

## **South Bank Spine Route public realm project, Masterplan Options**

### **Online Engagement. Video transcript.**

#### **Slide 1. Project objectives**

Lambeth Council is investing in the South Bank area, improving the public realm - the outdoor spaces like streets, pavements and open spaces - which are used by thousands of people every day. It's a big project and we want to work with the local community to involve you in the planning and design.

The South Bank Spine Route serves a diverse mix of pedestrian, public and private vehicle users. It is a main crossing point from Waterloo Station to the many cultural institutions along the South Bank.

Underpinning the project are twelve objectives. These emphasise the need to work closely with stakeholders in developing the proposals, to design something that will still look great in years to come, and to deliver real benefits for a wide range of users.

#### **Slide 2. Timeline**

We will be engaging on the masterplan options throughout November and December. The next step will be to develop a preferred masterplan based upon the feedback received.

Following that we will develop concept designs for the areas of special focus. This will be complete by January 2020.

We will then develop detailed designs for the early-win projects and these will be complete, along with a delivery plan that will set out maintenance requirements and phasing of delivery, in February 2020.

There will be ongoing engagement throughout this period, and it is hoped that the early win projects will be on site in 2020.

#### **Slide 3. Site Plan**

The South Bank Spine Route covers Upper Ground, Belvedere Road, Chicheley Street and Concert Hall Approach and links together some of London's most treasured cultural assets including the London Eye, Jubilee Gardens, the Southbank Centre, the National Theatre, and Bernie Spain Gardens. It is also a vibrant residential neighbourhood, and a workplace for thousands of people.

Large parts of the public realm in this area are dilapidated, yet the area is central to one of the most diverse, dynamic and fastest growing parts of the capital.

The Spine Route sits in an opportunity area that will see ongoing growth for the next 10 years, with major developments coming forward. The Spine Route is inextricably linked to this growth and to the future success of the area.

#### **Slide 4. Key issues**

There are a number of key issues that need to be addressed.

Many off-street locations along the Spine Route require 24hr access for servicing and parking, however the current unrestricted arrangement encourages 'rat-running'.

#### **Slide 5. Key issues**

Without measures to prevent 'rat-running', there is a risk of increased traffic and air pollution along the Spine Route in the future.

#### **Slide 6. Key issues**

The Spine Route is a poor environment for walking and cycling with paving that is not fit for purpose and specific areas of conflict with motor vehicles.

#### **Slide 7. Key issues**

The Spine Route suffers from people in motor vehicles using footways illegally for parking, loading and waiting

#### **Slide 8. Key issues**

The current lighting is poor, particularly underneath the bridges.

### **Slide 9. Proposals – Paving**

The comprehensive public realm enhancements undertaken in Upper Ground and Belvedere Road in 1997 are now in a very poor state of repair.

We propose to tie into more recent enhancement projects and to replace the paving that is not fit for purpose with:

Silver-grey granite slabs (for pavements)

Re-used black granite blocks (for waiting/parking bays)

Tarmac (for road surfaces)

These materials will be robust and maintainable and will be easier for utility companies to reinstate than the current materials.

### **Slide 10. Proposals - trees**

There are many trees along the Spine Route. The roots of a number of these have lifted the pavements.

We propose to install flexible recycled surfacing around the trees to minimise the impacts of future root heave.

### **Slide 11. Proposals – rain gardens & green walls**

Several areas along the Spine Route are at severe risk of surface water flooding. In addition, the current layout does not prevent vehicles from mounting kerbs and illegally waiting on pavements.

There are a number of unattractive blank walls and bridge supports.

We propose a series of rain gardens throughout the Spine Route. These will provide areas of attractive, low maintenance, wildlife-friendly planting that will collect rainwater from pavements and roads, helping to prevent surface water flooding. They will also remove the possibility of vehicles mounting the kerbs.

We propose to turn blank walls and bridge supports into vertical gardens using green walls. These might include the back of the Hayward Gallery, Hungerford Bridge and Waterloo Bridge.

### **Slide 12. Proposals - lighting**

The lighting columns from the 1997 scheme are nearing the end of their lifespan while the arts banners are faded.

The Hungerford Bridge and Waterloo Bridge spaces are uninviting after dark and feel unsafe.

We propose to replace the lighting columns and lamps and to refresh the art banners on Upper Ground and Belvedere Road.

We also propose to install creative lighting within the undercroft spaces to brighten the spaces up and make them feel safer and more inviting.

### **Slide 13. Areas of special focus**

We have looked in detail at five 'areas of special focus'. These are sections of the Spine Route that for different reasons are important parts of the pedestrian network.

For one of these areas – Chicheley Street – we have a single proposal.

For the other four we have two options for each: one option based on keeping the space open to motor vehicles, the other option based on closing it to all motor vehicles except for access and servicing.

All of these options can work in combination, with the exception of Option 2 for Concert Hall Approach and Option 2 for Royal Festival Hall at Belvedere Road.

### **Slide 14. 1: Chicheley Street / Belvedere Road**

Recent enhancement works as part of the South Bank Place development have made significant improvements to the public realm on Chicheley Street and on Belvedere Road adjacent to Jubilee Gardens.

Despite the improvement works, the pedestrian crossing experience is challenging. We propose to resolve this with two controlled crossing points, which will give clear pedestrian priority over vehicle traffic.

We are also proposing to form a turning circle to make less chaotic vehicle turning and to assign disabled parking, taxi drop-off and pick-up space, and loading and drop-off for residents of the County Hall Apartments.

### **Slide 15. 2: Concert Hall Approach option 1**

Concert Hall Approach is the primary walking route between Waterloo Station and the Southbank. Currently the paving surfaces are dilapidated, and the footways cluttered, and many people choose to walk within the road space. Pedestrians find it difficult to cross Belvedere Road as there is no formal crossing point.

We are proposing two options for Concert Hall Approach. The first option keeps the space open to vehicles. In this option the footway on the northern side of the space is widened and clutter is removed to make a generous and attractive pedestrian route. New pedestrian priority crossings are proposed at Belvedere Road and from Sutton Walk. This option allows an increase in greenery through the introduction of rain gardens. A right turn only for vehicles enables a shorter pedestrian crossing over York Road. Within this option the number 77 bus stop can be retained although if the service was to be rerouted more pavement space could potentially be created.

### **Slide 16. 2: Concert Hall Approach option 2**

The second option for Concert Hall Approach closes the space to vehicles (except for servicing and emergency access). Two-way cycling would still be possible through the space. This option would create an attractive public realm with improved pedestrian and cyclist connections between Waterloo Station and the Southbank. It would provide a pedestrian priority crossing over Belvedere Road, and increase the space available for outdoor dining, supporting the businesses in the rail arches. It would also deliver an increase in greenery, again through the introduction of rain gardens, create more attractive place to sit and form a space that could be used for events. Removing vehicular traffic would help to improve air quality and accessibility for all.

### **Slide 17. 3: Royal Festival Hall option 1**

The space by the Royal Festival Hall at Belvedere Road currently hosts a vibrant food market. We have developed two options for improving this space. The first option keeps the space open to vehicle traffic. The footways would be resurfaced where they are currently dilapidated and there would be new seating to give people who attend the food market a place to sit. There would be an increase in greenery with new rain gardens and space assigned to both disabled and taxi parking.

### **Slide 18. 3: Royal Festival Hall option 2**

The second option for the space by Royal Festival Hall would see it closed to through-traffic although two-way cycling would still be possible through the space. It is important to note that this option cannot work in conjunction with our second option for Concert Hall. This option would deliver new seating with the space created allowing a more sociable seating arrangement to support the food market. There would be no need for pedestrians approaching from Concert Hall Approach to cross vehicle traffic at Belvedere Road. There would also be an increase in greenery, the assignment of taxi and disabled parking spaces and potentially more space for the food market. Closing this section of the space to through-traffic would help to improve air quality.

### **Slide 19. 4: National Theatre option 1**

The space by the National Theatre on Upper Ground is currently fronted onto by the Max Rayne Centre and the Rambert contemporary dance company. With the development of the Doon Street site, the space would become the front door to new shops, flats and a sports and leisure centre. We have developed two options for this important space.

The first option keeps the space open to vehicles. The footways and road would be resurfaced, and greenery would be increased with rain gardens throughout the space integrated with the existing trees.

### **Slide 20. 4: National Theatre option 2**

The second option closes the space to vehicles (except for servicing access to the National Theatre and Doon Street site). Two-way cycling would still be possible through the space. This option would significantly improve the pedestrian connection between the Rambert and the Doon Street development, and the National Theatre and the Southbank. Greenery would be increased, and cycle parking incorporated into the street scene. By closing the space to through-traffic air quality would be improved.

### **Slide 21. 5: Bernie Spain Gardens option 1**

Bernie Spain Gardens are divided into two parts by Belvedere Road and there are proposals to transform the northern part of the gardens. We have developed two options for the space between the gardens.

The first option keeps the space open to vehicles. In this option there is an increase in greenery with rain gardens located where the below ground utilities permit. Two new pedestrian crossings would improve the connection between the two parts of the garden.

### **Slide 22. 5: Bernie Spain Gardens option 2**

The second option closes the space to through-traffic although two-way cycling would still be possible through the space. This option allows a far more substantial increase in greenery with rain gardens and potentially new tree planting and significantly improved pedestrian connections between the north and south gardens and increased dwell time.

### **Slide 23. Access**

The closure of some of the spaces to through-traffic would address the issue of 'rat running' and without such measures there is a risk of increased traffic and air pollution along the Spine Route in the future.

The various options can work in combination although it is important to note that either Concert Hall Approach or the Royal Festival Hall at Belvedere Road space must be kept open to through-traffic.

It is essential that any full or timed closures, work with existing access requirements. The options have been developed by transport and movement consultants with this in mind. They are designed to maintain essential access where and when required but to discourage through-moving vehicles. Engagement with businesses and residents and more detailed assessment of the vehicular movement implications will be ongoing to ensure access for vehicles is adequate to meet essential needs.

### **Slide 24. We welcome your feedback**

This is a big project and we want to work with the local community to involve you in its planning and design.

Your feedback is important to us and will be used to inform detailed public realm designs.