



Prepared for
The London Borough of Lambeth and Oval Partnership

July 2008

Oval Public Realm Scoping Study

We would like to acknowledge that members of following organisations, who constituted the '**Oval Public Realm Steering Group**', a voluntary sub-group of Oval Partnership, initiated this study and contributed a great deal to the research which informs our analysis and recommendations.



Revision Schedule

Final Report: Oval Public Realm Scoping Study April 2008

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02	13.04.08	Draft Final report	Shibani Bose Consultant Lucy Stewart Assistant Planning Consultant Maria Paschalidou Assistant Planning Consultant Ian Brenkley Assistant Consultant	Charlotte Cook Associate	Andy McNab Director
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Executive Summary

1.1 Background

- 1.1.1 The initiative to do this study came from representatives of the local community. OP, Studio Octopi, Impact Residents Association. Studio Octopi, in collaboration with OP prepared outline ideas; these were exhibited at a community event and were largely supported by the local community. The purpose of this scoping study is to make a case for investment in Oval's public realm that the Council and the local community can use as a catalyst to move forward. It provides reasoned arguments as to why the Council should prioritise public realm improvements in Oval. It does this by placing Oval in the context of national and local initiatives and current thinking on public realm issues (section 3), and by identifying opportunities and constraints particular to the context of Oval (section 4). It also identifies several public space sites which are considered to offer key opportunities, with the scope to contribute to the overall improvement of the public realm, and establishes ideal values and characteristics for them (section 5). Lastly the study recommends techniques and priorities for implementing the public realm 'projects' described (sections 6 & 7). The last chapter, which can read independently if the reader prefers, provides a summary of all findings and recommendations made in the body of the report.

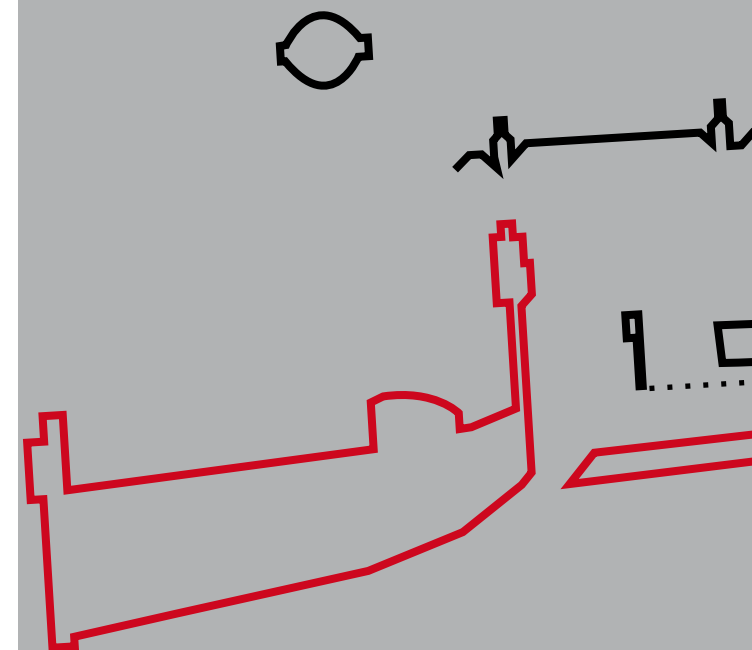
1.2 Study extents

- 1.2.1 The area covered in this study is geographically smaller than the Ward, and lies entirely within the ward boundary. The rationale for the boundary was developed during and as a result of the site analysis (see section 2).

1.3 Findings

Development Potential

- 1.3.1 The study area within Oval ward is currently in a state of flux, where large and small scale changes to the built environment are in various process stages. One of the main objectives of carrying out public realm improvements in Oval is to draw the benefits of inward investment into Oval to the benefit of the wider area. Current, planned investment, which has the benefit of planning permission in the area is relatively limited, in discrete pockets, such as the Brit Oval Arora Hotel development and Offley works.



Such developments have the ability to contribute significantly to local quality of life and in doing so to be more widely accepted and valued. However, in terms of the site audit, there is potential for a great deal more development (such as Oval House Theatre, Alamo Car Rental, Claylands Green and the Cricketers Pub)

- 1.3.2 This then, is the ideal time for the community, in collaboration with the local authority, to put forward priorities for public realm improvements in Oval and to establish the principles and standard for change, in the form of guidelines for development design. As this particular study deals with the public realm, a layer recognised to be crucial to the success of any development and which is at the core of physical regeneration initiatives today, the guidelines here would refer to effects of development on the public realm.

Community Involvement

- 1.3.3 One of the clear priorities is the involvement of local people in proposing any improvements to their area. Members of the local community contacted by the study team have shown themselves to be concerned, astute and observant citizens, who are willing to take the time to be involved in the regeneration of their neighbourhood. They have also come across as open-minded and forward thinking, keeping abreast of wider issues pertaining to public realm, such as social inclusion and environmental sustainability.

Public Realm Conflicts

- 1.3.4 In terms of street and public space design, the biggest issue is the conflict between vehicles and people as users of space. Evidence from street diaries, conversations, and individual letters from the community points to the need for less emphasis on vehicles in the design and planning of streets, with much more attention to the needs of pedestrians and cyclists. Oval would benefit significantly from the re-framing of pedestrian - vehicle priorities as suggested by CABI in its 2008 briefing on 'Civilised Streets'. Design here is seen as conveying a message to users of the space; if vehicle-users are given more priority in a street (which is a public space), they tend to disregard the rights of the pedestrians, which is not only dangerous but also discourages use by pedestrians, thereby limiting the potential of the public space, and making it merely a road. A more balanced approach with a restructuring of priorities for all the different users of the street is urgently called for.

Oval's Identity

- 1.3.5 People we met enjoy living in Oval, but as a whole the neighbourhood appears to have an less pronounced identity and sense of itself than neighbouring Kennington or Stockwell. This we believe is

partly aggravated by the quality of the built environment, rather than problems of gangs, street violence or extreme poverty when compared with other inner city wards in London and indeed the borough. Concerns are focused on Oval's public spaces, street clutter, garbage, inconvenient street furniture and unplanned surface parking. However, these seemingly smaller issues add up to a significant whole. People in Oval complain of a certain lack of coherence in the built environment, along with a missing feeling of belonging to a place and a community. This suggests that both the nub of the problem and the key to solution, are a lack of identity and individuality for Oval, as a special part of London. As a local resident puts it: "There should be 'something to be proud of [in her neighbourhood]". Therefore, interventions in Oval, if done in a strategic manner, can lead to larger-scale, more wholesome outcomes.

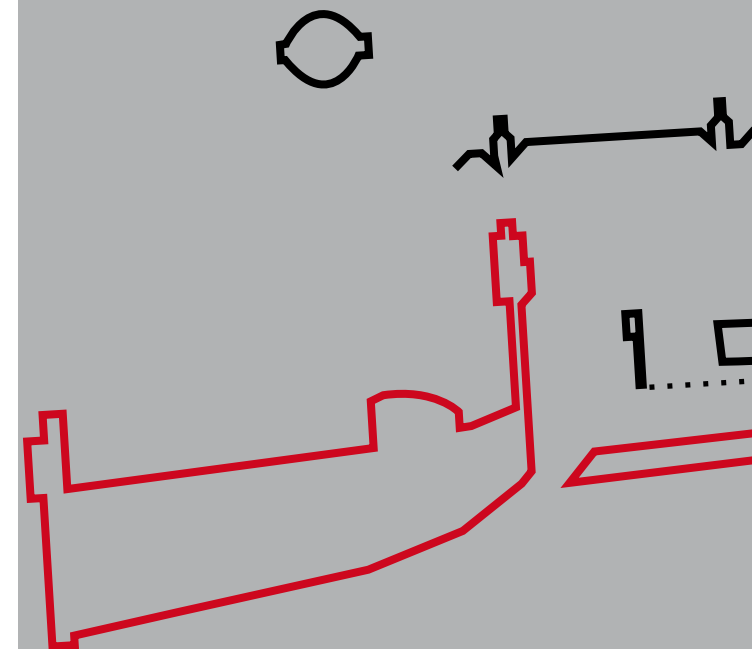
1.4 Recommendations on next steps

1.4.1 The sites identified by this study fall within the boundary agreed between Scott Wilson and the joint clients, but we recommend that the boundary has some flexibility to embrace nearby areas as and when interest groups, developments and possible funding streams come up.

1.4.2 Given the resource situation, we recommend that the concept proposal be broken up into 5 discrete projects, funding for which can be sought separately. *The cost estimates are based on our experience as well as informal discussions with Lambeth based landscape urbanism firm, Shape, who have extensive experience in community-led neighbourhood-scale public realm improvement projects. Their work is showcased on <http://www.shape.eu.com/>*

- Project I: Civic public spaces at St Mark's churchyard and Oval house theatre – these sites must be considered together due to traffic and pedestrian movement links.
- Project II: Improvements to Parade 1 – £500k.
 - A **signage audit** by TFL may be a pre-requisite for this. Basic evidence exists in the street audit. Alternatively, a design team can include this in their scope of work.
- Project III: Art trail 3, with improvements to Parade 2 - £600k.
- Project IV: Kennington Oval
- Project V: Art trail1 – £75k
- Project VI: Residential scale open space – £50k

1.4.3 Having looked at a variety of options to kick start the public realm study (sec 7.1.8 of this report), we

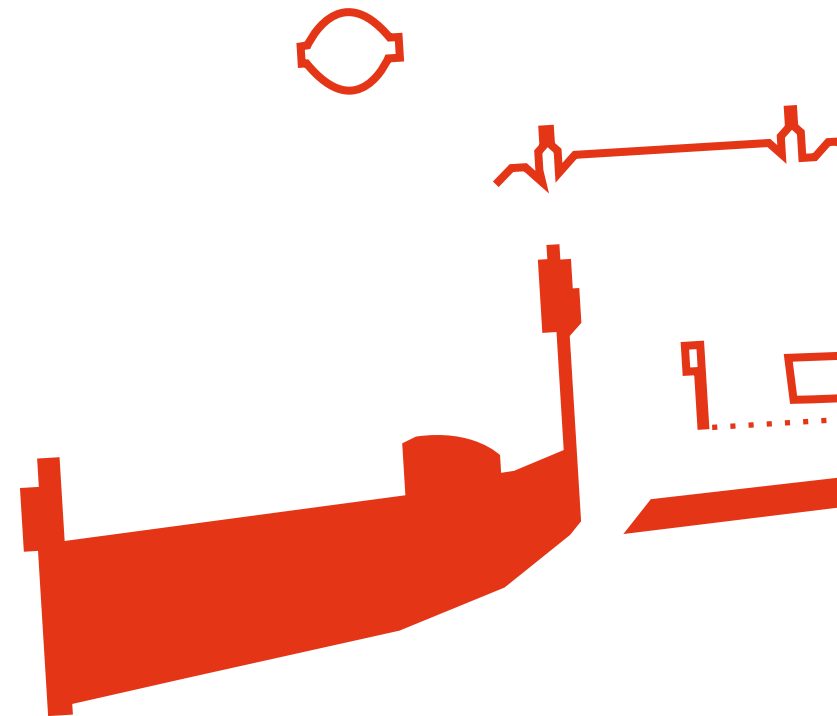


conclude that the most practical as well as visible route would be to action **Option 3**. this involves simultaneously progressing **Project V** (art trail from Oval house theatre to the beginning of the Shopping parade on Clapham Road) as well as the production of strategic design guidelines for all elements of the public realm in the entire study area, i.e. lighting, planting, paving, street furniture and signage. This option has a variety of benefits and can be relatively easily resourced from e.g. funding (Arts Council, Lottery, % for Art scheme, section 106).At the same time, an urban design consultant should be appointed to produce **Strategic Design Guidelines** for paving, planting, street furniture, signage and all other urban adjuncts in Oval.

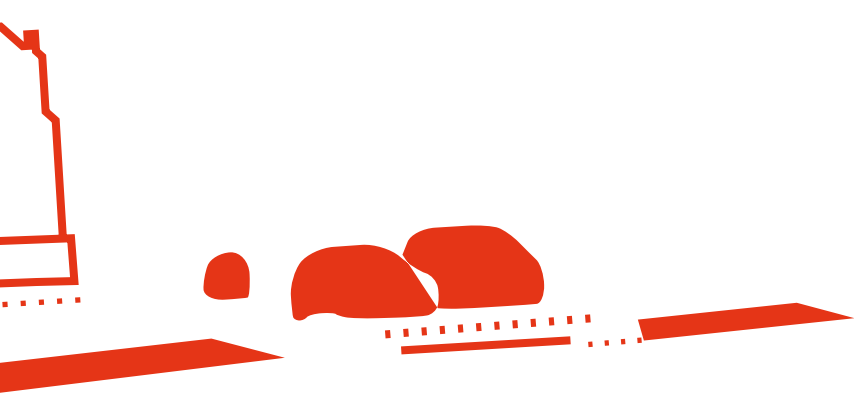
- 1.4.4 As our findings and recommendations intersect with several departmental remits within the local authority, we urge Lambeth Council to coordinate internally over ways of taking this scoping work forward. We recommend a meeting between the Highways, Transport and Regeneration departments, ideally with a presentation from ourselves on our findings and recommendations. While such a meeting was not envisaged at the start of the project, and therefore not costed for, we feel that it would be essential to kick start the implementation process for Oval's public realm improvements with interdepartmental involvement.
- 1.4.5 We recognise Lambeth's Urban Design Action Plan to be a key insertion point for the public realm ideas and proposals described in this report. While we have not had the benefit of viewing a draft, we hope that the issues outlined in our report at a neighbourhood level for Oval will be useful evidence for the architects of the action plan. We recommend that the priorities highlighted in this study be entered into the iterative processes involved in writing the action plan. Again, interdepartmental coordination will be necessary to achieve this.
- 1.4.6 We also recommend the setting up of a more formal joint public realm steering group, between local stakeholders (private and drawn from within the Oval Partnership) TfL and the Council with officers from Planning, Regeneration, Highways and Heritage all being involved.
- 1.4.7 We recommend the use of a Public Realm Impact Assessment as an informal planning instrument to regulate development in the area with respect to its influence on the public realm. This tool would be a means of protecting the on-off capital investment that would be made by the Council and other bodies to action the proposals made in this study, and to keep a running check on development in the area, that ensures that the values and priorities agreed here between the Council and the community, are upheld in the future. **We seek guidance from the Council on the best point in the planning process to insert such a tool, and what its likely real benefits.**

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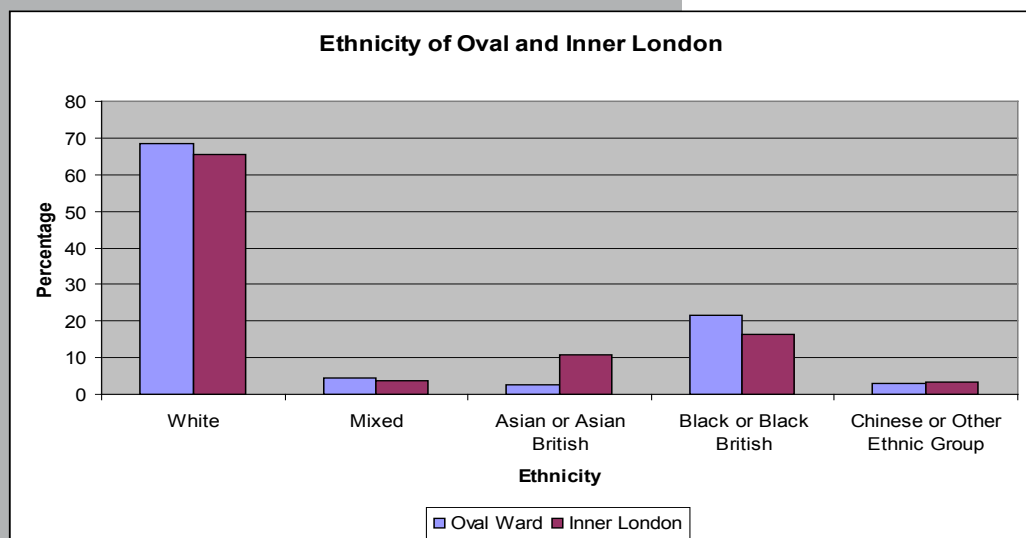


1 Introduction

- 1.0.1 For the last sixty years or so, most of our streets have been designed and managed with the motorist in mind. The vast majority of a street is for vehicles. Activities such as pushing buggies, children cycling or playing, people shopping or sitting have been confined to pavements. The result is that we have one of the lowest accident rates of road death and injury in the world. While this good outcome in itself, it is now recognised that traffic-centred conception of streets has led to the creation of dysfunctional places. The social and economic value of the pre-20th century role of streets as places for pedestrians and for community interaction, shared by all members of society, as well as a route for traffic, is being rediscovered. This shift in thinking comes at an opportune time, when inner city regeneration is moving into high gear, with national and local government recognising the link between the physical environment outside the home and people's quality of life. The value of public spaces in the city is a hot topic, and public realm is a high priority for all agencies involved in shaping our cities.
- 1.0.2 Oval is an inner-city ward in the London Borough of Lambeth, best known for its international cricket venue Brit Oval, as well as Oval Station, a busy stop on the Northern Line on London's underground system. It has a diverse mix of building types, with Victorian terraces and local authority estates being most numerous. The ward contains St Mark's conservation area, including the Grade II* listed St Marks Church, but also has several buildings of less merit, including derelict industrial sites. Local Strategic Partnership, Oval Partnership (OP) and IMPACT Residents Association together represent a wide variety of residents in the ward. The area covered in this study is geographically smaller than the ward and falls entirely within the ward boundary. This boundary was developed as part of the site analysis process covered in Chapter 2, in order to include the maximum number of sites with potential for public realm related interventions, while keeping in mind the area of influence, and thereby realistic implementation area for the community client, described below.
- 1.0.3 This study is driven by a collaboration of community representatives, i.e., OP, IMPACT and Studio Octopi, an architecture firm with a great deal of experience in the local area, and formerly based in Oval Ward. Studio Octopi's outline proposals for some of the sites covered in this study have been incorporated in our recommendations for them. The original outline proposals were presented to the local community in a community event and met with general approval.
- 1.0.4 The study attempts to analyse the geographical area described, in terms of public realm quality and potential for improvement. We have attempted to draw out themes relevant to public realm in the neighbourhood, and also identify specific sites where the Council and the community can focus its efforts.

2 Site analysis

2.0.1 In this chapter we present our analysis of the existing conditions of Oval, addressing various factors that we consider affect the public realm: socio-economic factors, the physical environment, and the forces behind existing and future plans for development.



2.1 Socio-economic profile

2.1.1 This section outlines the socio-economic profile of Oval Ward in comparison with the wider Borough of Lambeth and also inner London. It provides a brief overview of the demographics, disability and health, education and employment, land use and housing, crime and transport.

Demographics

2.1.2 In 2005, the resident population of Oval was approximately 12,551. This represented 5% of the Borough of Lambeth's total population. Men account for 52% of the population and women, 48%. In general, the resident population is relatively young. The average age in Oval is just over 30 years old compared to the wider Borough (34) and London (36). (ONS 2005)

2.1.3 Oval is representative of the ethnic mix of the wider Borough of Lambeth. White and Black or Black British represent 68.5% and 21.5% respectively of the resident population. Residents of mixed race represent 4%, Asian or Asian British (3%) and Chinese or Other Ethnic Group (3%). Relative to inner London, Oval has a higher proportion of both White and Black or Black British and a lower proportion of Asian or Asian British, (Graph 1). (ONS 2001)

Disability and Health

2.1.4 General health in the Ward is similar to that across the Borough and inner London. 72% of respondents consider themselves to be in 'Good Health', 20% consider themselves as in 'Fairly Good Health' and 8% as 'Not Good Health'. (ONS 2001). Data for 2006 indicates that 5.5% of the Ward's population claim Incapacity Benefit/Severe Disablement Allowance and 4% claim Disability Living Allowance.

Education and Employment

2.1.5 People aged 16-74 have marginally lower levels of education than the wider Borough and inner London. 12% of people are educated to NVQ Level 2 compared to 14% for the Borough and inner London. (ONS 2001)

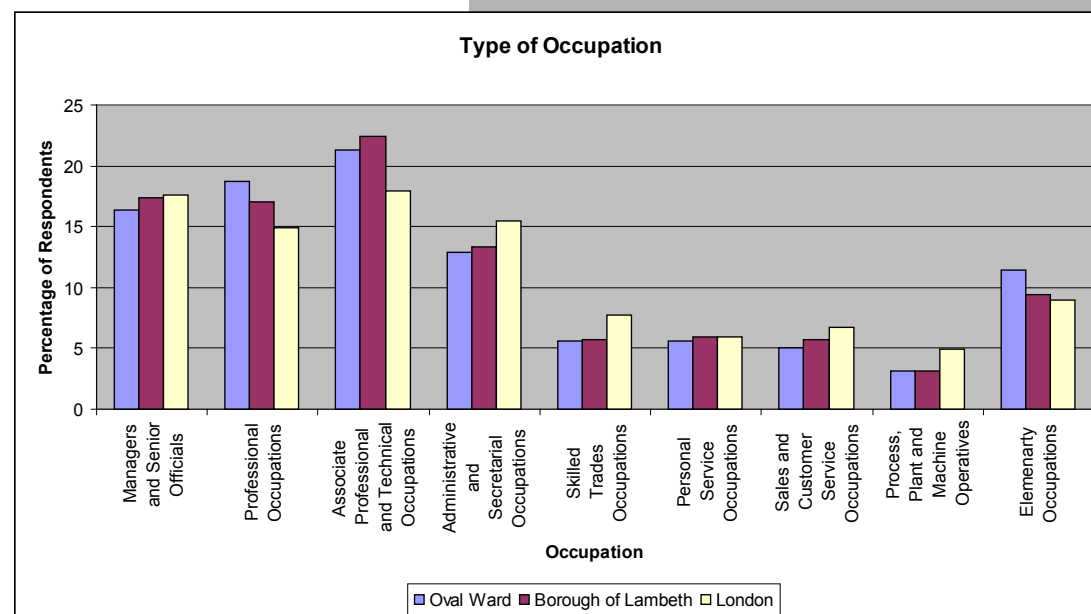
2.1.6 Graph 2 shows the breakdown of Occupation of respondents for Oval Ward, the Borough of Lambeth and London. In general, Oval has a relatively lower proportion of workers within management and professional / technical occupations and a higher proportion employed in elementary positions. (ONS 2001)

2.1.7 Car ownership within Oval is considerably lower than the Borough or London level. 58% of households don't have any cars or vans compared to the Borough and inner London (51%). This data is illustrated in Graph 3, Method of Travel to Work. (2001 ONS)

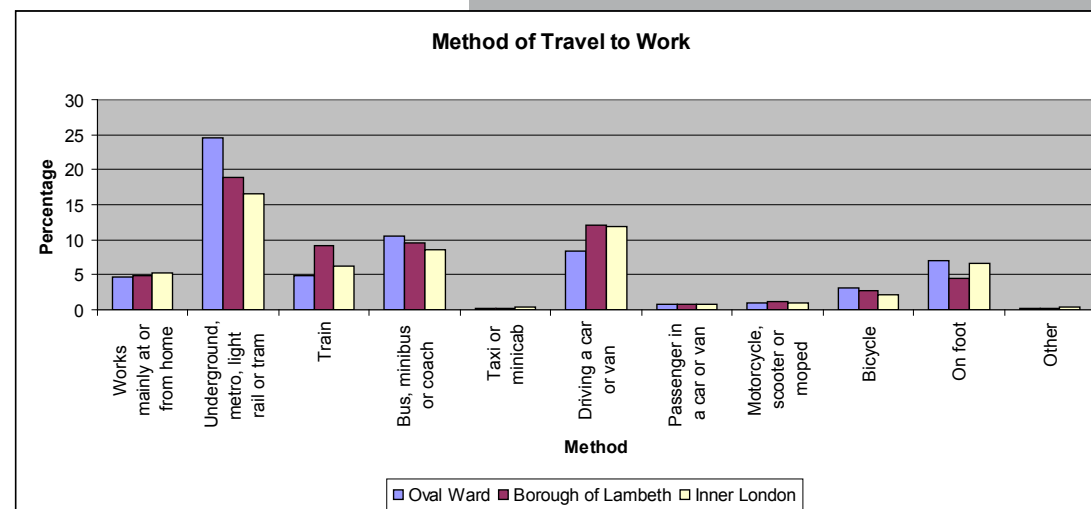
2.1.8 The numbers using a private car for travelling to work is significantly lower than the rates for the wider Borough and inner London as a whole. The majority of residents use public transport to get to their place of work. 35% use the underground, metro, light rail or train, or bus, minibus or coach. There are marginally higher rates of bicycle usage and travelling to work by foot that may indicate that a greater proportion of residents work within the immediate local area. (ONS 2001)

Land Use and Housing

2.1.9 Accommodation within the ward is predominantly maisonettes or apartments (82%) and house or bungalow (17%). Oval has a much higher proportion of maisonettes and apartments than the Borough and inner London (both 70%) which is representative of the high number of housing estates within the area. Household ownership within Oval is also considerably lower than the Borough and inner London. There is a much lower proportion of 'Owned' households and a correspondingly higher proportion of 'Social rented' and 'Private rented', see Table 1. (ONS 2001)



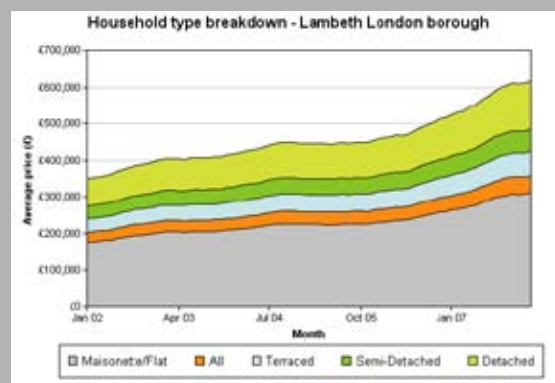
Graph 2



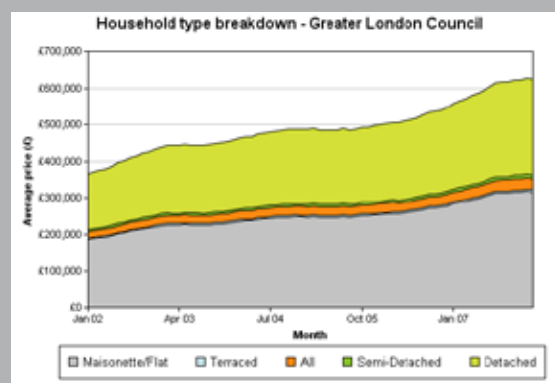
Graph 3

Housing Type	Percentage of Housing Type		
	Oval	Lambeth	London
Owned Households	29.1	37.2	56.5
Social rented	45.8	41.4	26.2
Private rented	23.4	20.0	15.5
Living rent fee	1.7	1.5	1.8

Table 1



Graph 4



Graph 5

- 2.1.10 House prices within the Borough have increased at a proportionate rate to prices across Greater London, Graphs 4 and 5 (Land registry 2008 - www1.landregistry.gov.uk).
- 2.1.11 Oval benefits from a relatively high level of green space within the Borough. 21% of land was classified as greenspace, however this may not be a representative value given the Oval cricket ground being included within the data. Borough wide, greenspace accounts for 17% of land use and within inner London, greenspace accounts for 21% of total land area. (ONS January 2005)
- 2.1.12 Oval ward has a relatively higher area of land use designated as 'road'. 21% of total land area is 'road' compared to the Borough (20%) and inner London (18%).

Crime

- 2.1.13 Crime levels from March 2006 to February 2008, across all offence types, are higher in Oval than the Borough and Metropolitan averages. The most common offences in the Ward are 'Theft and Handling' (54 offences per 1000 population), 'Violence Against the Person' (33) and 'Drugs Offences' (31.4). Relative rates of crimes are included in Table 2 on the next page. (www.met.police.uk/crimefigures)
- 2.1.14 In general, there has been a decrease in crime across the majority of sectors. However, within Oval, drugs offences and sexual offences have risen 36.5% and 22.2% respectively. These increases are above those in Lambeth and the Metropolitan area. Most noticeably, for 2008, Oval's drugs offences rates are 151% more than for the Borough and 257% more than the Metropolitan average. Robbery and sexual offences are also significantly higher than the Borough and Metropolitan rates.

Transport

- 2.1.15 Oval is well served by public transport. Oval Tube station is located within the ward but Stockwell Tube station and Vauxhall Tube and National Rail station are also within close distance. Harleyford Street, Clapham Road and Kennington Park Road, central to this study, are well served by London buses. Relatively low rates of household car ownership may be indicative of the accessibility of good public transport links.
- 2.1.16 Between 2003 and 2005, there were a total of 25 road-related fatalities in the Borough of Lambeth. Speed was considered to be a contributing factor to 6 of the fatalities, however other factors included lack of pedestrian and cyclist awareness of traffic. Over 30% of all the fatalities were aged 70 or over. (<http://www.lambeth.gov.uk/moderngov/ielssueDetails.asp?IId=7444>)

Type of Crime	12 Months to February 2008			12 Months to February 2007			Percentage Change Between 2007 and 2008 Datasets			Percentage Difference Between Oval and Lambeth for 2008 Dataset	Percentage Difference Between Oval and Met for 2008 Dataset
	Oval	Lambeth	Met Total	Oval	Lambeth	Met Total	Oval	Lambeth	Met Total		
Burglary (Per 1000 Population) Lambeth	17.9	14.1	13	18.6	13.9	13.4	-3.8	1.4	-3.0	27.0	37.7
Criminal Damage (Per 1000 Population)	14.6	14.7	14.1	17.4	16.5	15.5	-16.1	-10.9	-9.0	-0.7	3.5
Drugs Offences (Per 1000 Population)	31.4	12.5	8.8	23	11.1	6.8	36.5	12.6	29.4	151.2	256.8
Fraud or Forgery (Per 1000 Population)	6.4	3	4.4	10.1	3.4	5.4	-36.6	-11.8	-18.5	113.3	45.5
Other Notifiable Offences (Per 1000 Population)	2.2	2.1	1.3	2.3	2	1.3	-4.3	5.0	0.0	4.8	69.2
Robbery (Per 1000 Population)	11.9	8.6	4.9	13.4	10.3	6	-11.2	-16.5	-18.3	38.4	142.9
Sexual Offences (Per 1000 Population)	2.2	1.6	1.1	1.8	1.6	1.2	22.2	0.0	-8.3	37.5	100.0
Theft and Handling (Per 1000 Population)	54	44.7	44.7	53.1	48.1	48.1	1.7	-7.1	-7.1	20.8	20.8
Violence Against the Person (Per 1000 Population)	33	28.4	23.2	35.6	29.6	24.3	-7.3	-4.1	-4.5	16.2	42.2

Table 2: Relative rates of crimes

Implications for this study

- 2.1.17 The socio-economic profile of Oval ward gives an indication of the pertinent public realm issues.
- 2.1.18 Low car ownership and high public transport use stress the need to maintain and improve the smooth functioning of Oval as a public transport hub. Many residents are reliant on being pedestrians, and are entitled to a good pedestrian experience. Anecdotal evidence suggests a high and ever increasing level of cycle usage, for commuting as well as recreation.
- 2.1.19 Land use statistics show a concentration of land used as road, reflecting the arterial routes meeting in the area. This is likely to be a challenge for any proposal that prescribes pedestrianisation as a means of improving the public realm experience.
- 2.1.20 All four instances in the crime statistics where Oval is worse off than London or Lambeth levels - i.e., drugs offences, theft and handling, violence against the person and sexual offences, can be linked to the public realm. They also suggest that special attention should be given to night-time use of public spaces. The fact that Oval has a high amount of greenspace is a potential asset, but only if the occurrence of crime in them can be controlled.
- 2.1.21 Lambeth traffic accident numbers demonstrate the hazards of conflict between vehicular and pedestrian movement. The reasons ascribed to the accidents emphasise the need for pedestrians and cyclists to be aware of and to respect each other as road users.

2.2 Street environment

2.2.1 Our analysis of the overall state of the public realm in Oval is the result of on-site observations, conversations with members of the community, structured discussions with the community client, Oval Partnership and the public realm steering group.

Traffic flow

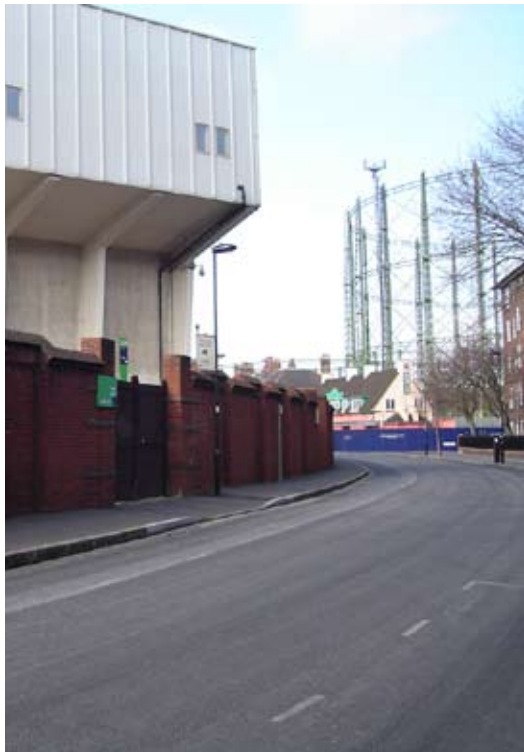
2.2.2 Plan 1 shows the relative vehicular traffic volumes on different roads in Oval.



Harleyford Street, from Oval junction



Harleyford Street, from The Brit Oval



Kennington Oval, northeast arm



Claylands Road, looking northwest



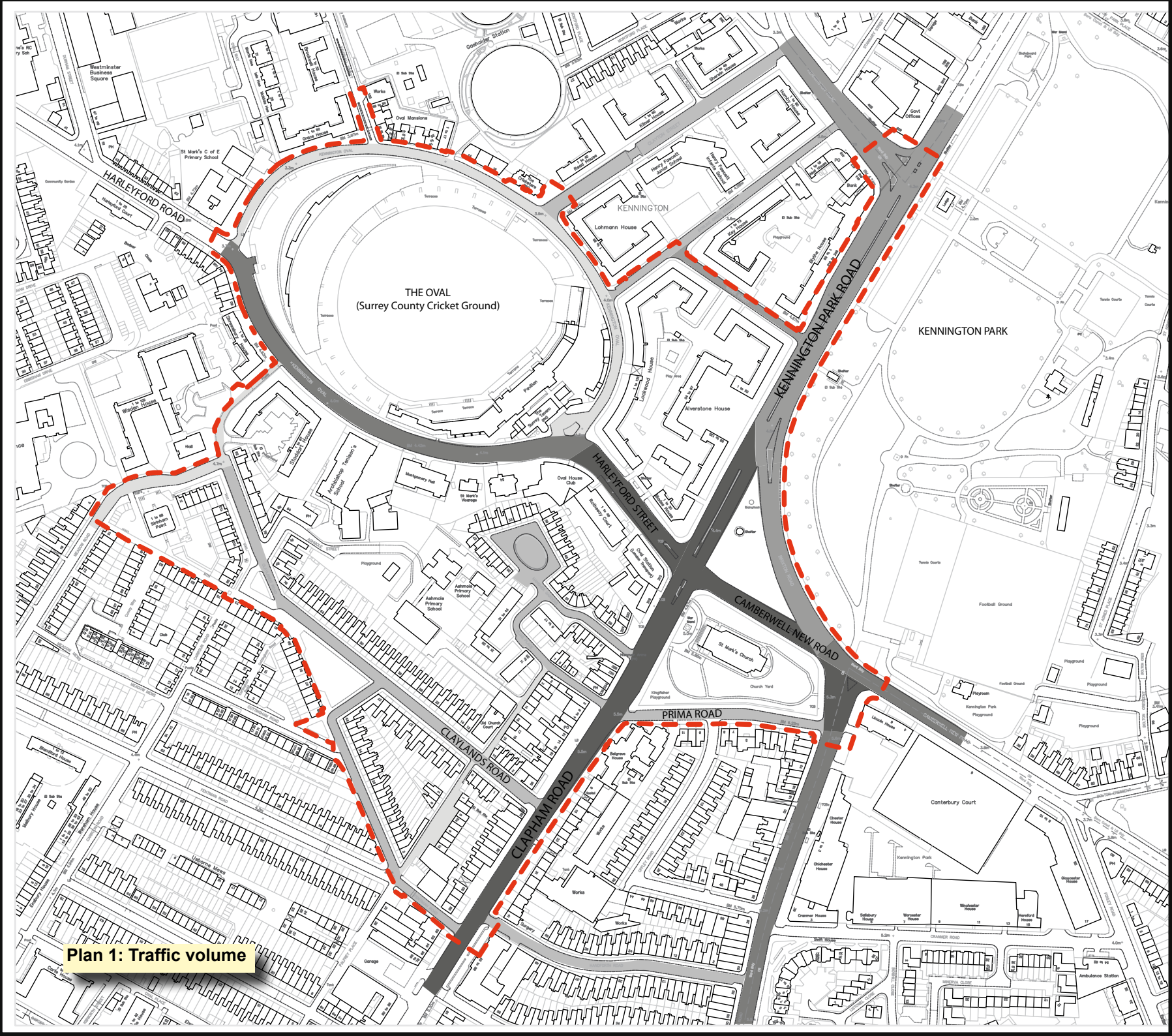
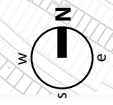
Harleyford Street x Kennington Oval

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Oval Partnership**

LEGEND

-  Very high vehicle volume
-  High vehicle volume
-  Moderate vehicle volume
-  Low vehicle volume
-  Very low vehicle volume
-  Study extents

Traffic Volume
Scale 1:2500

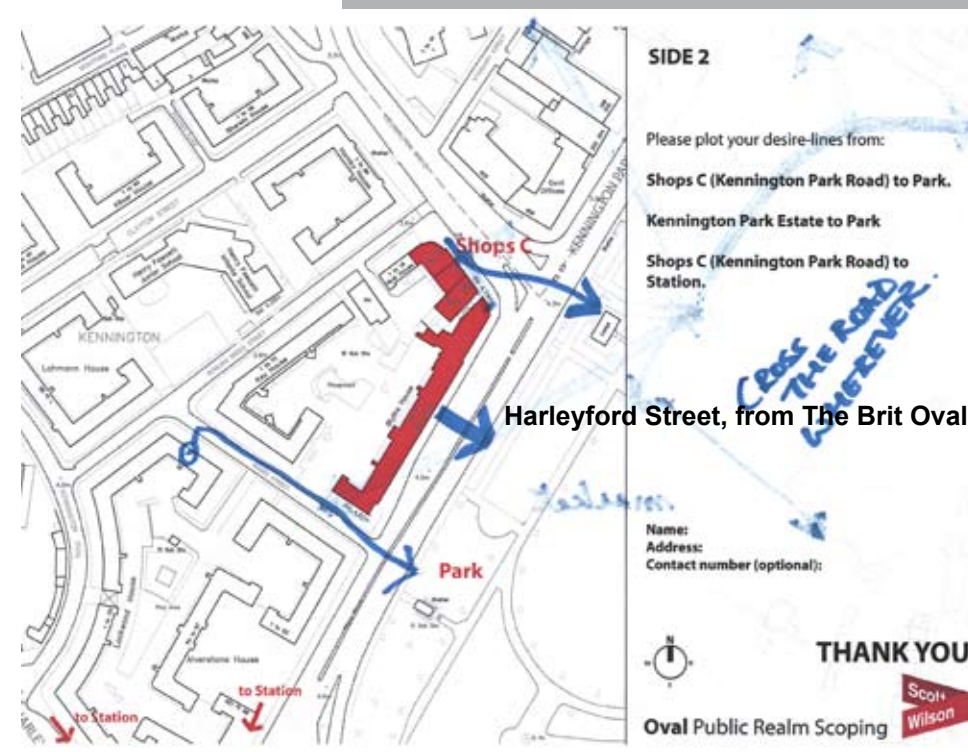
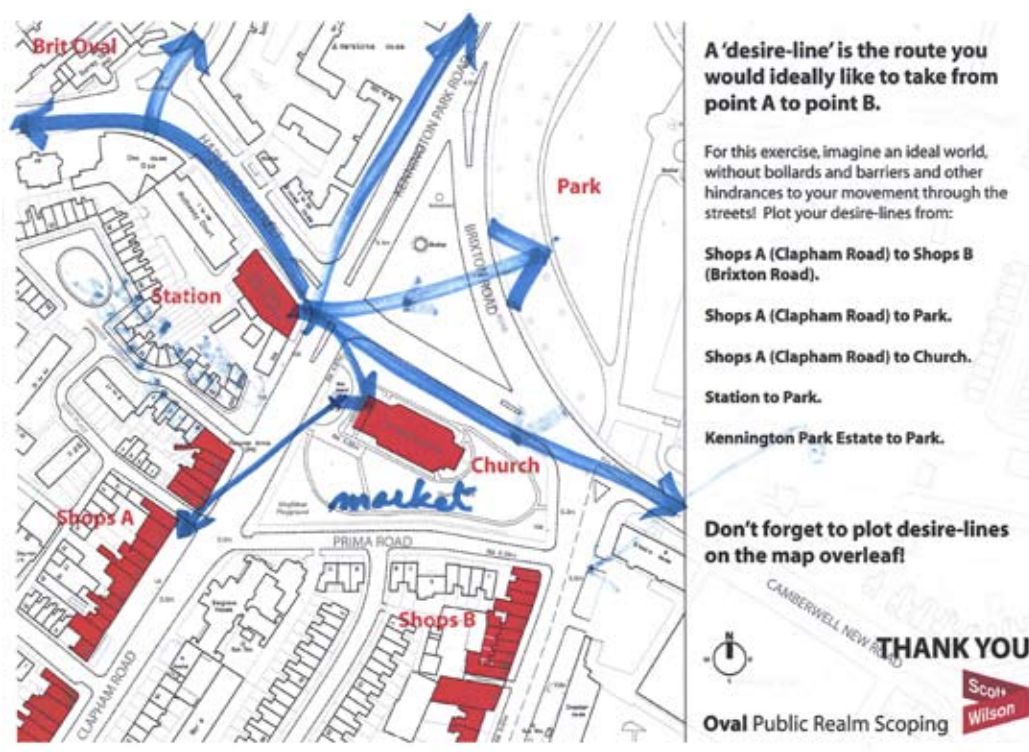


Plan 1: Traffic volume

Oval Public Realm Scoping

Desire lines

2.2.3 Plan 2 shows 'desire lines', or the ideal walking routes for a cross section of people in Oval. This plan has been compiled from various sources, including a desire line exercise held at the Oval Partnership Annual General Meeting on 13th March 2008, conversations with residents and the Oval Partnership, as well as observations made in a street diary exercise carried out by several residents.



Sample of a desire line map filled out by a resident

London Borough of Lambeth / Oval Partnership

Oval Partnership

Ideal routes plotted by residents and other users

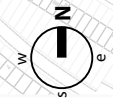
LEGEND

Study area extents

Ideal routes plotted by residents and other users

Desire Lines

Scale 1:2500



Plan 2: Desire lines



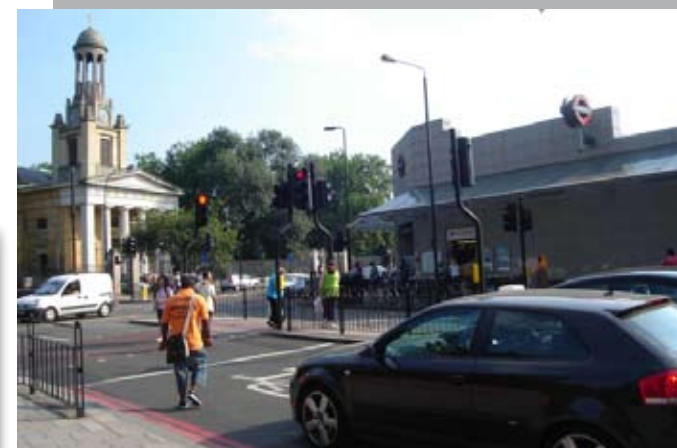
Oval Public Realm Scoping

Road priorities

- 2.2.4 Plan 3 shows a plan of Oval junction, comparing the amount of space where vehicles have priority over pedestrians and vice versa. When compared with the desire line map, this demonstrates the essential conflict of movement at the junction.
- 2.2.5 Plan 4 shows pedestrian movement patterns observed at Oval junction, and highlights points of conflict and constriction of movement. Pedestrians report the feeling of being uncomfortably penned in, at the central verge, as the crossing is too narrow to cope with the volume of pedestrians using it.
- 2.2.6 Plan 5 highlights the movement conflicts of the busy crossing of Brixton Road and Camberwell New Road, immediately south of St Mark's Churchyard.
- 2.2.7 Plan 6 shows pedestrian movement patterns observed at Oval House, and highlights points of conflict and constriction of movement. The pedestrian crossing on the Southwestern arm of Kennington Oval is located after a sharp turn for oncoming vehicles, which pedestrians report as 'dangerous'. There is no direct crossing between the two arms of Kennington Oval, and the nearest crossing on Harleyford Road is near the Oval junction. This leads to some pedestrians crossing the road diagonally in front of Brit Oval.
- 2.2.8 Plan 7 shows pedestrian movement patterns observed at the crossing of Kennington Park Road and Kennington Road, highlighting the constriction of pedestrian movement at this wide and busy junction.



Jay-walkers on Harleyford Street



Jay-walkers on Harleyford Street



Pedestrian flow on Clapham Road



Pedestrian flow on Clapham Road




Plan 3: Comparison of vehicle and pedestrian priority

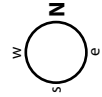


Road Priority: Oval Junction

London Borough of Lambeth /
Oval Partnership

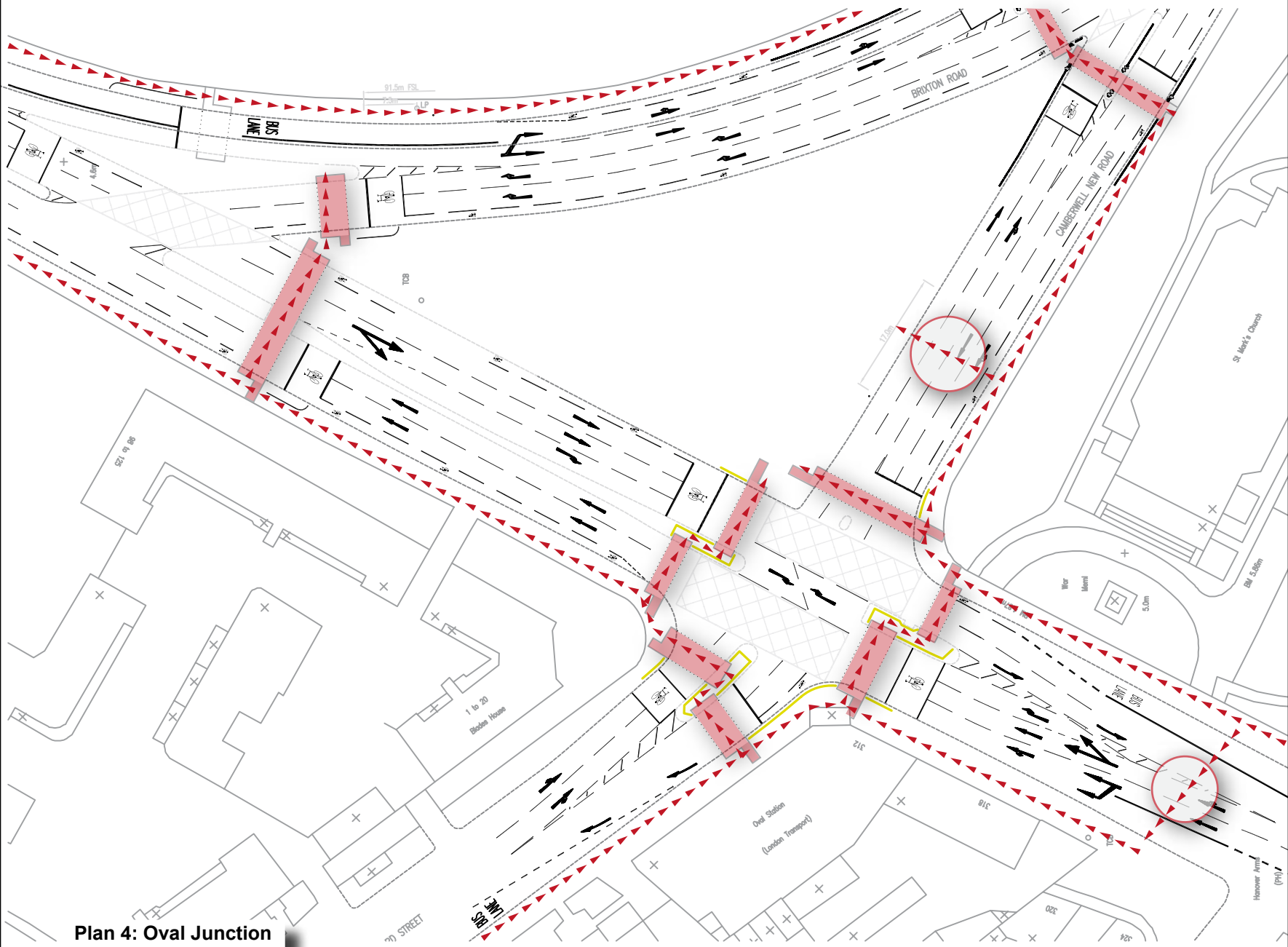
LEGEND

-  Spaces for pedestrian use
-  Areas where vehicles have priority
-  Areas where pedestrians have priority



Oval Public Realm Scoping

Plan 4: Oval Junction



Road Priority: Oval junction - zoom in



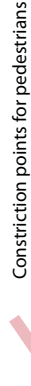
LEGEND



Conflict points



Pedestrian movement



Restriction points for pedestrians



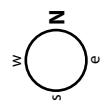
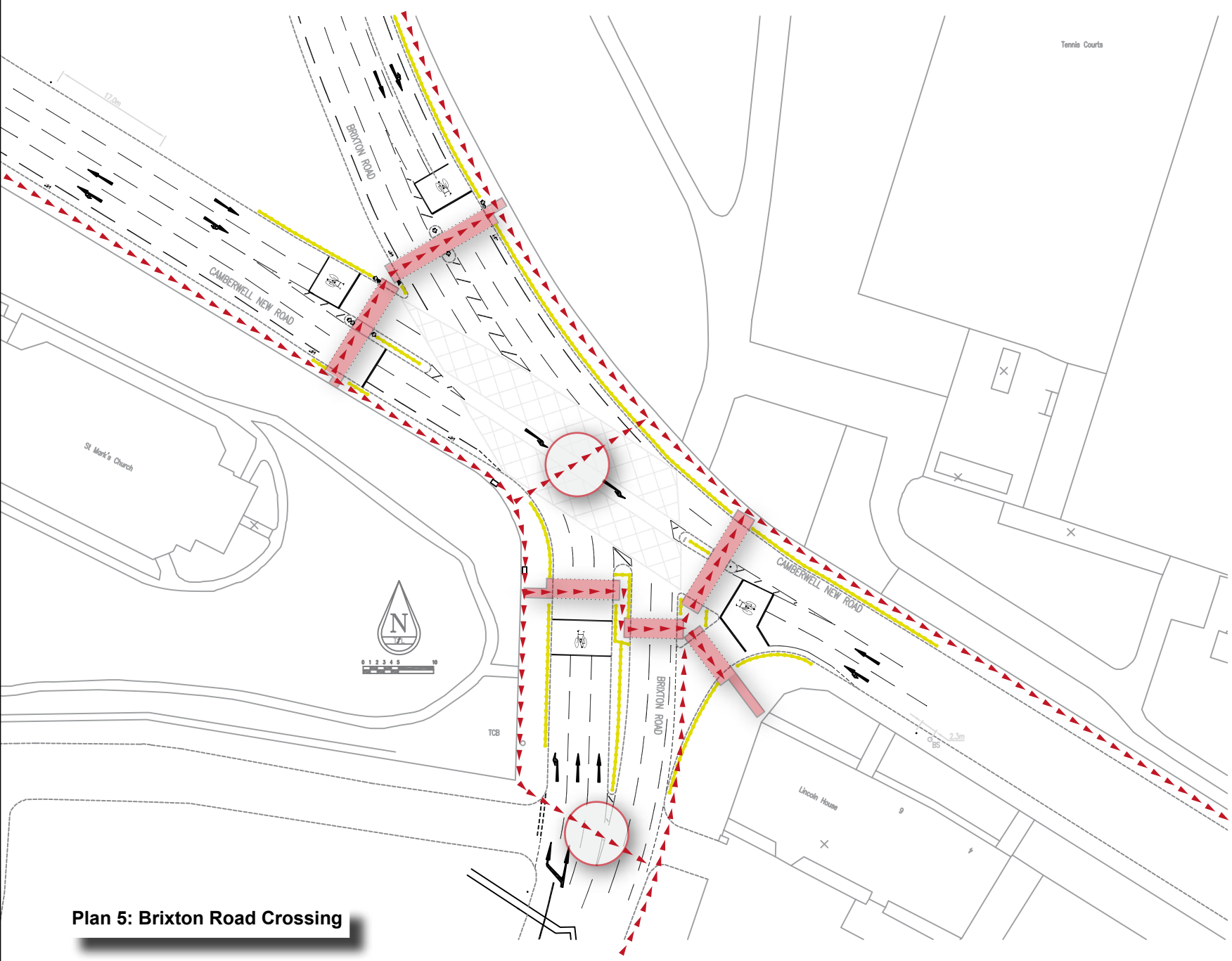
Railings

London Borough of Lambeth /
Oval Partnership

Oval Public Realm Scoping



Plan 5: Brixton Road Crossing



Road Priority: Brixton Road Crossing

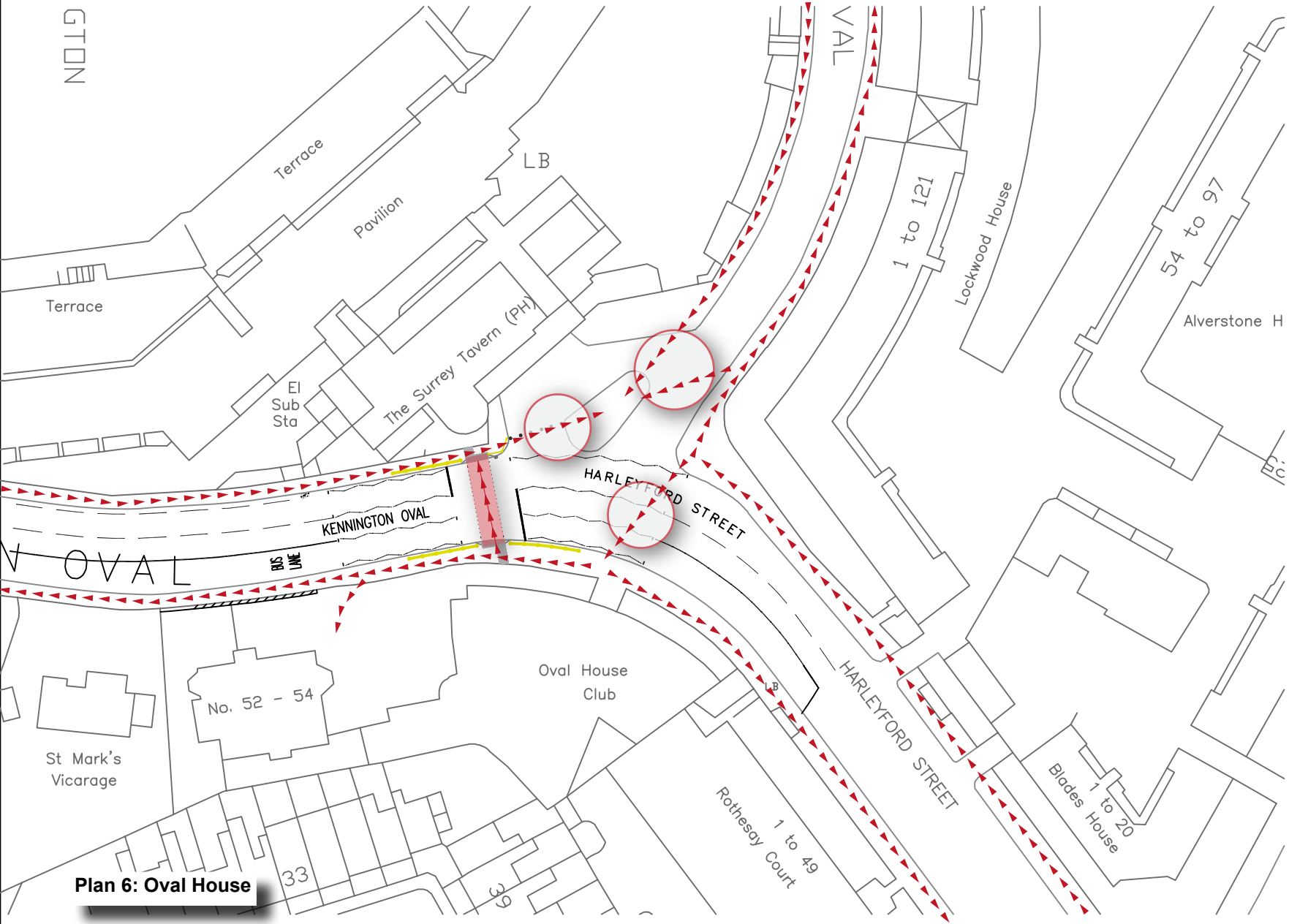
LEGEND

- Conflict points
- Pedestrian movement
- Constriction points for pedestrians
- Railings

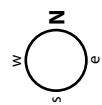
London Borough of Lambeth /
Oval Partnership



Oval Public Realm Scoping



Plan 6: Oval House



Road Priority: Oval House

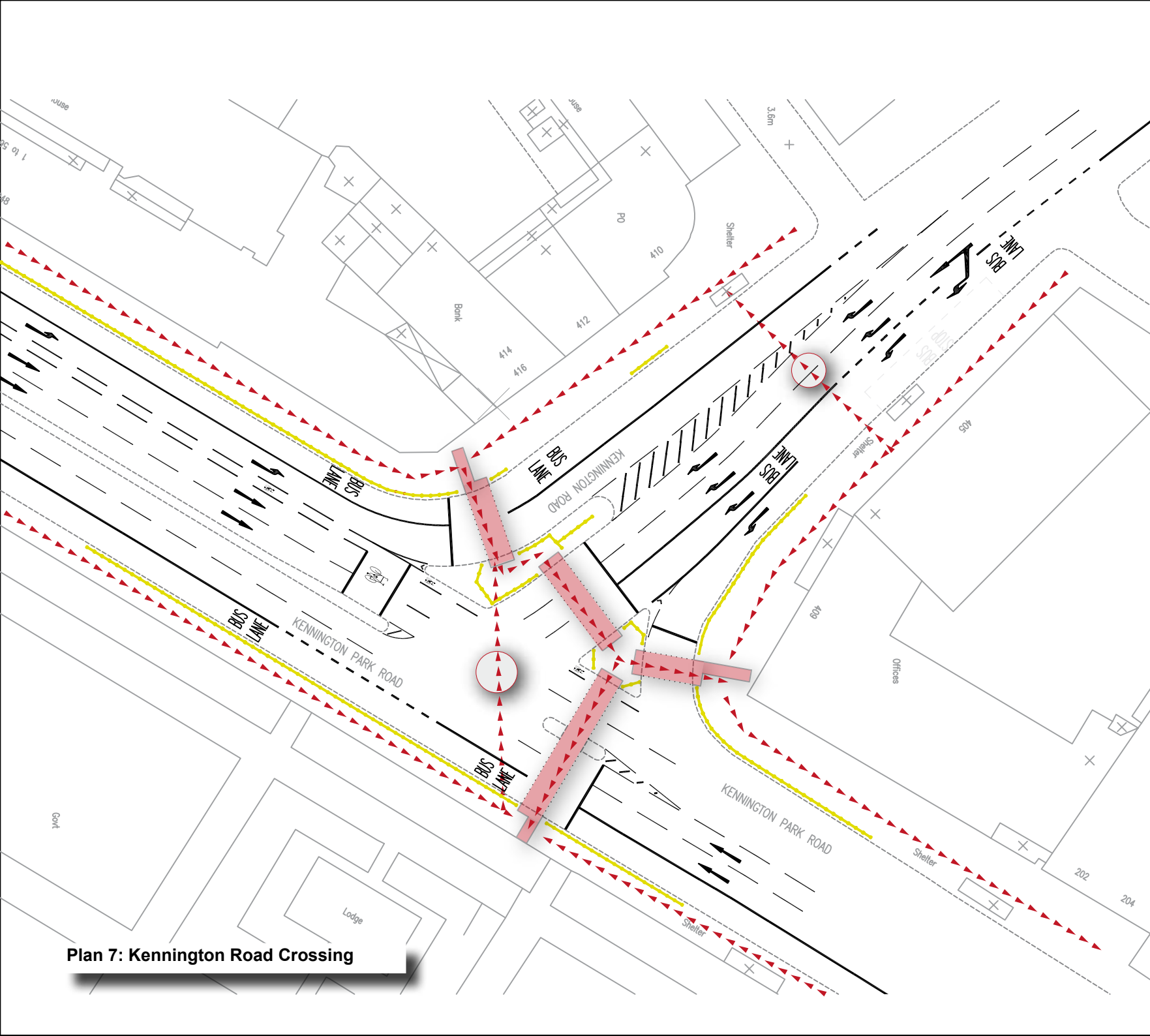
LEGEND

- Conflict points
- Pedestrian movement
- Constriction points for pedestrians
- Railings

London Borough of Lambeth /
Oval Partnership



Oval Public Realm Scoping







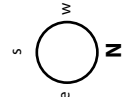
Plan 7: Kennington Road Crossing

Road Priority: Crossing on K Park Road

London Borough of Lambeth / Oval Partnership

LEGEND

-  Conflict points
-  Pedestrian movement
-  Constriction points for pedestrians
-  Railings



Oval Public Realm Scoping

2.3 Public space quality

Montages

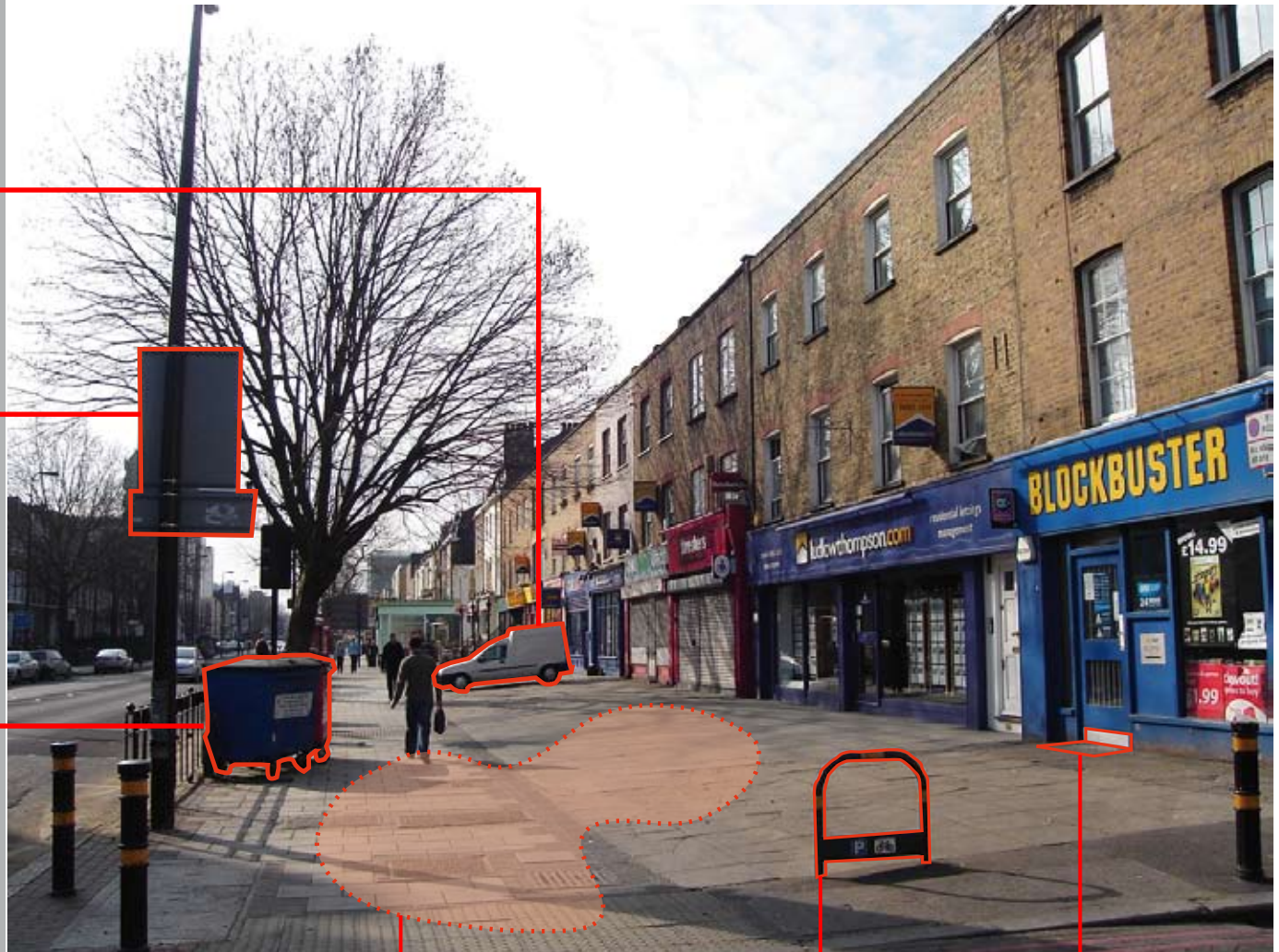
- 2.3.1 The image montages on the following pages analyse the existing visual appearance of the public realm in Oval. Individual elements have been highlighted, and annotations are based on observation, as well as conversations with members of the community. This method is a means of breaking down the somewhat abstract concept of 'public realm' into its constituent parts, and indentifying what makes a public space good or bad from a design and management standpoint.

Shopping parade on Clapham Road

Parking on potential pedestrian activity areas uses publicly accessible open space, and gives the impression of the parade being a service yard.

Repetitive and redundant traffic signage is demoralising and clutters all views around the shopping parade.

Garbage bins along the street frontage give the impression of a marginal space, as opposed to an active, usable place.

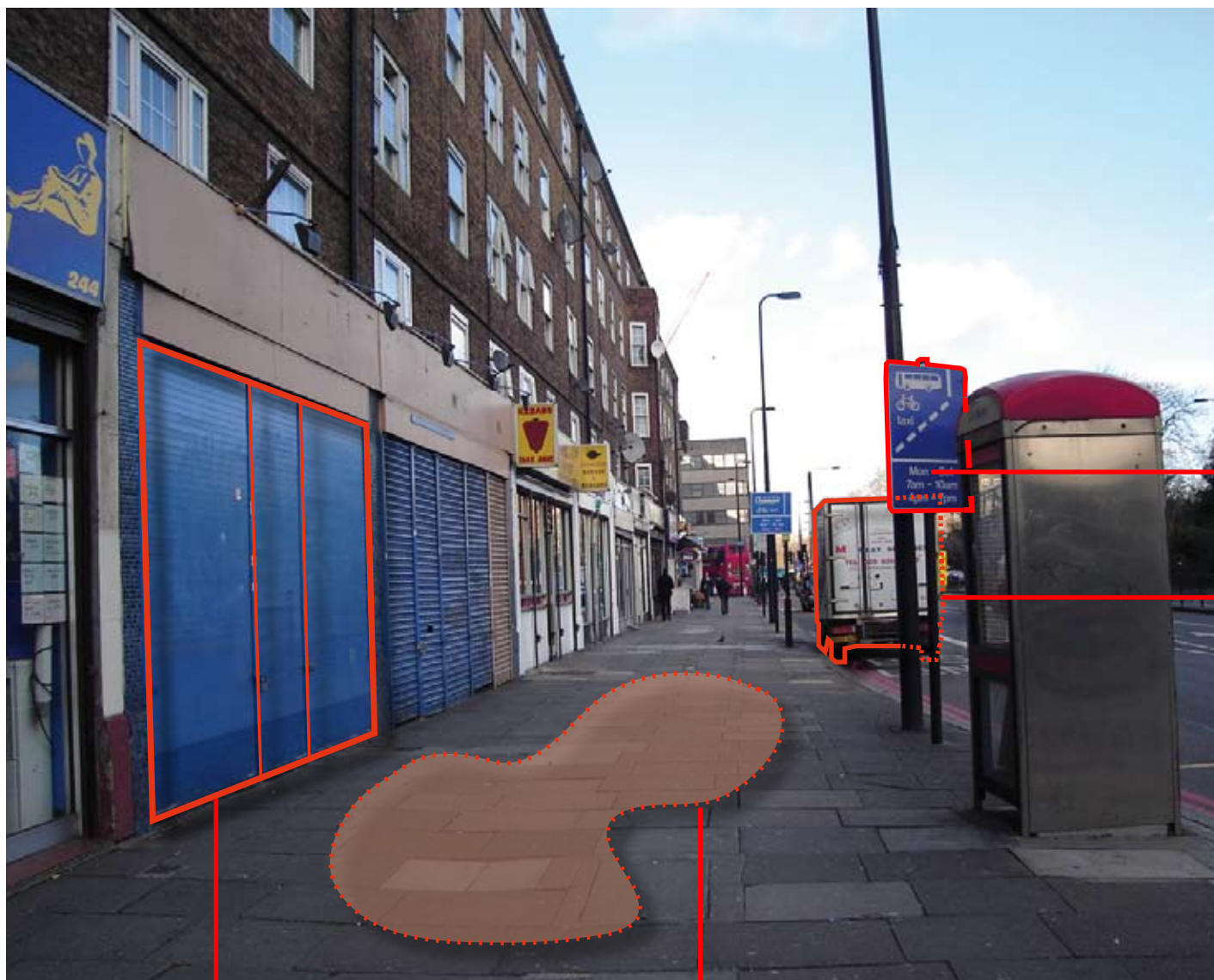


Wide featureless expanses of paving discourage lingering at site, and encourage activities like parking and dumping of garbage.

Provisions for cycle parking are few and far between.

Stepped entrances are not navigable by people in wheelchairs and people with pushchairs and difficult for other disabled and older people.

Shopping parade on Kennington Park Road



Repetitive and redundant traffic signage is demoralising and clutters all views around the shopping parade.

Delivery truck during trading times makes parade more inaccessible to pedestrians.

Large closed shop frontages signify dereliction and lack of investment in the area. They also make the parade unsafe at night.

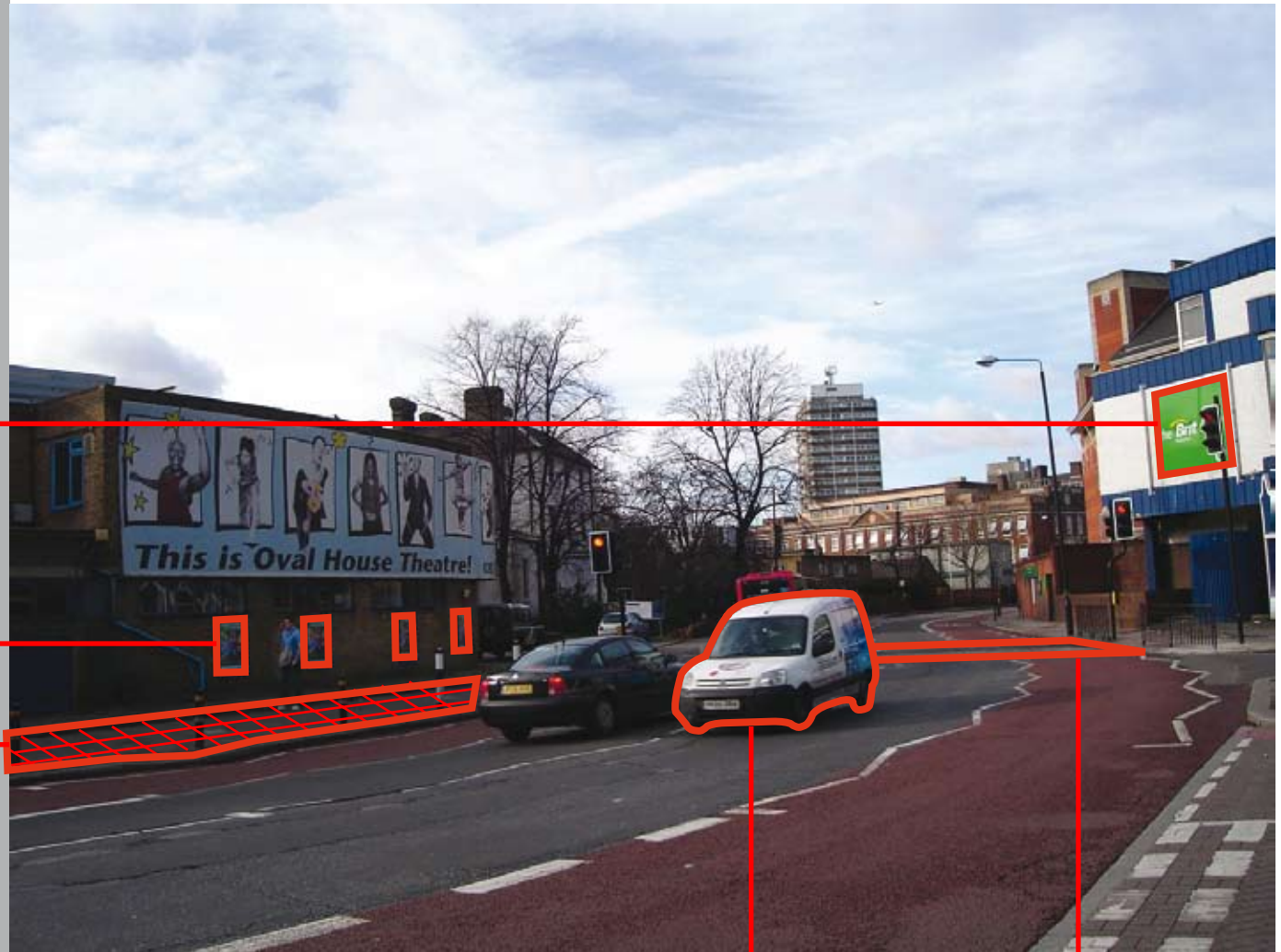
Wide featureless expanse of paving discourages lingering at site, and encourages activities like parking and dumping of garbage.

Kennigton Oval at Oval House Theatre end

Brit Oval is a key driver of change in the area. It attracts visitors and its entrance has the potential to be the focus of a public open space in the area shown in this image.

The advertisements and posters on the wall of the Oval House Theatre form a spot of colour in the relatively colourless surroundings. The rhythm and style of the art can be mimicked to visually connect this space with others through art trails.

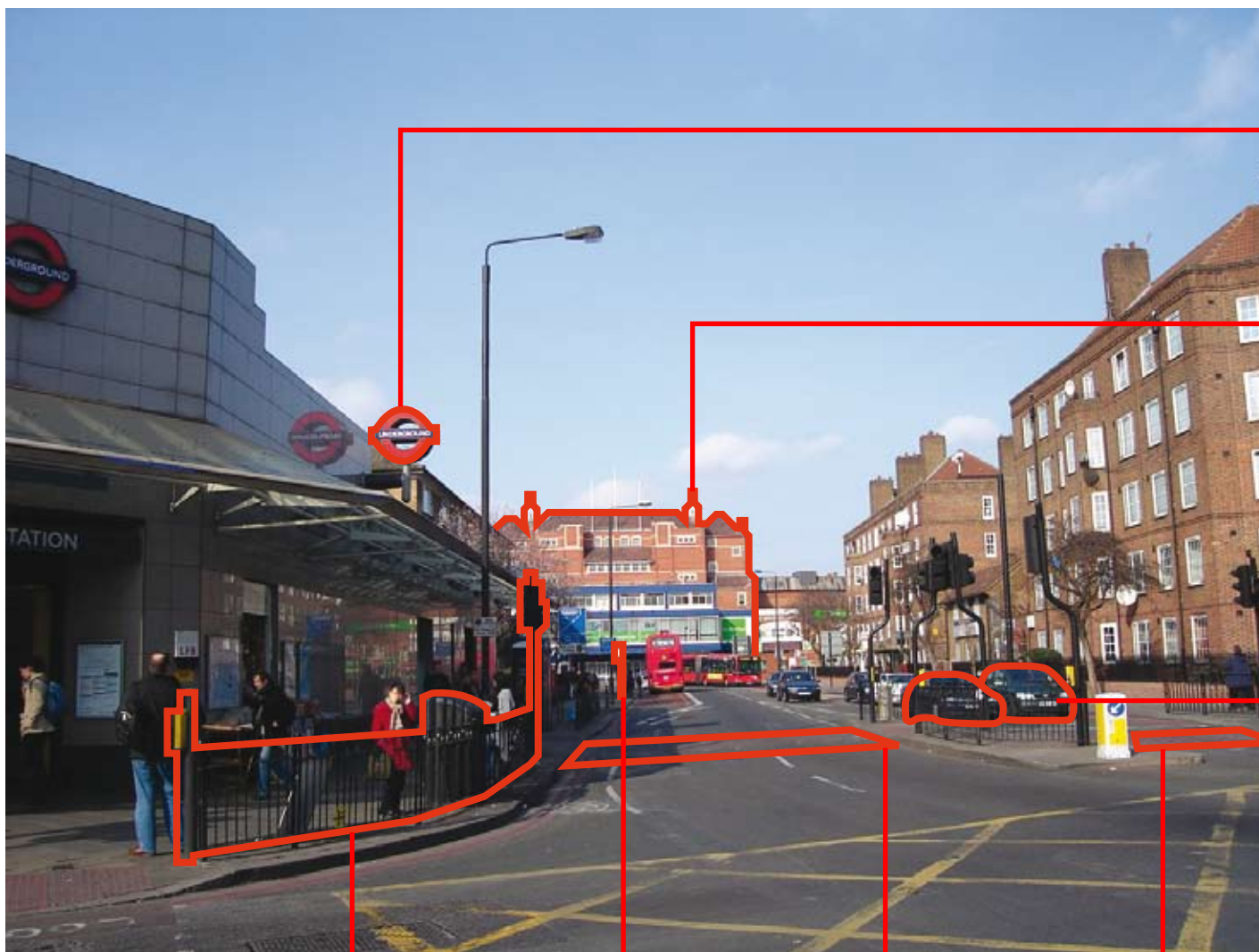
The poor condition of flagstones on the pavement outside Oval House give the impression of disrepair and underuse, which is in contrast to the posters above. Harleyford Street (left of image) is an important route, which if well-paved, will promote smooth access to this area from Oval Underground Station.



Fast-moving traffic from north makes this an unfriendly space for pedestrians.

This pedestrian crossing is inconveniently located for both Oval House and Brit Oval. It is regarded as dangerous due to the road curving out of sight on both sides.

Oval junction and Harleyford Street



Oval Underground Station is at the heart of the neighbourhood. Commuters entering and leaving the station contribute to the congestion at Oval junction.

Brit Oval is a key driver of change in the area and attracts visitors. The route from the station to Oval is quite unclear at present. The Oval's prominence on the skyline from this view point indicates that any change or development at its entrance on Harleyford Street will have an impact on the environment of the junction.

This road is characterised by traffic, much faster at off-peak times than peak times. This makes the junction quite unfriendly for pedestrians, who have no other option but to cross it.

Railings, street lights and haphazard street furniture together constrict pavement space and create an impression of disorder outside the station.

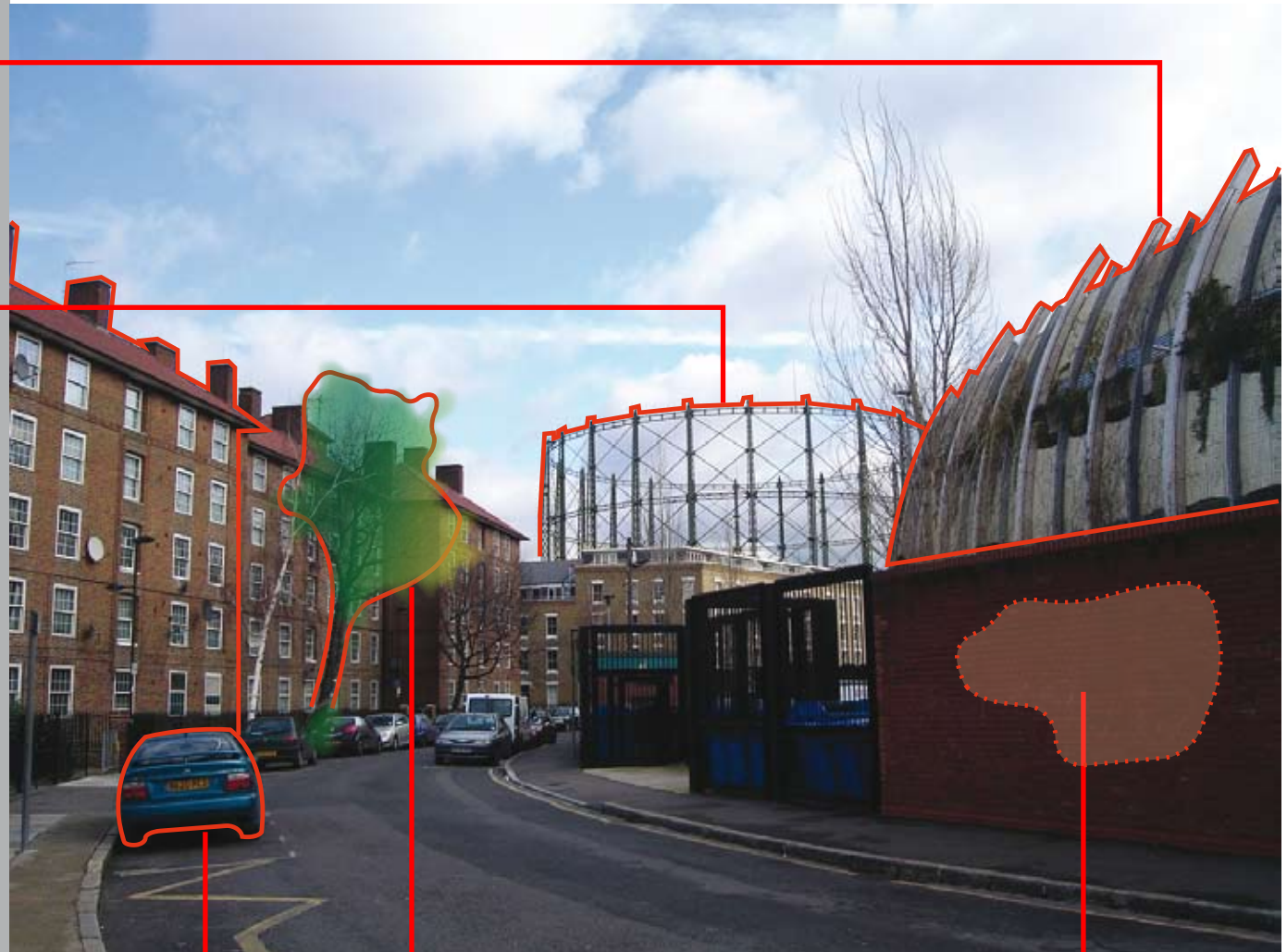
In addition to the station, the number of bus stops on this road makes it the first impression of Oval for many, especially as buses to various London destinations pass through this key interchange.

The narrow staggered pedestrian crossings pose actual danger at times of peak pedestrian traffic. They are also uncomfortable and constraining to use.

Kennington Oval near northern end

The Brit Oval is a key driver of change in the area. Its 'Green wall' is a distinctive architectural feature, which can be highlighted through signposting and by paying attention to sight lines, to enhance the visual experience.

The Gasholder station is a distinctive feature of the landscape. It denotes the industrial heritage history of the area. This too can be highlighted through signposting and attention to sight lines.



Parking on both sides of the road compounds the impression of hard surfaces on this street.

The tree softens the impression of hard surfaces somewhat. This effect can be built upon by more planting.

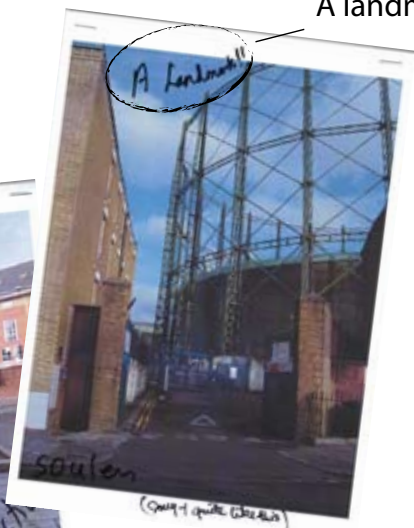
The blank wall of the Brit Oval does not engage the pedestrian and gives the impression that this arm of Kennington Oval is an unimportant back alley, so that a visitor would feel unsafe walking here.

Graffiti Wall

- 2.3.2 We used a simple 'graffiti wall' technique as a means of drawing out people's views on the quality of public space in their neighbourhood. This consisted of A4 colour images of the site area, with transparent acrylic sheets over them, which people were invited to write on. The following is a montage of images of the study area, marked up by local residents and other attendees of the Oval Partnership AGM on 13th March 2008.

Graffiti wall

A landmark!!



the whole thing would look good if the lower extension were taken away



Improve to make more attractive for Test Match Days= more income!



Awful Wall!



railings keep you from crossing



more greenery needed



Street Audit

2.3.3 A Street Audit carried out by local residents in February 2006 recorded the following concerns:

- Cluttered signage and street furniture
- Standing water
- Narrow crossings enclosed by railings, which are inadequate for the numbers using them and unusable by pushchairs
- Poorly maintained footway surfaces
- Excessive provision and irrational positioning of bollards
- Inconvenient positioning of bicycle racks, as well as lack of required numbers
- Excessive and inconveniently placed telephone kiosks

Gillespie report on Cross River Tram - complementary urban realm improvements

2.3.4 Cross River Tram appointed Gillespies consultants to propose complementary urban realm improvements in 2002, in areas that the tram passed through for London's Cross River Tram network. Parts of Oval Ward were included in the analysis, and recommendations for improvement were made. The report was commissioned by Cross River Partnership, and was signed off at completion in July 2007 by all local authorities involved, including Lambeth. It was clear from the outset, however, that this was an exploratory exercise and more work would need to be done to follow up any findings and recommendations. The report is lodged with the Cross River Partnership and is likely to be modified to reflect changes to the Tram route, currently being considered by TfL.

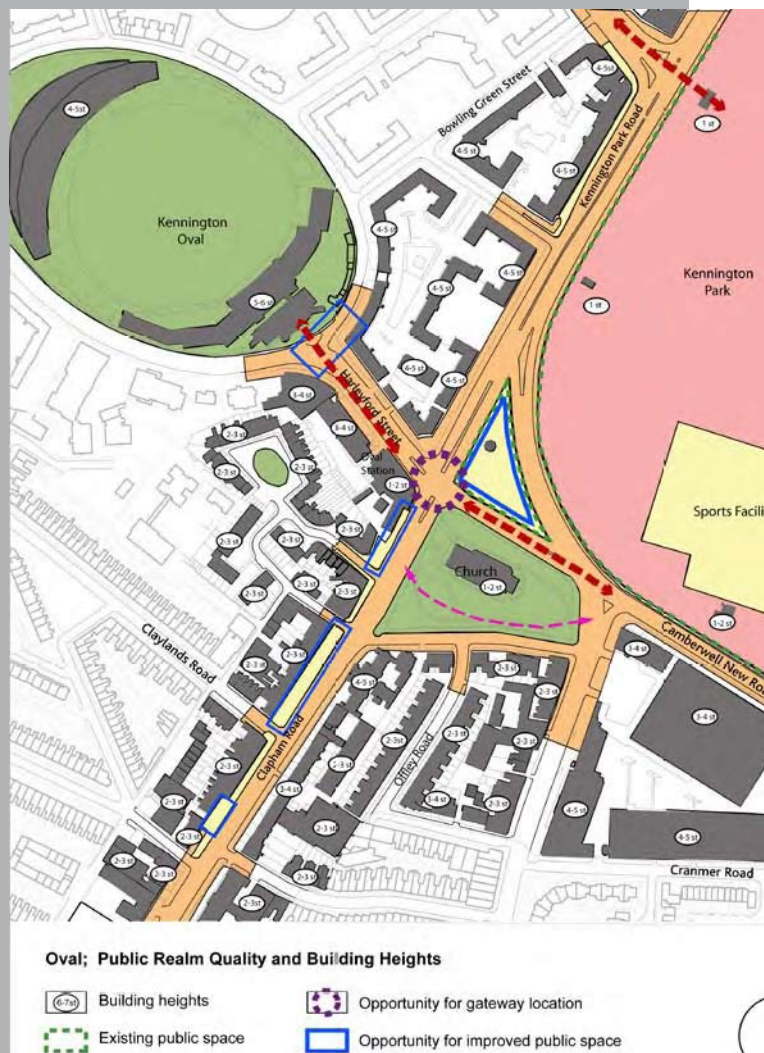
2.3.5 Key issues included:

- Narrow footways around Oval station
- Observation of a vehicle dominated environment
- Access to Kennington Park

- Treatment of paths through St Mark's churchyard
- Street clutter and uncoordinated signage
- Quality and consistency of footway materials

2.3.6 Key recommendations included:

- Improving pedestrian connections between the station, the park and the Island; increasing pedestrian priority and reducing guard railing
- Improvements to the entrance to the Brit Oval, including the path from the Station to the stadium
- Raising parking bays, crossings and side road entries along Clapham Road to increase the perceived width of the footways as a whole.



Public realm analysis and suggested improvements for CRT work

2.4 Sites of Opportunity

Existing and potential development sites

- 2.4.1 In the following pages we have included the results of Studio Octopi's investigations into 14 sites in Oval Ward. This gives us a picture of the scale and volume of development being proposed, as an indication of future developments, with a focus on possible effects on the public realm. Sites suffering from a chronic lack of investment have also been identified.

Sites being developed

The Freemans Building, 137-143 Clapham Road

London Borough of Lambeth / Oval Partnership
Oval Public Realm Scoping Study



Developer: **Galliard Homes**

Section 106: Education contribution: £453,361

Employment contribution: £25,000

Highway + public realm works: £135,000

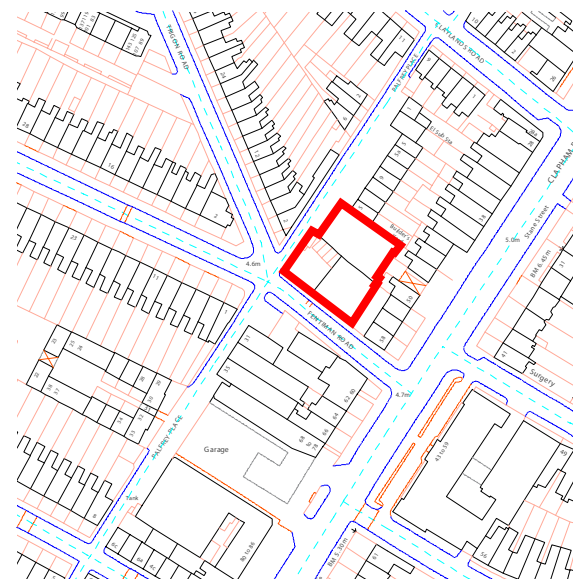
Affordable housing: 90 units (35%)

Planning permission granted 12/01/2007:

Demolition of the existing buildings around the Victorian printworks T-block building. Retention of and alterations to the listed building at 135 Clapham Road and retention of the Victorian printworks building.

Erection of new buildings varying in height (maximum six storeys) containing 260 residential units, retail (Class A1), financial and professional services (Class A2), restaurants and cafe's (Class A3), drinking establishments (Class A4), and business (Class B1), with provision of 140 car parking spaces, cycle parking and associated landscaping.

Young's Garage, 58a Clapham Road



Developer: **Unistar Properties Ltd.**

Section 106: Parking restrictions

Monitoring charge £250

Planning permission granted 17/07/2007:

Demolition of existing workshop building and garages and redevelopment of the site.

Erection of a part-two, part-three, part-four storey building to accommodate six 1-bedroom flats, one 2-bedroom flat, two 4-bedroom houses and 248sq.m office floorspace (Use Class B1). Vehicular access off Fentiman Road, two off-street car-parking spaces and 10 cycle-parking spaces.

56 - 58 South Island Place

Sites being developed

Developer: **London And Quadrant Housing Trust**

Section 106: Contribution of £6,500 towards establishing a car club.

Planning permission granted 09/05/2006:

Demolition of the former library building and erection of a new 4 storey building, comprising 19 affordable flats (4 x 1-bed, 13 x 2-bed, 2 x 3-bed), with 19 secure cycle parking spaces and associated refuse storage and landscaping.

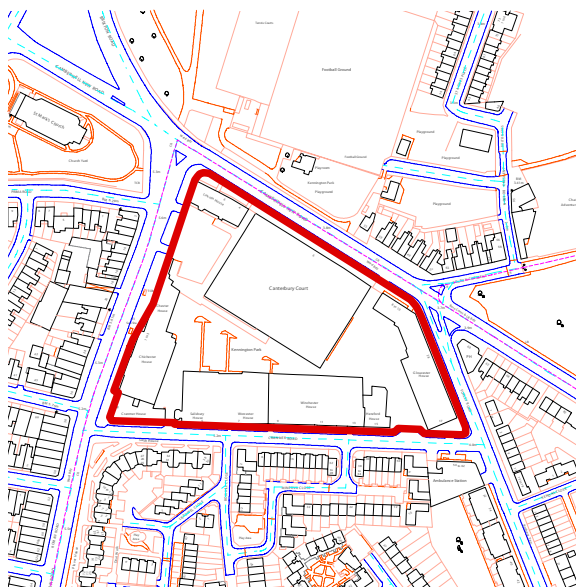


Kennington Park Business Centre 1-3 Brixton Road

Developer: **Workspace Management Ltd**

Planning permission granted 24/08/2006:

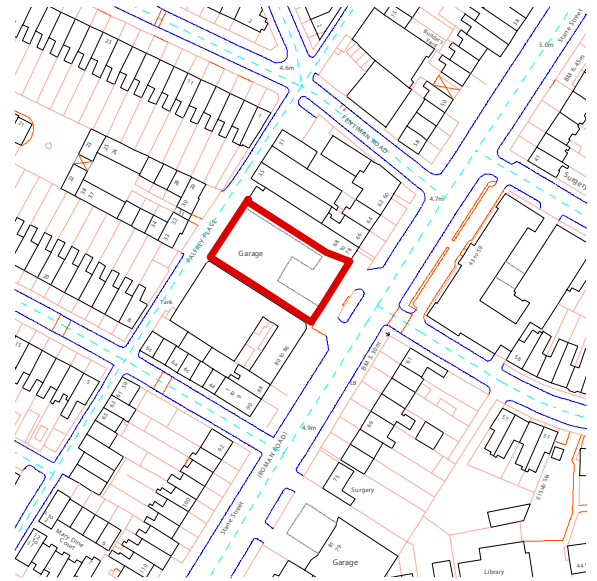
Canterbury Court, 6 Camberwell New Road:
External and internal alterations to the existing building, including the erection of an additional storey to provide additional office (B1 use) floorspace. The building will provide 87000 sq ft of space in total, primarily for offices, with the 5,250 sq ft lower ground floor reserved for industrial use.



Sites which may be developed



Alamo Car Rental, 68-86 Clapham Road / Palfrey Place



London Borough of Lambeth / Oval Partnership
Oval Public Realm Scoping Study

Developer: **Clapham Properties LTD**

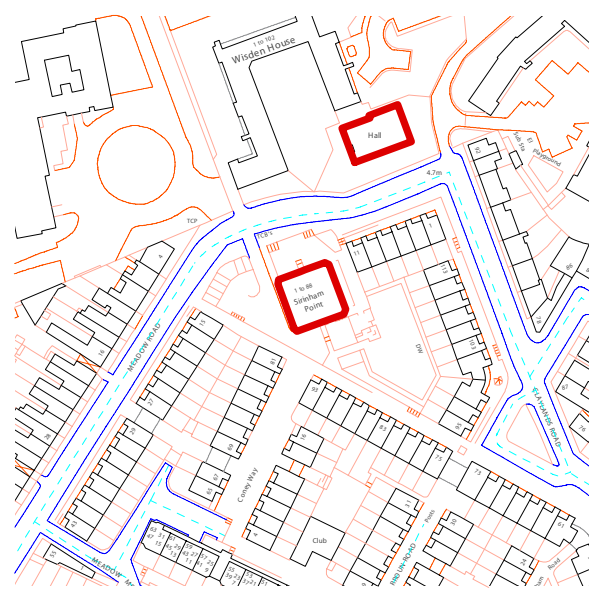
Application WITHDRAWN 26/07/2006:

Erection of a first and second floor above existing Vehicle Rental Depot comprising one 1-bed flat, six 2-bed flats and two 3-bed flats with associated ground floor access from Palfrey Place and amenity space, refuse storage and cycle storage.

Developer: **Saracen investments**

Planning application REFUSED 01/07/2003:
Erection of a 4 storey building and a 3 storey building above the existing service station and car rental to create 46 self contained flats with landscaping, along with associated alterations.

Ashmole Estate



Metropolitan Housing are in ongoing negotiations with residents and Lambeth Council in an attempt to secure a stock transfer. Proposals also being offered by Metropolitan include a £20m refurbishment programme of kitchens and bathrooms over the next six years.

Additional proposals exist for a new £200,000 community centre at the base of Sirinham Point. The existing centre, Meadow Road Community Hall, would be developed into flats.

Offley Works, Offley Road

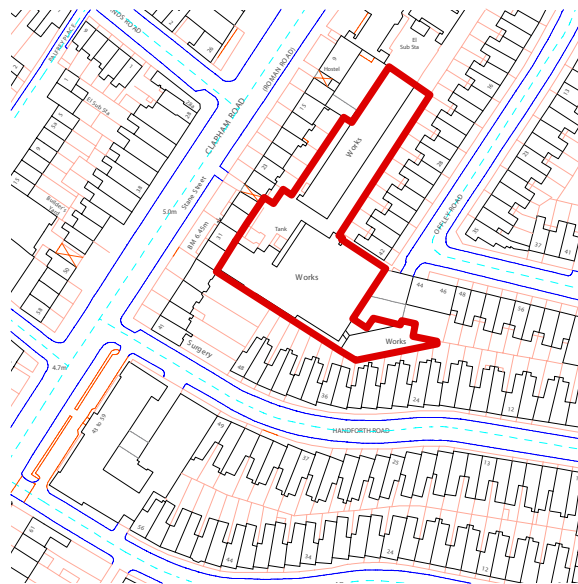
Sites which may be developed

Developer: **London Development Agency**

The connections across the site will be increased by cutting out a section through the deep warehouses connecting east and west entrance courtyards. This will increase public access to the centre of the site.

Planning application of 03/01/2003
WITHDRAWN:

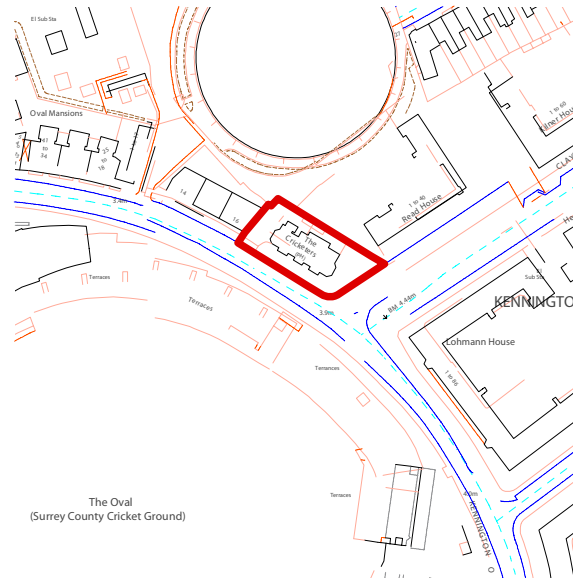
Developer: **GLE Property Developments Ltd**
Change of use from storage (class B8) to office (class B1) for use as a multiple unit business centre.



Sites with uncertain futures



The Cricketers, 17 Kennington Oval



London Borough of Lambeth / Oval Partnership
Oval Public Realm Scoping Study

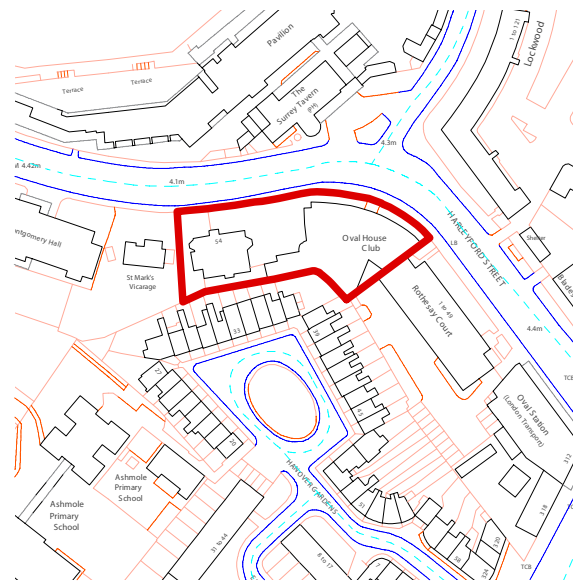
Developer: **Cadenza Group PLC**

Planning permission REFUSED 17/01/2008:
Demolition of existing buildings and redevelopment of the site, comprising the erection of a part 4, part 6, part 7 storey building. New building to contain 30 self contained flats (10x1 bed, 14x2 bed, 5x3 bed and 1x4 bed units) with 281sqm of commercial floorspace (Use Classes A1(retail), A2 (financial/professional services), A3 (cafe/restaurant, A4 (pub/bar) at ground floor level and associated amenity space.

Developer: **Sunvine Ltd**

Application WITHDRAWN 01/12/2006:
Redevelopment of the site, involving demolition of existing building and erection of a part 6/part 10 storey building with basement to provide 120 sqm commercial area (Class A1/A3/A4 uses) and 28 self contained flats comprising 8x1 bed, 14x2 bed and 6x3 bed, together with provision of 8 car parking spaces at basement level, cycle storage, wind turbines, green roof, landscaping and boundary treatment.

Oval House Theatre, 52-54 Kennington Oval

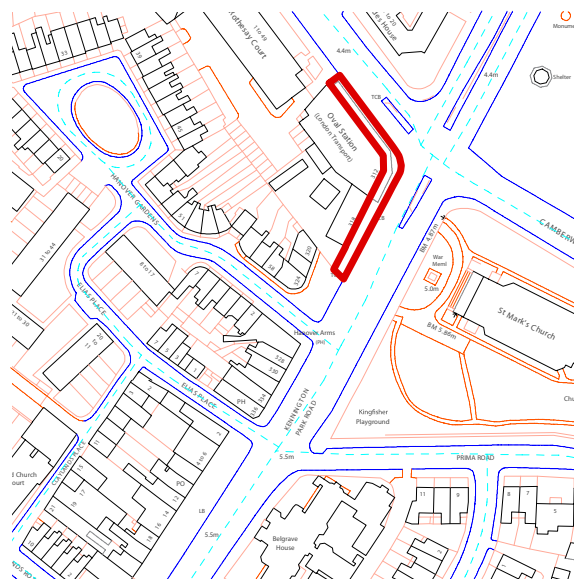


Home of the **Oval House Theatre** since the 1960's, the theatre operates from a grade II listed period property and a prominent corner site.

The future of the theatre on this site is uncertain due to limitations with the existing premises

The 1920's rebuilt station opens onto a small pavement immediately in front of a busy crossroads; Camberwell New Road and Kennington Park Road. Currently there is no provision for public "orientation space" or signage to the Brit Oval or Clapham Road Parade. Access to Kennington Park is protracted and dangerous.

Oval underground station and crossroads

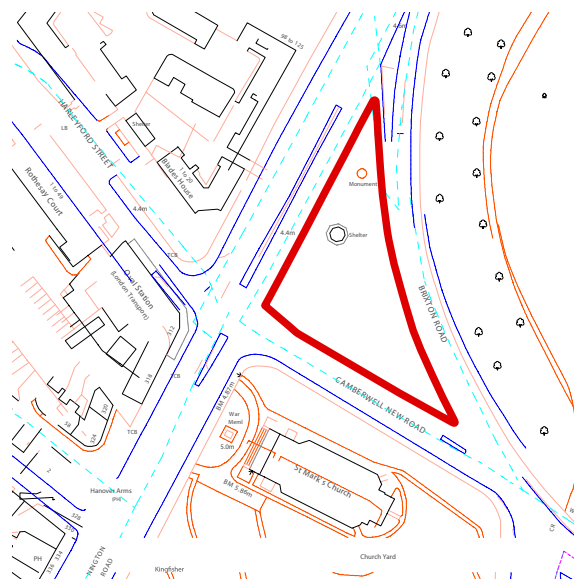


Sites requiring action



Kennington Park Traffic Island, Kennington Park Road

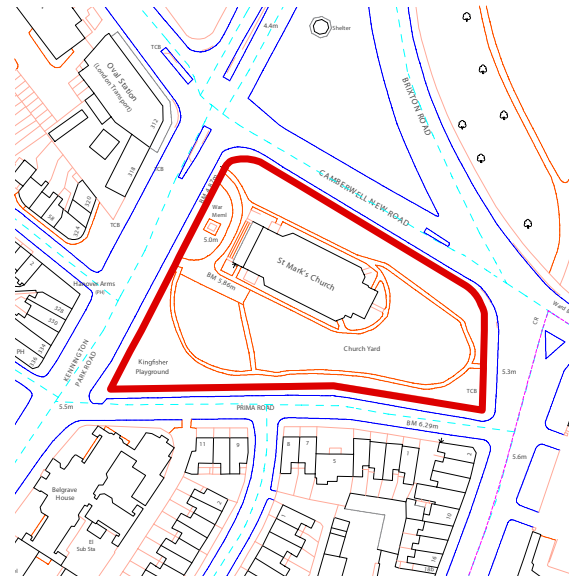
A triangle of land owned by Lambeth Parks that separates Clapham Road and Kennington Park. This is a large chunk of space which does not realise its potential for public use due to its awkward location and poor accessibility.



Sites requiring action

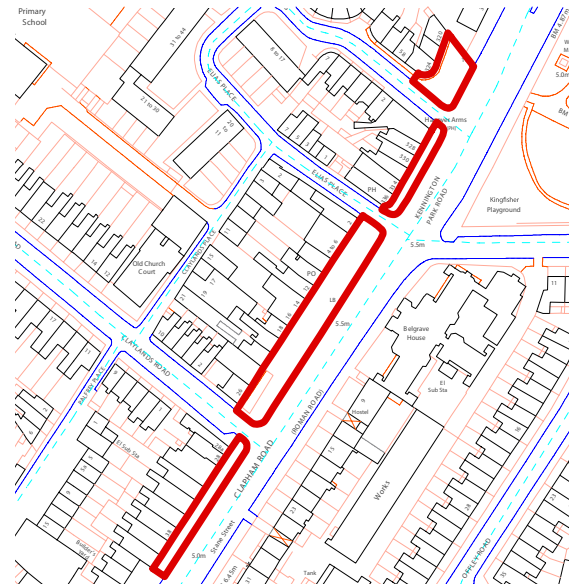


St. Mark's Churchyard, Clapham Road



As from October 2007, the churchyard is the site of a burgeoning **weekly farmers market**. During the week the churchyard provides an important pedestrian route between Clapham Road and Brixton Road. The churchyard has become a destination for visitors to Oval and imparts the neighbourhood a distinct identity. This should be intensified by further development of these functions of the site in a sensitive manner.

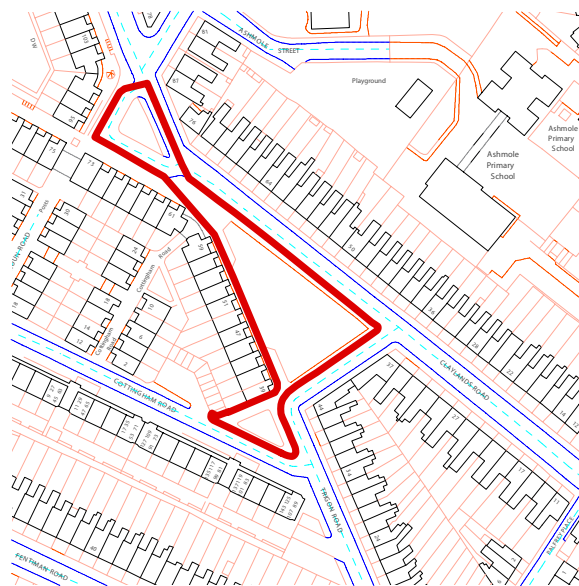
The Parade, Clapham Road - Kennington Park Road



The disappearing shopping parade has seen very few urban improvements over the last ten years. Traditional local shops such as the butchers, hairdressers and bookshop have long since closed. The introduction of the Clapham Road red route and higher pay and display charges has discouraged local shoppers. Footfall is high at peak times, but during major sporting events the shops and services lose out to Vauxhall and Kennington.

Claylands Green and its triangular appendages link three contrasting housing types within the Oval Ward; the Ashmole Estate, Cottingham Road sheltered housing and the early victorian terraces. It is an important community space that is underused due to bad historic urban planning and neglect.

Claylands Green, Claylands Road

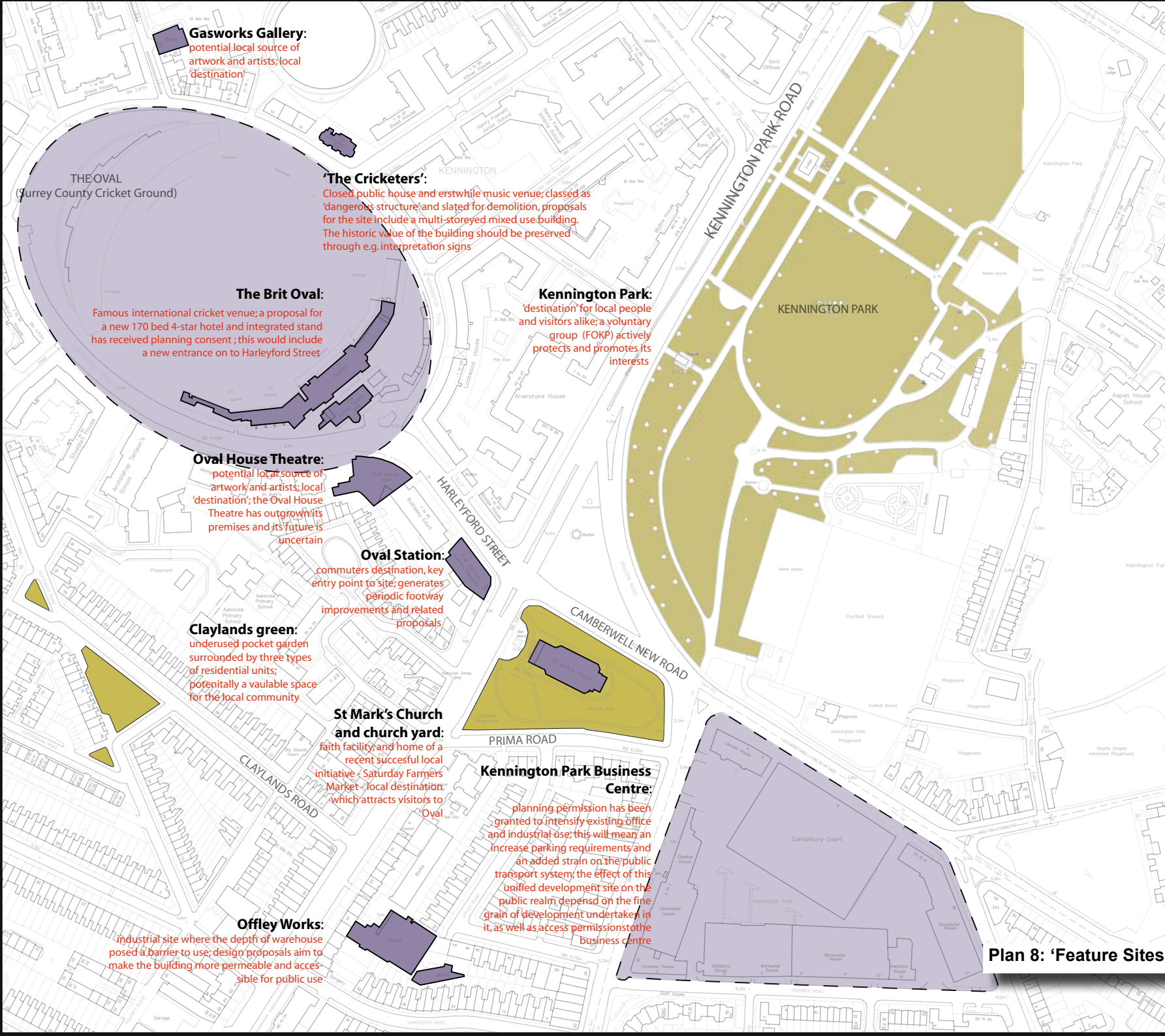


Sites requiring action



Feature sites

Plan 8, 'Feature Sites', highlights sites of local, regional and national importance in Oval. It draws on Studio Octopi's investigation in the previous section, drawing out existing or proposed developments which are most relevant to bringing change in the public realm of the neighbourhood.



Plan 8: 'Feature Sites'



3 Background

3.1 Policy context

3.1.1 This section summarises national, London-wide and Borough-level policy guidance relevant to public realm interventions in Oval.

National

3.1.2 A review of national policy draws out the government's current focus on improving quality of life by the provision of good quality spaces. These open spaces are to be evaluated in terms of their contribution to health and well being, social inclusion and community cohesion, accessibility by walking, cycling and public transport, as well as their role in promoting sustainable development. Guidance focuses specifically on designing out crime, compatibility of adjacent land uses while planning for open space, as well as the mobility needs of the population. There is a recognition of the physical and mental benefits of open space provision, as well as the ability of open space to contribute to climatic amelioration at various geographical levels. Social cohesion, mentioned above, is a key theme at policy levels.

3.1.3 As the site area contains a Grade II* listed building and a conservation area with an 'Article 4 direction', Planning Policy Guidance 15, (Planning and the historic environment) is an important policy document to inform the study. This guidance note provides a statement of Government policies used for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment. It emphasises the importance of the historic environment in terms of our cultural heritage and national identity, contribution to the local scene and in sustaining the sense of local distinctiveness.

3.1.4 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on local planning authorities to designate as conservation areas any 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'.

3.1.5 The guidance in PPG 15 states that 'the character and appearance of many conservation areas is heavily dependent on the treatment of roads, pavements and other public spaces' (p.26). All forms of development proposed in a conservation area must preserve or enhance the character or appearance of the area and this is particularly important in relation to alterations and improvements to areas of public realm within a designated conservation area.

3.1.6 Advice in the guidance which is considered particularly relevant to the development of the public realm facilities includes:

- **Traffic calming:** Features or devices should relate in their design and materials to the overall townscape in order to ensure that traffic-calming reinforces rather than diminishes local character.
- **Pedestrianisation:** It is important to retain the traditional relationship between footways and carriageway, including kerb lines. Wall-to-wall surfaces are often unsuitable and the scale, texture, colour and laying patterns of any new materials should be sympathetic to the appearance of the area.
- **Signage:** Road signs and markings can have a significant impact on a street's appearance. They should be of an appropriate character and quality, without unnecessary duplication of signs and posts and wherever possible signs should be fixed to existing posts or street furniture. Authorities should consider the extent to which different kinds of traffic-calming measures need to be signed and ensure that signing is kept to the minimum necessary to ensure safety and comply with legal requirements.
- **Floorscape:** Traditional surfaces, materials and layouts should be retained wherever possible, or re-introduced where there is historical evidence for them.
- **Street furniture:** The appearance of historic streets can be improved by preserving or reinstating street furniture of historic or architectural interest where appropriate.
- **Street lighting:** Authorities should seek advice on the selection and positioning of street lighting equipment appropriate to the age and character of the surrounding area. Special designs reflecting established local styles, motifs or simple modern designs are preferable.

3.1.7 As public realm improvements are likely to be open space based, Planning Policy Guidance 17: Planning for open space, sport and recreation (2002) is relevant to this study. The guidance recognises the important contribution open spaces, sport and recreation make to quality of life and sets out to deliver broad Government objectives including:

- Supporting an urban renaissance
- Supporting urban renewal
- Promoting social inclusion and community cohesion
- Promoting health and wellbeing

- Promoting more sustainable development

These government objectives seek to ensure that open space, sports and recreational facilities are easily accessible by walking, cycling and public transport, improve a persons sense of well being in the place they live, provide opportunities for social interaction and are attractive, clean and safe.

3.1.8 PPG 17 provides a number of guidelines for Local Authorities to take into consideration when they are both looking to improve areas of existing open space and provide new ones. These guidelines are summarised below:

- In looking to improve existing open space and facilities, local authorities should:
 - promote the compatibility of the uses made of open spaces and sport and recreational facilities with adjoining land uses;
 - encourage better accessibility of existing open spaces and sports and recreational facilities, taking account of the mobility needs in the local population; and
 - promote better use of open spaces and sports and recreational facilities, by the use of good design to reduce crime.
- In identifying where to locate new areas of open space, sports and recreational facilities, local authorities should:
 - promote accessibility by walking, cycling and public transport, and ensure that facilities are accessible for people with disabilities;
 - locate more intensive recreational uses in sites where they can contribute to town centre vitality and viability;
 - avoid any significant loss of amenity to residents, neighbouring uses or biodiversity;
 - improve the quality of the public realm through good design;
 - look to provide areas of open space in commercial and industrial areas;
 - add to and enhance the range and quality of existing facilities;
 - carefully consider security and personal safety, especially for children;

- meet the regeneration needs of areas, using brownfield in preference to greenfield sites;
- consider the scope for using any surplus land for open space, sport or recreational use, weighing this against alternative uses;
- assess the impact of new facilities on social inclusion; and
- consider the recreational needs of visitors and tourists.

3.1.9 CABE Space, the government's public space design advisor, stresses the economic, social and environmental value of public space, and ranks design as a crucial factor in achieving good public spaces. It also champions the role local community networks and leadership play in the development and management of local public spaces. See section 3.4 for a review of relevant CABE publications.

Greater London

3.1.10 **The London Plan- 2008 (Consolidated with Alterations since 2004):** Public open space is integral to the spatial character of the city. London is home to a variety and distinctive network of open spaces from green belt to historic parks and gardens, sites important for nature conservation, public squares and playgrounds. Open spaces form an important part of the public realm, 'they provide a valuable resource and focus for local communities, can have a positive effect on the image and vitality of areas and can encourage investment' (London Plan, 2008, p.176).

3.1.11 The London Plan Strategic Objective 2 seeks to 'Make London a healthier and better city for people to live'. In order to achieve this objective a number of key policy directions have been identified. Those relevant to the public realm and open space are listed below:

- improve the quality of Londoners' lives and the environment through better designed buildings and public spaces
- promote public safety and security, including design measures that improve safety in buildings and the public realm
- create a cleaner, healthier and more attractive environment in all parts of London
- improve the provision of play space.

3.1.12 The London Plan strongly emphasises the need to protect and enhance areas of public open space as well as making them more accessible and inclusive for all users. The London Plan policies relevant to the

public realm and open space are listed below:

- **Policy 3A.17 Addressing the needs of London's diverse population:** Requires development plan policies to identify and address the spatial needs of diverse groups in their area. Policies should seek measures to protect existing facilities that meets the needs of particular groups and proactively address identified shortfalls.
- **Policy 3C.16 Road scheme proposals:** Requires all road schemes in London to -
 - contribute to London's economic regeneration and development
 - not increase the net traffic capacity of the corridor unless essential to regeneration
 - provide a net benefit to London's environment
 - improve safety for all users
 - improve conditions for pedestrians, cyclists, disabled people, public transport, freight and business
 - integrate with local and strategic land use planning policies.
- **Policy 3C.18 Allocation of street space:** States that development plans should include policies that reflect the Mayor's Transport Strategy and the London road hierarchy in balancing the use of street space, in particular policies should -
 - presume in favour of movement of people and goods, to support commerce, business and bus movements on the Transport for London Road Network and most other 'A' roads.
 - presume in favour of local access and amenity on other London roads, particularly for residents, buses, pedestrians and cyclists, and where necessary, businesses and servicing
 - review the re-allocation of road space and land to bus priority, bus or tram (light transit) schemes, cyclists and pedestrians to support sustainable transport
 - apply corridor management to ensure that the needs of street users and improvements to the public realm are dealt with in a co-ordinated way.

- **Policy 3C.19 Local transport and public realm enhancements:** States that TfL and boroughs should make better use of London's streets and secure transport, environmental and regeneration benefits through a comprehensive approach to tackling all the adverse transport impacts in an area – known as a 'local area transport treatment'. Local area transport treatments may cover -
 - town centres
 - business improvement districts
 - interchange areas
 - neighbourhood renewal areas
 - other residential areas.
- **Policy 3C.21 (Improving conditions for walking), Policy 3C.22 (Improving conditions for cycling), Policy 3D.8 (Realising the value of open space and green infrastructure)** all address different aspects of public space provision.
- **Policy 3D.10 Metropolitan Open Land:** The Mayor and boroughs should protect areas of Metropolitan Open Land (MOL) from inappropriate development. Land designated as MOL should satisfy one or more of the following criteria -
 - land that contributes to the physical structure of London by being clearly distinguishable from the built-up area
 - land that includes open air facilities, especially for leisure, recreation, sport, arts and cultural activities and tourism which serve the whole or significant parts of London
 - land that contains features or landscapes of historic, recreational, nature conservation or habitat interest, of value at a metropolitan or national level
 - land that forms part of a Green Chain and meets one of the above criteria.
- **Policy 3D.12 Open space strategies**
 - Policy requires Boroughs in consultation with local communities, the Mayor and other partners, to produce open space strategies with the aim to protect, enhance and create open space in their areas. The strategies should include methods of positive management, audits of existing provision and identification of areas of need.

- Innovative open space initiatives, such as roof terraces, wildlife gardens, play space created as a result of traffic calming measures and better use of amenity space around housing estates should be encouraged.

- **London's public open space hierarchy:** London's public open space hierarchy (London Plan, Table 3D.1, p.180) provides a benchmark for the provision of public open space across London. It categorises spaces according to their size and sets out a desirable distance which Londoners should travel in order to access each size of open space. Using these standards to map open space provision, the hierarchy provides an overview of the broad distribution of open space provision across London, highlights areas where there is a shortfall and facilitates cross-borough planning and management of open space. More detailed guidance on how to assess local needs is included in the Guide to Preparing Open Space Strategies, published by the GLA.

- **Policy 4B.3 Enhancing the quality of the public realm:** States that the Mayor will work with strategic partners to develop a coherent and strategic approach to the public realm and requires boroughs to develop their own local objectives and implementation programmes for their areas of public realm in consultation with stakeholders and local communities. The Mayor and boroughs should work to ensure the public realm is accessible, usable for all, meets the requirements of Policies 3A.17 and 4B.5, and facilities such as public toilets are provided. Planning applications will be assessed in terms of their contribution to the enhancement of the public realm.

- **Policy 4B.5 Creating an inclusive environment:** Requires all future development to meet the highest standards of accessibility and inclusion.

Developments should be accessible and inclusive taking account of CABE's Principles of Inclusive Design and those principles should be used in assessing planning applications and in drawing up masterplans and area planning frameworks.

3.1.13 SPG Planning for Equality and Diversity in London, October 2007: This supplementary planning guidance (SPG) concerns how to implement policies from the London Plan intended to address the needs of different communities in London. Part Three considers the relationship between spatial planning and wider social issues.

3.1.14 SPG Accessible London: achieving an inclusive environment, April 2004: The SPG states that inclusive design is based on 'social model of disability', as a means of achieving social inclusion and tackling deprivation and discrimination. This definition allows the concept of inclusion to encompass diverse needs rooted in ethnic or cultural differences, as well as physical conditions. It focuses on the design of the environment as opposed to focusing on individual impairments. The SPG builds on an ODPM's 2003 good practice guide 'Planning and Access for Disabled People'.

3.1.15 The themes addressed in the SPG most relevant to the scheme are -

- **Public realm and urban open spaces:** This extensive section of the SPG covers universal accessibility of roads, pavements, pedestrian crossings and all other spaces between buildings. The quality of workmanship and maintenance, choice of finishing materials for circulation areas, provision of easy to use seating and accessible public transport to open spaces is stressed upon. It promotes Access Action Plans (access audits in conjunction with local access groups) as a policy implementation tool. An Access Action Plan can also be a tool for compiling information about need and lack of accessible community facilities, so as to be used as a list of possible projects when section 106 and other funding opportunities arise.
- **Transport:** The SPG builds upon the initiative for step free access to London Underground, covered in 'Unlocking London for All' (London Underground, August 2002); more generally, needs of disabled people as pedestrians, public transport users and motorists must be accounted for in implementing planning policies, traffic management schemes, and in the design, construction and management of individual developments; removing physical, attitudinal and communication barriers.

Lambeth

3.1.16 The London Borough of Lambeth's Unitary Development Plan (UDP), published August 2007, is the most relevant local planning policy at this time, as the Local Development Framework is in very early stages.

3.1.17 Similar to national and London-wide policies, community facilities, accessibility by public transport and social inclusion are recurring themes in the UDP. Public transport capacity and interchange-ability are also targeted as important factors in the usability of public spaces serviced by the public transport network. Walking and cycling are also given a high priority, with the tailoring of traffic management and highway / pedestrian improvement measures to this end. Safety measures are also discussed from the point of view of 'walkability'.

3.1.18 Attention to 'urban grain' through street design and layout is paramount; with Urban Design Statements being a statutory requirement of larger development proposals. Community safety, pedestrian movement and architectural character rank high on the UDP's requirements of urban development proposals.

3.1.19 Policy 39 in the UDP is devoted to Streetscape, Landscape and Public Realm design. The policy focuses on Historic Street Environment and Landscape design. This is taken to include the suitability of a landscaping scheme to the uses envisioned for the space, boundary treatments, existing and

proposed trees and shrubs, as well as surface parking.

3.1.20 The Oval Cricket Ground is specifically mentioned in connection with ensuring that the benefit of sport and regeneration spreads to the surrounding area. The policy aims to constrain development at the Brit Oval to protect surrounding amenities and views, and to protect surrounding areas from instances of overcapacity at the stadium.

3.1.21 **Lambeth UDP; Supplementary Planning Document- Safer Built Environments (March 2008):** The purpose and main objectives of the SPD is to promote safe, secure and accessible developments that create a sense of place, ownership and ensure public safety and security. The guidance note sets out the Council's position on what is likely to be acceptable and provides general design advice around the four topic areas of connections, layout, activity and public realm. A summary of this advice is provided below;

3.1.22 Connections

- Streets and spaces should be well connected
- Pedestrian and vehicular routes should be direct, clearly visible, overlooked, well-lit and not segregated
- New routes should following the existing grain and pattern of the surrounding area
- The needs of pedestrians and cyclists should be prioritised before vehicular transport

3.1.23 Layout

- Orientate buildings face to face, with clear definition between public and private areas
- Boundaries should be defensible but not defensive in character
- Parking areas should be designed to reduce opportunities for inappropriate use
- Surface car parks should be overlooked with pedestrian routes clearly identified
- Layouts should not leave 'left over' areas

3.1.24 Activity

- Uses such as schools, community buildings and offices should be secure at ground floor level

without presenting blank or unwelcoming boundaries onto the street

- Activity-generating uses should be located at ground floor level with uses above oriented to overlook public spaces and streets
- A mix of uses should be sought, maximising building occupancy and activity at different times of the day and night
- Lighting and CCTV should be designed into a scheme from the outset
- Lighting should be consistent and of intensity appropriate to the area

3.1.25 Public realm

- Planting and boundary treatments should not reduce surveillance and designed for easy maintenance and to combat vandalism.
- Play areas and communal space should always be overlooked
- Street and public space boundaries should be strong, e.g. brick walls, railings or gates
- Naming and numbering of buildings should be clear and unambiguous
- Security shutters, whether internal or external, should be as transparent as possible

3.1.26 'Building a Better Lambeth' Regeneration Delivery Plan (2007/8): The Regeneration Delivery Plan 2007 is designed to deliver the ambitions of the revised Sustainable Community Strategy and support other strategic documents produced by the Council and its partners. The plan focuses on the actions and initiatives currently taking place and planned for the future to regenerate Lambeth for both its people and businesses.

3.1.27 The plan states that the council has made improving the 'public realm' a priority and has organised programmes to deal with graffiti and fly-posting, improve road maintenance and to 'de-clutter' Lambeth's roads and pavements of unnecessary street signs and furniture. The council is currently focused on improving street paving and replacing nearly all the borough's street lighting. This initiative involves an investment of £17.2m and aims to ensure a consistent standard of lighting across the borough to reduce crime and fear of crime, increase road safety and the use of public transport.

3.1.28 As well as detailing past and present public realm regeneration programmes, the plan sets out a Vision for North Lambeth which has been developed by the council and is based on various consultation exercises conducted with its partners and local communities. The vision states:

“The developments within the Waterloo and Vauxhall areas provide enormously improved accessibility and redesigned streetscape and public realm. The riverside area is enhanced as a world-class cultural centre containing the capital’s primary arts venues, and has increased use by local residents as well as visitors. The local economy benefits from the additional tourist and workforce spend in the area and the facilities created. The social and physical changes provide momentum for significantly improved public and community services and new leisure, education, health and community facilities.”

3.1.29 Community Strategy (2004- 2015): The Lambeth Community Strategy promotes the social, economic and environmental sustainability of the borough and sets out its long-term vision and action plan across six themed topics:

- Creating a cleaner and greener environment,
- Making safer communities,
- Investing in children and young people,
- Better homes and sustainable communities,
- Encouraging enterprise, employment, skills and culture and;
- Supporting healthy communities

3.1.30 The first of these themed topics focuses directly on improvements to the public realm from street cleanliness to promoting quality urban design and repairing public footways. Each of the strategy’s public realm improvements are detailed below.

- **Street and environmental cleanliness:** Continue to tackle litter, refuse, graffiti and abandoned vehicles. Take a stronger line on enforcement; improve co-ordination between services and the deployment of environmental wardens.
- **Environmental quality:** Improve perception of safety through quality of lighting. Improve the appearance of open spaces and in particular the environment around tube stations and transport interchanges.
- **Promoting and encouraging good quality urban design:** Promote quality in urban design for new developments in Lambeth which will in turn promote a sense of ownership, community and contribute to sustainable development.

- **Protect and enhance open and green space:** Protect, enhance and recognise the value of Lambeth's parks and open spaces to the community as important places of meeting, play, sport and recreation.
- **Improve the condition and environmental impact of highways and footways:** Improve the quality of Lambeth's streets through more trees, new street furniture, better planning for pedestrians and with a programme for the repair of loose paving slabs and potholes.

3.1.31 In addition to the references to public realm improvements, the strategy specifically identifies four key strategic objectives for North Lambeth applicable to the Waterloo, Vassall and the Kennington, Oval and Vauxhall areas. These strategic objectives are:

- Reduce deprivation on estates
- Protect the interests of local residents and businesses and optimise the opportunities of the area's central London location, including the management of sustainable tourism
- Improve the quality and availability of local leisure, community facilities and open and green spaces
- Co-ordinate delivery of borough-wide objectives at a local level.

3.1.32 An **Urban Design Action Plan** is in the pipeline for Lambeth Council, the role of which will be to set out projects to raise design quality in Lambeth under the three urban design objectives set out by Lambeth's Planning division:

- **Advice:** Provide support via guidance and policy as part of the planning application process and advice to public realm projects
- **Area-based:** Produce area-based strategies, frameworks and design briefs to guide high quality development
- **Added value:** Establish urban design as an integral part of Lambeth's planning, regeneration and environmental policy.

3.2 Manual for Streets, DfT (2007)

3.2.1 The Manual acknowledges that streets make up a large proportion of the public realm and therefore

better-designed streets will contribute significantly to the quality of the built environment as well as playing a key role in the creation of sustainable, inclusive and mixed communities.

3.2.2 The document aims to assist in the creation of streets that:

- help to build and strengthen the communities they serve;
- meet the needs of all users, embodying the principles of inclusive design
- form part of a well-connected network;
- are attractive and have their own distinctive identity;
- are Cost-effective to construct and maintain; and
- are safe.

3.2.3 The Manual promotes the concept of a 'walkable neighbourhood' where a range of facilities can be comfortably accessed on foot, resulting in a convenient and attractive local environment that can help to enhance the vibrancy of a community and reduce reliance on motor transport.

3.2.4 A key recommendation of the Manual is that streets should have a sense of place, realised through local distinctiveness and sensitivity in design. Good design is labelled as 'fundamental' to achieving high-quality and attractive places. Elements of the public realm are covered in detail, a summary of advice in relation to parking, signage and street furniture is provided below:

- **Parking:** Parking provision for vehicles as well as cycles and motorcycles should be considered. The amount and location of parking can have a significant influence on the way people choose to travel and sufficient, convenient and secure cycle parking is essential if levels of cycling are to increase.
- **Traffic Signs & Markings:** Signs should only be used or introduced where they serve a clear function.
- **Street furniture & Lighting:** Both should be integral to the overall street design. Street furniture is best aligned along the rear edge of a footway and guard railing should not be provided unless a clear need has been identified. Lighting should be appropriate to the location and will help to reduce crime and encourage pedestrian activity.
- **Risk and liability** are labelled as major concerns for some highway authorities when considering innovative street designs. However, the document states that innovative designs can achieve high

levels of safety and that risk can be managed by designing to clearly established objectives and reviewing the result with a quality audit.

- Designers should aim to create streets that control vehicle speeds naturally rather than by unsympathetic traditional traffic-calming measures. A range of traffic-calming ideas and methods are presented all are associated with reduced traffic speeds:
- Physical features: Involving vertical or horizontal deflection
- Changes in priority: Roundabouts and other junctions
- Street dimensions: Keeping lengths of street between junctions short
- Reduced visibility: Reductions in forward visibility
- Psychology and perception: Street features and human activity
 - edge markings that are visually narrow or textured to appear unsuitable for driving on;
 - close proximity of buildings to the road;
 - reduced carriageway width;
 - obstructions in the carriageway;
 - features associated with potential activity such as pedestrian refuges;
 - on-street parking.

3.3 CABE

3.3.1 Briefing: Civilised Streets, CABE (2008): This briefing discusses the advantages, disadvantages and wider implications of new and different approaches to designing streets, with an aim to create streets and spaces that can be used easily and enjoyed by everyone.

3.3.2 The briefing states that historically streets have been designed primarily for traffic movement, rather than as places in their own right, which has reduced the richness and variety of public space and its uses. In response it promotes streets as places through the use of the following street design concepts:

- **Shared space:** Shared space combines rather than separates the functions of streets. Pedestrians, cyclists and vehicles have equal entitlement and priority to the space. A shared space does not have to feature shared surfaces but does involve the removal of any unnecessary street clutter retaining some navigational clues for visually impaired people. The demarcation of 'safe zones' can also be used to inform blind and partially sighted people and other vulnerable pedestrians of where it is safe to walk.
- **Shared surface:** A shared surface features no demarcation of users by level, pedestrians and vehicles share the same surface which may be uniform or differentiated by texture, colour or the placement of street furniture. The scheme aims to encourage low vehicle speeds, ease of movement for pedestrians and socially interactive environments.
- **Simplified street:** A street where signage, road markings and street furniture is consciously limited by designers to create deliberately ambiguous environments. This aims to control driver behaviour and restrain speed by requiring different users to actively interpret the environment, decide on the appropriate behaviour and negotiate priority.

3.3.3 CABE advocates a strategic approach to the design and management of public spaces and state that the principles and objectives for streets should be set out in a public realm frameworks, design guides or masterplans. These objectives will vary from place to place but will usually include the following:

- Enable local children (and others) to walk or cycle unaccompanied from all parts of a development to a school, local park or open space
- Promote and enhance the vitality and viability of a local centre
- Ensure that a development will be served by public transport
- Keep traffic speeds at 20mph or less in all streets in a development.

3.3.4 CABE concludes the briefing by saying that civilised streets, where the needs of people are prioritised over cars, can deliver significant benefits including the enhanced image of an area, increased footfall in local shops, greater social interaction, environmental sustainability and benefits to general health and well being by encouraging play and active travel in daily routine.

3.3.5 **The Value of Public Space, CABE (2004):** This publication expands on this theme, enumerating the many values of public space, ranging from economic benefits to local businesses and property owners of good quality public space, to its impact on physical and mental health, to the value of being in touch with existing biodiversity and nature. The social role of public space, as a receptacle for different people's life activities, is recognised as a crucial dimension, which must be addressed through design. The possibility of public space achieving the democratic ideal of being a forum for citizens and society is a major theme of this guidance document. The specific benefits of public space to children and young people, and its

relation to crime and the fear of crime are highlighted.

3.3.6 Transforming our Streets CABE (2006): A CABE briefing report, which sums up CABE's initial work on streets in its 2002 publication 'Paving the Way' and provides updates on progress made on street issues between 2002 and 2006. The document reiterates the many functions of streets as social and functional spaces, dealing with people, traffic, parking and services. It places streetscape design at the core of any public realm intervention, and recommends the following methodology as a means of regulating this:

- Publication of a summary of statutes, regulations and design guidance affecting streetscape design and management, which distinguishes advisory and mandatory documents
- Establishment of an audit trail by highway authorities for design decisions affecting the streetscape
- Urban design training for all professionals dealing with streetscape and highways.

3.3.7 The document highlights the fact that streetscape and urban realm discourses, referring specifically to 'Manual for Streets' (DfT 2007) focus initially on residential and lightly trafficked streets. This is especially relevant to Oval, due to the convergence of three 'trunk' routes at the core of the site.

3.3.8 It essentially calls for cross-sector street design rather than the current practice of disconnected street interventions. It also stresses the need for simple assessment and management tools in streetscape design. It puts inclusive design very high up on the agenda for streetscape design.

3.3.9 CABE also provides methodology advice across various publications for analysis prior to any urban intervention. It cites 'Characterisation', a method developed by English heritage, as a useful tool for urban analysis, by which the overall character of an area is studied, rather than the merits of a few interesting buildings. According to this method, the factors that influence character are:

- "The way the built form relates to topography and natural features around which the settlement has grown
- The historic structure and layers of development which have influenced the built form of an area,
- The landmark buildings, and traditional building types, including 'ordinary' buildings
- The green spaces and landscape framework

- The nature of the streets and spaces and the relationships between the public and private realm.” (CABE 2004: 55)

3.3.10 A range of techniques can be used for characterisation, such as historical maps, aerial photos, field survey and community engagement, aimed towards building up a picture of the urban character of the area under study. Characterisation is followed by assessment to ascribe significance to the different layers of findings, after which sound judgements can be made as to vulnerability of a certain character, or dominance of another, so as to influence any design proposal. While a full Characterisation Study is beyond its scope, the principle of characterisation is very much the ethos of the current study.

3.4 Conclusions from policy and guidance

3.4.1 It is clear from this review that certain themes are being stressed by planning policy at all levels, which are supported by the Department of Transport as well as non-departmental central government organisation CABE.

3.4.2 Public realm issues are now being prioritised in the context of any and all urban development, and this is especially true of dense urban areas. This is a result of an emergent understanding of public spaces as having economic, environmental, as well as social value.

3.4.3 The link between the design of public spaces and their success or failure from a social standpoint is under thorough investigation. Spaces are understood to influence people and preempt their actions in them, and conversely, people’s actions in spaces are seen to define what the space then becomes.

3.4.4 With growing awareness of climate change, policy is focusing more and more on using sustainable materials and processes. Policy is also changing to reflect the growing diversity of society in London and the UK, with a sincere focus on inclusiveness. Disability is another key theme, underpinned by an understanding of a social model of disability.

3.4.5 A key focus is on co-ordinated approaches to delivering development and regeneration. This is especially true of public realm interventions because of the variety of agencies that may potentially be involved in changing the public realm.

3.4.6 The issue of pedestrian priority, central to discussions of Oval’s public realm, is a complex one. All guidance is in favour of pedestrianising lesser roads. But Oval junction, at the core of this neighbourhood, services 3 arterial or A routes. Policies prioritise vehicle movement in this case. This conflict poses the wider question of how highways in dense urban and residential areas should be treated.

4 Constraints

- 4.4.1 In developing a coherent and robust range of proposed interventions for sites in Oval, there are a number of very significant constraints that need to be considered: -
- 4.4.2 Buy-in from key stakeholders such as the Council, TfL, key traders, the Brit Oval and other developers will be crucial to ensuring that any one of these constraints does not become a reason for not doing anything or for intervening at such a superficial level that residents' current patterns of use and indeed enjoyment from these places barely changes. **We envisage the Council in conjunction with OP / IMPACT convening a key meeting with stakeholders to present the findings of this study where their feedback can be recorded for incorporation into a final version of our report.**
- 4.4.3 St Mark's Conservation Area overlaps with parts of the site boundary for this study. St Mark's Church is a Grade II* listed building; the churchyard railings and boundary wall are included in this listing. Any proposal for removing sections of the railings or reconfiguring entrances to the churchyard will therefore require the relevant consents, and will need careful consideration. Proposals for works of art within the Conservation area are also likely to be closely scrutinised by planning and heritage teams within the Council.
- 4.4.4 Traffic volumes are high on all 3 trunk roads meeting at the Oval Junction – A3, A202 and A23. This gives rise to high levels of traffic noise in both shopping parades, as well as along all other footways. This is detrimental to environmental quality, and does not encourage lingering in these public spaces. Surface parking is another hindrance to the use of the public spaces, along both shopping parades as well as on the pavement in front of St Mark's Church. The trunk roads are also characterised by high traffic speeds at off-peak times, which makes it dangerous for pedestrians. All of this indicates that any improvement would have to involve traffic calming and a level of pedestrianisation or pedestrian priority to make the public realm more attractive to use. However, the fact that these roads are trunk routes makes them less feasible for traffic calming and pedestrianisation measures, and requires further investigation to be made into possible measures.

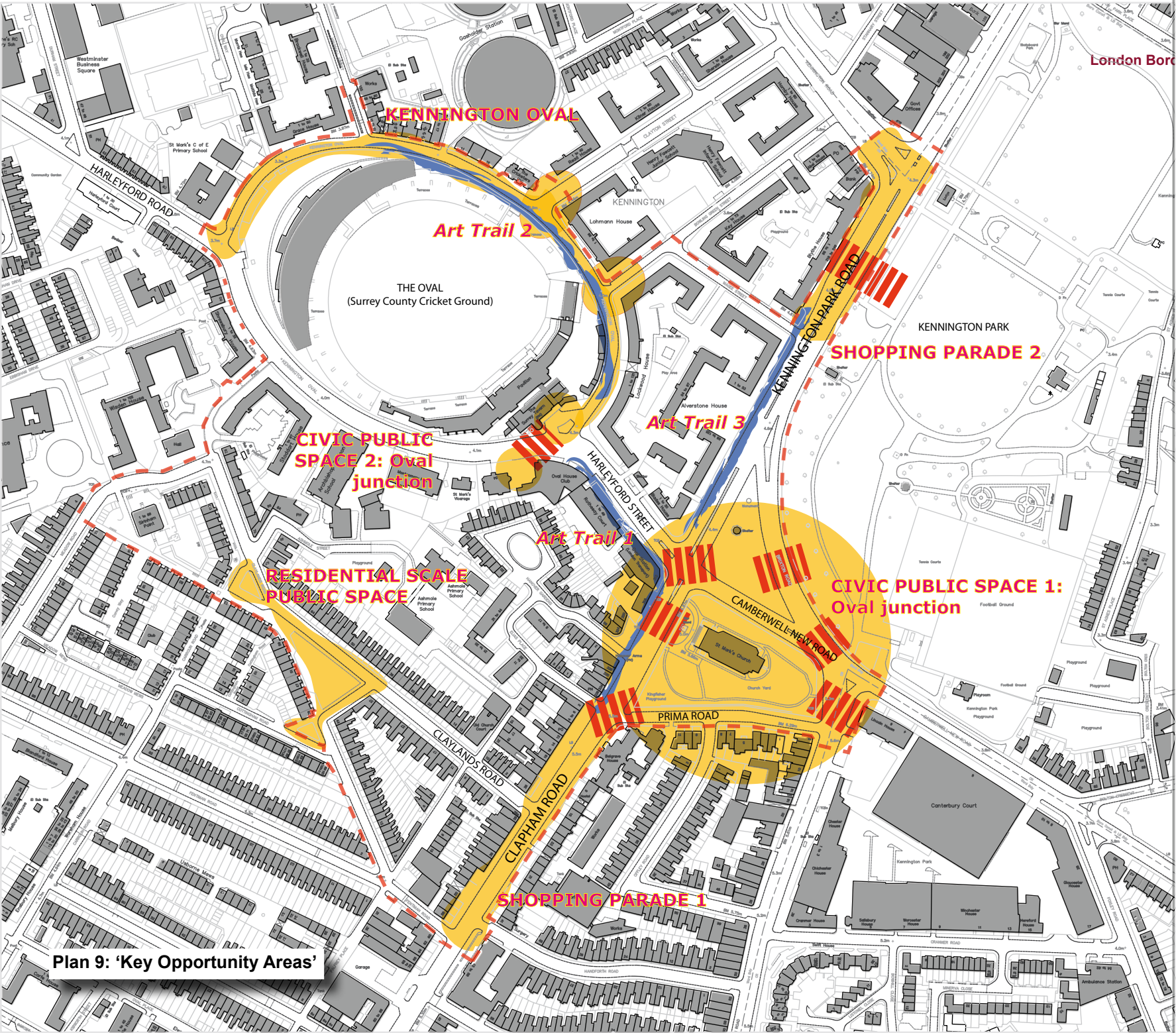
5 Concept

5.1 Oval's inherent potential

- 5.1.1 This section describes the rationale behind our proposed strategy for improving the public realm of Oval.
- 5.1.2 We see Oval as a neighbourhood with the potential to become a widely known destination in London, with an identity of its own. As seen in the site analysis (section 2), several individual places and institutions in Oval can be said to have an 'identity'. However, a cohesive sense of place is not evident at neighbourhood level, where the overall impression seems to be of poor quality public realm. The basic concept underpinning our proposals for Oval is to develop the existing positive characteristics of Oval's identity and use them to promote a well connected and rich public realm, for local residents and visitors alike. The idea is to continue with 'signposting' at various scales, and to trace a route with various destinations for all the different users of Oval's public realm.
- 5.1.3 A successful public realm goes hand in hand with a vibrant neighbourhood economy; both can influence the other for better or for worse. We envisage that enhancing the existing attractive qualities of Oval and fulfilling much of the unrealised potential of its public realm, will draw investment into the neighbourhood.
- 5.1.4 A key issue raised at many levels during the site analysis is that pedestrians feel disadvantaged as compared to vehicle owners, due to the in-built priorities in Oval's public realm, including roads, traffic signals, crossings and pavements. The idea of 'Shared space', as described by CABI Space's recent report, 'Civilised Streets' (see 3.3.1) is at the heart of our vision for Oval.

5.2 Boundary

- 5.2.1 The boundary for this study closely matches the boundary of Oval Partnership's (OP) remit, and was agreed between ourselves, the OP based public realm steering group and Lambeth Council officers. The main determinant for the boundary was the location of sites of relevance to this study and their immediate spheres of influence, which emerged from the site analysis. The boundary is not a rigid one, given the nature of the study and of how public spaces function and should be kept flexible so as to accommodate any future relevant sites within reasonable distance.







Plan 9: 'Key Opportunity Areas'

London Borough of Lambeth / Oval Partners

Oval Partnership

LEGEND

-  Study extents
-  Focus areas
-  Art trails
-  Proposed increase in pedestrian connectivity

Key Opportunity Areas

Scale 1:2500



Oval Public Realm Scoping

5.3 Core Opportunity Areas

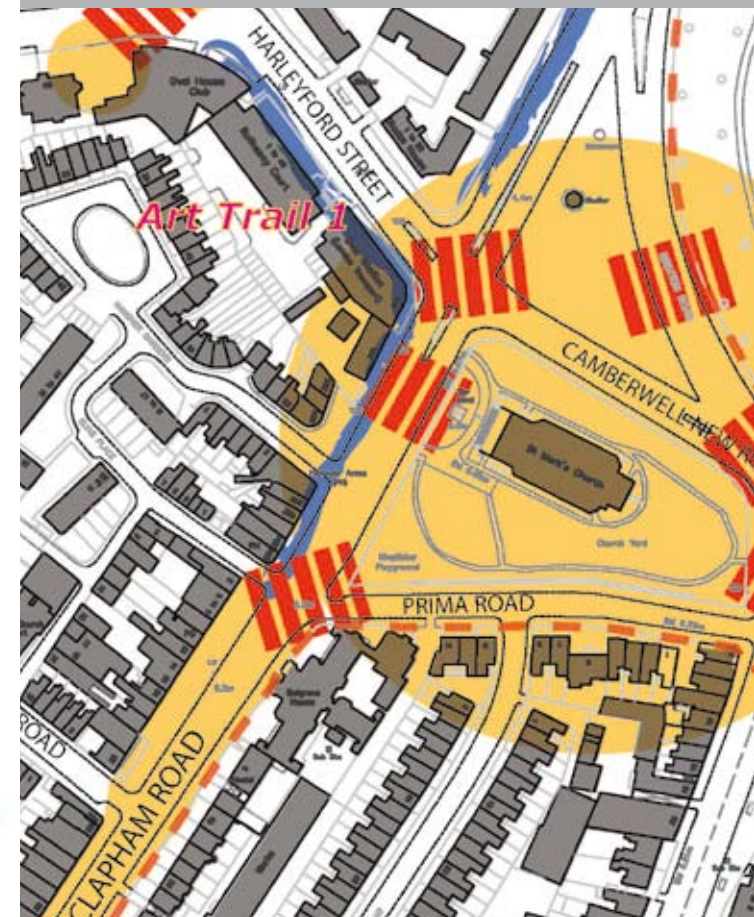
5.3.1 Through this scoping exercise, we have been able to identify several discreet public realm areas which have the potential to become better understood and used public places. Using the idea of characterisation described in section 3, we have ascribed to each space a 'function' or a set of characteristics, to which any development proposal should aspire.

Civic public space 1: Oval junction

5.3.2 We envisage the Oval junction as the core community hub. It is central to many facilities used, in various degrees, by both local residents and visitors. The Underground Station and the bus stops in Harleyford Street are the chief entrance points to Oval for visitors. Several small residential streets feed Prima Road, Clapham Road and Kennington Park Road near the junction, making it a crucial node for the movement of people and vehicles. Due to its centrality, this space has the potential to become a vibrant leisure and recreation facility in addition to being a transport hub. The dense configuration of different types of uses (Oval Station, St Mark's Church, the Saturday farmers' market in the churchyard, shops and a major park) around a single central open space, offers the potential to make the open space itself an urban 'feature' of Oval.

5.3.3 The widening of pavements and easing of pedestrian movement across the road on various desire lines – to Kennington Park, St Mark's churchyard and shopping parades – is a clear priority for the local community, judging from the Street Audit carried out by residents (section 2). Site analysis shows that a direct route from the Station to the Park through the Oval triangle is unanimously desired (see Plan 2, page 13). We propose to take this one step further and create an urban 'plaza' at this key location, incorporating desired routes, paths and connections between Station, Churchyard, Park and Parades. As the dominance of traffic at this junction is a major point of dissatisfaction, it is a great opportunity to test the idea of reconfiguring of priorities for road users, discussed in section 3. Traffic calming measures should be employed, and pedestrian priority zones clearly demarcated. As this is a major junction, proposals for any such intervention will require traffic modelling to gauge the implications on the wider transport network. Seating and bicycle parking should be incorporated into the plaza to encourage people to linger. Similarly public art and greening schemes should be part of the proposals to improve the visual character of the junction, in order to make it a successful civic public space.

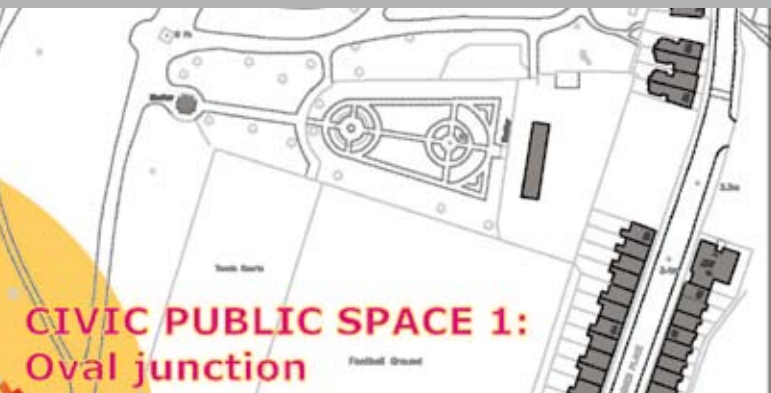
5.3.4 Proposals should also include a reconfiguration of paths within St Mark's Churchyard to better suit ideal pedestrian flows through it. This may involve suggesting new openings in the churchyard railings. As the church is a Grade II* listed building, the yard and its railings require the sensitivity of the proposals to the heritage character of the buildings will need to be given special consideration, while seeking the appropriate consents for these interventions. The Saturday farmers market held in the churchyard is a successful local initiative, which should be supported and expanded as a means of enhancing the recreational value of the space.



St Mark's Church seen from Oval Underground Station

5.3.5 In short, the following bullet points give an indication of the level of change we propose for this space. Interventions here will require detailed analysis and modelling due to the traffic and conservation constraints.

- Traffic calming
- Pedestrian priority zones
- Pedestrian routes which respond to the direction and volume of pedestrian flows as shown by desire lines
- Seating
- Public art and interpretation signs
- Planting schemes



Traffic island at Oval junction



St Mark's Church yard



St Mark's Church yard: grave stones against the boundary wall



St Mark's Church: overgrown undergrowth

Civic public space 2: Brit Oval and Oval House Theatre forecourts

5.3.6 We propose to improve the connection between the Brit Oval's southern forecourt with Oval House Theatre's forecourt, to create a secondary civic public space. The aim of this is to highlight the proximity of these two institutions which offer recreation and leisure facilities to the public. Both are individual 'destinations' in Oval, to some extent, but this effect can be multiplied by making links between the two. This civic public space therefore has the potential to become a leisure and culture hub for the neighbourhood.

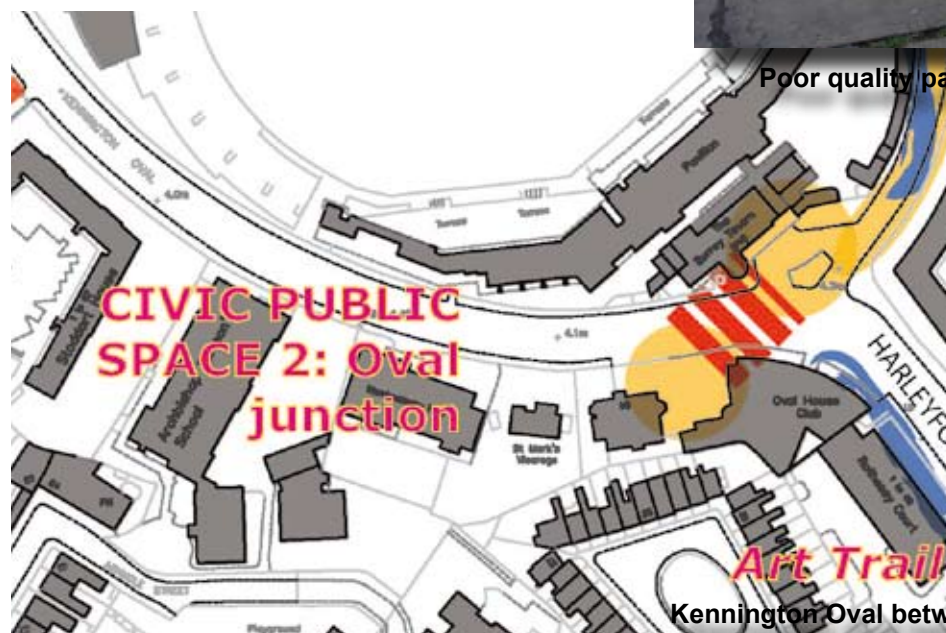
5.3.7 Proposals should include changes to the pedestrian crossing system between the two forecourts, with more direct pedestrian links. The link can be emphasised by using similar materials for repaving both forecourts, linear planting schemes which draw the eye to views of the forecourts from across the street, as well as references through signage and public art. Interpretation signs for both institutions should be installed in each forecourt. As major local stakeholder, the Brit Oval, is keen to create a new entrance at this end (as gauged from the Arora Hotel Planning application) and improve the stadium's link with Oval Station, a public plaza at the northern end of Harleyford Street would be a good way to draw people here from the Station, the Park, the churchyard, and eventually the proposed civic public space described in 5.3.2.

5.3.8 In short, interventions in this space will require detailed analysis and modelling due to the traffic and conservation constraints, but will need to focus on:

- Traffic calming
- Pedestrian priority zones
- Pedestrian routes which respond to the direction and volume of pedestrian flows as shown by desire lines
- Seating
- Public art and interpretation signs
- Planting schemes



Poor quality paving outside Oval House Theatre



Kennington Oval between the Oval and the Oval House





Kennington Oval between the Oval and the Oval House



Oval House forecourt



View of Brit Oval from Oval station;
vista looking towards proposed public plaza

Retail and leisure on shopping parade 1: Clapham Road

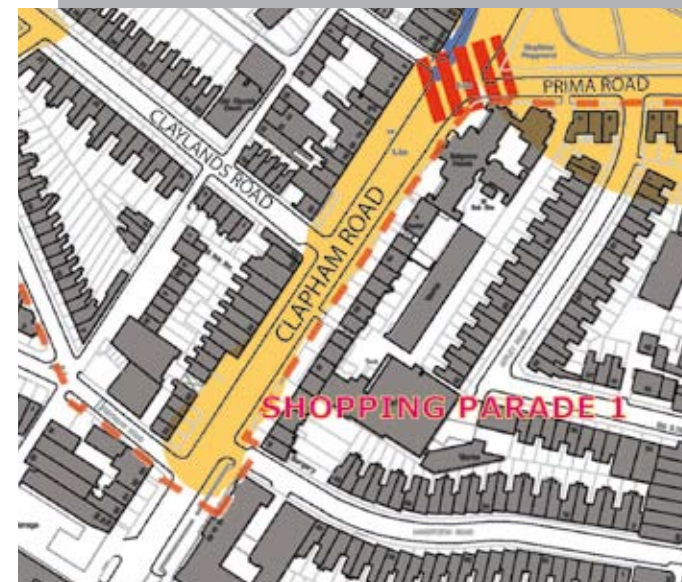
- 5.3.9 We propose developing the shopping parade along Clapham Road as a hub for retail and commercial facilities for the neighbourhood. The existing parade has a good mix of uses: three pubs, a DVD / Video rental, convenience stores, offices, restaurants and cafes. This proposal aims to build on this and to make the parade more conducive to shopping as a leisure activity, and thereby attract a variety of business types, including independent stores similar to those at Kennington Cross.
- 5.3.10 Residents' complaints about this parade centre on maintenance issues and the unco-ordinated placement of street furniture, such as lamp posts, traffic signage, rubbish bins, as well as parking on paved pedestrian surfaces. As this is a manifestation of a larger problem at ward level, it should be dealt with in a strategic manner, rather than focussing on this parade alone. The design guidelines described in 7.3.6 should cover means of rationalising all the elements that contribute to clutter on this parade. More canvassing at a local level would be another means of keeping this high on the local authority's priority list and also ensure that design guidelines would address the issue.
- 5.3.11 As the parade has a wide pavement, this is an opportunity to create a public space where people would choose to linger. To achieve this, good quality paving is necessary to project an overall attractive impression. In addition to this, measures should be introduced to reduce traffic noise. Seating and planting, as well as other street furniture can be used to create a variety of smaller zones or spaces on the parades where shoppers, office workers, passers-by or local residents of all ages can socialise informally in a pleasant outdoor environment. The placement of street furniture such as telephone booths and bicycle stands should be rationalised to locations where they would be most useful for encouraging people to use the shops and the space outside them, and would not obstruct desire lines. These indicative ideas should be taken forward as part of the design and delivery stage (see section 7).

Leisure and community facilities on shopping parade 2: Kennington Park Road

- 5.3.12 We envisage the shopping parade along Kennington Park Road as a secondary shopping hub, with facilities for the local community as well as some leisure uses. The parade currently has convenience stores and a café, neither of which are as frequently visited as the civic facilities (bank, post office) at the eastern end of the parade. Development proposals for this parade should aim to make it a more regular destination for local people, as well as with attractions for visitors from outside the immediate neighbourhood.
- 5.3.13 Art trail 3 (5.3.24) is intended to connect this parade to the proposed civic public space at Oval junction, drawing people to it from the Station, the shopping parade on Clapham Road as well as from

the Brit Oval, the Park and the proposed civic public space at the junction.

- 5.3.14 The width of the pavement is likely to restrict planting or seating schemes to a minimum, so as to provide shoppers with environmental benefits including increasing the perceived distance from the road, while not constricting movement. The placement of street furniture such as telephone booths and bicycle stands should be rationalised to locations where they are needed the most, and where they would be most useful for encouraging people to use the shops and the space outside them. Investigate the possibility of widening the pavement.
- 5.3.15 The possibility of providing a direct pedestrian connection to the Park from the parade should be investigated. Accessibility to the park would be an added attraction to visit the parade. It would also attract people from the Park.
- 5.3.16 Blythe House, the building in Kennington Park Estate that faces Kennington Park Road and contains the shopping units of 'parade 2' at ground level, is clearly visible from deep inside Kennington Park. The 5 storey street-facing façade of this building is a plain expanse of brick with regular fenestrations. Façade treatment (such as painting or cladding) can be used as an architectural signpost for people viewing the building from afar as to the opportunities provided by the shopping parade at ground level.



Parade 2: railings and signage obstruct movement

Protracted access to Parade 2 at the crossing of Kennington Road and Kennington Park Road



Narrow footways where Clapham Road parade meets Oval Station



Clutter and unused open space on Parade 1



Wide unused pavement behind bus stop on Parade 1



The direct route from Parade 2 to the Park is blocked by 4 traffic lanes and a railing



Irregular pavement widths and haphazard street furniture on Parade 1

Kennington Oval

- 5.3.17 The Northwestern arm of this loop road offers the opportunity to lead visitors down to the heart of Oval from the northern entry point into the study area (see plan 19). This includes visitors to Brit Oval as well as residents of Harleyford Road, Kennington Park Estate and beyond. This is a much quieter street than the Southeast arm in terms of traffic, and has several dramatic juxtapositions of built form (see images). Therefore it has much unrealised potential for being a featured walk of the Oval neighbourhood. The Brit Oval's northern 'green wall' forms a prominent marker for the neighbourhood, and can serve to draw pedestrians down from Kennington Lane and Vauxhall Station to Kennington Oval.
- 5.3.18 This stretch of Kennington Oval includes junctions with Clayton Street and Bowling Green Street, which are important as 'gateways' to the neighbourhood for many visitors to Oval, thanks to the side entrance (Hobbs Gate) to the Brit Oval that open onto this street. The sense of 'entrance' should be emphasised at these points using simple techniques such as distinctive paving, floor or wall based signage or planting patterns. Interpretation signs can be combined with paving, planters or into art work to provide information on the Brit Oval's history to limit the number and types of urban adjuncts being added to the space.
- 5.3.19 Improvements to this area should include partial pedestrianisation through a pedestrian priority system. Access for delivery vehicles can be managed by opening the street to delivery vehicles only at specific times of the day. This would involve repaving the street and possibly changing pavement levels. Reconfiguration of the parking system on the street will also be necessary, preferably with the Brit Oval side of the road being cleared of parking and left free for an Art Trail (see 5.3.27). Planting can also be employed on the sidewalk to mitigate the current overwhelming impression of hard surfaces (image) so as to create a more pleasant experience for pedestrians. Planting schemes should however be restricted to low shrubs to avoid obstructing architectural views along this street. Heights for this would be specified in strategic design guidelines for Oval, described in the next section (see 7.3.6). As pedestrianisation and delivery vehicle management will need to involve adding new signage, it is important that design guidelines be in place before design proposals for Kennington Oval are undertaken (see section 7: Implementation and phasing).



A series of interesting architectural views of Kennington Oval

Art trails

- 5.3.20 Art trails are a technique of linking different spaces through a trail of themed artwork. The process of procurement or production can be a good way to involve local people in any wider scheme or initiative, by seeking contributions by local artists or arts organisations, local school children and other community members. In Oval we envisage using wall-mounted art, custom-made pavers, temporary and permanent sculpture.

Art trail 1: Oval house theatre to beginning of shopping parade on Clapham Road (image)

- 5.3.21 This art trail can create continuity between three potentially important public spaces (public plaza at Oval house theatre, public plaza at Oval Station, and the shopping parade on Clapham Road). It can promote easier flow from Brit Oval's new proposed entrance and Oval Tube Station by drawing people from piece to piece. The trail can be designed as a visual extension of existing artwork on the façade of Oval house theatre, which includes a large curved hoarding and several individual display units for advertising attractions at the theatre and art gallery.

Art trail 2: Along North-West edge of Kennington Oval (image)

- 5.3.22 This art trail is intended to enhance the properties of Kennington Oval as a featured walk, drawing visitors from north of the Brit Oval down to the heart of Oval, lubricating the link between the existing main entrance of Brit Oval and the Oval Tube Station. These visitors could possibly become target consumers for the shopping parades or the farmers market.

Art trail 3: Along Kennington Park Road opposite the Oval Island (image)

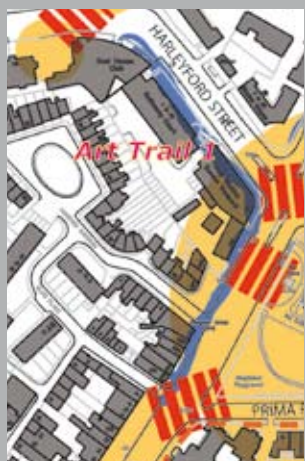
- 5.3.23 This art trail is intended to connect the civic public space near Oval Station to the shopping parade on Kennington Park Road, drawing potential customers to it from Oval Station as well as the proposed public plaza. This would animate the route, encouraging existing local residents, some of whom use the parade intermittently, to come here more often. It would ideally also attract pedestrians from the Park. If this art trail is implemented before the civic public space (see section 7: Implementation and phasing), the resulting desire lines may help in designing new entrances and connections to Kennington Park (see 5.2.3).

Residential scale public space

- 5.3.24 Studio Octopi has proposed a residential scale public space around the 3 pocket parks at Claylands Green. The streets involved have low traffic volumes for most of the day, but large volumes of street parking. This leads to high incidence of children playing or cycling on the road or on very narrow footways. Linking the parks would increase the amount of public open space available to the residents and limit traffic movement. Proposals should include schemes to mitigate the effects of pedestrianisation on the surrounding road network.



Artwork on the Oval House Theatre



playing or cycling on the road or on very narrow footways. Linking the parks would increase the amount of public open space available to the residents and limit traffic movement. Proposals should include schemes to mitigate the effects of pedestrianisation on the surrounding road network.

6 Best practice examples



Ancoats & New Islington, Manchester
CABE 2007



Conservation slabs, Walthamstow
Town Centre
CABE 2007



Blackett Street, Newcastle
CABE 2007



Street intersection, Harlow, Essex
CABE 2007



Hope Street, Liverpool
CABE 2007

Paving used for traffic calming



Blackett Street bus lane marker, Newcastle
CABE 2007

Paving used to reinforce a sense of place



Millennium Square, Leeds
CABE 2007

High quality paving integrating rain water catchment systems



Hope Street, Liverpool
CABE 2007

Paving used for traffic segregation

Paving scheme incorporating inclusive access

Planting

These pages showcase examples of innovative ideas for dealing with elements of the public realm. Often this involves using the same element to fulfill more than one function. The emphasis is on using design to give the desired impression, whether of affluence, environmental sensitivity, or simply visual harmony.



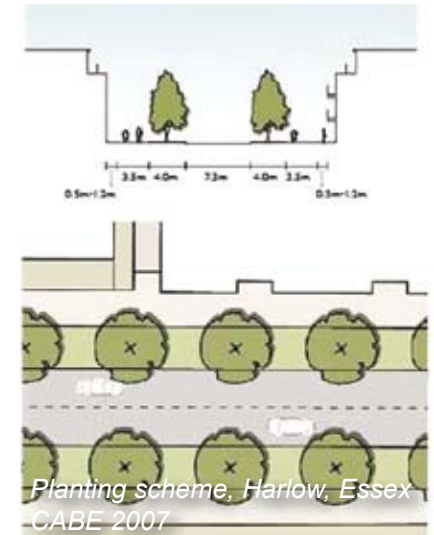
Bideford Quay, Devon
CABE 2007

Trees used a linear design elements to define a path



Walthamstow Town Square
CABE 2007

Planting and landscape used as design elements to enclose and separate spaces



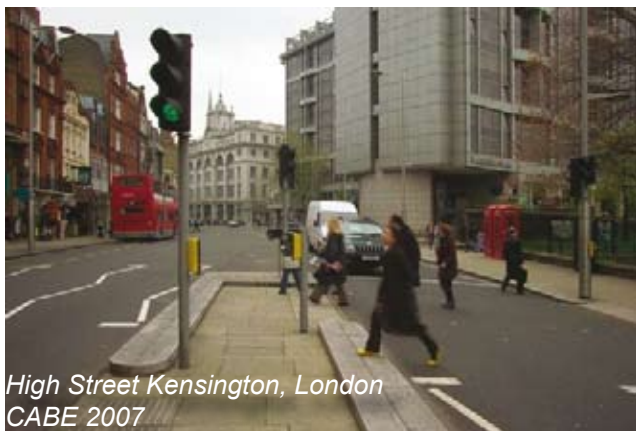
Planting scheme, Harlow, Essex
CABE 2007

Planting used to define the street at the outset



Newhall, Harlow, Essex
CABE 2007

Trees planted in carriageway to emphasise 'shared' nature of road in 5 MPH zone



High Street Kensington, London
CBE 2007



High Street Kensington,
London
CBE 2007



High Street Kensington, London
CBE 2007



Harlow, Essex
CBE 2007

Minimising movement barriers



Light + sculpture, Walthamstow Town
centre
CBE 2007

Combining multiple functions in one element

De-cluttering



Liverpool Rope Walks
CBE 2007



Liverpool Rope Walks
CBE 2007

Simple palette of high quality materials

Signage



Text in a particular font used as simple and subtle signage, adapting to different surfaces and media



Floor mounted LED guiding strip
Liverpool Hope Street
CABE 2007

Light used as signage



Wall-mounted steel arrow pointing to underground entrance
Liverpool Hope Street
CABE 2007

Innovative signage

A note on noise reduction – the most commonly accepted method of reducing noise from busy roads is to put up a barrier between the road and spaces for pedestrians. In context of a busy town centre this poses a challenge. It would be disingenuous to use any such technique here as the emphasis is on improving the public realm by increasing connectivity between spaces. The shopping parades would suffer particularly from being visually cut off from the road. A landscaping based technique may be more suitable in this scenario, but as this involves changing ground levels, introducing earthworks and soft ground surfaces, it may not be applicable to the shopping parades with their limited widths. These can however be used in the proposed civic public space at Oval junction. The best option for the shopping parades may be to address the issue of traffic speed itself, through traffic calming techniques.

7 Implementation and phasing

7.0.1 There are no current plans within the Future Lambeth initiative to direct public resources into the study area. At present funding from the Council is limited; most of the Section 106 benefits listed in section 2 of this report are already committed to other initiatives. They can however be used as an indication of the scale and types of planning obligations in Lambeth. In order to achieve best results, a joined up approach between different design and implementation teams is a must. Conventional approaches to public realm involve an overall strategy stage after scoping and before design and delivery, whereby design guidelines for signage, furniture, lighting, planting and art are detailed out. This sort of 'strategy' would cost the Council between £50-75k. In view of the financial restrictions in this case, as well as the fact that the driving force behind this initiative has been a neighbourhood level local strategic partnership with specific local interests, i.e., with a smaller remit and scope of interest than a ward or borough, we recommend a holistic, but phased approach to designing, commissioning and implementing public realm improvements in Oval.

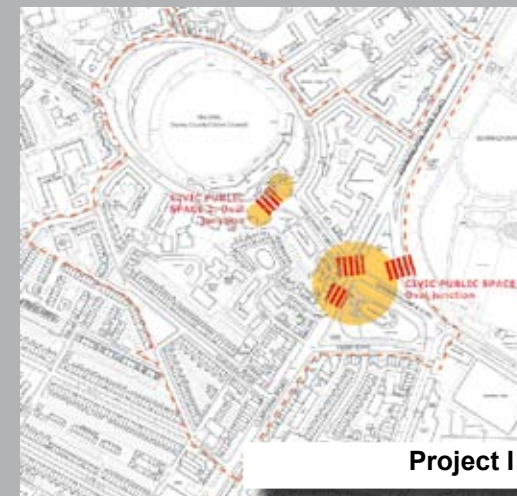
Public Realm Steering Group

7.0.2 The level of interest from a wide range of stakeholders in the study justifies the setting up of a more formal Joint Public Realm Steering Group, between local stakeholders (private and drawn from within the Oval Partnership), TfL and the Council with ward Councillors, officers from Planning, Regeneration, Highways and Conservation all being actively involved.

7.0.3 This group can act in an advisory capacity to the Council. The group should be comprised of local individuals with an interest in public realm and regeneration issues. Members can be representatives of local private, public or voluntary organisations. The steering group can start as a non-statutory consultee, with whom it would be good practice for any development bodies to consult over any future development in the scoping area. Ideally, this should be a sub-group of the Oval Partnership.

Boundary

7.0.4 The sites identified by this study fall within the boundary agreed between Scott Wilson and the joint clients, but we recommend that the boundary is interpreted flexibly to embracing nearby areas as and when interest groups, developments and possible funding streams come up.



Project I



Project II



Project III

Projects

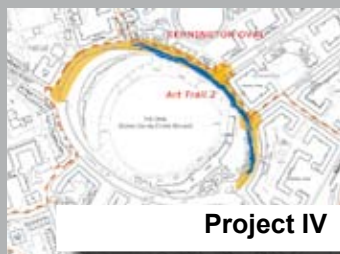
7.0.5 In terms of phasing, the concept proposal can be broken up into 5 discrete projects, funding for which can be sought separately. *The cost estimates are based on our experience as well as informal discussions with Lambeth based landscape urbanism firm, **Shape**, who have extensive experience in community-led neighbourhood-scale public realm improvement projects. Their work is showcased on <http://www.shape.eu.com/>*

- Project I: Civic public spaces at St Mark's churchyard and Oval House Theatre – these sites must be considered together due to traffic and pedestrian movement links. Costs for this will depend on the design scheme.
- Project II: Improvements to Parade 1 – £500k.
 - A **signage audit** by TFL may be a pre-requisite for this. Basic evidence exists in the street audit. Alternatively, a design team can include this in their scope of work.
- Project III: Art trail 3, with improvements to Parade 2 - £600k.
- Project IV: Kennington Oval. Costs for this will depend on the design scheme.
- Project V: Art trail1 – £75k
- Project VI: Residential scale open space – £50k

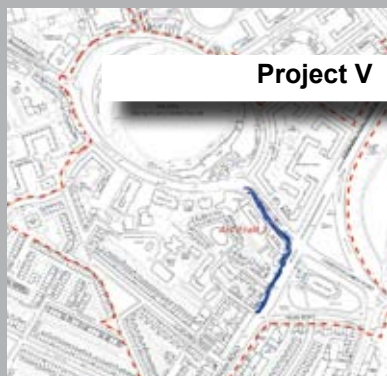
Design guidelines

7.0.6 Findings from our site analysis as well as contact with local residents stress the haphazard appearance and placement of signage, lighting fixtures, bicycle stands etc, which contribute to the overall impression of 'clutter'. There is therefore a need to rationalise these multifarious elements, which are necessary to be placed in the public realm. Uniformity in the design and specification of individual constituents of the urban landscape can go a long way towards ensuring visual cohesiveness and making urban spaces more legible.

7.0.7 This indicates the need to commission the production of design guidelines, bespoke to Oval's context, which would cover the specification and placement of lighting, signage, paving, planting, street furniture and other urban adjuncts (such as bicycle stands, planters, waste bins). It should also advise on ways of combining elements to maximise cost efficiency, enhance visual character and minimise clutter. These guidelines should address inclusive design considerations (e.g. wheelchair access, dropped kerbs, tactile paving), as well as issues of environmental sustainability (e.g. specifying recycled



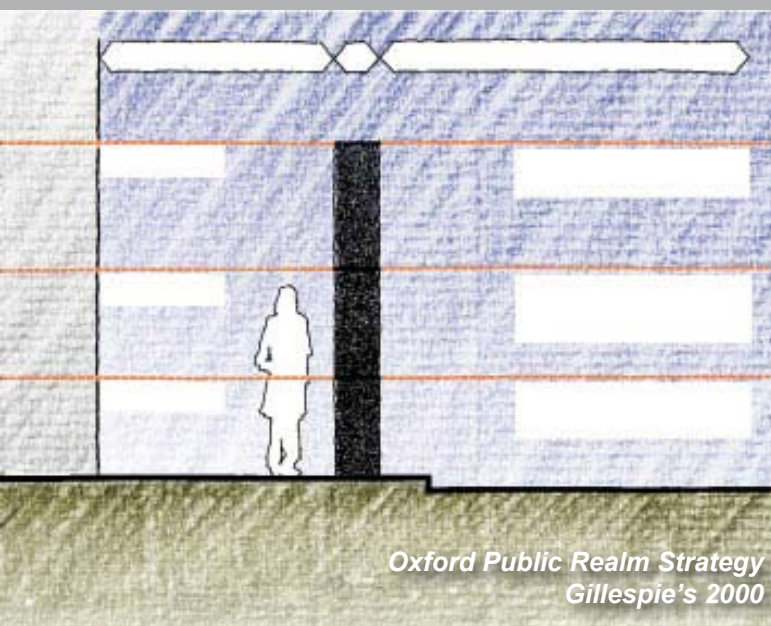
Project IV



Project V



Project VI



Example of Design Guidelines showing heights of various elements

materials, using locally manufactured elements with a low carbon footprint), aesthetic considerations, as well as built heritage issues particularly in St Mark's Conservation Area.

Phasing options

7.0.8 We recommend three possible ways for the Council to take these projects forward.

- **Option 1:** Starting with **project I**, these two large civic public spaces have the highest public use and most recorded dissatisfaction, but also the most potential to deliver the highest visibility of public realm improvements. The scale of change proposed would further stimulate inward investment in the whole area. However, the scale of investment needed from a variety of partners (e.g. Council, TfL, Brit Oval) would require a long lead-in and development period. As quick visible results are a priority for the community at this point, this may not be the ideal option.
- **Option 2:** Giving equal priority to **projects II, III, IV, V and VI** and appointing a local champion to find grants and funding for each. These champions can be part of the public realm steering group, acting in an advisory capacity to the Council. Ideally the same architect, landscape architect or urban designer should be used for all schemes. This approach would be more realistic in financial terms, and has the potential to involve a number of community leaders, artists and other key players, possibly attached to different institutions. However, it would require a great deal of co-ordination on the Council's part at the outset, to spell out the role of each champion, and to clarify the relationship between projects, with the intention of keeping them all under the conceptual umbrella of this public realm scoping study.
- **Option 3 Recommended option:** Starting with **project V as a pilot**, commissioning and delivering the art trail between parade 1, Oval tube station and Oval house theatre. **At the same time**, a consultant should be appointed to produce the **design guidelines** described in 7.1.6. This is essential, so that there is a standard that all proposals can be held to, so as to avoid ad-hoc design interventions in Oval's public realm. In this scenario, with this art trail being implemented first, it should comprise 6-10 pieces of wall-mounted art works, to cause minimum disruption to the already congested narrow footways at Oval station. The art should preferably be executed by the same artist or group, who can be selected through an open competition. This can be done through advertising on the Axis website (<http://www.axisartists.org.uk/>) and the Artists newsletter (<http://www.a-n.co.uk/>). Alternatively the two local arts bodies – Gasworks Gallery and Oval House Café gallery can be invited to a closed competition to deliver high quality art solutions within the given budget and delivery time frame. Following the response from the residents, other

stakeholders, media and the public, Option 1 or Option 2 can be adopted as seen fit.

7.1 Steering group and assessment tool

- 7.1.1 In addition to proposing changes to sites (through the projects detailed above), unifying visual rhythms and assuring quality (through strategic design guidelines), there is a need to put in place a mechanism for regulating the effects of other developments on the public realm in Oval.
- 7.1.2 The following **Public Realm Impact Assessment tool**, has been developed specifically for the study area and is based on the outcomes sought in the public realm projects identified above. This is based on conventional methodologies for Impact Assessments and Sustainability Appraisals for planning and infrastructure proposals. Ideally, we feel these assessments should be required of any parties (e.g., developers, Council) pursuing development in the area. This would be a means of protecting the one-off capital investment made into public realm improvements by the Council and others. It would provide a constant running check on future developments that may influence the public realm of Oval. This could be integrated into the Urban Design Action Plan, currently under development for Lambeth. However, we recognise the limitations on the application of such a tool in the development control process. **For this reason, we would welcome the guidance of the Council as to the best point of insertion for such an instrument in the planning process and whether it would be more realistic as a mandatory or voluntary exercise for applicants to submit such an assessment with any planning application.**
- 7.1.3 For developers and consultants, the form would provide an extra layer of design constraints or guidelines, which could then be factored into the design process. The purpose of this tool is to help design teams to integrate specific public realm issues for this particular area with other design considerations, rather than as a checklist to gain planning permission. Later in the process, the assessment table can, of course, also be used to 'check' any design proposal against the priorities of various stakeholders in Oval, such as the Council, the community and local organisations. We recommend that the form is made available on the Council's website to download, as it would then provide easy guidance to designers and developers while formulating their proposals. At the same time, this informal planning tool would be used by the steering group to structure their discussion and recommendations in response to future planning applications, which in turn would empower the stakeholders to continue to influence the state of their public realm.
- 7.1.4 We propose that the assessment table follow the following format; three rows are filled to demonstrate the use of this table.

PUBLIC REALM IMPACT ASSESSMENT

I. Planning Application: Proposal for a 4 storey office building on 56-64 Clapham Road (this is a fictitious planning application for demonstration)						
Project	Would the development have an impact on the:	No impact (justify this statement; attach evidence if required)	Potentially positive impact (nature of impact; attach evidence if required)	Potentially negative impact (nature of impact; attach evidence if required)	Any mitigation measures planned	Steering Group Assessment
Project V: art trail from Parade 1 (Clapham Road) to Oval tube station to Oval house theatre	Placement of artwork on the trail	The development site is on the opposite side of the road from the art trail.				Accepted
	Visibility of artwork			Construction vehicle in designated parking spot for construction vehicle in front of site blocks the view for pedestrians to the west of the site	Construction period will last only 4 months	Accepted; please investigate possibility of time-bound parking in designated parking spot
	Vantage points to view art work for the public		The layout of the publicly accessible forecourt is orientated to view lines of art pieces on Clapham Road.			Accepted; The steering group supports this development.

The following table shows a framework of questions to be posed by the assessment form based on the conceptual vision of the public realm proposed in this study.

Project	Issue / question: would the development have any impact on:	comments
Project I: Civic public spaces at St Mark's churchyard and Oval House Theatre	Pedestrian priority	
	Effect of additional vehicular traffic on traffic calming measures	
	Parking requirement	
	Amount / type of signage	
	Paving	
	Amount / type of street furniture	
	Effect on number of visitors to farmers market	
	Effect on number of visitors to Brit Oval forecourt	
	Effect on number of visitors to Oval House forecourt	
	Link to Kennington Park	
<i>(more specific issues should be added after design proposals are drawn up)</i>		
Project II: Improvements to Parade 1	Land use of any unit fronting on to the parade	The following uses are considered to be positive impacts: Cultural – art gallery, art shop, museum, theatre etc Leisure and recreation – gym/ fitness centre, swimming pool, music or video shop, book shop, café, bar, restaurant, public house Top line retail – clothing chains
	Use of the pavement as an extension of the shop unit	The following uses are considered to be positive impacts: Café / restaurant spill-out areas, temporary book/ music stalls

	Amount / type of signage	
	Paving	
	Amount / type of street furniture	
Project III: Art trail 3, with improvements to Parade 2 (Kennington Park Road)	Placement of artwork on the trail	
	Visibility of artwork	
	Vantage points to view art work	
	Life / deterioration of artwork	
	Land use of any unit fronting on to the parade	The following uses are considered to be positive impacts: Cultural – art gallery, art shop, museum, theatre etc Leisure and recreation – gym/ fitness centre, swimming pool, music or video shop, book shop, café, bar, restaurant, public house
Use of the pavement as an extension of the shop unit (subject to amenity considerations)	The following uses are considered to be positive impacts: Café / restaurant spill-out areas, temporary book/ music stalls	
	Amount / type of signage	
	Paving	
	Amount / type of street furniture	

Project IV: Kennington Oval and 'gateways'	Visibility of artwork	
	Vantage points to view art work	
	Life / deterioration of artwork	
	Pedestrian priority on Kennington Oval (e.g. delivery vehicle access, increased volume of traffic on this leg of Kennington Oval)	
	Type of paving in gateways 1 and 2	
	Amount of signage	
	Type of lighting	
	Amount / type of street furniture	
	Amount / type of planting	
Project V: art trail from Parade 1 (Clapham Road) to Oval tube station to Oval house theatre	Visibility of artwork	
	Vantage points to view art work	
	Life / deterioration of artwork	

7.1.5 This table is based on the priorities identified by the scoping, but it should be regularly updated to reflect any further detail in design proposals for the sites and projects covered herein.

8 Stakeholder Engagement

8.1.1 The study team has been working closely with the local public realm group. Our stakeholder analysis has also identified a number of additional players who should be on board for the scoping study to achieve maximum effect. Whilst this scoping stage did not envisage a fully fledged public consultation exercise, we identify below a stakeholder contact plan which shows the level of contact that we gauge to be appropriate:

Stakeholder	Initial concerns and interests	Level of contact planned
Oval Partnership	Community interests around public realm scheme	Joint client
LB Lambeth	Community buy-in for public realm scheme; innovative solution to public realm condition; S106 agreements with Brit Oval	Joint client
Impact Residents Association	Community interests around public realm scheme	Regular updates through Oval Public Realm steering Group
Brit Oval	Planning permission for Hotel; streets leading to Kennington Oval	Formal email inviting comments on our ideas and seeking their concerns.
TFL	Highways and junctions	Source of traffic data; essential to have buy-in for scheme; contact has been made through telephone and email

LB Lambeth conservation department	Adherence to conservation area guidelines	Source of heritage data
On Site Businesses	Face-lift to parades	Formal email inviting comments on our ideas and seeking their concerns
Gasworks Gallery	More visitors, more community involvement	Formal email inviting comments on our ideas and seeking their concerns.
Oval house theatre	Expansion; improvements; more visitors, more community involvement	Formal email inviting comments on our ideas and seeking their concerns.
St Mark's Church	Events; market; pathways	Formal email inviting comments on our ideas and seeking their concerns.
Henry Fawcett School and other local schools	Safer route to school	Formal email inviting comments on initial ideas and recording concerns.

