperational hours	<ul style="list-style-type: none">Throughout the weekVaries	<ul style="list-style-type: none">Throughout the weekVaries, but will likely avoid busier periods where possible			<ul style="list-style-type: none">Throughout the weekVaries
<ul style="list-style-type: none">Potentially little time to spend out of work, but may spend some time in station/area on breaks or for shopping after finishing work	<ul style="list-style-type: none">VariesDay through night offer	<ul style="list-style-type: none">Varies, but will try to allow for extra time			<ul style="list-style-type: none">Tend to move quickly, especially if unfamiliar with the station
<ul style="list-style-type: none">Spaces with a sense of place, character and qualityAssociated facilities e.g. F&BAny construction workers may require segregated facilitiesStation that is easy to operate, manage and maintain	<ul style="list-style-type: none">Frontage, variety of unit sizesFootfall - high customer / visitor numbersTo be commercially viableHigh quality, mixed use spaceFunctional servicing arrangementsRecognisable, unique, attractive locations	<ul style="list-style-type: none">Step-free routesPoints to stop, wait and restMore spacious routes to feel comfortable as they move at a slower paceHandrails; Help points; Clear signageEasy access to information beyond phones/tech etc.	<ul style="list-style-type: none">Legible, intuitive spacesVisual and tactile clues e.g. demarcation of entrances, level changes etc.HandrailsAdequate space to move and orientate, sometimes with additional aids e.g. dogs	<ul style="list-style-type: none">Step-free accessClear, accessible signage and informationAdequate space to move and orientateSpace to rest when necessaryHandrails	<ul style="list-style-type: none">Usability; Dropped kerbs, step-free access, adequate lighting, long sight lines, clear exit routes, rest spaces etc.Sense of belonging; Sense of safetyActivation of in-between spaces; Passive surveillance and overlooking; Diverse and active 24-hour use of spaces
<ul style="list-style-type: none">Opportunity to improve the station as a workplace environmentSpace conducive to positive health and wellbeing	<ul style="list-style-type: none">Opportunity for local businesses to be integrated within wider station and developmentOpportunity to become a destination for new business / a meeting point or point of interest for professionals working locally	<ul style="list-style-type: none">Opportunity for station and public realm to provide the necessary level of security and comfort required by these usersDesign that is friendly and accommodating to their needs; will make journey more pleasurable; lift their spiritsOpportunity to develop an inclusive station and environs that respect everyone's needs and abilities, so that none feels excluded or less privileged			<ul style="list-style-type: none">Opportunity for station and public realm to improve level of safety and securityOpportunity to celebrate and promote positive imagery of women and girls through art, culture and heritageOpportunity for community space programming and agency

Stakeholder Aspirations Desktop Review

The design team undertook a comprehensive document review and looked at feedback to the Neighbourhood Plan, BIDs and responses to local development proposals/ planning applications. Documents reviewed as part of stakeholder desktop analysis include:

- South Bank and Waterloo Neighbourhood Plan 2017-2032
- Local BID documentation
- Local development proposals / planning applications including Elizabeth House, York Road, Waterloo Estate, Emma Cons Garden redesign, Wootton Street and 97-99 Lower Marsh.
- An overview of local press in the area.
- LBL socio-economic reports.

Key points raised across all stakeholder groups:

- Community involvement must be central
- Environment / sustainability matters highly important
- People want to feel a pride of place
- Waterloo feels fragmented, project needs to integrate people, place and opportunities
- The masterplan must support the continued success of what makes Waterloo unique and draws people in

Under-represented voices:

- Young people and students
- Groups with protected characteristics

RESIDENTS / COMMUNITY



Existing Challenges

- Recent changes have not been for residents – “not for us” attitude

Aspirations

- A more inclusive environment where local people feel welcomed and have a sense of ownership
- Better access to well-maintained green space
- Opportunities for sites awaiting development to be made available to the local community for temporary use, such as sports pitches and growing space

EMPLOYERS / WORKERS



Existing Challenges

- Increased crime and anti social behaviour
- Air quality issues

Aspirations

- Space to enjoy lunch outdoors
- More affordable and temporary shop units for young and independent businesses to establish in the area

Stakeholder Aspirations Desktop Review

PASSENGERS



Existing Challenges

- Poor wayfinding and lack of intuitive connections
- Pedestrian / vehicle conflict

Aspirations

- Accessibility and ease of movement for all users
- Provision of dwell spaces
- Need to strike a balance between people passing through – cyclists, walkers, car drivers
- Road safety and crossing improvements

CULTURAL



Existing Challenges

- Impacts on perception of area driven by ongoing change and long-term construction impacts

Aspirations

- An improved visitor experience with better wayfinding and pedestrian flows
- Creating experiences and opportunities for both locals and visitors to enjoy
- Safeguarding locally important streetscape elements that make Waterloo unique

HEALTHCARE & LIFE SCIENCE



Existing Challenges

- Poor quality existing environment
- Existing green space may be built upon which local people rely upon

Aspirations

- An accessible public realm that is safe, easy and pleasant to move through
- Affordable and age friendly living with integrated health infrastructure

BUSINESS



Existing Challenges

- Disruption / logistics / phasing

Aspirations

- A better quality environment with increased footfall
- Supporting the growth of specific areas as destinations in their own right
- Streetscape that reflects the reputation and unique character of the area

What Makes Waterloo and South Bank Unique?

In order to develop a vision that celebrates and builds on the unique identity of Waterloo and South Bank, it was critical to understand the existing fabric, character of its neighbourhoods and interfaces between them and the communities that live, work, play and visit the area.



South Bank & The Cut’s unique collection of world class cultural institutions
Creative & cultural depth and diversity



Evolution of diverse and individual characters
Never static, constantly changing



Of people and place
Local communities, visitors, tourists
Global city & community centre

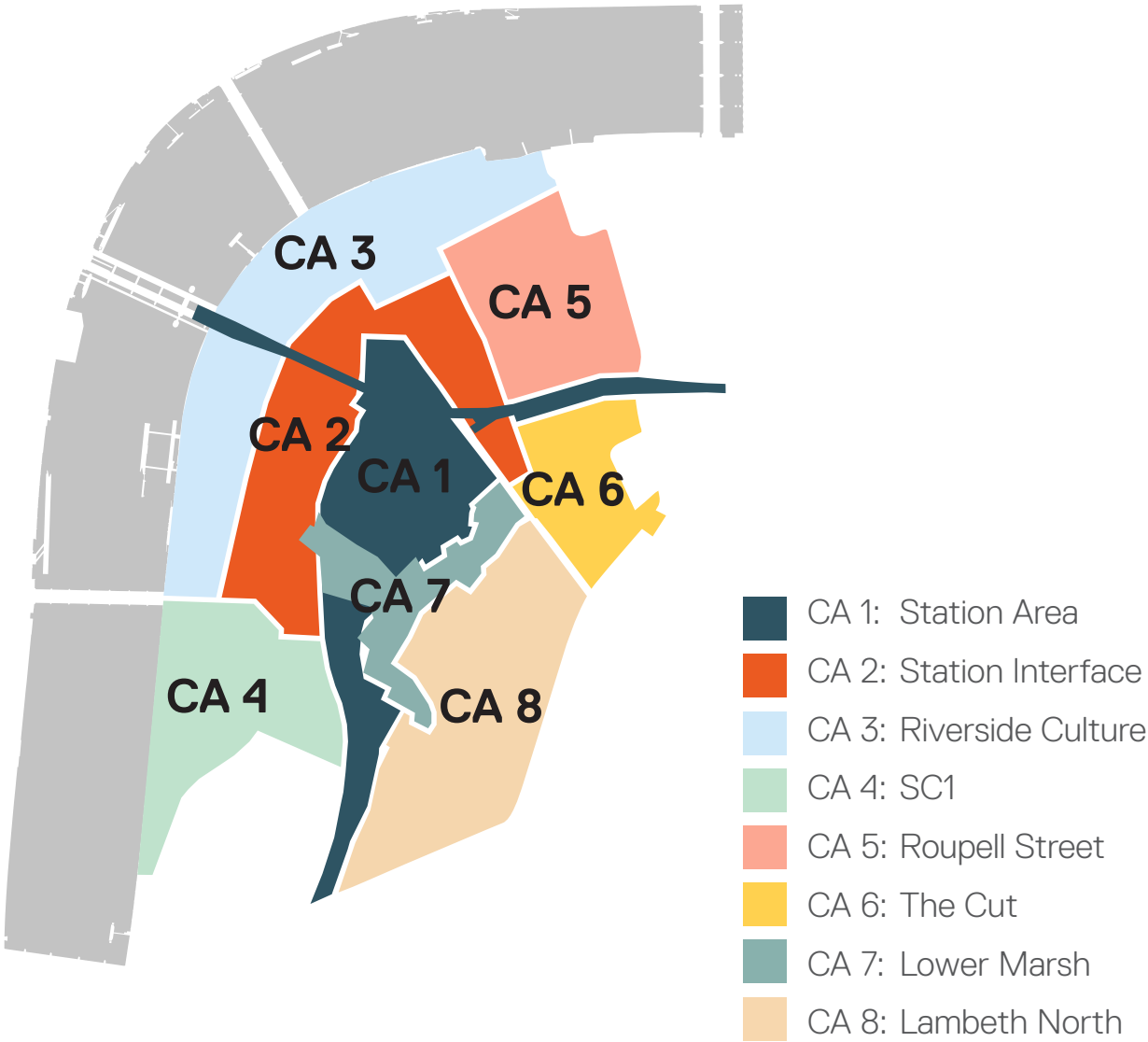
Character Areas Overview

The following pages summarise the character areas identified within the Waterloo and South Bank study area, defined more widely by the borough boundary, local Conservation Areas, transport infrastructure, the river frontage and emerging districts such as SC1.



The variety of unique characters and experiences make Waterloo special. The Masterplan needs to consider the needs of all character areas and their interface with, and influence on, the station within an overall holistic framework.

...TO ENABLE THE CREATION OF A VIBRANT AND CONNECTED CENTRE THAT CELEBRATES ITS UNIQUE IDENTITIES WHILE STITCHING INTO A COHERENT WHOLE



Character Area 1 - Station Area

THE CENTRE OF IT ALL... BUT FALLING SHORT

- ♦ Station & interchange plays key role in bringing people to Waterloo
- ♦ Dominant station footprint spanning multiple city blocks, yet station lacks presence and acts as significant barrier to movement, severing communities
- ♦ Very poor and confusing pedestrian environment, lack of quality public spaces and active frontages around the station
- ♦ Lack of accessibility, multiple level changes, unintuitive, uninclusive environment

Waterloo Viaducts



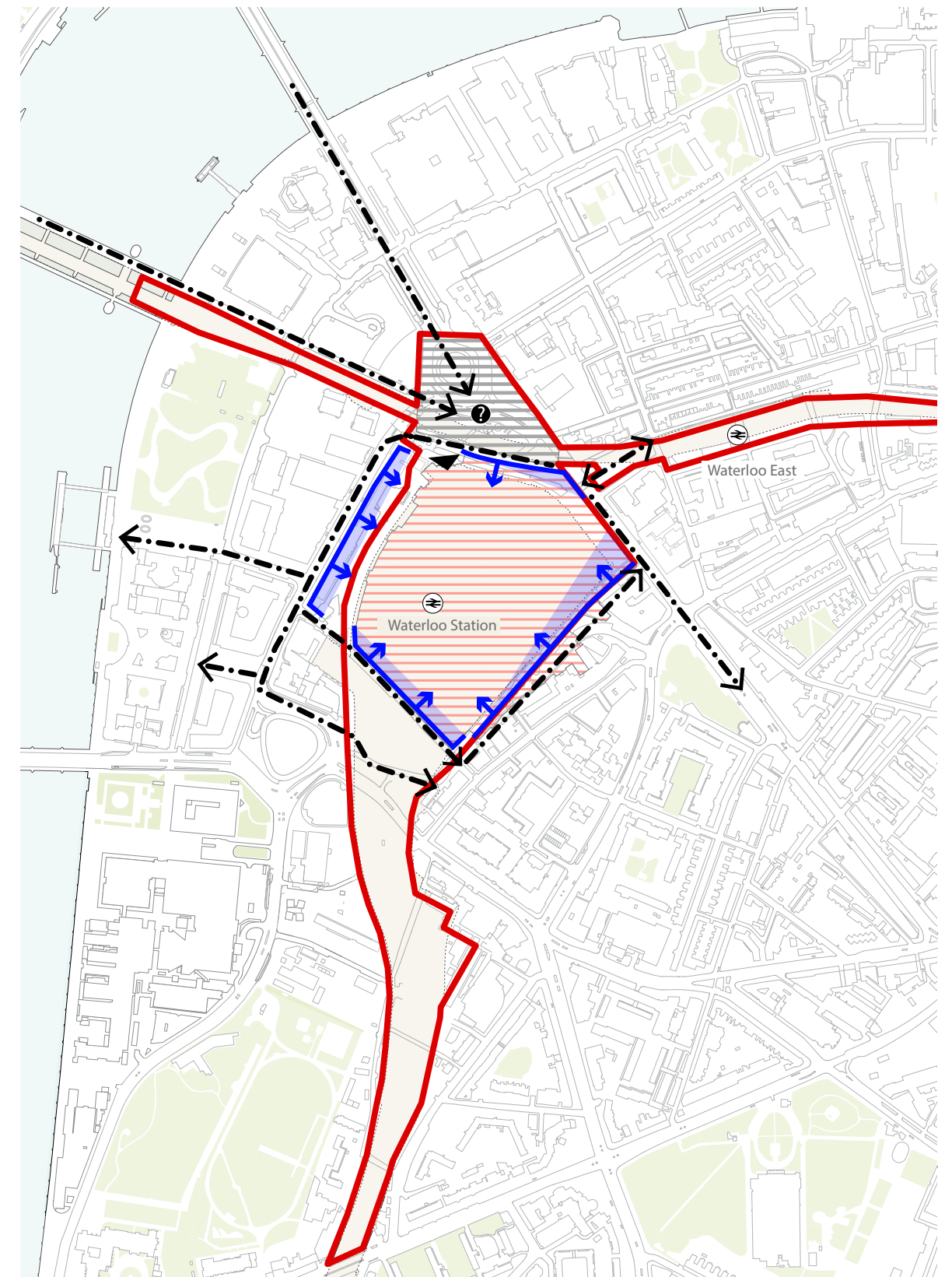
Waterloo Station Entrance



York Road



Mephram Street



Character Area 1 - Station Area



Key Opportunities

Improving the station's permeability to local neighbourhoods with intuitive wayfinding and accessibility whilst providing future resilience

- **ACCESS & MOVEMENT** - Prevent the station being a barrier by improving east-west links across the site, reducing severance between neighbourhoods
- **ACCESS & MOVEMENT** - Improve the passenger experience across modes and when interchanging whilst maintaining/improving existing journey times
- **ACCESS & MOVEMENT** - Enhanced legibility of wayfinding between Waterloo & Waterloo East
- **ACCESS & MOVEMENT** - Improve accessible routes with step free and at grade access from street to concourse
- **OPEN SPACE & PUBLIC REALM** - Peninsularisation of the IMAX roundabout can create a new and suitably scaled public realm for the station approach, linking trains to other modes of public transport
- **OPEN SPACE & PUBLIC REALM** - Improve traffic calming measures and increase green infrastructure (tree planting) at station approaches for a welcoming pedestrian experience.
- **EXPERIENCE** - There is a huge opportunity underneath the station, with the undercroft currently used inefficiently. Improve access to and through the station with carefully curated undercroft passages, with new use opportunities
- **TRANSPORT** - Consolidated public transport hub with enhanced pedestrian and cycle experience - with safe, designated active travel corridors and seamless integration of cycle parking and micro-mobility hubs with rail services and interchange.
- **CHARACTER** - Increase tree canopy cover with a focus on tree deserts, roof and podium spaces. Seek diversity of species and age composition of trees
- **SUSTAINABLE & ACTIVE TRAVEL** - Enhancing and connecting key active and sustainable travel modes, supporting net zero station, energy and water generation opportunities



Potential peninsularisation of the IMAX roundabout



Station undercrofts more efficiently utilised



Shared surface opportunities for improved public realm by the station's entrances



Future-proofing the station's capacity and resilience

Character Area 2 - Station Interface

AN AREA OF CHANGE... DOMINATED BY VEHICULAR ROUTES

- ♦ Area west of Waterloo Station forms a tall backdrop to the low-level pavilion cultural buildings along the river-front
- ♦ High levels of severance and road danger on local main roads. Poor connectivity between city-wide routes and the local street network and between the river and Waterloo Station
- ♦ Lack of clear identity, a place 'in between'. Opportunity to capitalise on emerging developments and important location

Stamford Street



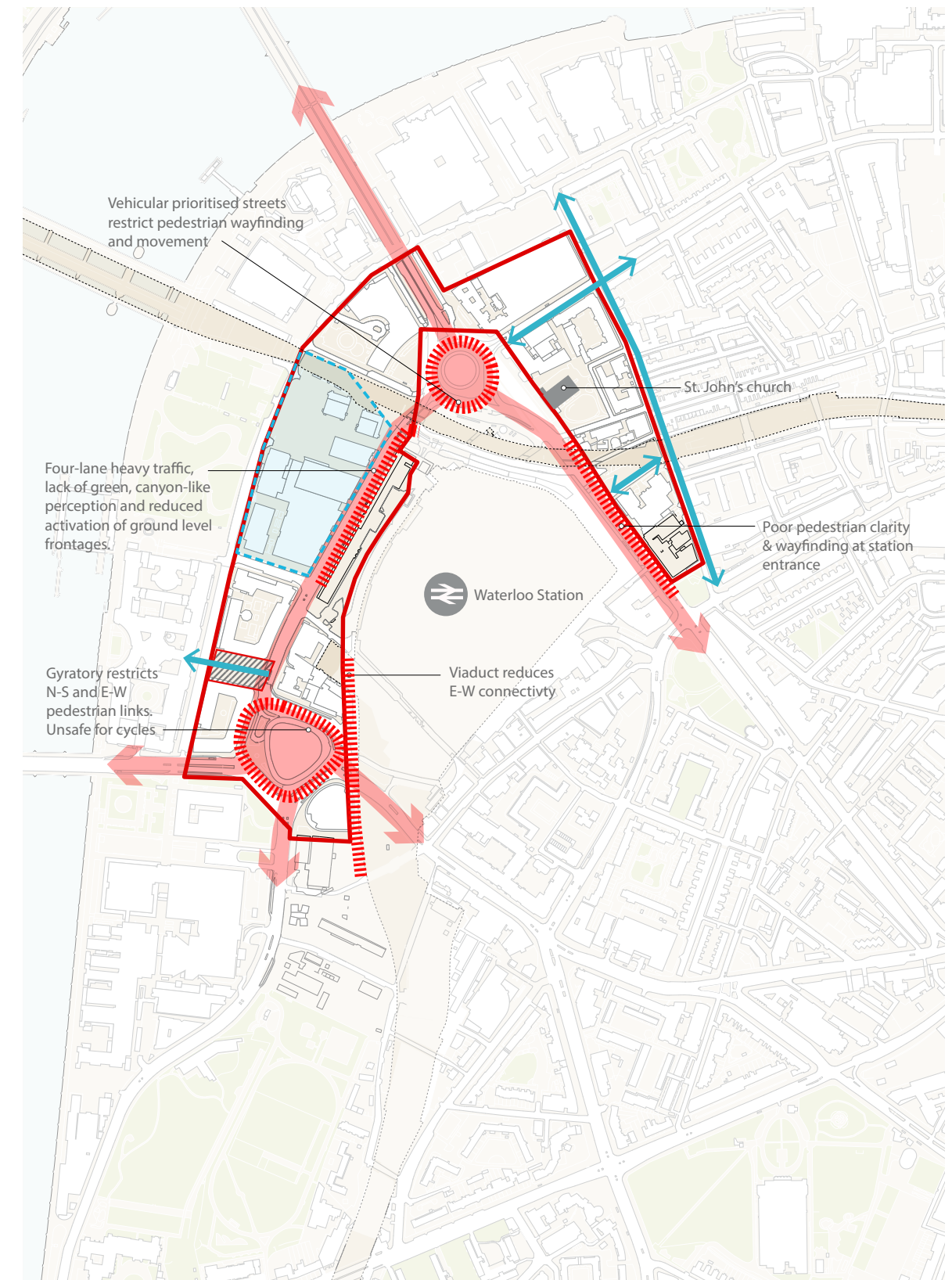
Waterloo Road



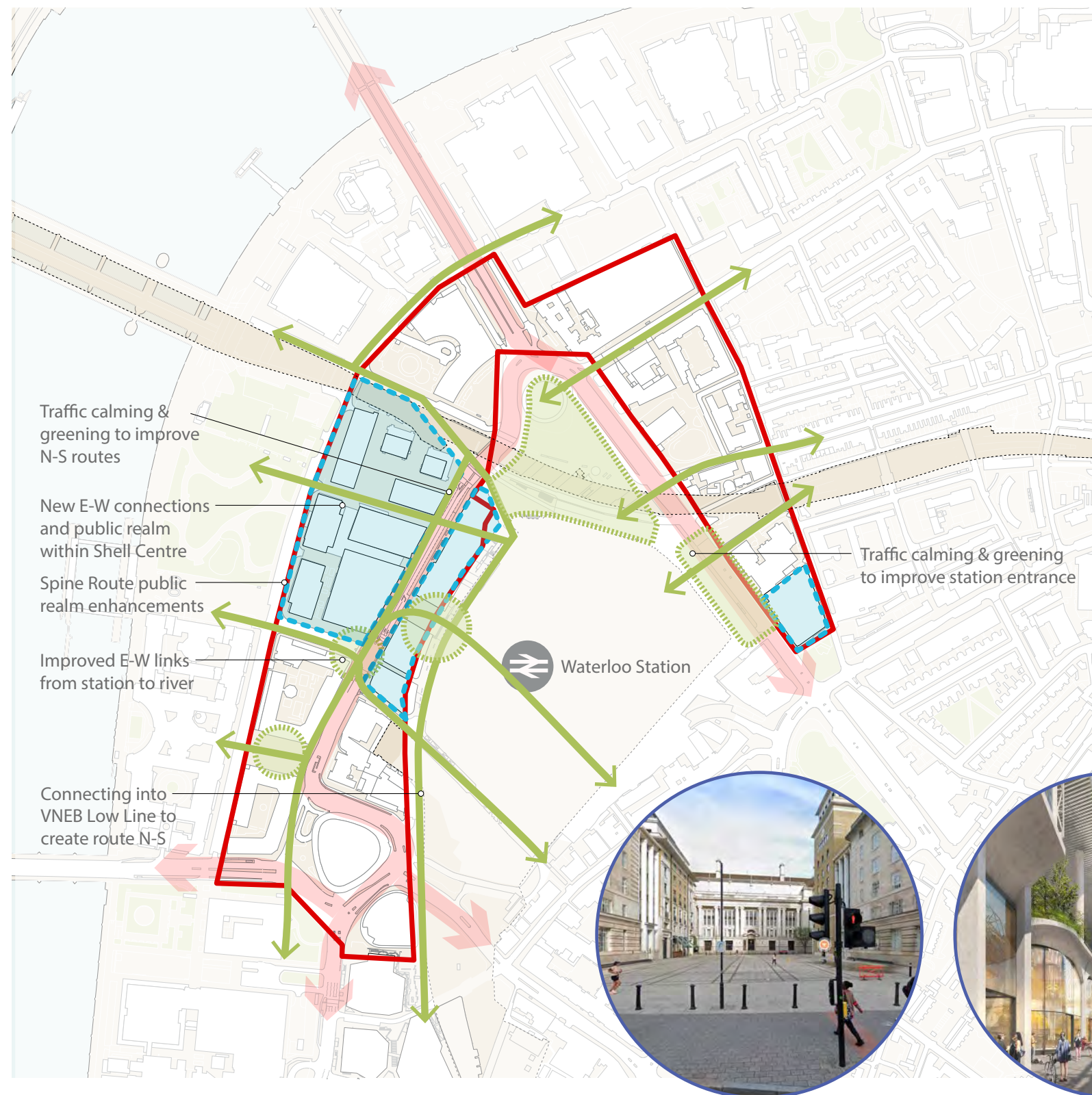
York Road Roundabout



Shell Centre



Character Area 2 - Station Interface



Key Opportunities

Scope for growth that can act as a destination, providing good connections for local communities not just workers and visitors

- **CHARACTER** - Education and engagement opportunities - showcasing art, heritage and diversity of the area. Opportunity to get local students involved
- **ACCESS & MOVEMENT** - Connections from river to Waterloo Station and further to the east to be part of the new developments of Shell Centre and One Waterloo
- **ACCESS & MOVEMENT** - Creating holistic transport interchange and active travel networks. Supporting walking and cycling with new crossings, safer routes, improved environment for cycling with protected infrastructure e.g Waterloo Road & Roundabout and cycle parking
- **OPEN SPACE & PUBLIC REALM** - Forum Magnum Square could provide key node along 'Spine Route'
- **ACCESS & MOVEMENT** - A better environment with increased footfall and better, more visible street frontage with improved road safety and crossings
- **ACCESS & MOVEMENT** - Improve legibility of alternative routes and wayfinding.
- **OPEN SPACE & PUBLIC REALM** - High levels of shade can create an unpleasant walking environment. There is the opportunity to create strong north-south pedestrian routes with wide pavements that can have integrated SUDs
- **OPEN SPACE & PUBLIC REALM** - Increase tree canopy coverage using diverse species and age composition of trees. This can create sheltered micro-climates and comfortable walking conditions.
- **OPEN SPACE & PUBLIC REALM** - Improve the quality of alternative routes to increase permeability and legibility
- **ACCESS & MOVEMENT** - Prioritise pedestrian and cycle routes north-south from the station to the hospital, through an improved York Road and pedestrianised archway route
- **EXPERIENCE** - Traffic calming & greening outside station entrances to improve wayfinding and experience



Forum Magnum Square



Waterloo Curve activated public realm route



Shell Centre development



York Road

Character Area 3 - Riverside Culture

THE CULTURAL CORRIDOR... LACKING CRITICAL CONNECTIONS

- ◆ Set-piece cultural and admin buildings along South Bank with spectacular views across the river
- ◆ Vibrant, unique identity with good day-night experience along riverfront
- ◆ Connections between the Riverside Walk and the interior are infrequent and with low quality streetscape

Southbank Centre



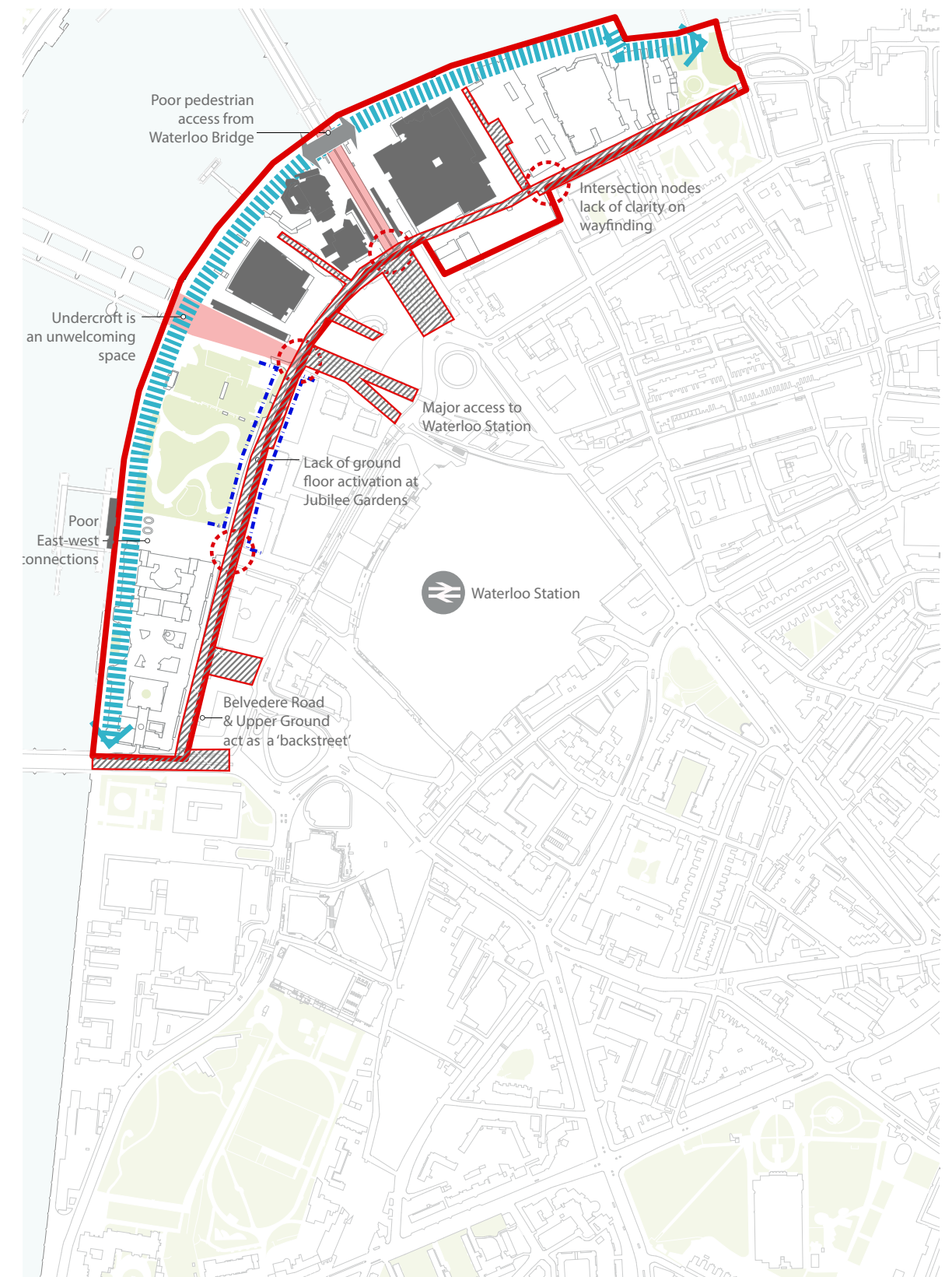
National Theatre



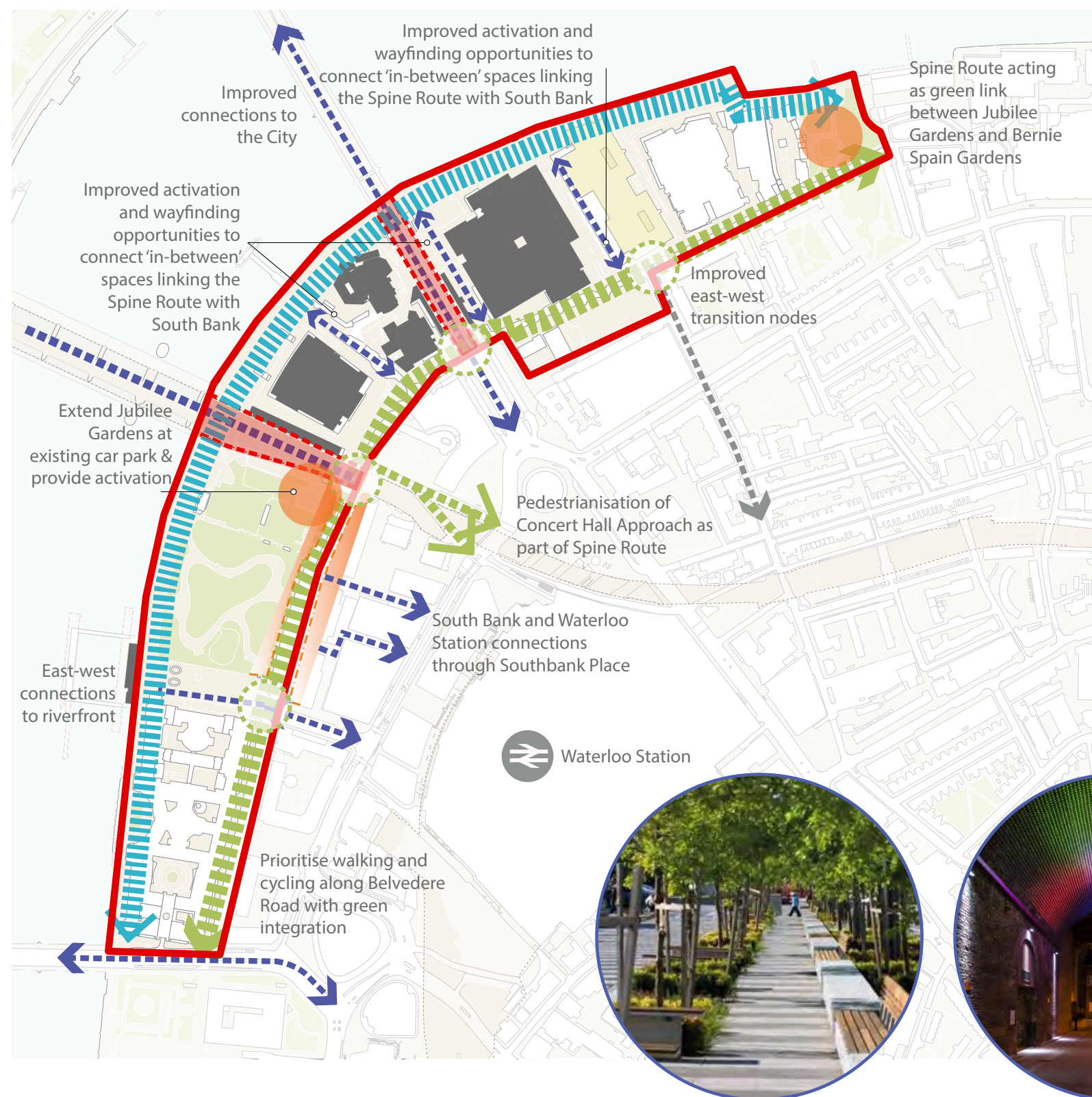
Upper Ground



Access to Waterloo Bridge



Character Area 3 - Riverside Culture



Key Opportunities

Enhance the pedestrian experience with improved connectivity to South Bank, seamless public realm, green infrastructure and activation

- **ACCESS & MOVEMENT** - Resolve servicing and prioritise walking and cycling along Belvedere Road and Upper Ground. Improve wayfinding and promote active ground floor uses on key locations as part of Spine Route masterplan
- **OPEN SPACE & PUBLIC REALM** - Belvedere Road is identified as a 'greenway'; opportunity to have a different identity to the riverwalk and promote green integration through tree and planting species selection.
- **OPEN SPACE & PUBLIC REALM** - Spine Route creating a green link between Jubilee Gardens and Bernie Spain Gardens
- **OPEN SPACE & PUBLIC REALM** - Integration of existing proposals for Hungerford car park including potential for ground floor activation
- **OPEN SPACE & PUBLIC REALM** - Improved public realm and creative wayfinding to South Bank 'In-between Spaces'. Partnering with cultural institutions to connect 'in-between spaces' e.g. Theatre Avenue and similar parallel streets, with South Bank and the Spine Route to form a coherent public realm
- **OPEN SPACE & PUBLIC REALM** - Improvements to quality of space, lighting and sense of safety at bridge's undercrofts as part of Spine Route masterplan
- **ACCESS & MOVEMENT** - Improve east-west connections and nodes between South Bank riverfront and internal streets through public realm and creative wayfinding interventions
- **ACCESS & MOVEMENT** - Pedestrian and cycle priority opportunity at Concert Hall Approach as part of the Spine Route masterplan



Integrated greening corridor on Belvedere Road



Activation and lighting use in undercroft spaces as part of Spine Route



Pedestrianisation of Concert Hall Approach as part of Spine Route



Connecting the 'in-between' spaces linking South Bank with Spine Route

Character Area 4 - SC1

INNOVATION DISTRICT ON THE WORLD STAGE.... MISSING LOCAL ACCESSIBILITY & CONNECTIVITY

- ♦ Significant new Life Science SC1 district to provide new usage mix
- ♦ Major road network, hospital campus and viaducts create barriers to movement and impact local and wider walkability, safety and accessibility
- ♦ Bordered by Riverside Walk with views of Westminster World Heritage Site and Archbishop's Park

St. Thomas' Hospital



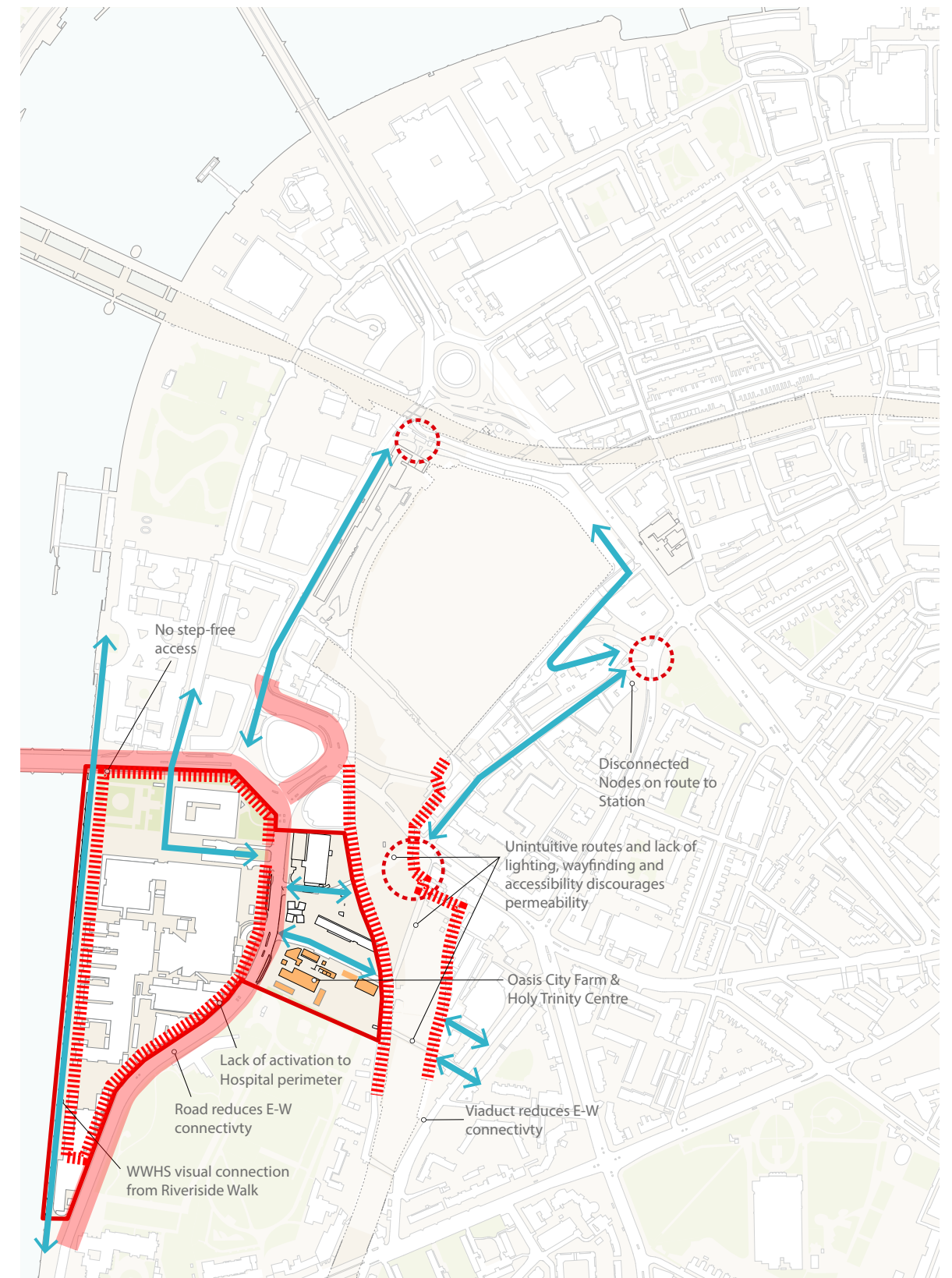
Riverside Walk



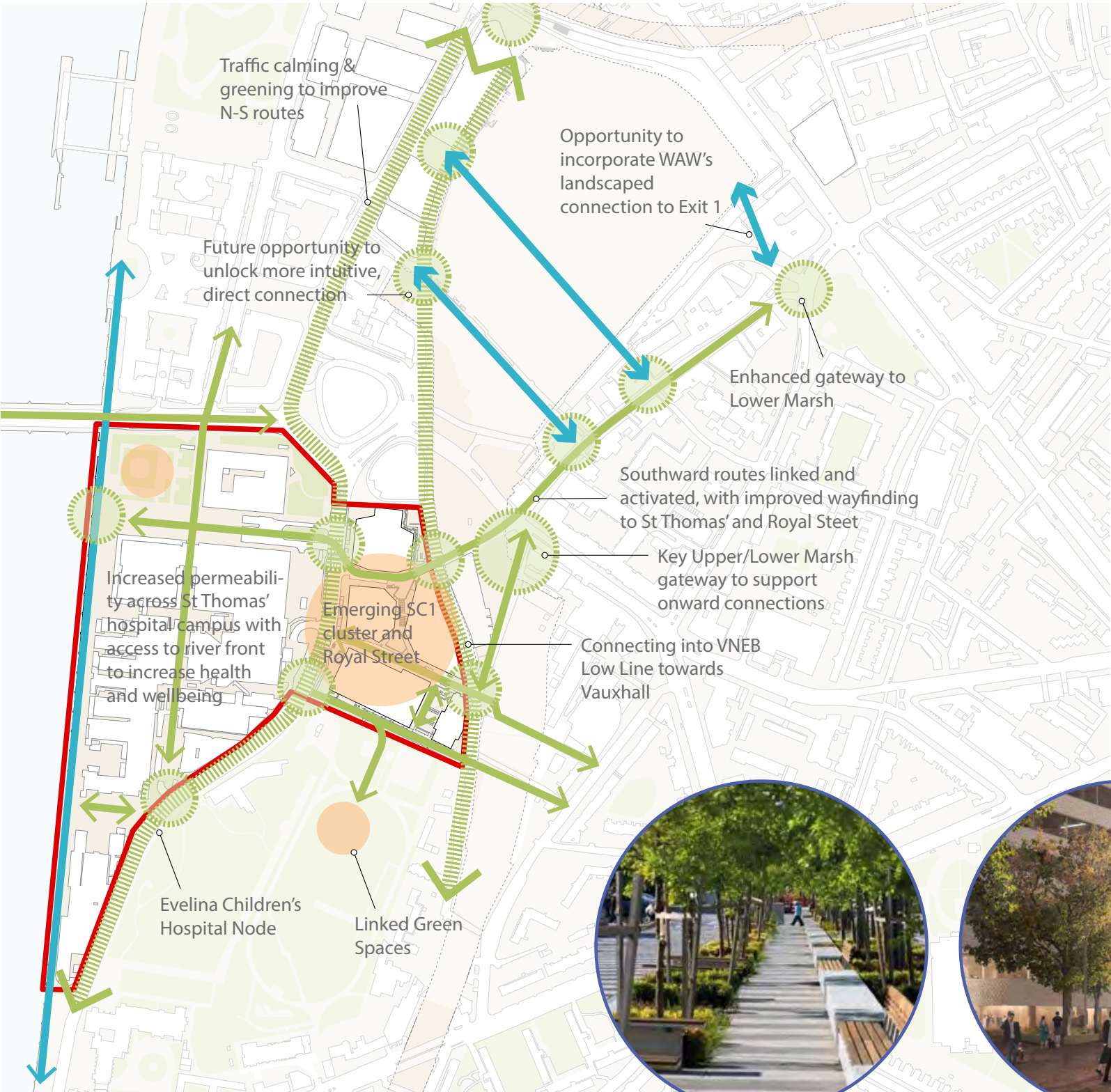
SC1 Life Science District



Evelina Children's Hospital



Character Area 4 - SC1



Key Opportunities

Supporting health & life sciences with improved accessibility, environment and experience

- **CHARACTER** - Proposed Royal Street development within draft site allocation to contain offices, wet & dry labs with residential, retail and leisure mix to building heights of 15 storeys (subject to planning - currently under review by the GLA)
- **CHARACTER** - Viaducts to be re-purposed as workspaces with aim for VNEB Low Line to improve public realm and increase activation and safety/security through creative lighting and public art
- **ACCESS & MOVEMENT** - Royal Street development provides new pedestrian routes and an increase in landscaped public space. Step-free access to Riverside Walk possible
- **ACCESS & MOVEMENT** - NHS Foundation Trust aims to add N/S and E/W public axis to hospital site with potential new main entrance on Lambeth Palace Road
- **TRANSPORT INFRASTRUCTURE** - Traffic calming and increased crossings to link across Lambeth Palace Road envisaged by development frameworks
- **ENVIRONMENT** - Air quality improvements by reducing on-street parking & car free/traffic calming
- **PUBLIC REALM** - Increasing connections between public spaces through hard landscaping strategy and supplementary soft landscaping. New greening initiatives to Lambeth Palace Road including 'parklets' envisaged by development frameworks
- **PUBLIC REALM** - Public and non-public green space within hospital grounds with NHS desire to increase utilisation of St. Thomas' Gardens as an events space
- **PUBLIC REALM** - Improve green infrastructure and form connections to the wider context
- **LAND USES** - Community and meeting/gathering spaces proposed as part of Royal Street development to enable business networking opportunities for local area and increase community events space



Increased routes and connected green spaces to promote movement



Activation and pedestrianisation to new public realm in SC1



Activation and lighting use to viaduct routes



Low Line & underline developments adjacent to viaducts

Character Area 5 - Roupell Street

THE HISTORICAL GEM... SCARCE ON GREEN BUFFER SPACE

- ♦ Strong sense of community proud of its heritage
- ♦ Heavy commuter footfall at peak times through narrow footways
- ♦ Limited tree canopy coverage

Roupell Street (Grade II Listed)



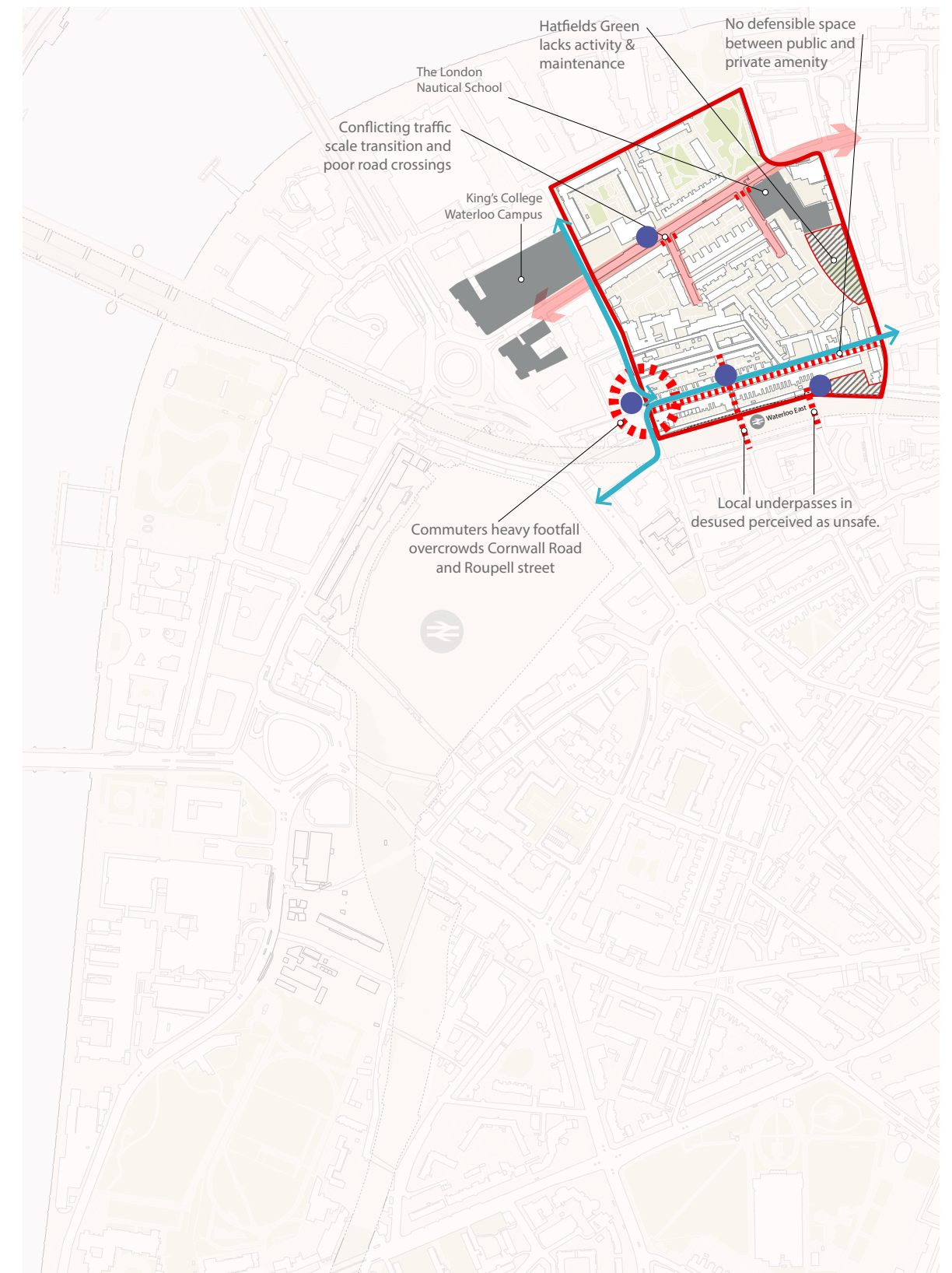
Cornwall Road



The King's Arms



Hatfields Green



Character Area 5 - Roupell Street



- Opportunities / Aspirations
- Vehicular movement
 - Pedestrian/ cycle movement
 - Low Line extension
 - Opportunity sites / nodes
 - Traffic restrictions & added defensible zone
 - Improved experience / green infrastructure
 - Impactful crossings
 - Future developments



Pedestrian walk and activated arches of Waterloo East



Traffic calming with raised tables at Stamford Street junctions



Added defensible zones and restricted traffic to residential streets



Integrated play and learning at Hatfields Green

Key Opportunities

Strengthening and creating breathing space for the strong resident-focused community

- **EXPERIENCE** - Community engagements show that de-cluttering and greener streets are the priority for residents.
- **EXPERIENCE** - Enhance local heritage and history through creating educational routes through the area without interfering with aesthetics and architectural features.
- **ACCESS & MOVEMENT** - Rationalise parking bays and introduce timed restriction to through-traffic filtered to local residents and public transport only. Also opportunities to promote LBL's Kerbside Strategy promoting new green infrastructure, cycle and micromobility.
- **ACCESS & MOVEMENT** - Prioritise inclusive and accessible pedestrian flow using wider footways and lowered kerbs, raised tables at street junctions to slow traffic, and material upgrades.
- **ACCESS & MOVEMENT** - Provide alternative pedestrian routes parallel to the railway to off-load footfall from residential frontage.
- **OPEN SPACE & PUBLIC REALM** - Explore options to improve amenities and safety in Hatfields Green through play, seating and lighting.
- **OPEN SPACE & PUBLIC REALM** - Create a green, pedestrian and cycle friendly environment along Cornwall Road with integrated planting.
- **OPEN SPACE & PUBLIC REALM** - Improve the quality of alternative routes by introducing wayfinding, lighting, material upgrades and de-cluttering of railway tunnels and key junctions.

Character Area 6 - The Cut

CHARACTERFUL CIVIC PRESENCE... DWELLING PLACES FOR PEOPLE NOT MAXIMISED

- ♦ Thriving cultural and food scene, short on children's play and public rest
- ♦ Convoluted to navigate for pedestrians and cyclists
- ♦ Recent investment in public realm impacting on pride of place

The Cut



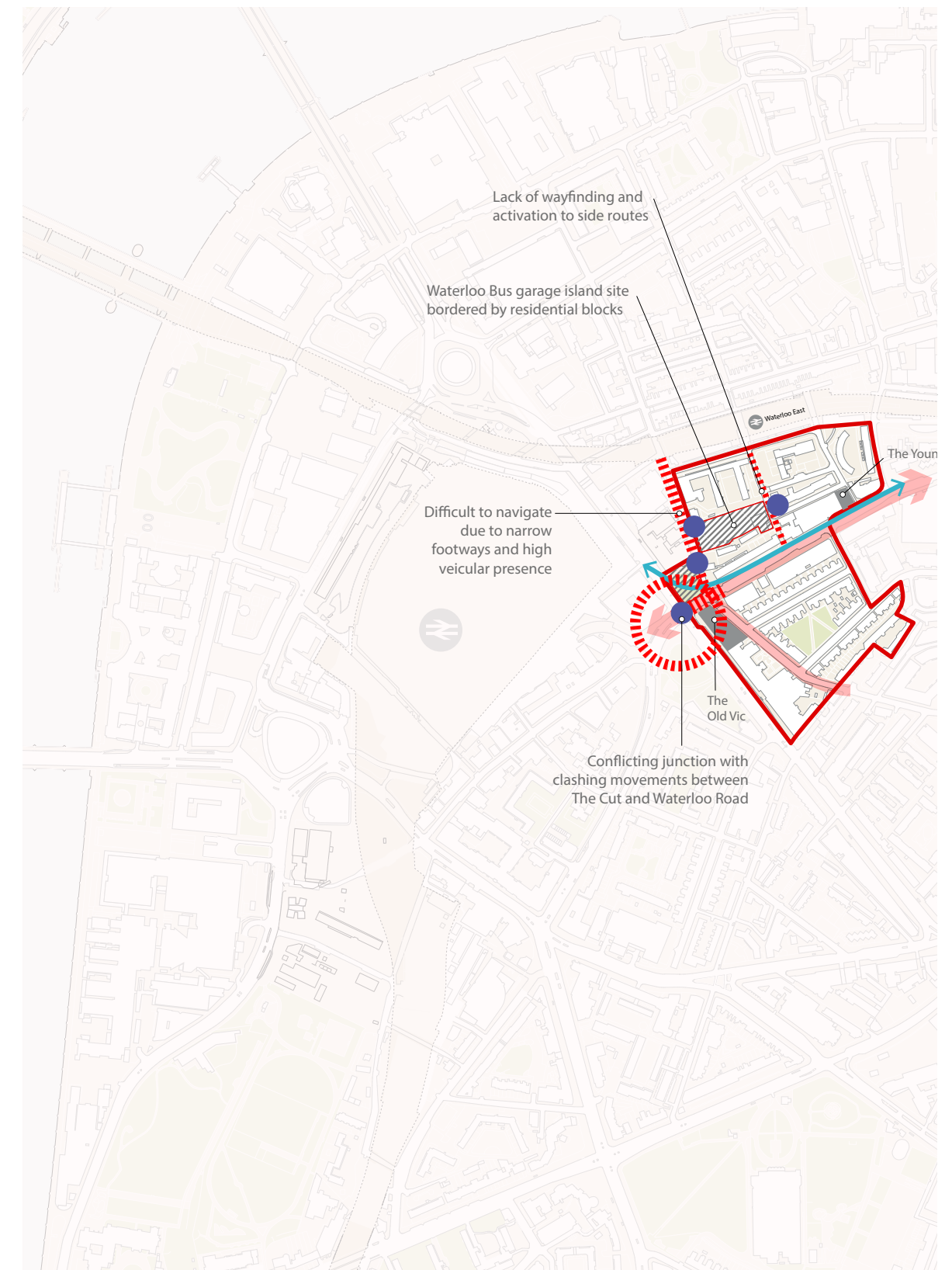
The Old Vic



Emma Cons



Isabella Street



Character Area 6 - The Cut



Key Opportunities

Reducing the pedestrian-traffic conflict with a particular focus on varying user groups (e.g. residents, visitors, businesses, and students)

- **EXPERIENCE** - Create experiences and opportunities for both local communities and visitors by introducing more family friendly interventions.
- **ACCESS & MOVEMENT** - Prioritise accessibility for all users with smooth passage and dwell spaces for when they are required.
- **ACCESS & MOVEMENT** - Improve wayfinding, destination signage and bridge animations on key locations to strengthen ease of movement and the area identity.
- **OPEN SPACE & PUBLIC REALM** - Enhance streetscape to reflect the reputation and unique character of the area, also including additional seating, greening and safe places to rest.
- **OPEN SPACE & PUBLIC REALM** - Potential to connect the Southwark Low Line and extend through The Cut and local underpasses towards the Station and onto VNEB section, for example activating the Wootton Street arches.
- **OPEN SPACE & PUBLIC REALM** - Build on the existing proposals for Emma Cons Gardens improvements to define and enhance the gateway to The Cut, and improve the pedestrian connections and crossings at the Waterloo Road / The Cut junction.
- **ENVIRONMENT** - Consolidate and manage waste collection and cleaning.
- **TRANSPORT INFRASTRUCTURE** - Investigate possibility to maximise potential of Waterloo bus garage site whilst retaining bus infrastructure at ground level.
- **OPEN SPACE & PUBLIC REALM** - Brad Street & Hatfields vacant open space and 29 Greet Street as potential meanwhile opportunity sites to improve community's green infrastructure, air quality and health and wellbeing - city farm, pocket park or sports park, preventative health hub.
- **OPEN SPACE & PUBLIC REALM** - Build on incidental green space initiatives to encourage community involvement and ownership.

- Opportunities / Aspirations
- ➔ Vehicular movement
 - ➔ Pedestrian/ cycle movement
 - ➔ Low Line extension
 - Opportunity sites / nodes
 - Traffic restrictions & added defensible zone
 - Improved experience / green infrastructure
 - Impactful crossings
 - Future developments



Traffic calming and improved defensible space at The Cut



Pop-up community garden at the bus garage site



Railway underpasses activation and material upgrades



Emma Cons Garden public realm upgrade - Farrer Huxley proposal

Character Area 7 - Lower Marsh

A UNIQUE VIBRANT CLUSTER... LACKING ACCESSIBLE LINKS

- ♦ Popular cultural destination among local and metropolitan users
- ♦ Lack of accessible connections with surrounding amenities
- ♦ Unsafe, dark and unwelcoming underpasses

Lower Marsh



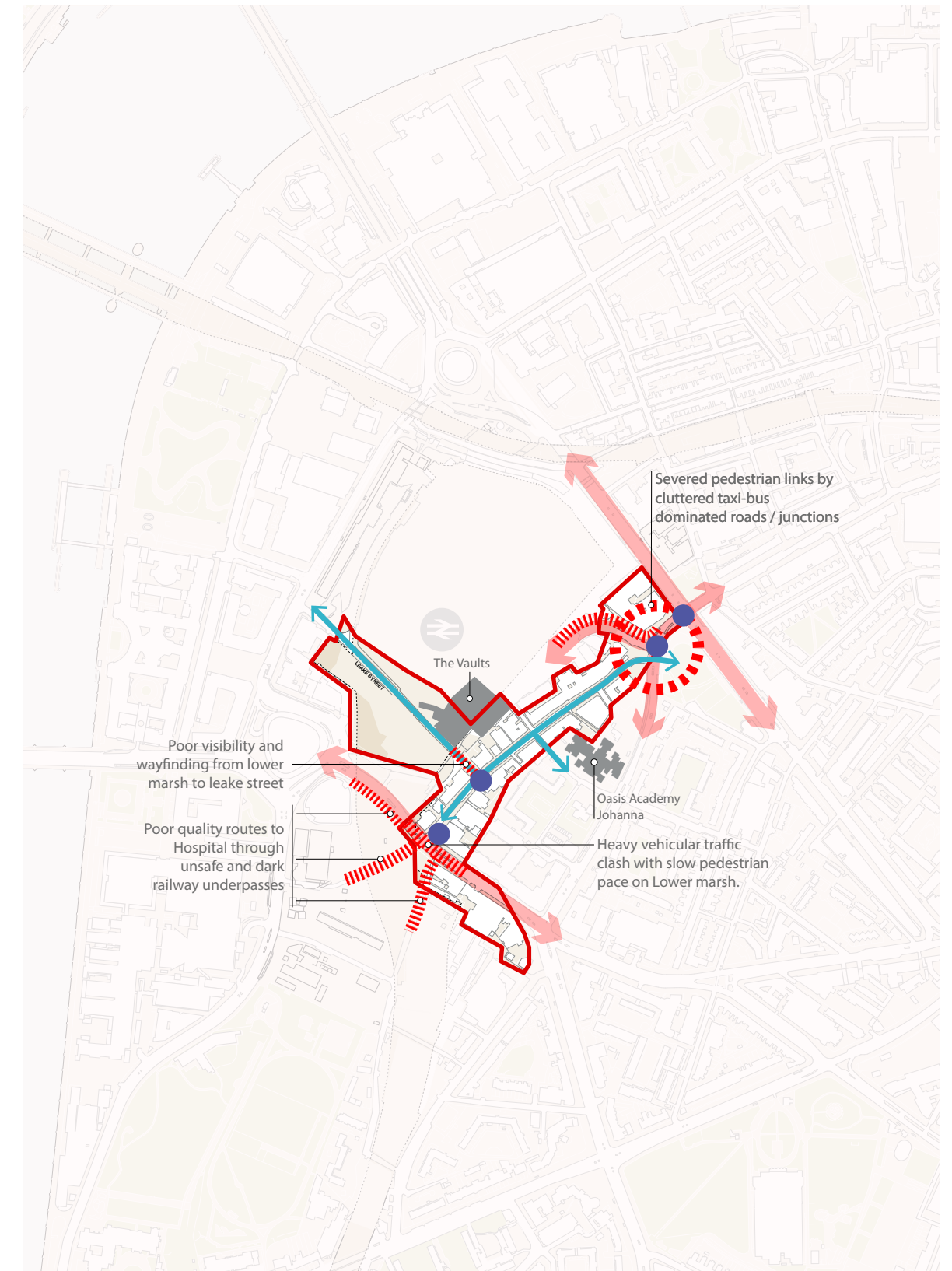
Leake Street



House of Vans



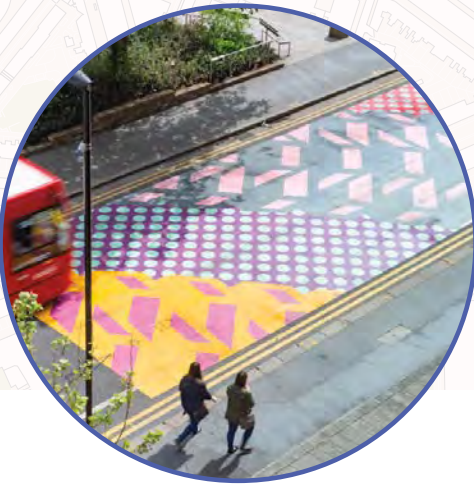
Baylis Road / Spur Road



Character Area 7 - Lower Marsh



- Opportunities / Aspirations
- Vehicular movement
 - Pedestrian/ cycle movement
 - Low Line extension
 - Opportunity sites / nodes
 - Traffic restrictions & added defensible zone
 - Improved experience / green infrastructure
 - Impactful crossings
 - Future developments



Pedestrian priority and traffic calming at junctions



Low Line art route through Upper Marsh and Carlisle Lane



Curated art and lighting along Westminster Bridge Road tunnel



Animated public realm gateway to Lower Marsh

Key Opportunities

Strengthening connections and wayfinding to and through Lower Marsh and Waterloo Station from neighbouring character areas.

- EXPERIENCE** - Support Lower Marsh market to grow as a destination making it more reachable, accessible and less clustered. Wayfinding from Waterloo Station and Concert Hall Approach to Lower Marsh.
- TRANSPORT INFRASTRUCTURE** - Overcome severance and barriers enabling user enjoyment and experience of the area - De-cluttering traffic at Baylis Road junction with Spur Road.
- TRANSPORT INFRASTRUCTURE** - Improve and connect cycle infrastructure along Westminster Bridge Road, Baylis Road and Waterloo Road to allow pedestrian priority on Lower Marsh.
- ACCESS & MOVEMENT** - Possible new connection to the west across the station into Launcelot Street / Lower Marsh.
- ACCESS & MOVEMENT** - Improved gateway to Leake Street, including safety and wayfinding enhancements to promote use as east-west connection.
- OPEN SPACE & PUBLIC REALM** - Improve quality of Carlisle Lane and Upper Marsh underpasses by increasing and prioritising pedestrian and cycling movement and safety. Gateway to Royal Street development with bold lighting and public art.
- OPEN SPACE & PUBLIC REALM** - Potential to integrate the Low Line extension coming from VNEB plans - linking Carlisle Lane to Leake Street via Lower Marsh.
- ENVIRONMENT** - Improve green infrastructure and tree planting along Lower Marsh.
- ENVIRONMENT** - Potential to link health and wellbeing through restaurants, public food growing and pop-up landscapes.

Character Area 8 - Lambeth North

THE NEIGHBOURLY SOUTH... WITH A FRACTURED IDENTITY

- ♦ Lacking identity, retail offer and places to stay & dwell
- ♦ Lack of community amenity spaces
- ♦ Dominance of vehicles creates severance for pedestrians and cyclists
- ♦ Assets such as the Maker Spaces hidden and lacking connections

Millennium Green



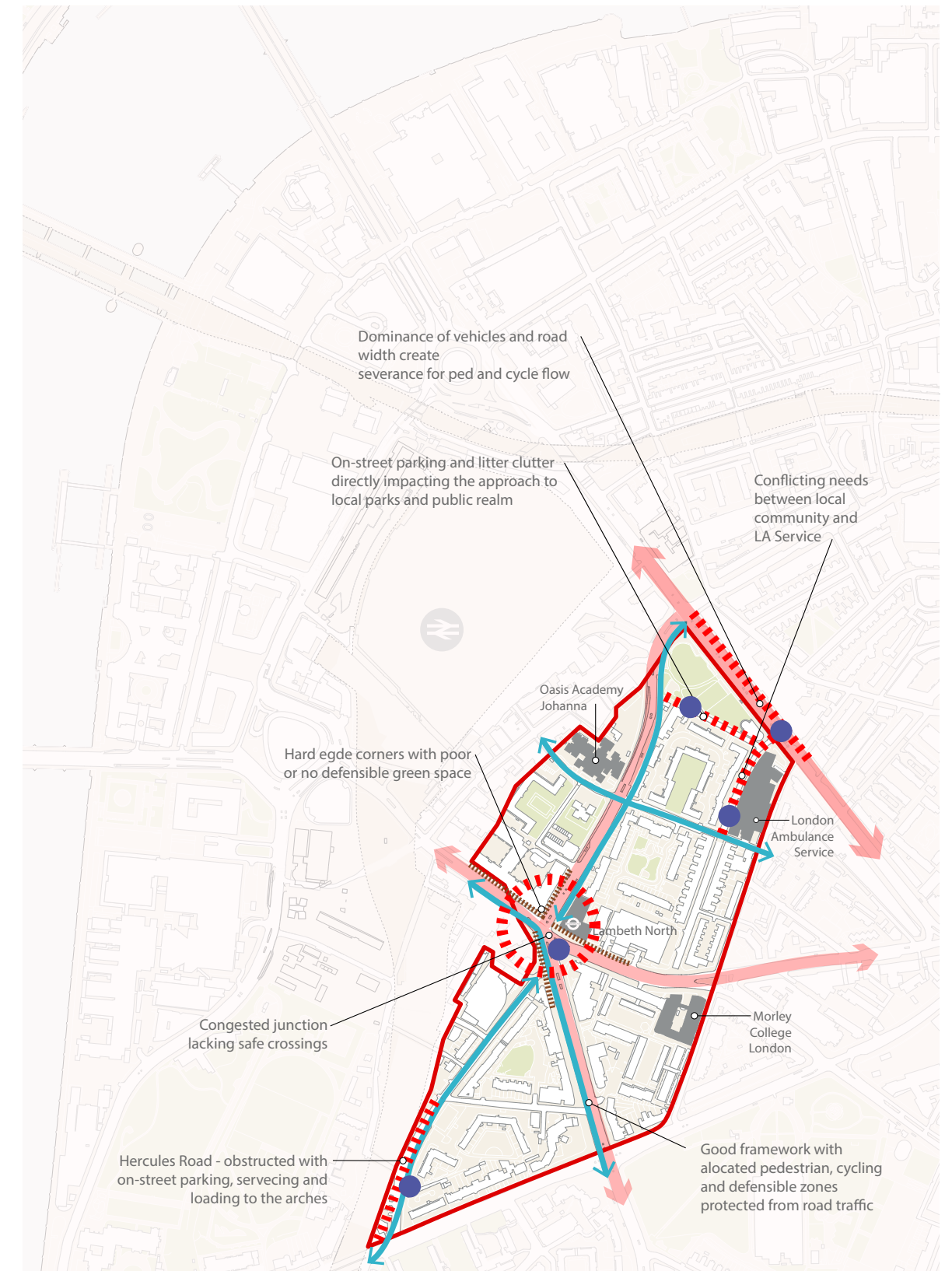
Coral Street



Lambeth North



Hercules Road



Character Area 8 - Lambeth North



Opportunities / Aspirations

- Vehicular movement
- Pedestrian/ cycle movement
- Low Line extension
- Opportunity sites / nodes
- Traffic restrictions & added defensible zone
- Improved experience / green infrastructure
- Impactful crossings
- Future developments

Grimshaw, Gbolade Design Studio, WSP, Exterior Architecture, Hatch, Savills, Turner & Townsend, Icen

Key Opportunities

- Promoting health & wellbeing by extending and enhancing green infrastructure for pedestrians at key junctions**
- ACCESS & MOVEMENT** - Segregated cycling network along Waterloo Road connecting with Baylis Road would provide safety and encourage local families and young people to cycle.
 - ACCESS & MOVEMENT** - Need for child-friendly crossings via traffic calming features such as raised tables at street junctions highlighted by the community.
 - ACCESS & MOVEMENT** - Would benefit from a new east-west connection through the station connecting into Launcelot Street.
 - OPEN SPACE & PUBLIC REALM** - Opportunity to green the secondary paths and networks on the east-west connections.
 - OPEN SPACE & PUBLIC REALM** - Utilise estate lawn spaces for community events and increase play offering for all ages.
 - OPEN SPACE & PUBLIC REALM** - Opportunities to enhance pedestrian priority public realm and increase access to local spaces to dwell and rest.
 - ENVIRONMENT** - This area offers potential to increase resilience against surface water by introducing SUDs systems and integrating nature with a focus on habitats as part of every day life.
 - TRANSPORT INFRASTRUCTURE** - Learnings from Kennington Road could inform improvements along Westminster Bridge Road and Waterloo Road.
 - CHARACTER** - Strengthening the character and creating a new hub for skills, servicing and safeguarded community spaces - such as freight consolidation, maker spaces and affordable art spaces, apprenticeships and skills training.



Educational and interactive public art route within community parks



Activation and greening along Hercules Road - Waterloo Arches



Upgraded main roads with segregated cycle and pedestrian routes



Traffic calmed child-friendly crossings