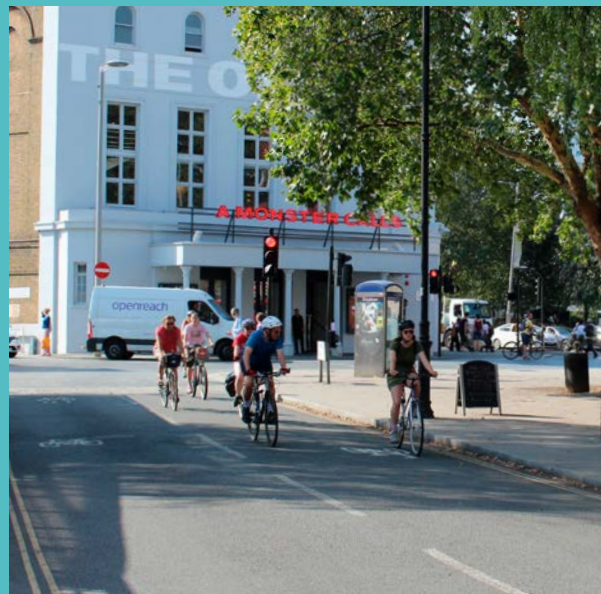
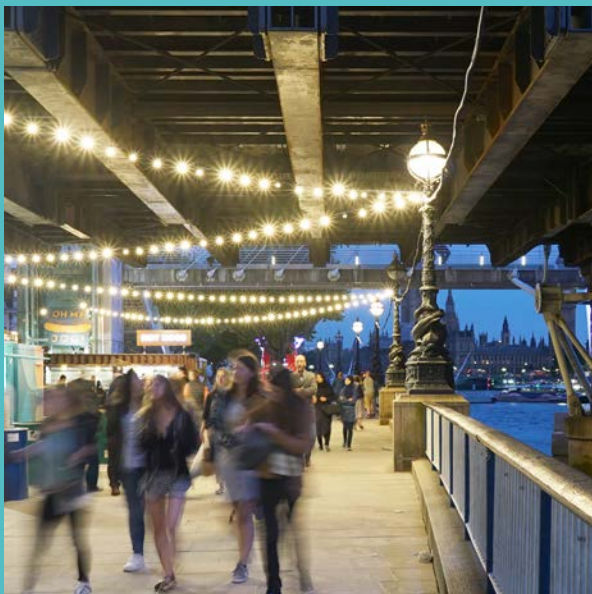
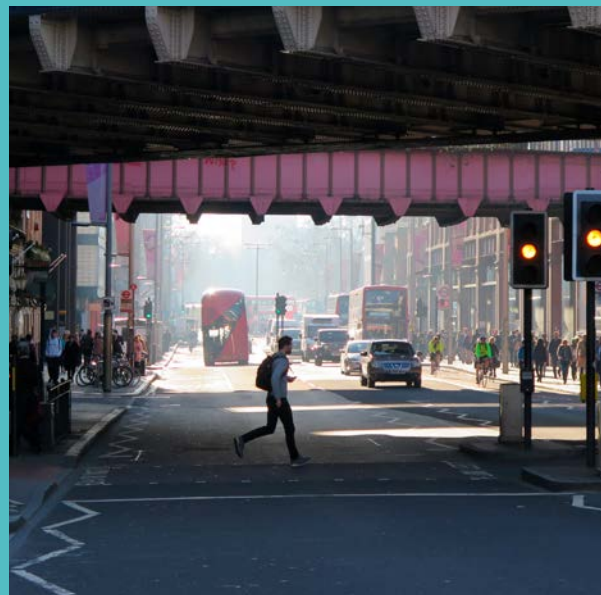


WATERLOO AND SOUTH BANK

PUBLIC REALM FRAMEWORK



**WATERLOO AND SOUTH BANK
PUBLIC REALM FRAMEWORK**

March 2019

Publica Associates Ltd.

Lambeth Council

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PUBLIC REALM FRAMEWORK

APPENDIX

Pair of documents: Public Realm Framework and supporting material
(published separately)

FOREWORD

Waterloo and South Bank is integral to Lambeth and London. It blends business, big and small, with a pre-eminent cultural cluster, major visitor attractions, leading educational and healthcare institutions, the UK's busiest rail station and an engaged and active resident community. It is a unique and special place.

In recent years the area has experienced significant public and private sector investment and development – South Bank Place, Jubilee Gardens, Archbishop's Park, Westminster Bridge Road, Lower and Upper Marsh – as well as significant jobs and business growth, which is set to continue. Commuter, worker and visitor numbers are on a similar upward curve.

This welcomed success brings considerable challenges, including planning for, managing and mitigating increased pressure on the infrastructure and public spaces that enable the varied uses and users that contribute so much to the area's local, metropolitan and global appeal. Investment is needed to ensure that the area supports business growth and job creation, attracts investment and functions as a place for people to live, study, work, and enjoy. It needs to do all of this and remain accessible, healthy, safe, attractive and inclusive.

In a time of constrained finances and scarce and pressured resources we need to work smarter and in a joined-up way to meet this collective challenge. To direct resources efficiently where they are needed most, first it is necessary to take stock, identify need, prioritise action and begin to mobilise the public and private funding streams and partnerships necessary to affect improvement. That's what this Public Realm Framework does for Waterloo and South Bank and it will inform Lambeth's emerging revised Local Plan.

The Framework is the result of extensive consultation and engagement within the local area. The six guiding principles embedded within it reflect the needs, priorities and aspirations of a broad range of local consultees. The Framework is more than just a helpful tool to guide improvement – it is also the evidence base needed to unlock delivery. Alongside the publication of the Framework, two of the five priority projects it identifies – Sandell Street and Concert Hall Approach – are already being progressed towards delivery by the Council, working with key local stakeholders.

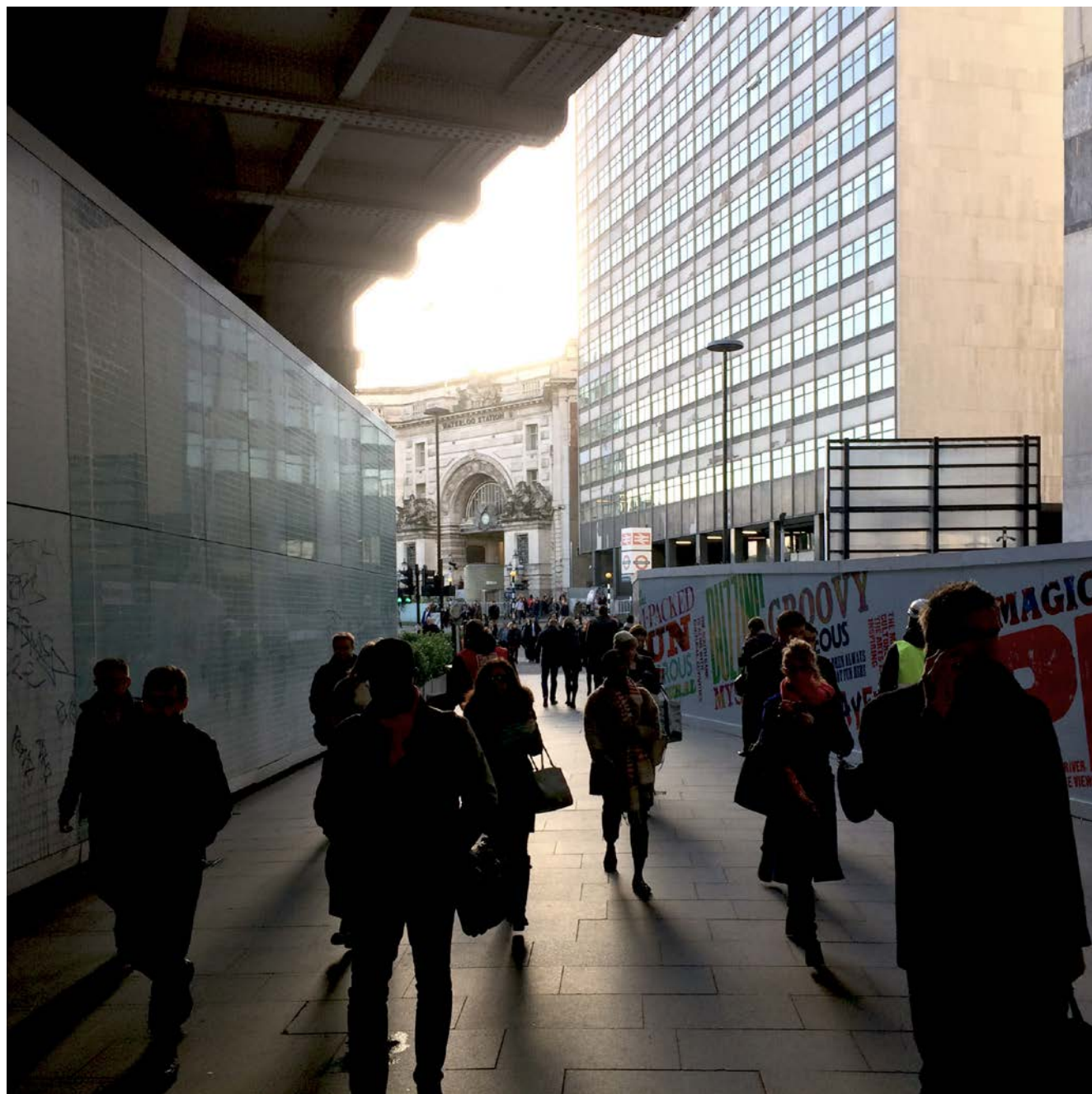
I want to thank everyone who has contributed so generously to the creation of this valuable piece of work. I and colleagues at the Council will use the Framework to help drive improvement in Waterloo and South Bank's places and spaces. We cannot act alone, however. I urge local stakeholders to work with us to activate positive change. Change that will create a more accessible and healthy environment for residents, students, workers, commuters and visitors; increase the economic prosperity of our retailers, restaurants, bars, cafés, workspaces and hotels; and provide our businesses, cultural institutions and attractions with the high quality environment that their local, metropolitan and global appeal deserves.



Councillor Claire Holland
Cabinet Member for
Environment and Clean Air
Lambeth Council
March 2019

EXECUTIVE SUMMARY

Waterloo and South Bank is experiencing significant development and economic growth. With this growth come both benefits and challenges for the area, including increased pressure on infrastructure and the public realm. The Waterloo and South Bank Public Realm Framework has been developed in response to this dynamic context. It provides an assessment of existing public realm and identifies opportunities for public realm improvement across the area of Bishop's Ward, Lambeth.



The Public Realm Framework is founded on a rigorous baseline study of local streets and spaces. It is principle-led, establishing six guiding principles to support better placemaking and a long-term approach to investment. Drawing on these six principles, 18 spatial briefs have been developed for sites across the area, outlining potential public realm improvements to be considered in each location. These spatial briefs are set out in a summary table, or matrix, that highlights the priority projects, identifies key stakeholders and suggests potential approaches to delivery.

Five priority projects have been identified that meet the guiding principles and will have an immediate major impact on the quality and experience of public realm in the area. These priority projects are: Victory Arch Square, Waterloo Bridge Undercroft, Concert Hall Approach, Sandell Street and Emma Cons Gardens. Of these, the last three have been further developed within the framework as illustrative concept designs, alongside an aspirational project for Coral Street.

The Public Realm Framework is objective and evidence-based. It is not a delivery plan, being directive rather than prescriptive. It is intended to inform the Lambeth Local Plan and other strategic documents, provide guidance to both the public and private sector, help to secure support and funding from a variety of public and private sources, and act as a catalyst for the improvement and investment necessary to support growth, resilience, independence and improved public realm.

THE OPPORTUNITY

The economy of Waterloo and South Bank accounts for a third of all of Lambeth's employment and contributes around 40% of the Borough's business rates income. It has experienced strong growth in recent years, adding 600 businesses and 5,400 jobs since 2011.¹ Waterloo Station accommodates 99.4 million passengers every year, making it the UK's busiest.² As a global arts and culture destination, the South Bank draws visitors from around the world, including to the Southbank Centre, one of the most visited tourist attractions in the UK.³ In addition to its pre-eminent cultural cluster and burgeoning business centre, the area is home to world-class health and educational institutions and a large, established residential community.⁴ With 30 million visitors to the wider Waterloo and South Bank area annually, the public realm is heavily used by residents, students, commuters, workers and visitors alike.⁵

This level of demand is projected to increase, as economic growth is propelled by a pipeline of developments and expanding business and cultural activities across the creative and digital sectors. Alongside this trend towards development and growth, key challenges remain for the public realm across the area. Funding constraints, construction and general wear and tear all contribute to the need for strategic investment in and management of the public realm, unified by an overarching strategy. Safety and resilience of public spaces also requires careful consideration, with due regard to perception and inclusivity. These challenges in the public realm also constitute an opportunity—the chance to renew and reinvent the area's public spaces with a level of ambition, quality and coordination consistent with its local, national and international status.

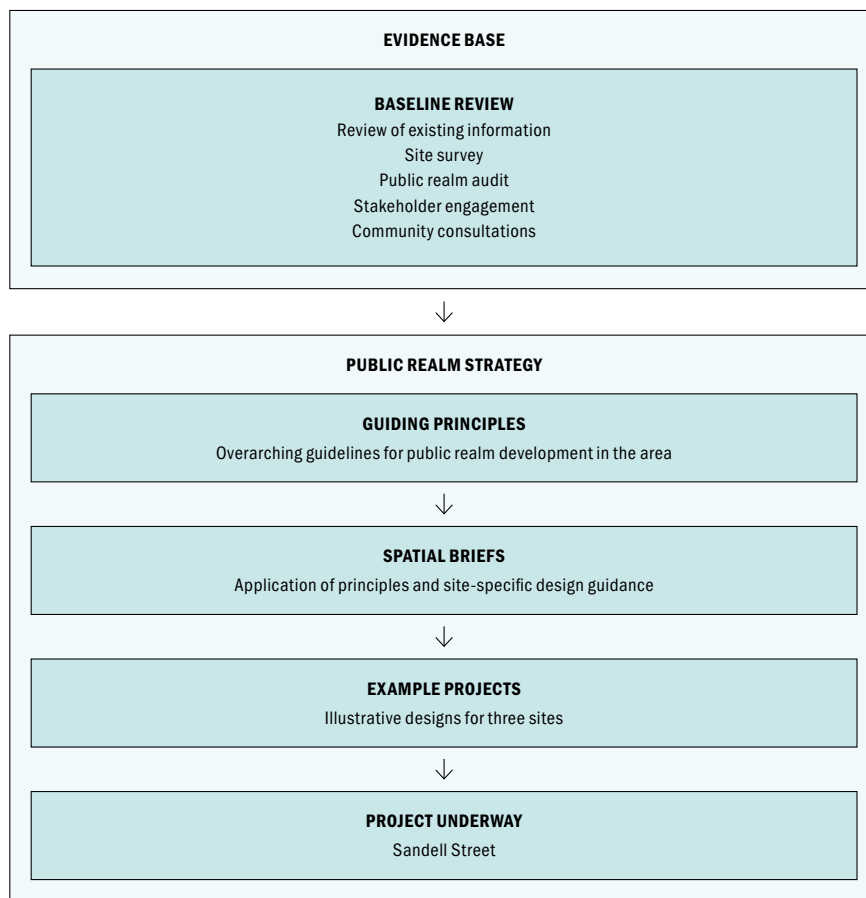
Developed through a close collaboration between Lambeth and Publica, this Public Realm Framework aims to encourage, inform and shape investment in the area's public realm, promoting continued dialogue and an integrated vision for the future of public realm in the area.

GUIDING PRINCIPLES

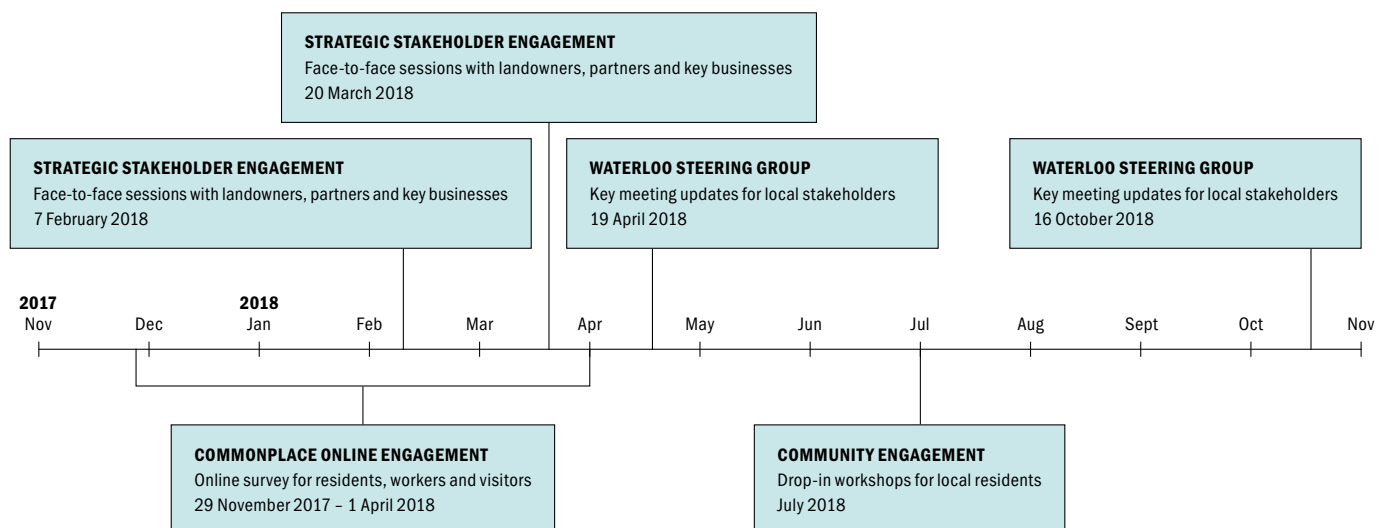
This Public Realm Framework is structured around six guiding principles for improving the public spaces of Waterloo and South Bank. These six principles emerged from an extensive process of research, local area studies and consultation, and provide guidance for all stakeholders concerned with the public realm.

The principles are:

- 1 Encourage the provision of civic amenity and green infrastructure, supporting accessibility, health and wellbeing for all
- 2 Celebrate and protect culture, heritage, and design excellence
- 3 Address the real and perceived barriers to movement, accessibility and legibility across the area
- 4 Integrate security features early in the design process to create coherent, safe streets and spaces
- 5 Maximise the positive impacts of development and minimise disruption
- 6 Design and plan for an environment with the capacity to support future growth



Project structure: from research to recommendations



Timeline of consultation and engagement from 2017 to 2018

CONTEXT

The character of Waterloo and South Bank is shaped both by the varied physical environment of the area and by its notable diversity of users and complex patterns of use. The South Bank has a unique and unmistakeable urban setting where the powerful presence of the River Thames is complemented by bold architecture and a variety of open spaces. Elsewhere in the area, the character changes to quieter back streets and a mix of architectural scales, styles, and uses, while Jubilee Gardens, Bernie Spain Gardens, Waterloo Millennium Green, and the larger Archbishop's Park form the area's green spaces.

Culture, heritage, and design are all central to the character of Waterloo and the South Bank. Building on its significant history as an area of industry and commerce, a destination for theatre and performance and on the legacy of the 1951 Festival of Britain, the area has an extraordinary architectural heritage, which includes many celebrated twentieth-century buildings including the National Theatre and the Southbank Centre.

James Robb Scott's Waterloo Station, which opened in 1848, is the most dominant element of the built environment, providing both a gateway to London from the south and south west and a focal point within the city itself. The area's elevated physical infrastructure, including Waterloo station and the viaducts, is a result of its historic development over marshland. It is an integral part of the area's character and identity, however, this infrastructure also subdivides the area, resulting in severance between neighbourhoods and a disjointed public realm. Improvement of legibility, ease of movement and wayfinding across the area have been identified as key issues throughout the development of the Framework and are recognised as priorities for the future of the area within the overarching principles.

The area's recent and ongoing growth has had a significant impact on its character, with additional development sites continuing to come forward, such as Royal Street and Elizabeth House. There are many positive examples in the area of meanwhile and temporary uses activating development sites, as well as new public spaces delivered alongside development that make the most of investment and partnership opportunities.

A critical issue often raised by stakeholders is the importance of future-proofing Waterloo and South Bank's public realm by integrating maintenance and management of streets and spaces into public realm improvement plans from the outset and then ensuring that these strategies are delivered alongside physical interventions. This issue has also been recognised within the overarching principles, as one aspect of the broader need to maximise the positive impacts of development.

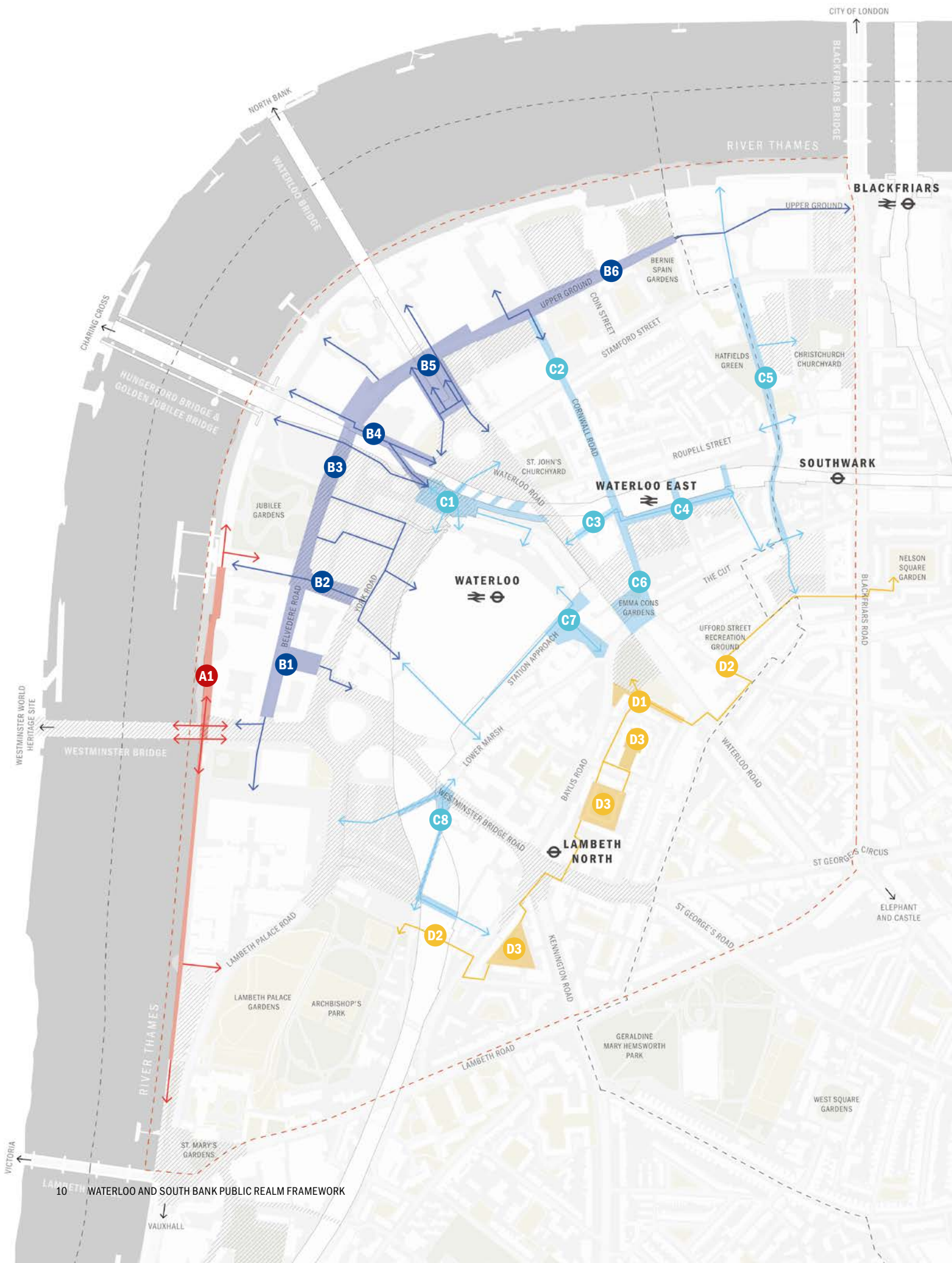
With Waterloo station at its centre and a wide range of cultural and entertainment uses throughout, Waterloo and South Bank remains busy throughout the day and into the night. While the cultural institutions are currently the main attractors in the evenings and at night, bars and restaurants also generate considerable activity. Creative cultural uses are increasingly making use of the railway arches and viaducts, staying open into the late evening, and the area's popularity as a tourist destination has brought a number of recently opened hotels. Significant night time activity is also generated by the presence of St Thomas' Hospital and by a range of uses relating to King's College London.

METHODOLOGY

The Public Realm Framework has been developed in two stages, beginning with the production of the evidence base, which in turn provides the foundation for the strategic component of the Framework.

The evidence base for the Framework was established through comprehensive fieldwork and research, including on-site public realm surveys and data collection, mapping and analysis, photography, and research, as well as a public realm audit of key sites identified through the survey process. Engagement with the local community and stakeholders was central to the process. Stakeholder engagement has taken place in a variety of ways over the course of the project, including individual meetings, drop-in sessions, workshops and through the Commonplace online mapping tool.

FIG. 1 SPATIAL BRIEFS



THE STRATEGY

The six overarching principles around which this Framework is organised provide guidance for the planning, design and delivery of public realm improvements across the Waterloo and South Bank area. Each principle incorporates a range of 'tactics' to support its application, and is accompanied by a precedent project, showing how the principle has been successfully realised elsewhere through an existing, built public realm scheme.

The six principles have, in turn, been applied at various scales to the Waterloo and South Bank area, resulting in the identification of a series of 18 proposed future projects, grouped strategically within four project 'families':

A RIVER WALK

- A1 Thames Path and the Queen's Walk

B BELVEDERE ROAD AND UPPER GROUND

- B1 Belvedere Road at County Hall
B2 Chicheley Street
B3 Belvedere Road at Jubilee Gardens
B4 Concert Hall Approach
B5 Waterloo Bridge Undercroft
B6 Upper Ground at Coin Street

C STATION APPROACHES

- C1 Victory Arch Square and Mephram Street
C2 Cornwall Road
C3 Sandell Street
C4 Southwark Station connection
C5 Hatfields
C6 Emma Cons Gardens
C7 Cab Road and Spur Road
C8 Upper Marsh and Carlisle Lane

D ROUTES BETWEEN LOCAL GREEN SPACES

- D1 Coral Street
D2 Route between Archbishop's Park and Ufford Street
D3 Green and open spaces within estates

Each of these project families has been defined based on common themes and issues, whether improving connections between the stations or enhancing the river promenade, for example. Among the project families, a committed priority for Lambeth will be to bring forward key projects within the family covering Belvedere Road and Upper Ground, often referred to as the 'Spine Route'.

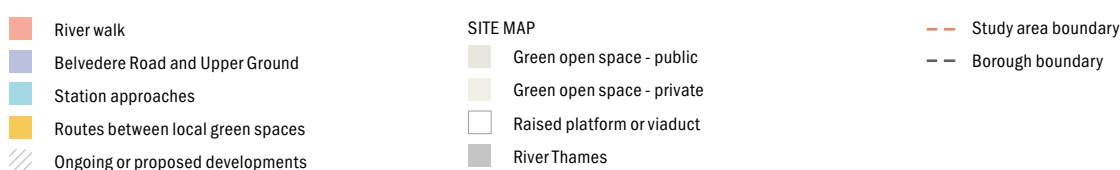
Within each of these project families, a selection of projects have been identified for specific streets and spaces, summarised within a 'project matrix' that sits at the centre of the Framework. This table summarises key information about each project, including which of the strategic principles are most central to its realisation, as well as key stakeholders, its priority level for the area, its likely delivery approach and nearby or related developments. The matrix is followed by a compilation of spatial briefs for each of the projects listed. These written briefs are not designs, but rather sets of criteria that future public realm proposals for these locations should consider.

PRIORITY PROJECTS

The spaces shown on the following page have been identified as priority projects within the matrix of spatial briefs. These projects are Emma Cons Gardens, Concert Hall Approach, Waterloo Bridge Undercroft, Victory Arch Square and Sandell Street. Priority projects have been selected based on the following criteria:

- They evidence the need for improvement and investment
- Their proposals align strongly with the six guiding principles
- They reflect local and/or strategic stakeholder aspirations and priorities
- The sites are strategic spaces with a broader impact across Waterloo and South Bank

FIG.1 SPATIAL BRIEFS





C6 EMMA CONS GARDENS

Family of projects: Station Approaches · Partnership-led

Emma Cons Gardens is a key gateway into Waterloo. It has a strategic location near the entrance to Waterloo Station and at the midpoint of the Central Activities Zone Frontage that joins Lower Marsh and The Cut. It is a pivotal space within the Public Realm Framework as it has the potential to draw together the local and metropolitan areas of Waterloo through a bold civic redesign, celebrating and amplifying existing cultural uses and planting.



B4 CONCERT HALL APPROACH

Family of projects: Belvedere Road and Upper Ground · Lambeth Council-led

Concert Hall Approach forms a strategic pedestrian link between Waterloo Station, South Bank and proposed public realm improvements at Waterloo City Hub. Already a popular walking route, it has the potential to become an active, pedestrian-friendly public space consistent with the international status of the destinations it connects.



B5 WATERLOO BRIDGE UNDERCROFT

Family of projects: Belvedere Road And Upper Ground · Development-Led

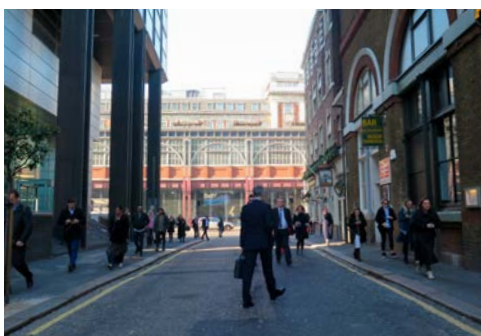
At the point where Belvedere Road turns into Upper Ground it intersects with several upcoming developments, including Waterloo City Hub. Here, there is the opportunity to connect this transformative scheme with the river, prioritising accessibility and intuitive wayfinding and enhancing the unique character of this multi-level space.



C1 VICTORY ARCH SQUARE

Family of Projects: Station Approaches · Development-Led

Victory Arch is one of the key entrances to Waterloo Station – the busiest terminus in the UK – yet its confusing public realm provides an inadequate gateway. As part of transformative neighbouring developments, there is the potential to create a civic arrival square that celebrates the railway architecture and utilises the adjacent arches and routes through Mephram Street to improve onward connections.



C3 SANDELL STREET

Family of Projects: Station Approaches · Lambeth Council-led

Sandell Street has a mix of characters and functions that change throughout the day. At peak hours it provides a key walking route between Waterloo East Station and Waterloo Station as well as onward connections to South Bank, The Cut and the new Southwark Station entrance proposed by TfL. During evenings and weekends, the restaurant, café and pub open out into the street, making it an active public space. Accommodating these functions can make Sandell Street a pleasant and dynamic space.

CONCEPT DESIGNS

Of the 18 spatial briefs, four have been selected for further design development as illustrative concept designs, including more detailed recommendations, options and precedents. These projects have been selected to illustrate a variety of local, metropolitan and global spaces that would require different approaches to delivery.

The four illustrative concept designs include:

- two priority projects to be taken forward immediately, for Concert Hall Approach and Emma Cons Gardens;
- an aspirational project, for Coral Street;
- and a priority project already underway, for Sandell Street.

CONCLUSION

Lambeth view this Framework as a tool to catalyse and build momentum for the delivery of improvements to key streets and spaces within Waterloo and South Bank. The enhancement of Sandell Street will feature as the first project for delivery within this Framework, taken forward by Lambeth Council. The Council are committed to supporting and encouraging other schemes to be brought forward and anticipate that a variety of delivery mechanisms will be required to realise these. Drawing on future plans, strategies and aspirations at a local, metropolitan and global level, this Framework aims to provide guidance and a useful tool towards ensuring design excellence while future-proofing the public realm of Waterloo and South Bank as the area evolves.



ENDNOTES

- 1 Regeneris, Waterloo and Southbank Economic and Cultural Vision, October 2017, page 4
- 2 Network Rail, *10 things you didn't know about Waterloo Station* [accessed 20.03.19] Available from: <https://www.networkrail.co.uk/10-things-you-didnt-know-about-waterloo-station>
- 3 Regeneris, Waterloo and Southbank Economic and Cultural Vision, October 2017, page 26
- 4 Ibid, page 39
- 5 Ibid, page 4



FIG. 2 STUDY AREA

- Green open space - public
- Green open space - private
- Buildings
- Raised platform or viaduct
- River Thames
- Study area boundary
- Borough boundary

INTRODUCTION

The Waterloo and South Bank Public Realm Framework provides strategic design guidance to help direct future investment in the area. This guidance aims to improve the quality and functionality of the area's streets and open spaces while maintaining and enhancing the neighbourhood's character. The Framework brings together the shared aspirations of local stakeholders to provide a high-quality placemaking framework and contribute to the evidence base of the forthcoming *Lambeth Local Plan*.

The Waterloo Development Framework (WDF) programme was initiated by Lambeth Council in October 2017, in recognition of the need for continued investment in the physical infrastructure of Waterloo, and to support economic growth and inward investment in this thriving global business district. As part of the WDF programme, Publica was commissioned by Lambeth Council to produce this Public Realm Framework, a catalyst and a guide for the delivery of high-quality placemaking across the area. The project has been developed in two stages, beginning with the establishment of an evidence base, which in turn provided the foundation for the strategic component of the Framework.

EVIDENCE BASE

Publica's methodology is research-led, drawing on fieldwork and desk-based studies to build an evidence base from which proposals emerge. The key findings of this baseline review are summarised within the context section of this document, with additional maps and observations included in the appendix. The scope of the baseline review included:

- A review of existing data, reports and studies, including the *Lambeth Local Plan* (2015), *Waterloo Opportunity Area Planning Framework* (2007), the *Waterloo Area Supplementary Planning Document* (2013) and the *Draft Revised Lambeth Local Plan* (2018)
- An in-depth appraisal of the study area, including site surveys of land use, pedestrian and cycle movement, and development context, extending to Blackfriars Road and Lambeth Road to fully reflect the surrounding context (see map opposite)
- A public realm audit of more than 30 spaces comparing the condition and use of public spaces across the study area

The site-based research was expanded and further contextualised through workshops with local business and community stakeholders and a series of community engagement sessions. This evidence base was also informed by surveys conducted for the emerging *Waterloo Cooperative Local Investment Plan* as well as recommendations and proposals from the draft *South Bank and Waterloo Neighbours' Neighbourhood Plan*. The Framework has been developed with due regard to relevant policy and objectives, with particular focus on the prioritisation of walking, cycling and accessibility. Further detail on relevant policies that informed this document is included in the Context section.

PUBLIC REALM STRATEGY

GUIDING PRINCIPLES

The public realm strategy centres around six overarching principles. These principles have been developed through a collaboration between Lambeth and Publica, responding to feedback from stakeholders and current policy.

SPATIAL BRIEFS

The potential impact of the six guiding principles has been demonstrated through their application to 18 specific sites across the area, the form of 'spatial briefs'. These briefs are not designs, but rather guidance to inform the development of future proposals and to provide a starting point for local stakeholders considering next steps. The 18 spatial briefs have been organised within four geographical project families to encourage a unified approach to adjacent or related projects and to emphasise the potential cumulative impact and relationships between interventions.

EXAMPLE PROJECTS

From the 18 spatial briefs, three sites have been selected for further design elaboration as example projects. The first two of these, Concert Hall Approach and Emma Cons Gardens, are existing priority projects for Lambeth Council, and are likely to come forward for redevelopment in the near term. The third example project, Coral Street, is an aspirational project, with no existing timeline for development. Nonetheless, it is included as demonstration of the guiding principles as applied to a predominantly local site, and how a baseline level of intervention may be developed and delivered through collaboration with community groups.

The final section of the document shows proposals for Sandell Street, one of the spatial briefs that is already being taken forward by Lambeth Council. The project is being designed in collaboration with Urban Movement, and is due to begin construction in 2019.

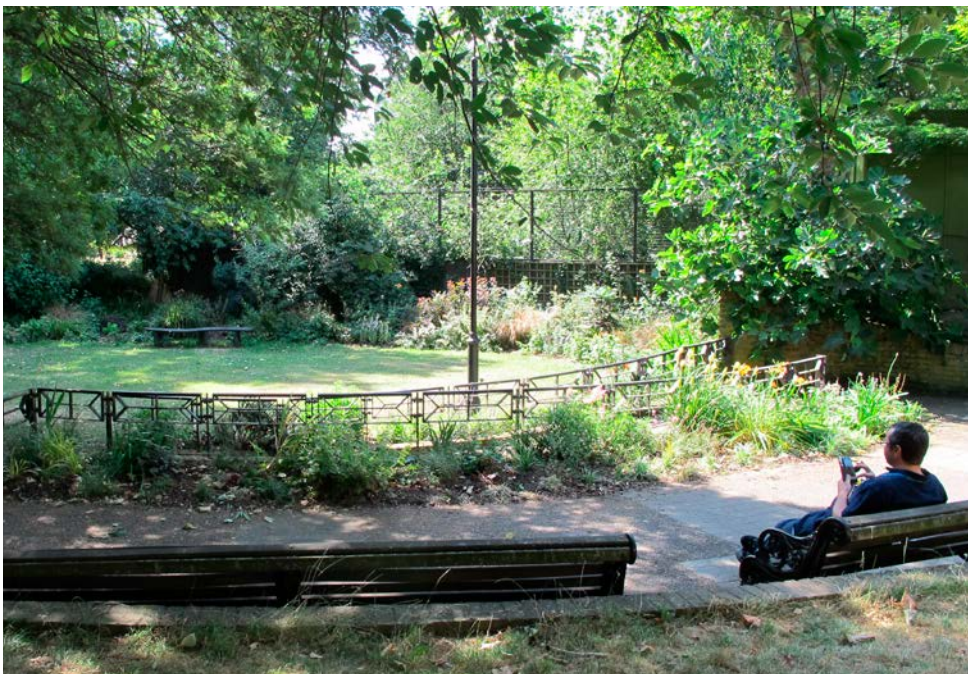
The Waterloo and South Bank Public Realm Framework was developed by Publica with Lambeth Council, stakeholders and members of the local community between February 2018 and February 2019.

CONTEXT

CIVIC AMENITY AND GREEN INFRASTRUCTURE



The river is one of Waterloo and South Bank's greatest assets. When the foreshore by Bernie Spain Gardens is revealed at low tide it creates a temporary public space used for river walks as well as performances and artistic displays



The largest green open space in the area is Archbishop's Park. The mix of amenities, from playgrounds and sports pitches to beehives and flower-gardens allows the space to cater to a wide demographic



Pocket green spaces throughout Waterloo provide essential breathing space for visitors, workers and locals, for instance on Lambeth Palace Road by the entrance to Archbishop's Park



Large public squares like the forecourt of the Royal Festival Hall create civic amenity when combined with cultural programming, such as the Southbank Centre Food Market

THE CHARACTER OF WATERLOO AND SOUTH BANK

CULTURE, HERITAGE AND DESIGN



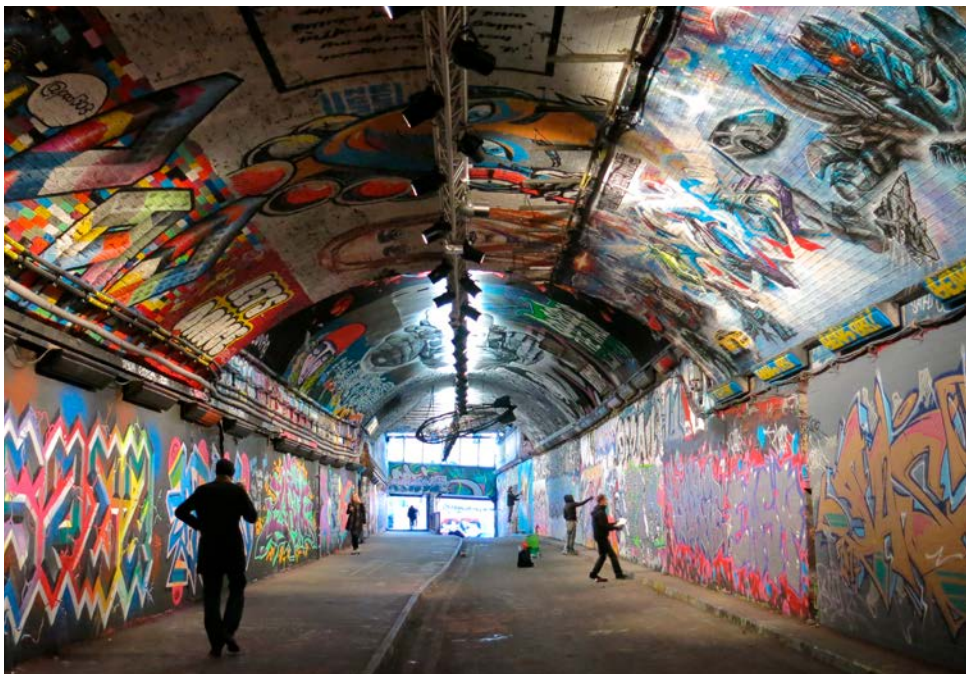
Built on its long history as a destination for theatre and performance and the legacy of the 1951 Festival of Britain, the Waterloo and South Bank area has an extraordinary architectural heritage, including celebrated twentieth-century buildings such as Denys Lasdun's Grade II Listed National Theatre



Much of the public realm of Waterloo and South Bank is within the immediate setting and approaches of the Westminster World Heritage Site, making the area important to the appreciation and understanding of this internationally recognised heritage asset in its urban context



Waterloo and South Bank contains seven conservation areas that preserve its rich and unique past, such as the Roupell Street Conservation Area, which is characterised by its nineteenth-century terraced cottages

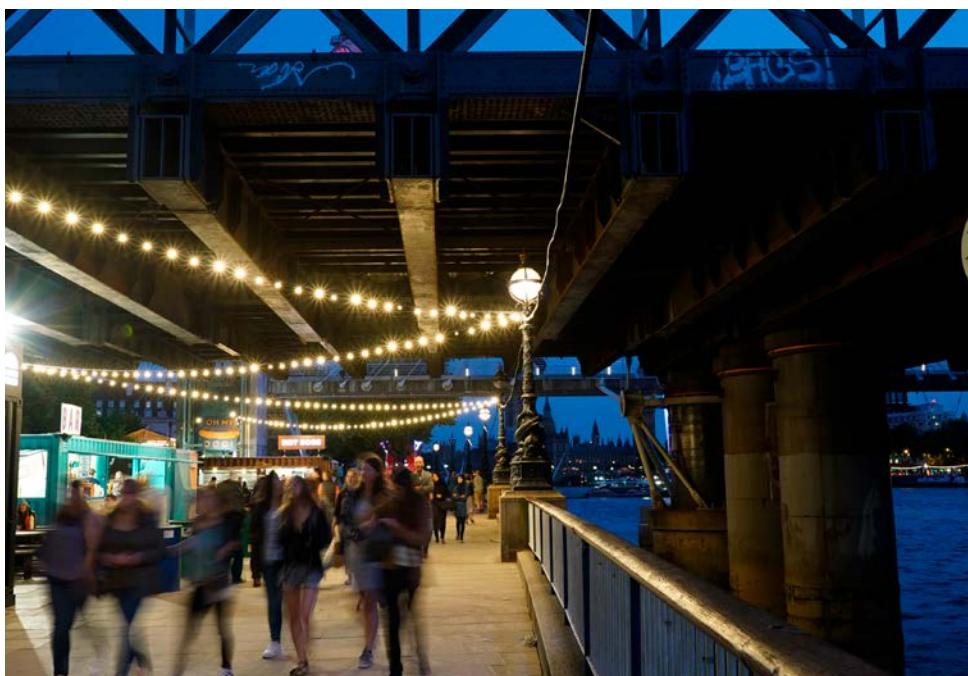


The Waterloo and South Bank area has long been known for its 'fringe' and underground culture. The Leake Street arches are home to several cultural venues, and the street itself has become a destination in its own right for street art and graffiti

ROUTES AND LEGIBILITY



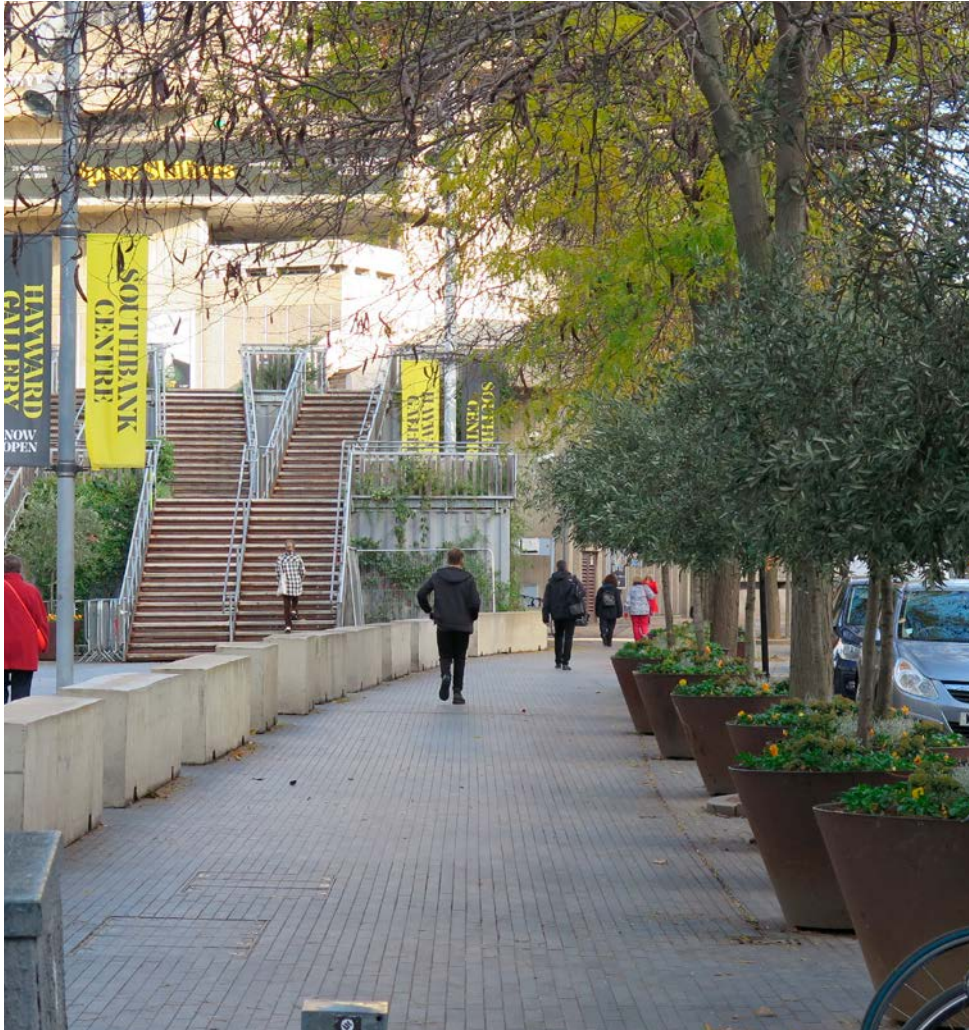
Waterloo Station remains the busiest terminus in the UK, with around 94 million people using the station each year. It is a gateway and key metropolitan and regional nexus for London, essential to the success of the Waterloo and South Bank area and future growth



The severance caused by the overground railway infrastructure that is so tightly linked to the identity of the area is mitigated in places through interventions that attract people and activity, as on the river promenade along the South Bank



The public realm of Waterloo and South Bank operates across multiple ground levels, a legacy of the development of the area's transport infrastructure and its modernist roots. Although this can make rational connections a challenge, these structures also create opportunities for unique spaces and experiences

COHERENT, SAFE STREETS AND SPACES

The area's popularity brings with it the need for comprehensive safety measures for open spaces, including hostile vehicle mitigation (HVM), such as at the Royal Festival Hall, where multiple types of HVM have been retrofitted.



Before the restoration of the Royal Festival Hall in 2008, this section of South Bank was disconnected from the river by an access road. The new landscaping and activation of the podium level with restaurants and shops has created a sense of safety at all times of day



Although many of the area's railway arches are characterful, active, and can provide useful wayfinding aids, in some cases they create severance and unwelcoming spaces. The underpass of Westminster Bridge Road has recently been lit to improve the perceived safety of this popular pedestrian route

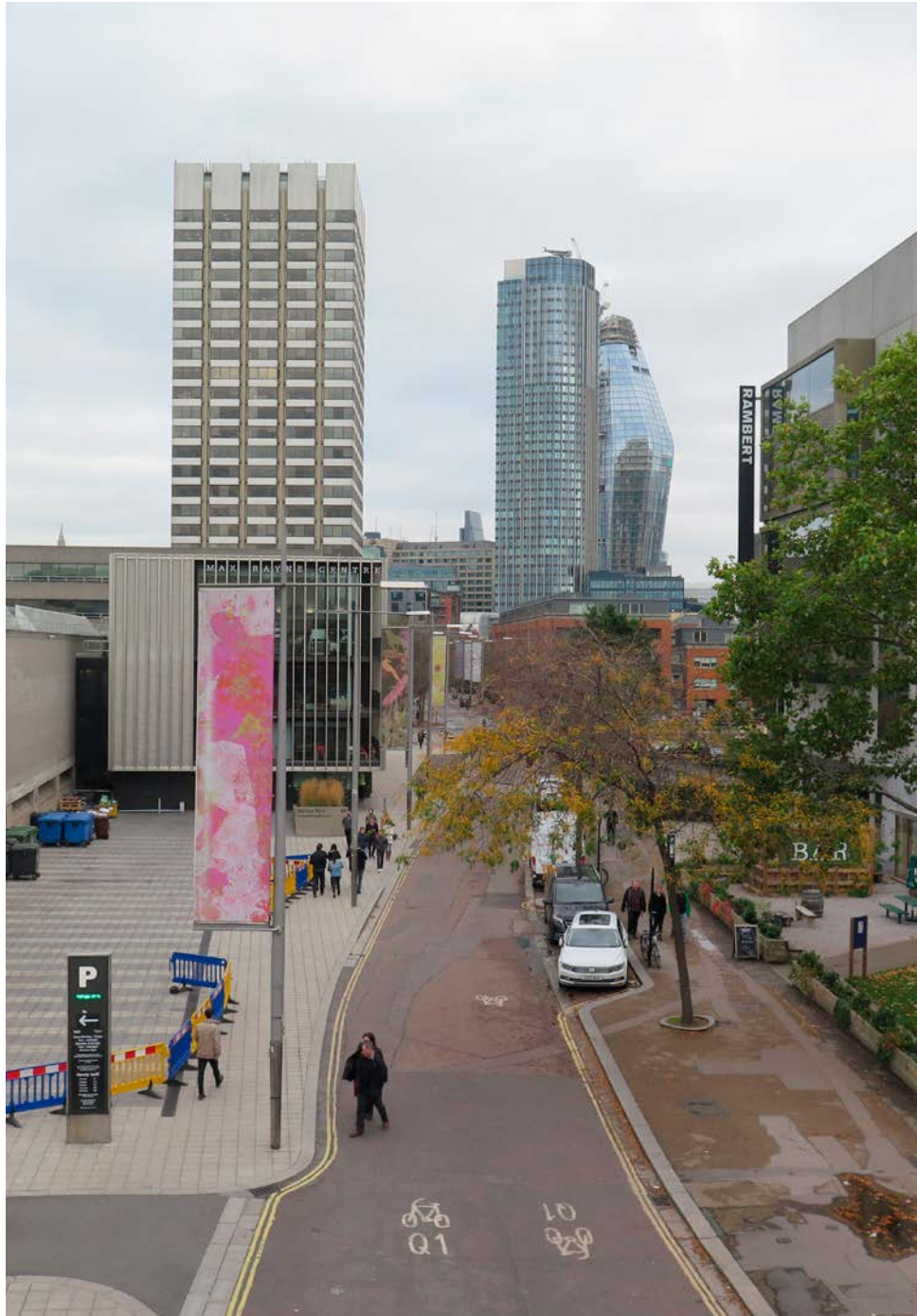
MANAGING AND MAXIMISING IMPACT OF INVESTMENT



Meanwhile uses in Waterloo and South Bank are renowned for their design quality and play an essential role in the development cycle of the area. The Green Room on the Doon Street site creates a pocket space on Upper Ground with a deconstructable pavilion and landscaped garden



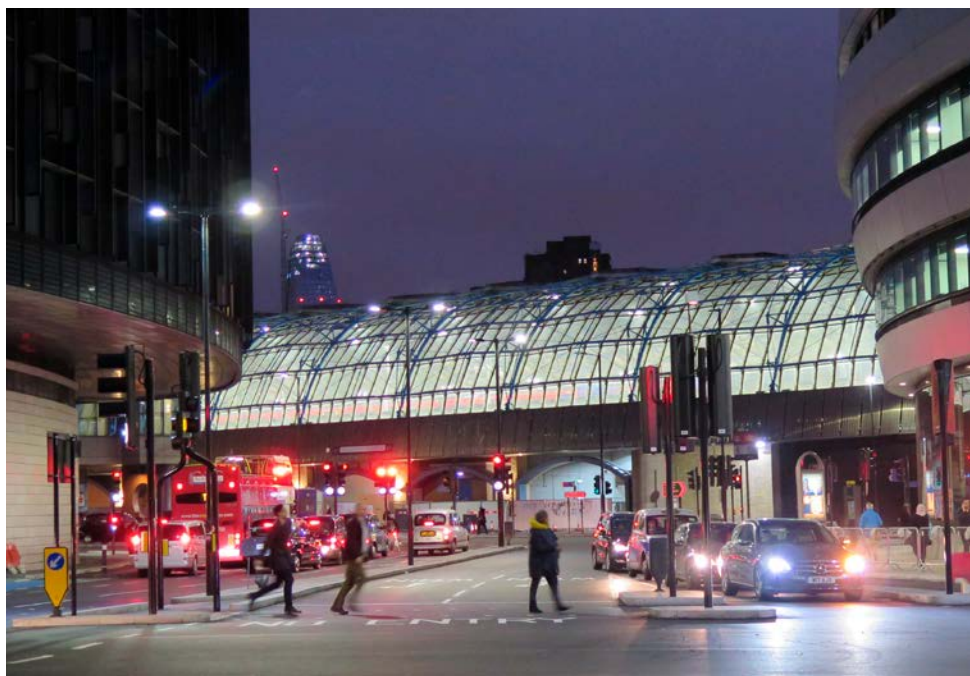
The most successful public spaces in the area are flexible and have potential to be used as part of existing programmes of cultural events throughout the year, thus maximising the investment in their maintenance. In the above example, South Bank draws crowds during the Lumiere Festival in 2018



Upper Ground provides a useful east-west pedestrian and cycle route and is also heavily used for back-of-house servicing. Its character, material quality and scale change considerably along its length

DEVELOPMENT AND GROWTH

The Cut, shown here, and Lower Marsh are both designated 'Central Activities Zone Frontage' in the *London Plan* (2016) and *Draft New London Plan* (2018), confirming their important commercial role in the local area and London



Waterloo Station has been developed significantly to increase the station capacity and improve connectivity. The terminal that was once home to the Eurostar has been converted into a new set of platforms for domestic services, shown here, while the tunnels underneath the station are incrementally being opened up and activated to create new and unique pathways through the area



Cycling is a popular transport mode in the area, shown here on Upper Ground, and there is a demonstrated demand for increased cycle infrastructure, such as bike sharing docks and cycle lanes



The area around Waterloo Station has undergone dramatic transformation in recent years due to investment in large projects such as Southbank Place, and this evolution is expected to continue

FIG. 3 LAND USE GROUND FLOOR



KEY ISSUES AND OPPORTUNITIES

LOCAL, METROPOLITAN, GLOBAL

The Waterloo and South Bank area is used by residents, workers and visitors alike, accommodating a huge variety of individual experiences and journeys. The map opposite shows the pattern of land use across the area, which reflects the geographies of three ‘typical’ user groups: local users, metropolitan users and global users. In establishing these categories, it is important to note that there are no absolute boundaries between user types, and it is possible for the same person or group to experience the area in different ways, and at different times, depending on the activity underway.

LOCAL USERS

The ‘local’ user is usually a resident, who might also be a local worker or schoolchild. They are part of the local community and spend much of their time in the area. They have a great awareness of local neighbourhood activities and uses. They also generally use quieter, residential routes as they follow their daily itineraries. They depend on local amenities, including schools, religious institutions, libraries, community centres and local parks. They are often involved in the upkeep of their local environment and engage with a variety of community initiatives and activities.

- Day-to-day presence may be transient, for example, they might work outside of the immediate area and return in the evenings.
- Major part of the local economy and have a strong influence on the character and function of the wider area.
- Accesses many of the same spaces and facilities in the area as the metropolitan user, but often at different times.
- Uses many amenities in the evenings and weekends, whereas the metropolitan user may use them in the daytime on weekdays.

METROPOLITAN USERS

The ‘metropolitan’ user is likely to be a commuter, a local worker, a student or hospital staff, or they could be someone travelling through the area. These users arrive on a variety of modes of transport, often at peak times. Although their use of the area is frequent, often daily, it is not necessarily consistent and there tend to be waves of activity and intensity reflecting use patterns of the average working day. This user is often more familiar with the geography of the area than the typical visitor, but their knowledge may be limited to specific streets and areas.

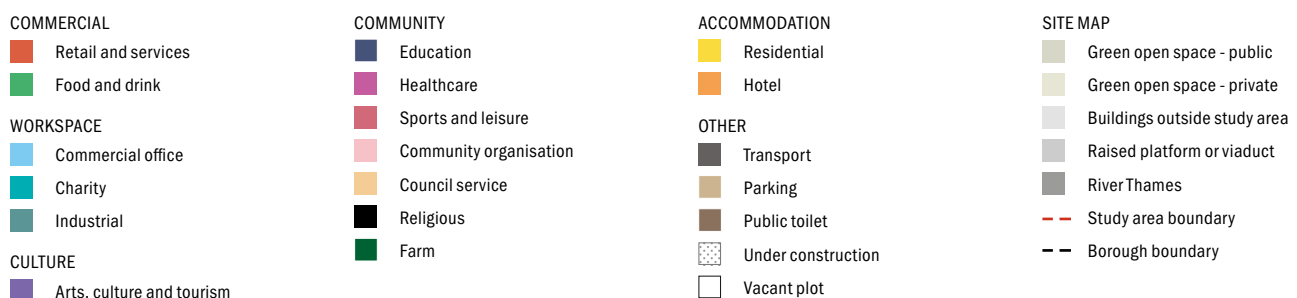
- Uses local landmarks to find their way around (stations, pubs and shops).
- Move faster and more purposefully, often due to time constraints.
- Uses the quickest and most direct route between destinations.
- Uses the area intensely at lunchtime and might also choose to stay in the area in the evenings to use shops, cafés, bars and leisure facilities.
- Might also engage with other commercial services in the area on an ad-hoc basis.

GLOBAL USERS

The ‘global’ user might be a visitor or a tourist, or a local resident or worker participating in the area’s international attractions and facilities. This user often has a preconceived idea of urban cultural centres and they often come with expectations of their experience. Many of this user’s activities and experiences will be focused along the river or along key streets between transport nodes and local attractions.

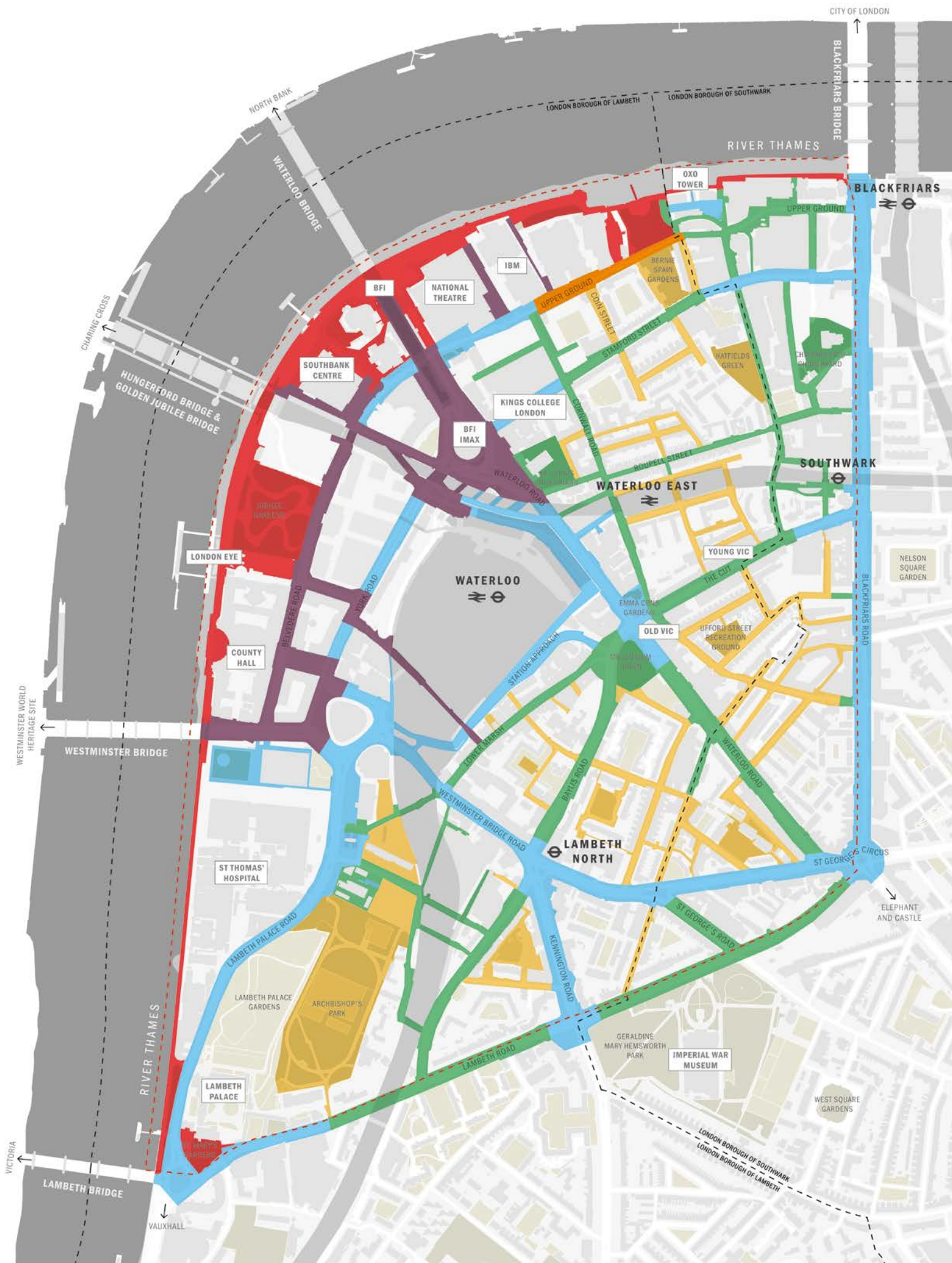
- Likely to spend several hours or more in the area, but their experience might be a one-off or infrequent visit.
- Usually set aside time to spend in the area and will often engage in several related experiences or activities in a row.
- Rarely ventures far from major attractions and main public spaces and streets.
- Unfamiliar with the geography of the area and generally uses well signposted routes that appear busy.
- May also choose to spend more time in the area in the evening and might have local lodgings for the duration of their visit.

FIG. 3 LAND USE GROUND FLOOR



The map opposite shows the predominant land uses at ground floor level, based on data gathered from on-site surveys
Map sources: Site surveys carried out between December 2017 – January 2018

FIG. 4 SPACETYPES



KEY ISSUES AND OPPORTUNITIES

OVERLAPPING PATTERNS OF USE

Across Waterloo and South Bank, most of the area's streets, spaces and zones tend to be more heavily used by particular user groups. For example, South Bank itself is occupied by a mix of people, but predominantly by visitors enjoying the cultural offerings, while the streets surrounding Waterloo Station channel thousands of commuters to and from work. The residential streets inland from the river to the south and east of the station are mainly used by locals travelling around the area. However, in those places where different user groups cross paths and different functions come together, exciting and challenging urban moments can occur which would, ideally, be recognised and shaped by the public realm.

The transition between areas dominated by different user groups and activities is a key challenge. Pedestrians encounter a variety of issues at the thresholds between character areas, including poor wayfinding, conflicting visual cues and physical changes within the public realm. Often, the material condition and undefined character of these streets and spaces reflects fragmented ownership, piecemeal development and competing user hierarchy.

Spaces located where character areas intersect, or in the gaps between them, provide a particular challenge for people moving through the area. These are often the spaces that are catering to a range of users and providing a variety of functions for the area simultaneously. However, these spaces also provide the opportunity to better integrate independent developments and knit together the public realm in strategic locations where they could have a greater impact for a multitude of users.

For example, the area around the roundabout on Waterloo Road has a metropolitan function in the context of the wider Waterloo and South Bank area. However, it is also occupied by uses that can be categorised as local, metropolitan and global. This is where the movement patterns of local workers, students, hospital staff and residents intersect, resulting in a distinct mix of street activities and demands on the public realm.

Intersections of movement patterns and land uses such as this can also lead to conflicting demands or impose the requirements of one user group on another, as in the case of Roupell Street, where narrow residential pavements become pedestrian thoroughfares for commuters at peak times and there is limited buffer space between the public street and the private dwellings.

The boundaries of character areas can also vary over time, both over the course of the day and seasonally. For example, in the summer, the event spaces around South Bank may expand into Upper Ground with more people sitting outside on terraces and using the market by the National Theatre, whereas activity is much more contained along South Bank itself in the winter. Over the course of any given weekday, spaces such as Waterloo Green are heavily used by office workers during lunchtime, whereas the play areas to the south become more active after school hours, when local families are more likely to use these spaces.

FIG. 4 SPACE TYPOLOGIES

- Global space
- Global / metropolitan space
- Global / local space
- Metropolitan space
- Metropolitan / local space
- Local space

SITE MAP

- Green open space - public
- Green open space - private
- Buildings
- Raised platform or viaduct
- River Thames
- Study area boundary
- Borough boundary



Upper Ground is a major threshold between local, metropolitan and global spaces, linking the river-facing institutions at right with local housing at left, and is a key connection for commuters

FIG. 5 NIGHTTIME LAND USE GROUND FLOOR



EVENING AND NIGHT TIME

With the busiest train station in the UK at its centre and internationally-acclaimed cultural and entertainment institutions throughout, Waterloo and South Bank remains busy throughout the day and into the night. This activity is concentrated in certain areas and creates a high level of demand on these streets and public spaces.

CULTURE

The rich variety of cultural institutions along South Bank are currently the main draw for evening and night-time activity in the area. The activity within these buildings often spills out into the adjacent public spaces, animating the streets and spaces, often late into the evening. Venues such as the Old Vic and Young Vic also draw evening activity into the zones further south of the river.

BARS AND RESTAURANTS

Waterloo and South Bank's cafés, bars, and restaurants vary in the level of evening and night time activity that they create. During these later hours, the busiest eating and drinking establishments in the area are clustered around Lower Marsh, The Cut, Waterloo Road and South Bank. The level of activity also varies with the schedule of theatre shows and exhibitions, especially at those establishments closest to arts and entertainment venues. Within Waterloo Station, a variety of shops, services, and food and drink sellers also operate late into the night.

ARCHES AND VIADUCTS

Bespoke creative cultural uses are increasingly occupying the area's arches and viaducts, sometimes linking to events, shops and venues within Waterloo station such as House of Vans and the Vaults Theatre. Many of these organisations have a limited street presence with most of their activity centred within their internal space.

Building on the pioneering street art of Leake Street, the arches have recently been transformed by LCR to create an exciting and vibrant destination, introducing bars and restaurants, as well as cultural venues. The scheme received a commendation within the Public Space category at the New London Awards 2018, recognising its contribution to the area as a high-quality, well-lit,

animated route that supports navigation through the physical barriers of the viaducts. A new pedestrian connection between Leake Street and Westminster Bridge Road has also been created as part of the development, open until midnight along with nearby uses.

Where there have been upgrades to lighting, corresponding increases in activity have improved the perception of safety, such as at the Westminster Bridge Road underpass. Local custodianship and eyes on the street, such as is made possible in mixed-use areas with residential oversight, can also provide potential solutions to these problems.

Rough sleeping and homelessness remains a pressing concern in Waterloo and South Bank, especially at night and around the station. This reflects wider trends that show the number of people sleeping rough in the UK is more than double what it was in 2010. Local churches and charities, such as St John's and Webber Street, provide shelter to the homeless as part of wider initiatives across the capital.

HOTELS

The area's popularity as a tourist destination has meant that there is an increasing number of hotels in Waterloo and South Bank. Hotels are relatively active uses throughout the day and into the night, generating a steady flow of people along certain streets in the evening, as well as animating streets by providing glimpses of activity in their lobby spaces, restaurants and bars.

FIG. 5 NIGHTTIME LAND USE GROUND FLOOR



EVENING AND NIGHT TIME

UNIVERSITY AND HOSPITAL

St Thomas' Hospital generates significant activity around its perimeter throughout the day and into the night. The hospital is home to one of the largest maternity services, delivering 6,800 babies each year, and recorded a total of 92,000 inpatient stays in 2012. Lambeth and Southwark residents make up almost half of patients annually, with the remainder travelling to the hospital from the rest of London and the UK. In addition to regular outpatient and inpatient services, the hospital has one of the UK's busiest A&E services, providing emergency care to 150,000 patients annually, often at night.

The university library of King's College London on Stamford Street is open 24 hours a day, with a steady flow of students going in and out of the building. Approximately 20,000 people connect between the University's three sites, contributing to the high volume of pedestrian footfall within the area.

RESIDENTIAL AREAS

Within residential and mixed-use zones, the presence of residential uses provides passive surveillance to adjacent streets and spaces, with the benefit of enhancing pedestrians' perceived safety during the evening. However, there is a balance

to be found between these benefits and the costs to residents affected by the negative aspects of the evening economy, such as noise and anti-social behaviour.

TRANSPORT

Night buses are a primary source of activity in Waterloo and South Bank at night. Due to Waterloo's role as a major bus interchange, as well as a busy mainline and underground station, main roads such as Waterloo Road often remain busy late into the night. In particular, activity continues and often intensifies around bus stops and interchanges in the period immediately after trains have stopped running. The level of footfall around Waterloo station continuing through the night has also increased since the Night Tube was introduced on the Jubilee line in 2016.

RIVER

The river transforms dramatically at night, setting a striking and iconic backdrop for the bustling activity of South Bank and Northbank. The 'Illuminated River' proposals are set to create an impressive addition to the atmosphere and will positively influence experiences of South Bank in future.



The variety of events on South Bank attracts a wide range of people to the area at night, which contributes to the sense of safety along the river

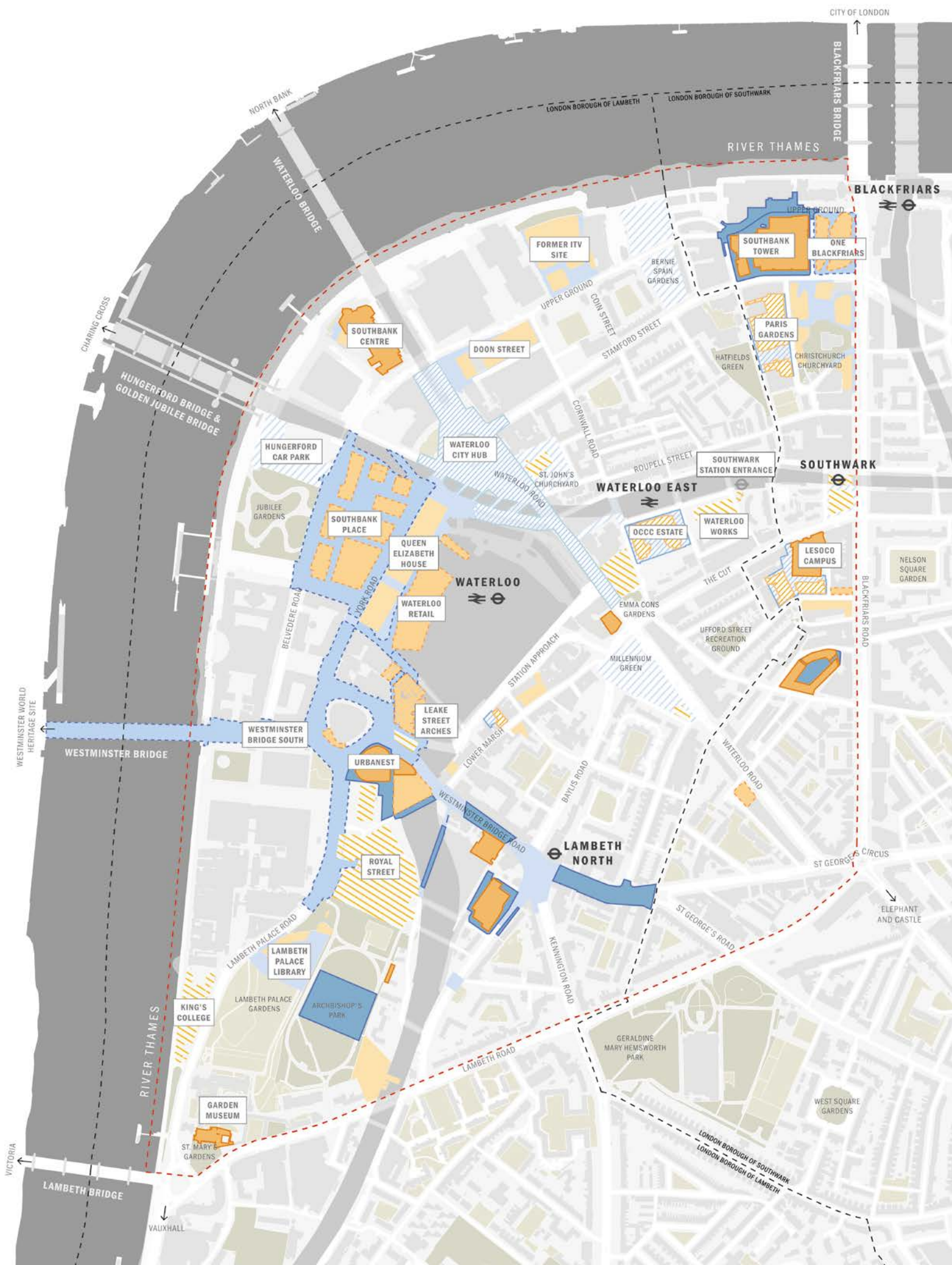


Cultural venues such as the Old Vic draw night-time activity further south of the river. At the end of performances, theatregoers crowd on the pavement outside the entrance, waiting to cross to Emma Cons Gardens



Lighting in the railway viaducts has recently improved with several schemes that have added character and differentiation between the tunnels, yet many still use utilitarian lighting, such as the tunnel on Upper Marsh that links St Thomas' Hospital with Lower Marsh

FIG. 6 DEVELOPMENT CONTEXT



KEY ISSUES AND OPPORTUNITIES

DEVELOPMENT AND POLICY CONTEXT

DEVELOPMENT CONTEXT

In recent years, numerous improvements and upgrades to the public realm have been delivered in the area, including the successful regeneration of Lower Marsh. As part of wider ambitions to improve connections in and around Waterloo Station, LCR's redevelopment of Leake Street Arches has brought retail activity to the underground tunnel and enhanced the iconic space with dramatic lighting to celebrate the street art. In addition, a number of major schemes that have the potential to considerably improve pedestrian connectivity in the area are coming forward and are in varying stages of development. These include Waterloo City Hub and major improvements to Westminster Bridge Road.

There are also large-scale building developments underway or in the pipeline, including schemes at Southbank Place, Elizabeth House, Royal Street, and Waterloo Retail, all of which surround Waterloo Station. Each of these schemes have the potential to substantially influence the quality and quantity of the surrounding public realm and are a clear opportunity to deliver significant improvements with respect to the unique existing character and context of Waterloo and South Bank.

Despite the influx of investment and interest that these developments bring, in order for Waterloo and South Bank to reach its full potential, the wider public realm is also in need of upgrade. Much of the investment coming into the area responds to the ambitions of the local Business Improvement Districts and is guided by London-wide policy. A benefit of this investment should be significant, coordinated and wide-ranging improvements to the public environment of the area.

A major influence on development is the area's distinct and complex land ownership pattern, which can result in fragmented development and a disjointed public realm. The historical piecemeal development of the area is evident in the wide range of architectural styles and scales, range of land uses, and contrasts in the design and quality of the public realm. It can also lead to a higher risk of developments being treated as island sites, a tendency which in turn compounds the problem of disjointed public realm, but can be managed through early cooperation and collaboration between stakeholders at the outset of the design process.

POLICY CONTEXT

The Public Realm Framework has been informed and developed with due regard to relevant policy and objectives including:

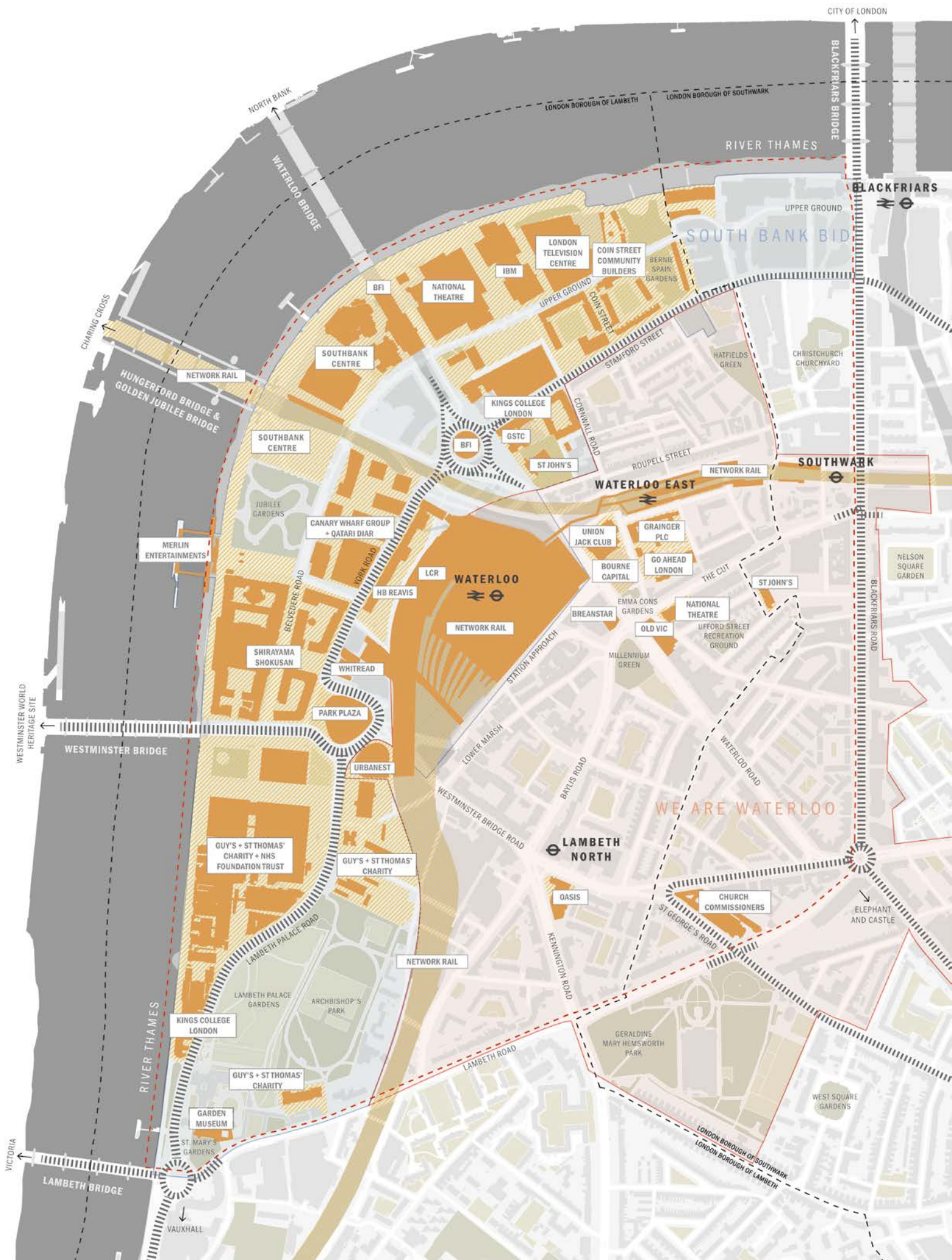
- *Lambeth Local Plan* (2015)
- *Draft Revised Lambeth Local Plan* (2018)
- *London Plan* (2016)
- *Draft New London Plan 2017* (as amended August 2018)
- *Healthy Streets for London*
- *South Bank and Waterloo Neighbours (SOWN) Draft Neighbourhood Plan*
- *Future Lambeth: Our Borough Plan 2016/2021*
- *Waterloo Opportunity Area Planning Framework* (2007)
- *Waterloo Area Supplementary Planning Document* (2013)
- *Draft Lambeth Transport Strategy 2019–2041*
- *Draft Lambeth Local Implementation Plan 2019–2041*
- *Lambeth Air Quality Action Plan 2017–2022*

Please refer to these documents for information on the associated policy boundaries and guidance.

FIG. 6 DEVELOPMENT CONTEXT



FIG. 7 COMMERCIAL AND STRATEGIC STAKEHOLDERS



KEY ISSUES AND OPPORTUNITIES

COMMERCIAL AND STRATEGIC STAKEHOLDERS

There are a wide range of commercial and strategic stakeholders in the Waterloo and South Bank area who have a direct influence on the quality of the public realm. Management of spaces is also undertaken by BIDs and local organisations, with a variety of local cooperative, volunteer and partnership agreements in operation.

Many local stakeholders are also vocal advocates for the future of the area. For example, in 2018 the South Bank Partnership published a revised version of their vision document, *The South Bank Manifesto*, which puts forward priorities for action across a range of environmental and social issues and identifies the environment and public realm as a key priority.

In the spring of 2018, Publica and Lambeth Council held meetings with numerous stakeholders to discuss the emerging Public Realm Framework and understand current aspirations for the public realm of the area, both in and around stakeholders' immediate areas of interest. The conversations that followed revealed several common themes, the main points of which are summarised below.

MAINTENANCE AND MANAGEMENT

- The maintenance and management of public spaces is an ongoing challenge and should be considered when delivering or improving public spaces to ensure longevity.
- Proposed options included devolution packages tied to short- and long-term cyclical investment, and delegation of management to local organisations on temporary contracts (such as BOST's management of Waterloo Millennium Green).

PARTNERSHIPS AND COLLABORATIONS

- Partnerships between public and private organisations are integral to successfully managing spaces and unlocking investment.
- Visitor Management Agreements (such as the revenue-based Section 106 agreement between the London Eye and Jubilee Gardens) should be encouraged.
- Local partnerships can provide important added value by programming public spaces, supporting additional maintenance across sites within multiple ownership, and developing innovative agreements related to shared commercial/community use.

ACCESSIBILITY AND INCLUSIVITY

- Waterloo and South Bank should be welcoming and physically accessible for all.
- Encourage simple, clear wayfinding for those less able and individuals with sight impairment and mobility challenges.
- Accessibility should be designed into the public realm from concept design stage, rather than being delivered retrospectively.

TUNNELS AND VIADUCTS

- Poor connectivity for pedestrians through viaducts is an issue that affects a broad range of stakeholders.
- Tunnels and viaducts can become pockets of poor air quality. Some tunnels can also be poorly lit and unclean leading to a perceived lack of safety, despite many being well used.
- The viaducts should contribute a positive identity to the area, (for example, as at LCR's Leake Street Arches) rather than creating severance, and tie into proposals for the 'low-line' along the viaduct that runs through Southwark.

PEDESTRIAN CONNECTIVITY

- Desire for a mix of direct and more leisurely pedestrian routes, demonstrating a clear user hierarchy.
- Desire for increased permeability across Waterloo Station and the viaduct and improvements to existing routes that provide direct connections between key destinations.
- Pedestrian connectivity and access to amenity for less represented members of the local community, such as children, was also a key concern.

TREES, GREENERY AND AIR QUALITY

- Poor air quality is a major issue that must be addressed.
- Reduce traffic idling through partnership-led initiatives and improve cycle infrastructure and provide segregated cycling routes.
- Promote the addition of trees and greenery in the area to reduce the impact of poor air quality.

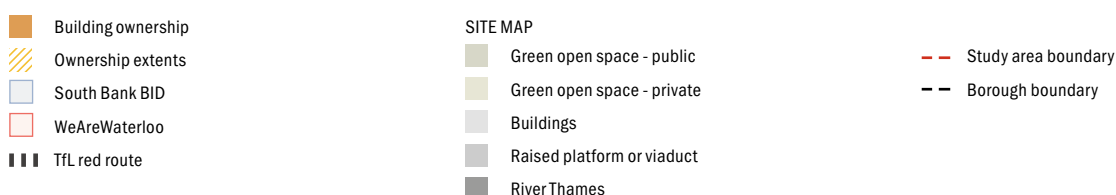
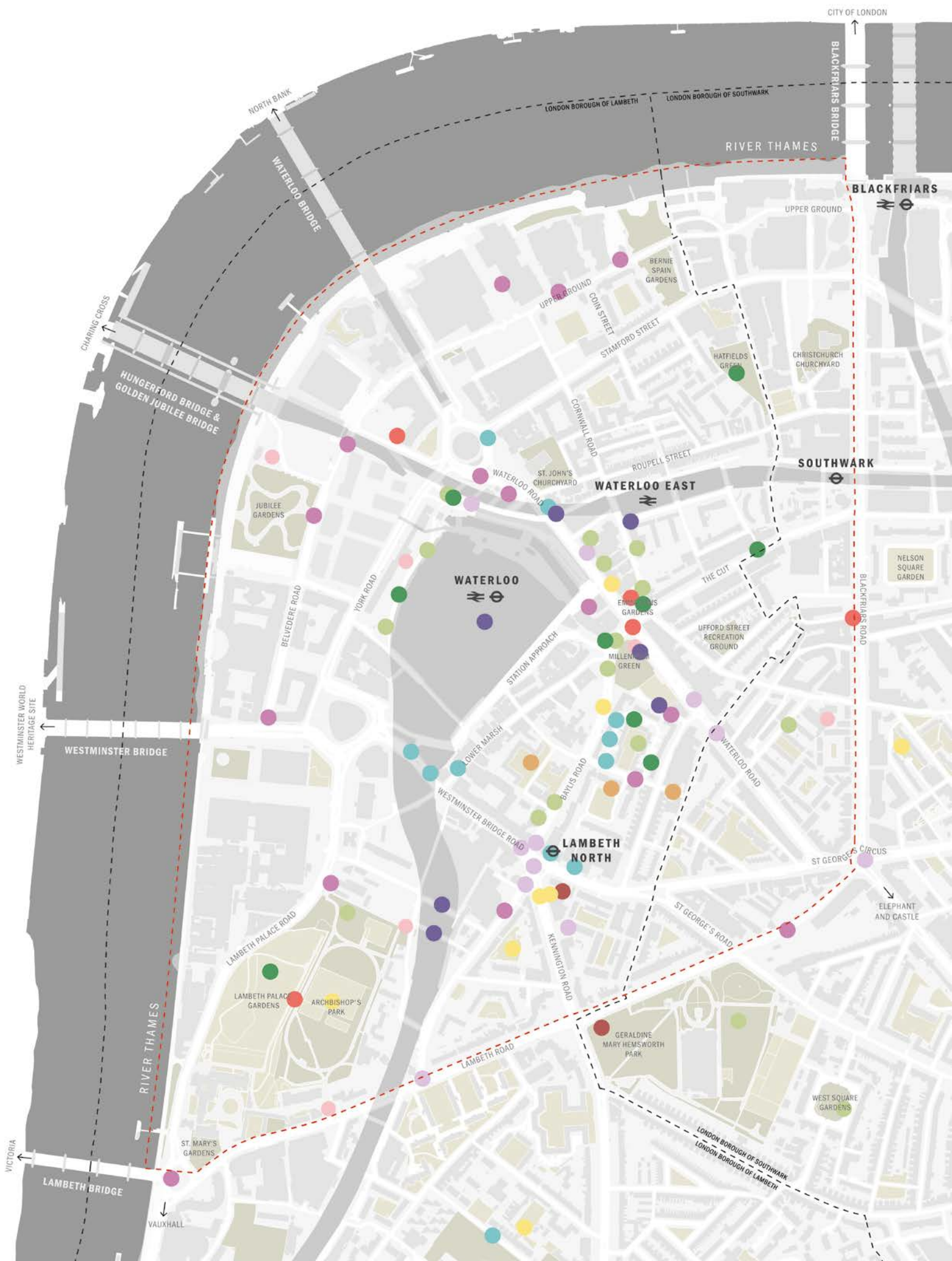
FIG. 7 COMMERCIAL AND STRATEGIC STAKEHOLDERS

FIG. 8 LOCAL ASPIRATIONS



KEY ISSUES AND OPPORTUNITIES

LOCAL ASPIRATIONS

COMMONPLACE

In 2017, Lambeth Council commissioned Commonplace, an online mapping tool for residents, businesses and visitors to give feedback on what they liked about the area, what they wanted to be changed and how they felt it could be improved. This was also supplemented by street surveys throughout the area with engagement taking place from 29th November 2017 to 1st April 2018. Both online and offline engagement resulted in 854 responses and 959 project suggestions, with 37% of all responses falling into the 'Improving green and open spaces, and supporting air quality projects' category. Comments and suggestions within this category were reviewed within the survey to support the creation of the evidence base. A selection of these quotes have been used to highlight opportunities and challenges within the spatial briefs section

COMMUNITY DROP-IN SESSIONS

As part of the research and fieldwork stage of this project, Publica and Lambeth Council organised a series of community drop-in sessions to understand aspirations within neighbourhoods to the south of Bishop's Ward. These were held in July 2018 at Oasis Hub and Waterloo Action Centre. Participants were asked to highlight potential improvements to the public realm on table-top maps using coloured stickers, and their ideas and concerns were recorded in anonymous

interviews. Younger participants designed colourful pedestrian crossings as a brainstorming tool to start conversations about what they would like to see improve in their area.

Feedback from the sessions included discussion of:

- Pedestrian and cycling safety
- Additional greening such as trees, planters and urban gardening
- Availability and provision for young people
- More public seating and dwell spaces
- Projects that support local communities
- Maintenance and cleanliness

SOUTH BANK & WATERLOO NEIGHBOURS (SOWN)
DRAFT NEIGHBOURHOOD PLAN

There are several examples of shared aspirations between the Public Realm Framework and SoWN's draft Neighbourhood Plan, in particular the proposals around public space, green infrastructure, open spaces, wayfinding and 'greenways'. The principles and guidance within this document respond directly to the proposals and policies within the draft Neighbourhood Plan in order to align the two documents. Please refer to the SoWN draft Neighbourhood Plan for their approach to each of these issues.

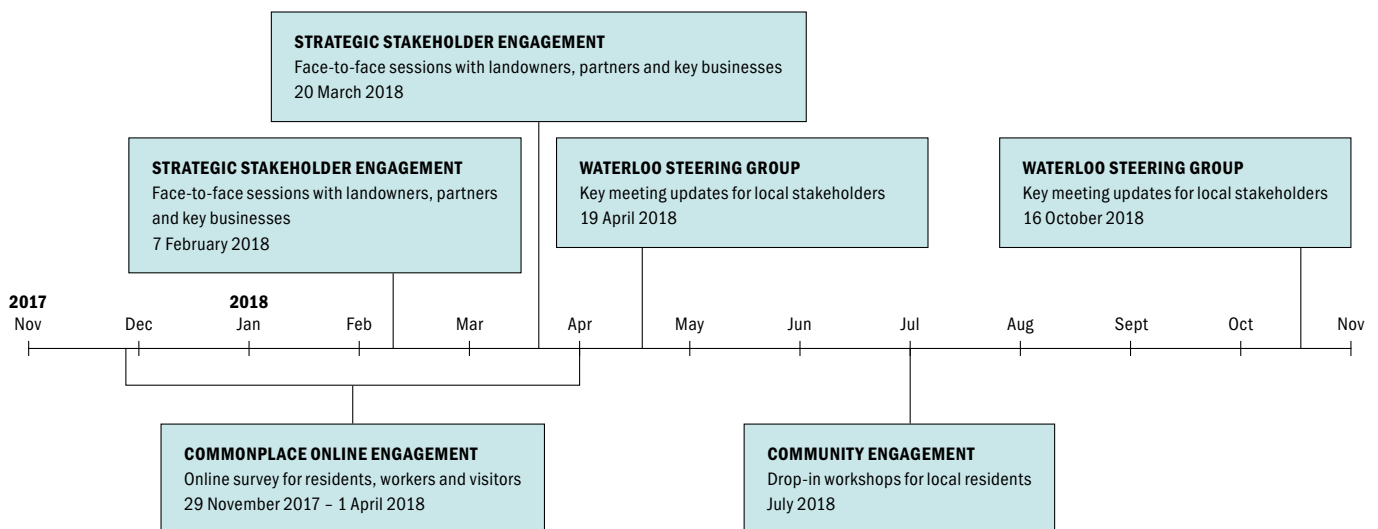
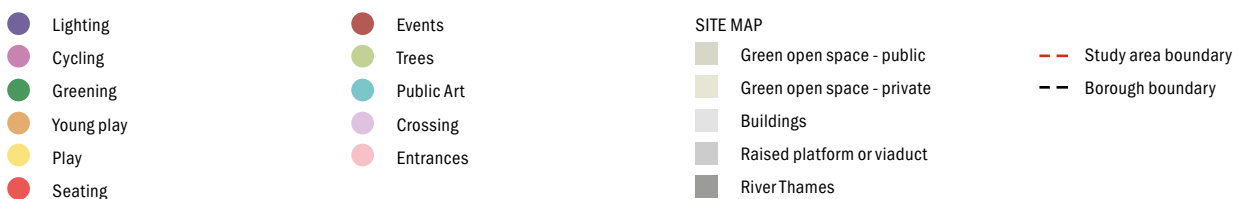


FIG.8 LOCAL ASPIRATIONS



PUBLIC REALM STRATEGY

The public realm strategy that follows builds on the themes established over the previous pages, providing strategic, actionable guidance for the improvement of public realm in the Waterloo and South Bank area.

The strategy begins with six guiding principles, developed with input from stakeholders. The principles offer guidance on priorities and a strategic design approach to promote a unified and characterful public realm.

These six principles, in turn, have been speculatively applied to a series of 18 specific sites across the area, producing a set of spatial briefs that both demonstrate the potential of the guiding principles in action, and provide a starting point for local stakeholders considering next steps. The spatial briefs are organised within four geographical project families to encourage a unified approach to adjacent or related projects, but are nonetheless discrete interventions and could be delivered independently.

From the 18 spatial briefs, four sites have been selected for further design elaboration as example projects. The first two of these, Concert Hall Approach and Emma Cons Gardens, are existing priority projects for Lambeth Council, and are likely to come forward for redevelopment in the near term. The third example project, Coral Street, is an aspirational project, included as demonstration of the guiding principles as applied to a predominantly local site. The fourth is Sandell Street, a public realm scheme led by Lambeth Council that is already underway, included as a demonstration of the implementation of the Public Realm Framework in the immediate future.



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GUIDING PRINCIPLES

1. ENCOURAGE THE PROVISION OF CIVIC AMENITY AND GREEN INFRASTRUCTURE, SUPPORTING ACCESSIBILITY, HEALTH AND WELLBEING FOR ALL

- Promote a variety of greening initiatives and the creation and enhancement of public amenity spaces across the area to create a more welcoming and vibrant place to visit, live and work.
- Incorporate initiatives to improve air quality, with emphasis on encouraging walking and cycling and on innovative approaches to green infrastructure.
- Consider the needs of children when developing proposals for the area's streets and spaces, including formal and informal play spaces or playable features where possible.
- Develop and extend existing partnerships and collaborations with local organisations to bring forward greening initiatives, air quality projects, and civic space enhancements.
- Consider the role of public and publicly-accessible indoor spaces in creating vibrant neighbourhoods and street life, including a variety of such spaces within new developments where possible, ideally making these visible from street level to create active frontage.

WINDRUSH SQUARE, BRIXTON

GROSS.MAX. 2008

Windrush Square combined three existing public spaces – Tate Gardens, Windrush Square and St Matthews Peace Garden – into one, creating a flexible civic space to reflect the significance of Brixton. It incorporates playable features, greenery and public seating as well as improving the relationship with the surrounding publicly-accessible buildings.



GUIDING PRINCIPLES

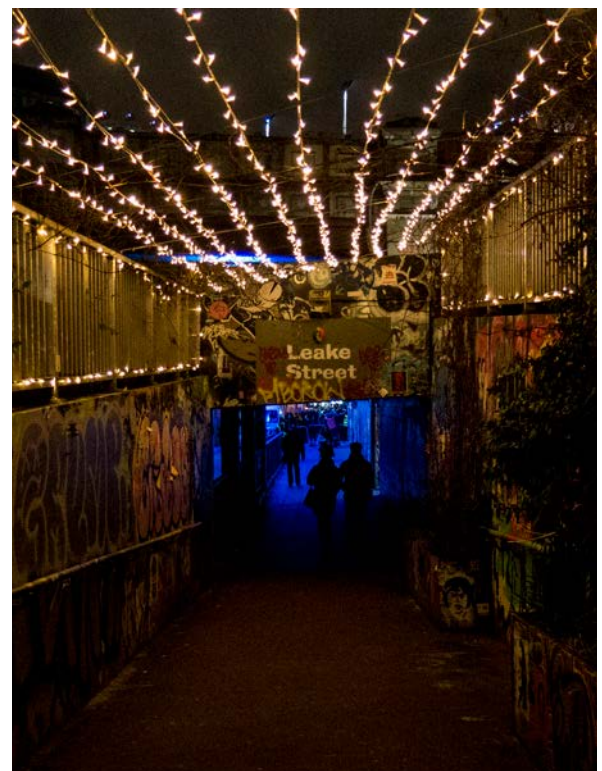
2. CELEBRATE AND PROTECT CULTURE, HERITAGE, AND DESIGN EXCELLENCE

- Design attractive, characterful streets and spaces that reflect and celebrate the area's culture and heritage.
- Coordinate with local stakeholders to encourage the animation of spaces with arts and culture, creative lighting and events programmes.
- Plan walking routes and connections and reduce street clutter to enhance the experience and enjoyment of historic and new landmark buildings, streetscapes and vistas.
- Ensure that approaches to the Westminster World Heritage Site are protected, providing opportunities to appreciate the site from a range of perspectives, and respecting its outstanding universal value.

LOWER MARSH, WATERLOO

Atkins, 2014

The renovation of Lower Marsh has strengthened its function as a market street and elevated the setting of the surrounding local shops and businesses. The shared space design and pocket park leading into Leake Street has improved the pedestrian experience of this key connection.



GUIDING PRINCIPLES

3. ADDRESS THE REAL AND PERCEIVED BARRIERS TO MOVEMENT, ACCESSIBILITY AND LEGIBILITY ACROSS THE AREA

- Design a unified, cohesive public realm that facilitates ease of movement and intuitive wayfinding.
- Improve the quantity and quality of provision for walking and cycling, implementing statutory guidance where applicable.
- Increase pedestrian space and pedestrian priority wherever possible, but especially where demand is greatest, by reallocating road space and improving the walking environment.
- Improve direct connections, street quality and wayfinding to, through, alongside and around stations, rail viaducts and other physical obstacles to movement and address gaps in walking and cycling desire lines.
- Deliver streets and spaces that are accessible to all, integrating inclusivity from the outset of the design process.
- Enhance wayfinding for pedestrians and cyclists, linking to existing municipal strategies where relevant. Consider also establishing a network of bespoke and characterful wayfinding interventions to complement ongoing initiatives.

LEAKE STREET ARCHES, WATERLOO

LCR, Corstorphine + Wright & Nulty, 2017

The overground structures of Waterloo Station are a major obstacle for the increase of pedestrian movement in the area. In response, the labyrinth of tunnels underneath Waterloo Station are incrementally being opened up and activated, such as the recently completed Leake Street Tunnel. LCR have improved the experience of the tunnel through wayfinding features, feature lighting and new active uses to create a unique pathway through the area.



GUIDING PRINCIPLES

4. INTEGRATE SECURITY FEATURES EARLY IN THE DESIGN PROCESS TO CREATE COHERENT, SAFE STREETS AND SPACES

- Consider the safety and security requirements of streets and spaces early in the design process, integrating these into design solutions from the outset and favouring passive solutions with additional public realm functionality – for example, benches and planters – wherever possible.
- Design security features that are appropriate and proportional to the function and character of the streets and spaces concerned, and ensure that streets and spaces are also accessible, welcoming, high-quality and inclusive.
- Promote innovative solutions and sensitive interventions to support hostile vehicle mitigation and reduce future security risks.

JUBILEE GARDENS, WATERLOO

West 8, 2012

The design of Jubilee Gardens incorporates a low retaining wall that acts as public seating, a landscaping feature and protection from the road. This feature allows the garden to be open and unencumbered by unnecessary street furniture and the landscape is designed to slope round from the road onto these mounds, making the space fully accessible.



© Feilden Fowles Architects



© Feilden Fowles Architects

GUIDING PRINCIPLES

5. MAXIMISE THE POSITIVE IMPACTS OF DEVELOPMENT AND MINIMISE DISRUPTION

- Use consistent, robust and sustainable materials and detailing to reduce maintenance, reinstatement and capital costs, aligning with relevant standards and responding to adjacent context and materiality to provide a unified public realm.
- Respond to and incorporate the aspirations and requirements of statutory bodies and stakeholders in order to deliver designs that will serve a wide range of priorities for the long term.
- Consider short-term, medium-term, meanwhile or temporary uses to maintain the contribution of development sites to street life and the local neighbourhood.
- Create civic spaces that are adaptable and can vary in function throughout the day, night and season.
- As part of planning new developments, include a management strategy for publicly-accessible streets and spaces, facilitating local custodianship where possible.

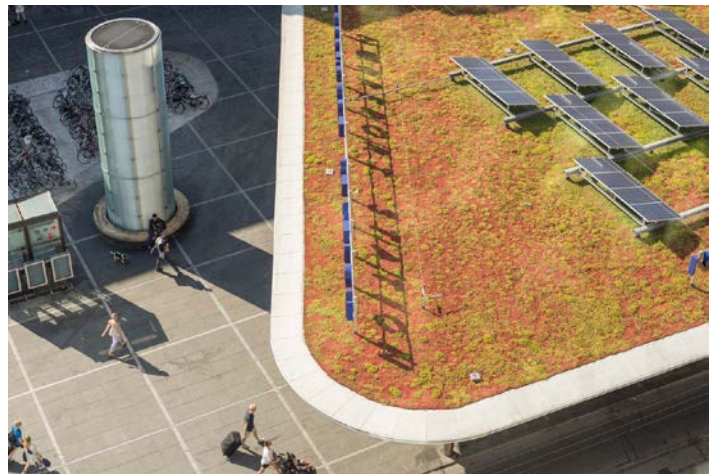
OASIS FARM, WATERLOO

Fielden Fowles Architects, 2015

The site for this temporary farm and learning centre has been leased to Oasis for five years by the Guy's and St Thomas' Trust to make use of the site before it is redeveloped. The site also houses the office of the architects who designed the structure, which is able to be dismantled and reused, making it an excellent example of a meanwhile use that brings benefit to the local community.



© Gottlieb Paludan Architects and Jens Lindhe



© Gottlieb Paludan Architects



© Gottlieb Paludan Architects

GUIDING PRINCIPLES

6. DESIGN AND PLAN FOR AN ENVIRONMENT WITH THE CAPACITY TO SUPPORT FUTURE GROWTH

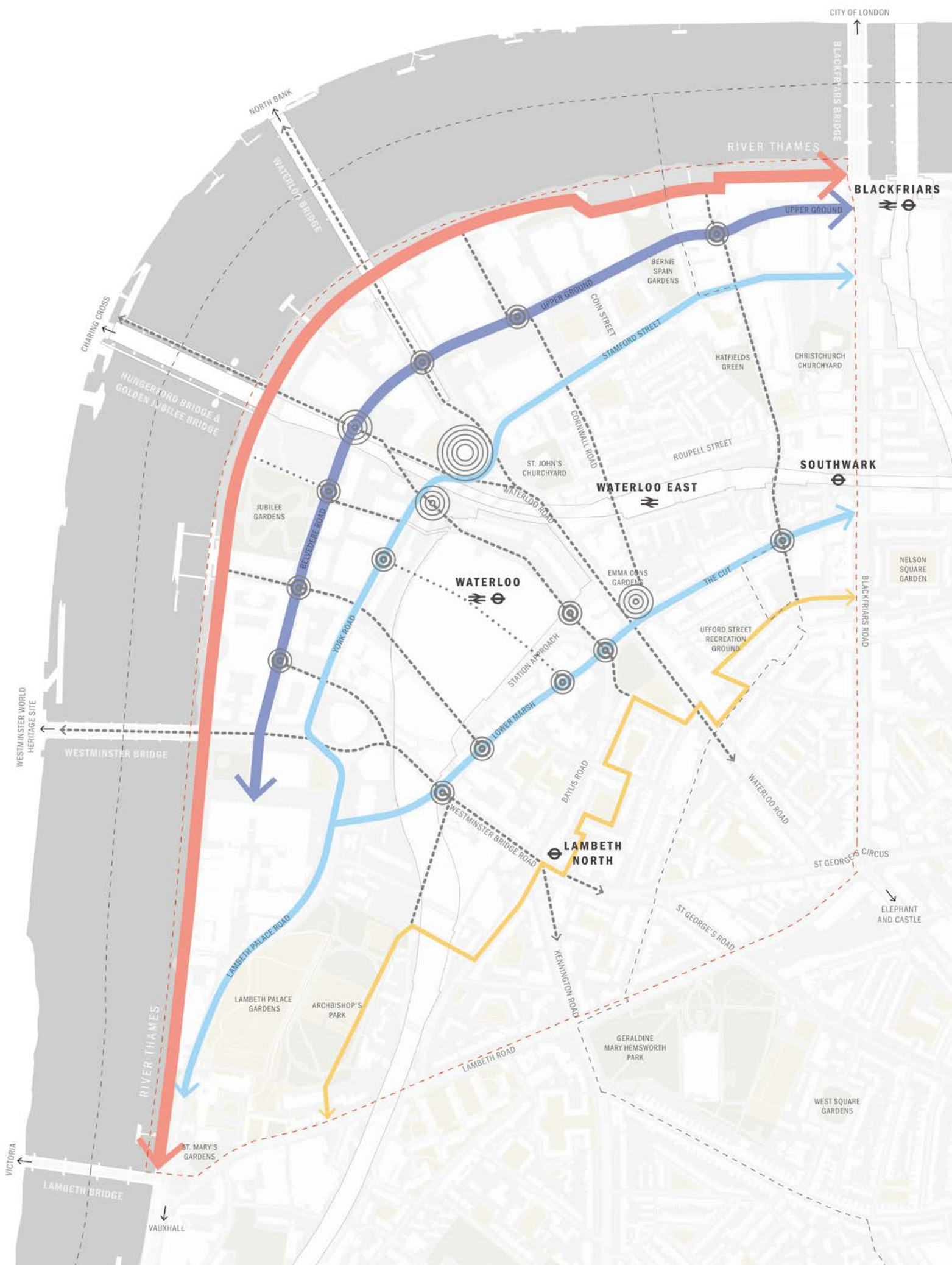
- Improve walking, cycling and public transport, particularly bus infrastructure, to minimise car dependency and traffic congestion across the area.
- Include rationalisation of below-ground utilities where practical, including the promotion of trench sharing between providers, and the formation of purpose-built, easy-access utility ducts or tunnels.
- Incorporate smart city technologies on well-travelled vehicular routes, with an emphasis on improved transport interchanges, signal junction reviews and accessibility to ensure efficient movement of traffic.
- Review waiting and loading arrangements to ensure efficient use of road space and, wherever possible, relocate parking/loading places from main roads to side roads.
- Deliver developments using a high-quality construction management plan with regard to reducing interruptions and minimising construction traffic.

NORREPORT STATION, COPENHAGEN

Gottlieb Paludan Architects + COBE Architects, 2015

The redesign of one of Copenhagen's central transport hubs has created a new interchange that rationalises and balances the needs of public transport, walking and cycling. It incorporates high-quality design and sustainable features to ensure that the public space can withstand and adapt to future changes.

FIG. 9 STRATEGIC CONNECTIONS AND SPACES



STRATEGIC CONNECTIONS AND SPACES

Drawing on analysis of strategic connections and spaces within Waterloo and the Southbank, a vision is proposed for enhanced connectivity through targeted public realm improvements. The movement corridors identified in the vision generally align with the previously described use categories of local, metropolitan, and global, but interconnectivity between them is key. To this end, of particular importance is the role of certain key hubs – or 'knuckles' – as orientation spaces, which also link these movement corridors with each other.

The map at left combines an analysis of existing movement corridors of Waterloo and South Bank, as well as important connections between them, with aspirations for new routes and improvements to existing routes. The routes have been identified based on their character and function within the broader context of Waterloo and South Bank.

GLOBAL STRATEGIC CONNECTION

The river walk is a key pedestrian connector and linear international event space, as well as a viewing point of the Westminster World Heritage Site. At certain points around St Thomas's Hospital and County Hall this route becomes more difficult to navigate and less accessible. By enhancing these spaces, the legibility and experience of the Thames Path will be improved as a whole.

METROPOLITAN/GLOBAL STRATEGIC CONNECTION

Upper Ground and Belvedere Road form an important movement corridor that needs to establish its own identity as a sequence of culturally significant spaces. It is, however, the connections it creates between the cultural institutions along the river and the stations that will determine its success. Interventions at key knuckles along this route will improve this connection most significantly.

METROPOLITAN STRATEGIC CONNECTION

The bulk of Waterloo Station and its overground railway structures makes pedestrian movement across the site more difficult to navigate. The improvement of public spaces at key entrances and approaches to the station along these movement corridors will have the greatest impact upon the experience of arrival into Waterloo. Metropolitan connections could also be enhanced through the continuation of the 'low line' walking route alongside the railway viaduct from London Bridge to Vauxhall via Waterloo.

LOCAL STRATEGIC CONNECTION

The residential neighbourhood has developed in such a way that there are many dead ends and convoluted routes between local amenities such as open green spaces, for which the most direct routes are often larger, busy roads. The vision proposes an alternative, local route that connects a set of green spaces and minimises contact with the busier thoroughfares.

KNUCKLES AND KEY INTERSECTIONS

While a unified approach to design along major corridors such as South Bank itself is an important part of delivering a legible and characterful public realm, it is also critical that longer routes especially are punctuated with landmarks and other environmental cues to support intuitive wayfinding. For this reason, this concept of knuckles along major corridors has been adopted to highlight the moments where public realm design interventions may have the greatest strategic impact.

LINKS TO THE RIVER AND THROUGH THE STATION

Connecting all these strategic movement corridors are the links to the river and through the station. These routes, or 'fingers', are essential to the wider connectivity of Waterloo and South Bank, so their improvement will have a direct impact upon the legibility of the area as a whole.

FIG. 9 STRATEGIC CONNECTIONS AND SPACES

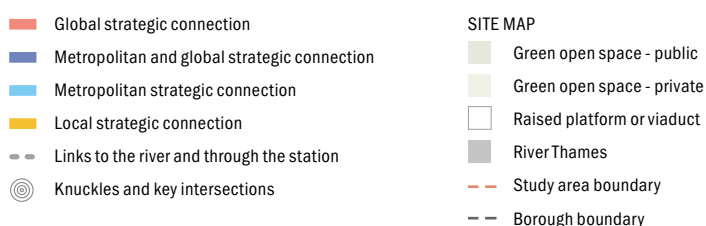
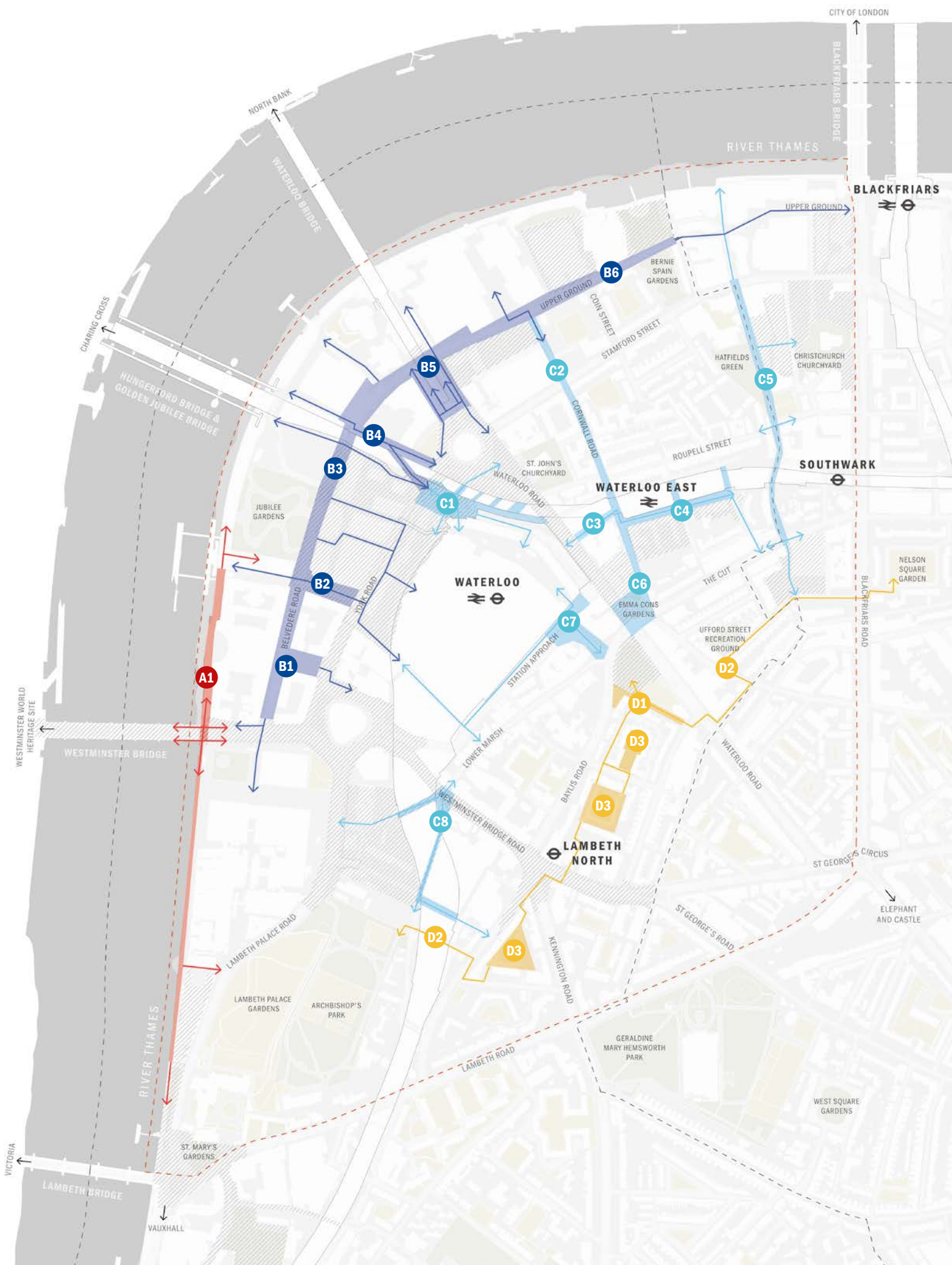


FIG. 10 SPATIAL BRIEFS













SPATIAL BRIEFS

OVERVIEW OF SPATIAL BRIEFS

Based upon the site conditions and current development context, 18 projects have been identified and grouped together into four 'families'. The 'families' have overarching aims that each individual project will help to achieve, whether it be improving connections between the stations or enhancing the river promenade. Each project has a spatial brief, which is not a design but a set of criteria which any future public realm proposal should be measured against. The matrix on the following page sets out how each project may be delivered, the key stakeholders that would have an interest in the project and any ongoing or proposed developments that should be considered.

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FIG.10 SPATIAL BRIEFS

 River walk	 Green open space - public	 Study area boundary
 Belvedere Road and Upper Ground	 Green open space - private	Borough boundary
 Station approaches	 Raised platform or viaduct	
 Routes between local green spaces	 River Thames	
 Ongoing or proposed developments		

MATRIX OF SPATIAL BRIEFS

GUIDING PRINCIPLES

				Provision of civic amenity and green infrastructure	Culture, heritage and design excellence	Movement, accessibility and legibility	Security through design
				1	2	3	4
A	RIVER WALK	PROJECT NAME	DESCRIPTION				
		A1	Thames Path and the Queen's Walk	Improvements to underpass, wayfinding, lighting, accessibility, historical setting and decluttering			
B	BELVEDERE ROAD AND UPPER GROUND	B1	Belvedere Road at County Hall	Improved design quality of hostile vehicle mitigation (HVM), activation of public spaces and upgrades to lighting and materials			
		B2	Chicheley Street	Improved street greening and wayfinding, material upgrades and decluttering			
		B3	Belvedere Road at Jubilee Gardens	Street activation, new public routes, material upgrades, decluttering and improvements to street greening			
		B4	Concert Hall Approach	Traffic calming with pedestrian and cycle priority, improved design quality of HVM, junction improvements and upgrades to wayfinding and lighting			
		B5	Waterloo Bridge Undercroft	Improved wayfinding, accessibility and urban character, creative lighting, decluttering, activation of the undercroft, and material upgrades			
		B6	Upper Ground at Coin Street	Improved street greening and urban character, creative wayfinding and material upgrades			
C	STATION APPROACHES	C1	Victory Arch Square and Mephram Street	Hard landscaping, improved accessibility, street activation, lighting and design quality of HVM, junction improvements, pedestrian and cycle priority, decluttering and material upgrades			
		C2	Cornwall Road	Street greening, public seating, pedestrian and cycle priority, junction improvements, traffic calming, improved wayfinding and material upgrades			
		C3	Sandell Street	Pedestrian and cycle priority, street greening, public seating, material upgrades, improved accessibility, lighting and urban character			
		C4	Southwark Station connection	Pedestrian and cycle priority, improvements to tunnels, street activation and lighting and decluttering			
		C5	Hatfields	Street greening, public seating, pedestrian and cycle priority, junction improvements, traffic calming, improved wayfinding and material upgrades			
		C6	Emma Cons Gardens	Hard landscaping, street activation, new pedestrian routes, improved design quality of HVM, planting, lighting and wayfinding, material upgrades, public seating, decluttering and junction improvements			
		C7	Cab Road and Spur Road	Improved wayfinding, accessibility and footways, creative lighting and traffic rationalisation			
		C8	Upper Marsh and Carlisle Lane	Improvements to tunnels, pedestrian and cycle priority, creative wayfinding and street activation			
D	ROUTES BETWEEN LOCAL GREEN SPACES	D1	Coral Street	Hard landscaping, soft landscaping, street greening and pedestrianisation, material and lighting upgrades and child-friendly crossings			
		D2	Route between Archbishop's Park and Ufford Street	Child-friendly crossings, improvements to tunnels, traffic calming, new pedestrian links, interactive features and creative wayfinding			
		D3	Green and open spaces within estates	Soft landscaping, interactive features and public seating			

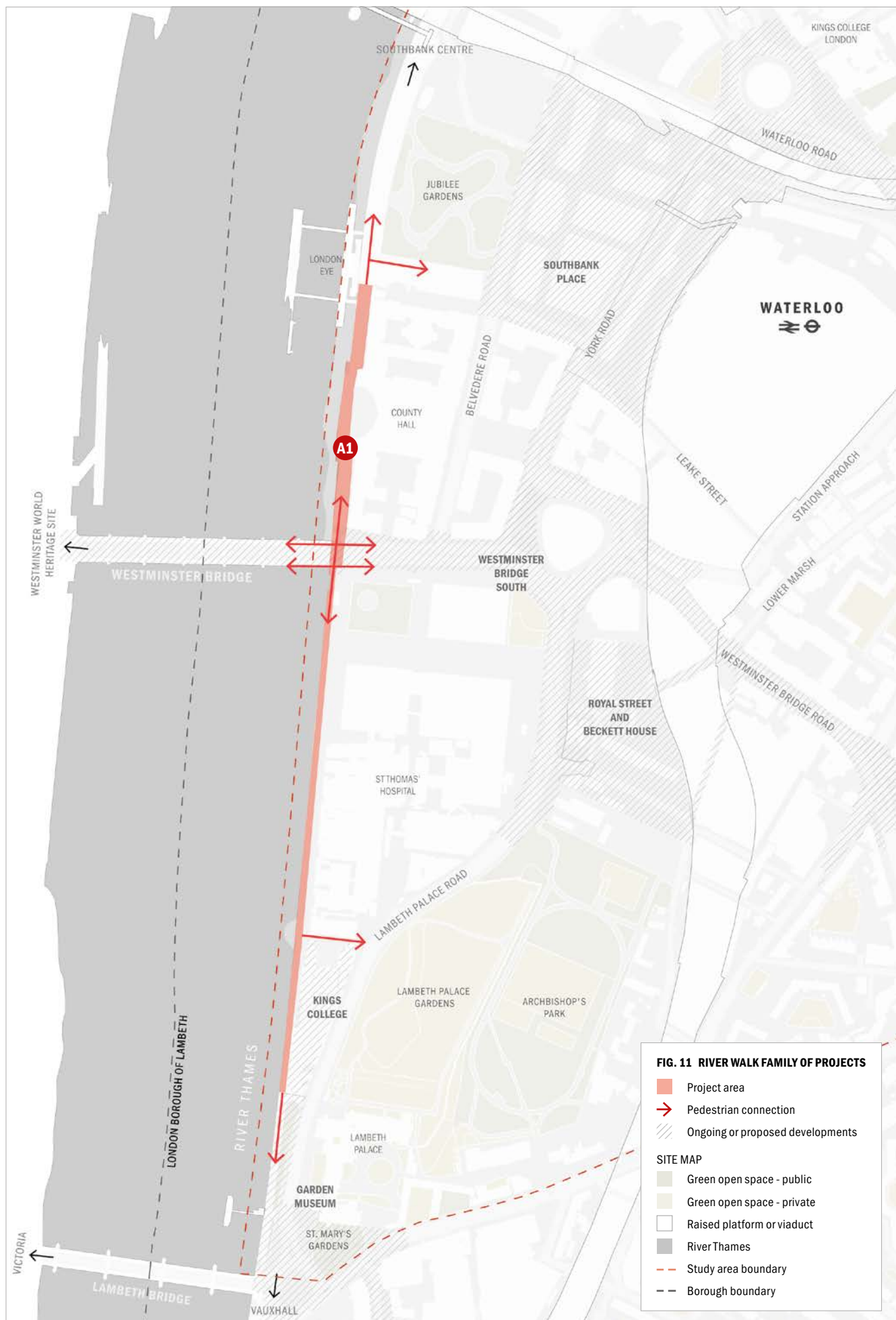
ES

- Primary guiding principles to address
- Secondary guiding principles to address

The guiding principles provide recommendations on priorities and a strategic design approach for all public realm improvements. Particular focus should be given to the primary guiding principles in the assessment of designs for each individual spatial brief. Please refer to the guiding principles for detailed recommendations.

Impact of development and disruption	Capacity for future growth	INDICATIVE DELIVERY	KEY STAKEHOLDERS	PRIORITY PROJECTS	ONGOING OR PROPOSED RELATED DEVELOPMENTS
5	6				
●	●	Partnership-led	Lambeth Council, TfL* Walk London, SBEG*, South Bank BID, Guys & St Thomas's Charity		Westminster Bridge South, Kings College London, Royal Street
●	●	Partnership-led	Lambeth Council, TfL, South Bank BID, SBEG, Shirayama Shokusan, National Cycle Network		Westminster Bridge South, Southbank Place
●	●	Partnership-led	Lambeth Council, TfL, South Bank BID, SBEG, HB Reavis, LCR, Canary Wharf Group and Qatari Diar, Jubilee Gardens Trust, Shirayama Shokusan, National Cycle Network		Southbank Place, Elizabeth House, Leake Street Arches, Westminster Bridge South
●	●	Development-led	Lambeth Council, South Bank BID, SBEG, Braeburn, Southbank Centre, Jubilee Gardens Trust		Jubilee Gardens Extension, Southbank Place
●	●	Lambeth Council-led	Lambeth Council, South Bank BID, SBEG, Southbank Centre, NR*, TfL, National Cycle Network, Whitehouse Apartments	●	Southbank Place, Waterloo City Hub, Elizabeth House
●	●	Development-led	Lambeth Council, South Bank BID, SBEG, Southbank Centre, National Cycle Network, BFI, TfL	●	Waterloo City Hub, Doon Street, IMAX
●	●	Development-led	Lambeth Council, Southbank BID, SBEG, Coin Street Community Builders, TfL, National Cycle Network		Former ITV site, Bernie Spain Gardens
●	●	Development-led	Lambeth Council, NR, TfL, LCR, HB Reavis	●	Elizabeth House, Waterloo Retail, Waterloo City Hub
●	●	Partnership-led	Lambeth Council, We Are Waterloo, TfL, King's College London, Coin Street Community Builders, Union Jack Club, Bourne Capital, Go-Ahead, Grainger PLC		Waterloo City Hub, OCCC Estate, Waterloo Estate (Bourne Capital)
●	●	Lambeth Council-led	Lambeth Council, We Are Waterloo, NR, TfL, Union Jack Club, Grainger PLC	●	Waterloo City Hub, Southwark Station Entrance, OCCC Estate
●	●	Development-led	Lambeth Council, We Are Waterloo, NR, Grainger PLC, TfL		Southwark Station Entrance, Waterloo Works, OCCC Estate
●	●	TBC	Lambeth Council, We Are Waterloo, London Borough of Southwark, NR		Paris Gardens, Southwark Tube Entrance & Southwark Tube OSD
●	●	Partnership-led	Lambeth Council, Bourne Capital, The Old Vic, We Are Waterloo, Grainger PLC	●	Waterloo Millennium Green, Waterloo City Hub, Old Vic Extension, OCCC Estate, Waterloo Estate (Bourne Capital)
●	●	TBC	Lambeth Council, NR, TfL, LCR, We Are Waterloo		Milk Passage, Leake Street Arches, Waterloo Retail, Wessex Alliance
●	●	Partnership-led	Lambeth Council, NR, LCR, Guys and St Thomas' Charity, Urbanest, We Are Waterloo		Westminster Bridge Road
●	●	Development-led	Lambeth Council, TfL, Bankside Open Spaces Trust, Duke of Sussex Pub, Tanswell Estate TRA*, local community groups		Waterloo Millennium Green, Oasis Academy Johanna, 1 Coral Street
●	●	Partnership-led	Lambeth Council, NR, South Bank BID, We Are Waterloo, Guys and St Thomas's Charity, local community groups		Waterloo West Project, Waterloo Millennium Green, Royal Street
●	●	Partnership-led	Lambeth Council, TRA, local community groups		Royal Street

*NB South Bank Employers' Group (SBEG), Network Rail (NR), Transport for London (TfL), Tenants and Residents Association (TRA)



RIVER WALK FAMILY OF PROJECTS

The Waterloo and South Bank riverfront is internationally renowned for its views of the River Thames, the Westminster World Heritage Site and the variety of cultural institutions that open onto this popular promenade. It forms part of the Jubilee Walkway, the Jubilee Greenway and the Thames Path, making it a crucial part of wider leisure routes and strategic pedestrian connections through the city. Although it benefits from full pedestrianisation, the walkway can become overwhelmed by temporary installations that hamper movement and by street furniture that disrupts the panoramic views. The spatial brief in this section focuses on the section south of the London Eye, as this is where there is potential to improve connections from South Bank to Vauxhall and to enhance the historic setting.

“It’s as only as soon as you get to the other side of the underpass footpath of Westminster bridge that the area becomes more lively [...] There is so much that could be done to make that area more attractive”¹



County Hall and the London Eye viewed from Westminster Bridge

THAMES PATH AND THE QUEEN'S WALK

The Queen's Walk and the section of the Thames Path adjacent to St Thomas's Hospital provide some of the most impressive, unobstructed views of the river and the iconic Palace of Westminster. The approach to these valuable assets has the potential to be further enhanced through decluttering and improved accessibility to all visitors.

Enhance the views and approaches to the Westminster World Heritage Site

- Consider restricting the use of advertising signage outside County Hall and the Albert Embankment by Lambeth Palace as part of a wider wayfinding review, audit and strategy to improve views of the Westminster World Heritage Site.
- Investigate options to integrate existing Hostile Vehicle Mitigation (HVM) barriers into the streetscape of Westminster Bridge with consideration for the design quality and pedestrian experience.
- Avoid the placement of kiosks where they will impact views of routes to the Westminster World Heritage Site.

Improve pedestrian connections

- Explore the feasibility of providing step-free access from Westminster Bridge down to the Thames Path and the Queen's Walk.
- Explore opportunities to improve the pedestrian experience within the underpass beneath Westminster Bridge. Consider

commissioning a distinctive and attractive lighting scheme to improve wayfinding and visibility. Explore the feasibility of removing barriers within this tunnel and prioritise this key link for ongoing maintenance as part of the wider South Bank promenade.

- Investigate options to improve wayfinding for visitors by indicating the route through the pedestrian underpass as part of a wider wayfinding review, audit and strategy. Consider using the blank walls at the tunnel entrances for signage.

Increase opportunities to dwell along the Albert Embankment

- Explore opportunities to collaborate with existing cultural programmes and events, such as The Illuminated River, to provide engaging artworks and installations that complement the World Heritage Site setting.
- Consider improving access to the foreshore by opening up existing stairways.
- Ensure that future infrastructure improvements, such as flood defences, prioritise the role of the Embankment as a public space within London's urban landscape.

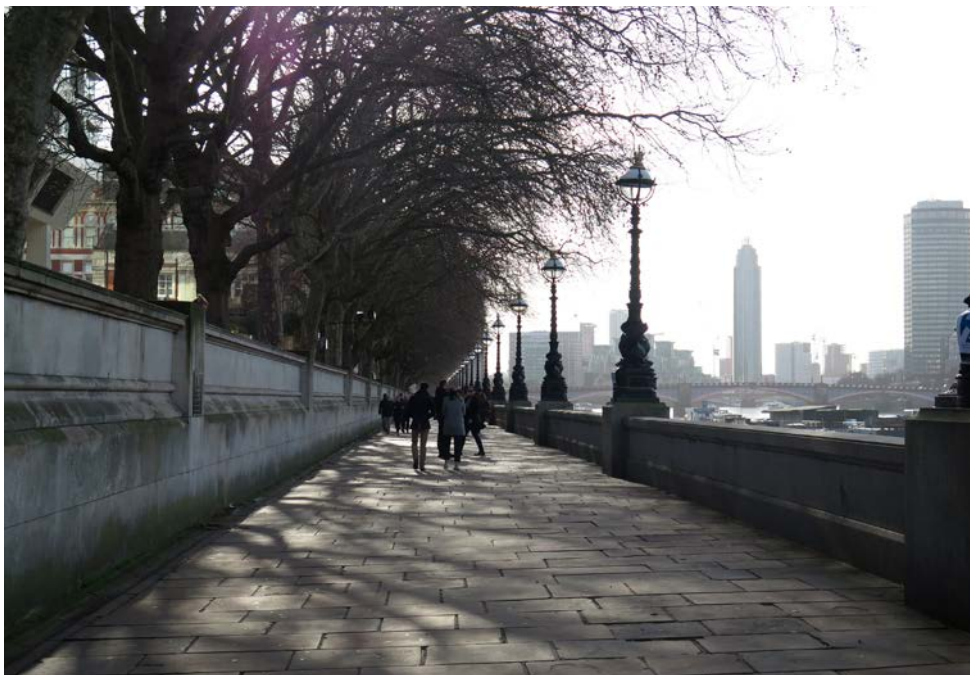


Left: The pedestrian tunnel that connects to County Hall and the London Eye is not currently signposted

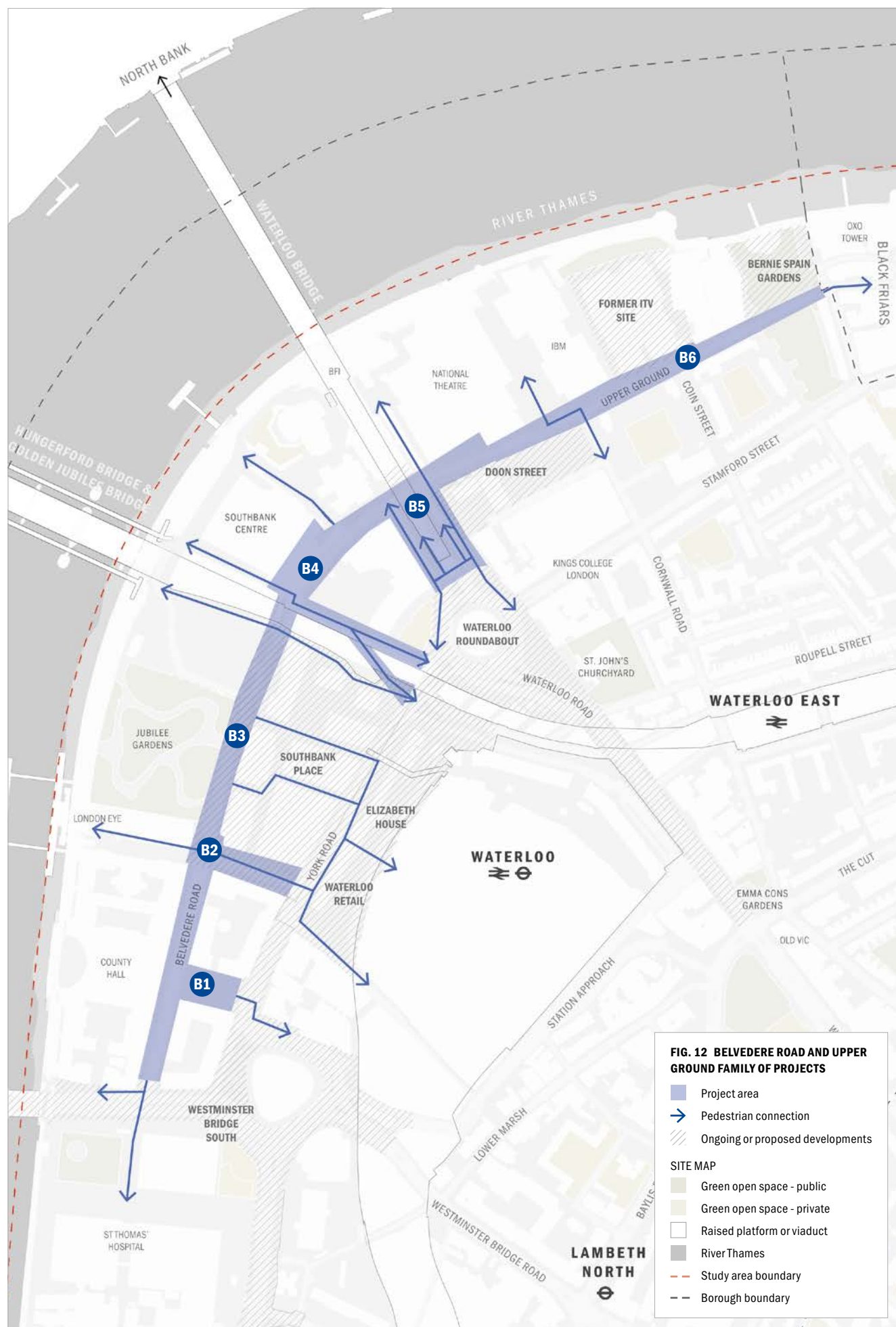
Right: Members of the public navigate the steps down to the Thames Path. There is no step-free access from Westminster Bridge



The river promenade adjacent to County Hall displays both bespoke Victorian lighting columns and flag-mounted advertisements



The Albert Embankment is bordered on one side by St Thomas's Hospital and by the river on the other



BELVEDERE ROAD AND UPPER GROUND FAMILY OF PROJECTS

Often referred to as the ‘Spine Route’ or the ‘South Bank Spine’, this rich sequence of spaces shows the wide range of urban characters present in the Waterloo area. Through a series of phased public realm improvements in key transition zones, Belvedere Road and Upper Ground have the potential to draw together the metropolitan hub of the station, the global cultural institutions along the river and the local residential enclave around Coin Street along one diverse yet unified series of spaces.

“...the entire area north of Stamford Street and York Road needs to be treated as a culturally and strategically unified area, an urban cultural park”¹



From Jubilee Gardens to the Waterloo roundabout to Bernie Spain Gardens, Belvedere Road and Upper Ground link a series of gateways into the Waterloo and South Bank area

BELVEDERE ROAD AT COUNTY HALL

The grand scale and character of Forum Magnum Square and the surrounding architecture has the potential to provide an impressive commencement or termination point to the ‘Spine Route’ through improved street activation and upgrades to lighting and materials.

Improve the architectural setting of County Hall

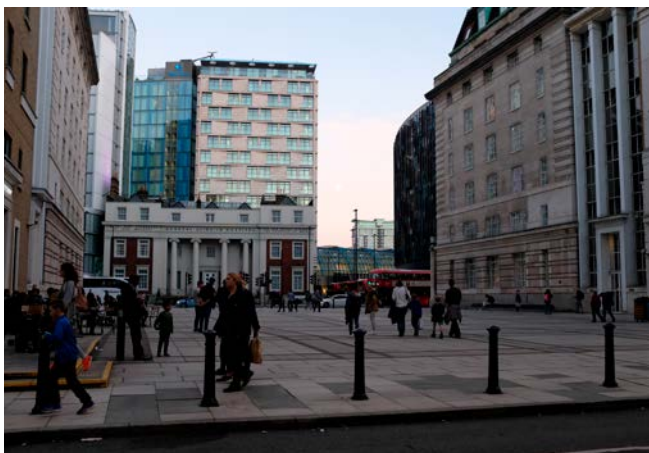
- Explore options to emphasise the architectural distinctiveness of County Hall and the General Lying In Hospital through feature lighting and the removal where possible of building-mounted flood-lights.
- Consider providing unified material and lighting upgrades to Forum Magnum Square and Belvedere Road to complement the architectural setting, considering surface drainage, accessibility, robustness of materials, public seating and integration of road markings.

Increase visibility of street-level activity

- Explore options to enhance the animation of ground floor frontages along this section of Belvedere Road. Consider lighting, signage, outdoor seating, greening and diversity of uses.
- Explore opportunities to collaborate with existing cultural programmes to provide temporary events in the Square.

Improve pedestrian and cycling connections

- Belvedere Road forms part of the cross-country National Cycle Route 4 from London to Fishguard. Explore options to improve wayfinding for pedestrians and cyclists by indicating National Cycle Route 4 and nearby destinations as part of a wider wayfinding review, audit and strategy. Maintain clear sight-lines towards key destinations.
- Investigate options to improve the aesthetic quality of HVM barriers that can also allow for clear passage for pedestrians and cyclists using National Cycle Route 4.
- Where possible, reduce the influence of vehicular signage on the pedestrian experience, in particular at the junction of Belvedere Road and Westminster Bridge South.



Left: Forum Magnum Square and the General Lying in Hospital as viewed from Belvedere Road



Right: There is a mixture of wayfinding and signage features that are mainly targeted at vehicular traffic

CHICHELEY STREET

Chicheley Street forms a key link from the river to Leake Street Tunnel, one of the most direct routes through Waterloo Station. Through greening, wayfinding improvements and enhancements to the street character, the revitalisation of Chicheley Street could improve connectivity and legibility of local networks of movement.

Enhance the route from the London Eye to Leake Street

- Chicheley Street provides a direct link from the river to Waterloo Station and Lower Marsh via Leake Street. In coordination with adjacent developments, explore ways to improve the pedestrian experience from the London Eye to Leake Street. Consider pedestrian crossings, views, desire-lines, servicing access and the reduction of street clutter.
- Explore opportunities to enhance the pedestrian crossings by making them colourful and distinctive along the route to Leake Street.
- Consider planting additional street trees along this route to aid wayfinding and mediate between the large scale of the surrounding architecture and pedestrians.
- Explore opportunities to make use of vacant or construction sites along this route such as with meanwhile uses and installations to aid wayfinding to Leake Street and Lower Marsh and activate the street life.

Upgrade material quality according to the street character

- Explore options to unify the streetscape of Chicheley Street in line with adjacent public realm improvements. Consider rationalising street clutter, widening pavements by introducing loading pads and upgrading materials.
- In coordination with adjacent developments, consider unifying the public realm at the entrance to Leake Street in line with the character of the tunnel. Consider the locations of service entrances, reduction of street clutter and opportunities for greening.
- Ensure a joined-up approach to the renovation of Chicheley Street and the entrance to Leake Street as part of adjacent developments in order to create a consistent character along this key route.



Left: Chicheley Street has been recently upgraded on one side as part of the Southbank Place development on the left

Right: The junction of Chicheley Street and Belvedere Road is affected by the road blocks that prevent cars accessing County Hall

BELVEDERE ROAD AT JUBILEE GARDENS

On this section of the ‘Spine Route’ there is an opportunity to provide more public space and open up new routes to South Bank from York Road as part of plans to extend Jubilee Gardens in accordance with Local Plan policy. The recommendations outlined here are indicative and intended to complement ongoing works to the public realm around Southbank Place, and suggest integration with the proposed Jubilee Gardens extension to create a permeable and unified yet varied urban space along this part of Belvedere Road.

Open up pedestrian connections to South Bank

- Explore options to create a new pedestrian route connecting South Bank with Waterloo Station through Southbank Place along the railway viaduct. Consider activating the railway arches lining this route, for example through partnerships with cultural institutions.
- In coordination with future development of the proposed Jubilee Gardens Extension, explore opportunities to provide new, legible routes through the site that connect to newly established passages through Southbank Place.

Create a new public space as part of the Jubilee Gardens Extension

- With reference to recommendations in the Draft Lambeth Local Plan, explore opportunities to ensure that any new public space on the area of Hungerford Car Park that is Metropolitan Open Land integrates with the distinctive sequence spaces along this section of South Bank. In particular, explore ways to create a distinction between the Jubilee Gardens and proposals for its extension. Consider the enhancement of the character of the railway infrastructure and emphasis upon the heritage of South Bank and surrounding arts and cultural activities.

Improve existing connections along Belvedere Road

- In coordination with surrounding planned developments, develop a consistent and unified material treatment along this section of Belvedere Road.
- As part of ongoing public realm developments, investigate options to consolidate coach parking bays.
- Explore options for additional street greening along this route to connect with Jubilee Gardens and the proposed extension.
- Consider options for indicating cycling priority for National Cycle Route 4.



Left: Belvedere Road by Hungerford Car Park is a key drop-off point for coaches and tour buses



Right: The arches lining Hungerford Car Park link Belvedere Road with the river walk

CONCERT HALL APPROACH

Concert Hall Approach forms a strategic pedestrian link between Waterloo Station, South Bank and proposed public realm improvements at Waterloo City Hub. Already a popular walking route, it has the potential to become an active, pedestrian-friendly public space consistent with the international status of the destinations it connects.

Please refer to the Example Projects section for more detailed design guidance for this space.

Transform the arrival experience from Waterloo Station and South Bank

- In discussion with TfL, explore options to remove vehicular traffic from Concert Hall Approach in conjunction with public realm and traffic management improvements to Waterloo City Hub.
- Explore options to upgrade the public realm as appropriate to its use as a local, metropolitan and global route, in line with the proposed improvements to Waterloo City Hub. Consider pedestrian priority crossings, a high-quality, unified paving design, street lighting and relocation or removal of street clutter.
- Consider using the existing railway viaduct as part of a wider wayfinding strategy, improving the legibility of the route to South Bank. Consider removing or repurposing existing flagpoles along Concert Hall Approach as part of this strategy to enhance the view towards the Festival Hall.
- Consider commissioning a distinctive and attractive lighting scheme for the viaduct underpasses.

Celebrate the existing public spaces and cultural uses

- Explore opportunities to enhance the relationship between the Whitehouse Apartments garden with the surrounding streets. In collaboration with stakeholders, consider ways to improve views into the space, such as improved planting along its borders.
- Investigate options to better integrate existing HVM barriers into the streetscape, with consideration for the design quality and pedestrian experience.
- Encourage increasing the activation of the viaduct arches and consider the accommodation of spill-out uses.

Enhance existing strategic connections along Belvedere Road

- Explore options to clearly indicate National Cycle Route 4.
- Explore opportunities to upgrade the public realm on Belvedere Road between Hungerford Bridge and Waterloo Bridge. Consider drainage, integration of servicing areas and robust materials appropriate for heavy goods vehicles.



Left: Multiple users compete for space at the junction of Belvedere Road and Concert Hall Approach

Right: Concert Hall Approach as seen from the Southbank Centre podium, showing the high footfall and current HVM barriers

WATERLOO BRIDGE UNDERCROFT

At the point where Belvedere Road turns into Upper Ground it intersects with several upcoming developments, including Waterloo City Hub. Here, there is the opportunity to connect this transformative scheme with the river, prioritising accessibility and intuitive wayfinding and enhancing the unique character of this multi-level space.

Improve the experience of the Waterloo Bridge undercroft

- Explore opportunities to enhance the undercroft space to draw together adjacent developments. Consider commissioning a distinctive and attractive lighting scheme under Waterloo Bridge to enhance the character of the space and explore opportunities for creative collaborations with local cultural institutions.
- Encourage further activation of back-of-house frontages as well as existing restaurants along Upper Ground.
- Investigate opportunities to provide active uses within the existing undercroft units that prioritise creative and digital businesses and affordable, innovative workspaces.

Enhance routes for all modes of transport in coordination with adjacent developments

- Explore ways to improve the legibility of routes and level changes at this key intersection of transport modes using creative signage, lighting and paving and by reducing street clutter.
- In coordination with adjacent traffic schemes, ensure that the pedestrian routes from the IMAX at all levels are enhanced and that they prioritise views to the river and accessibility. Consider the consolidation of the ramp and stair network to ensure the clarity and safety of these routes is improved.

- Investigate opportunities to provide pedestrian crossings at grade for all key junctions.
- Explore options to link cycling infrastructure in adjacent traffic schemes with the National Cycle Route 4 along Belvedere Road and Upper Ground. Consider consolidating bicycle parking to declutter pavements.
- Explore options to coordinate servicing, coach parking, bus routes and large deliveries to reduce their impact on the experience of the public realm.

Upgrade and unify the material quality

- Explore opportunities to upgrade road surfaces along Belvedere Road and Upper Ground with robust materials appropriate for heavy goods vehicles.
- Explore options to unify the paving quality in coordination with adjacent developments. Consider sustainable urban drainage systems and flush surfaces for tree pits and loading pads.
- Investigate options to improve the aesthetic quality of HVM barriers, for example by incorporating planting or seating.



Left: Looking towards South Bank from the northern side of Waterloo Roundabout through the underground stair and ramp system

Right: The space under Waterloo Bridge has the potential to be activated by creative workspaces or businesses

UPPER GROUND AT COIN STREET

The character of Upper Ground changes significantly at the junction with Cornwall Road. Here, the national cultural and educational institutions clustered around the Southbank Centre give way to the residential enclaves around Coin Street and commercial buildings facing the river. This junction is also an important alternative walking and cycling route to Waterloo Station with the potential to bring together the global, metropolitan and local types of space that are present throughout Waterloo and South Bank.

Upgrade the public realm to enhance the existing urban characters

- Explore ways to upgrade the public realm to signify the transitions between local, metropolitan and global characters. Consider material qualities, lighting, continuous paving, types of street furniture and cultural programming on either side of the street.
- Investigate opportunities to emphasise the variation of street activity through public realm design. Consider consolidating servicing areas, rationalising street clutter and accommodating spill-out uses, residential front gardens and street greening. Ensure that new developments continue to add variation to the street through active back-of-house uses.
- Explore opportunities to upgrade road surfaces along Upper Ground with robust materials appropriate for heavy goods vehicles.

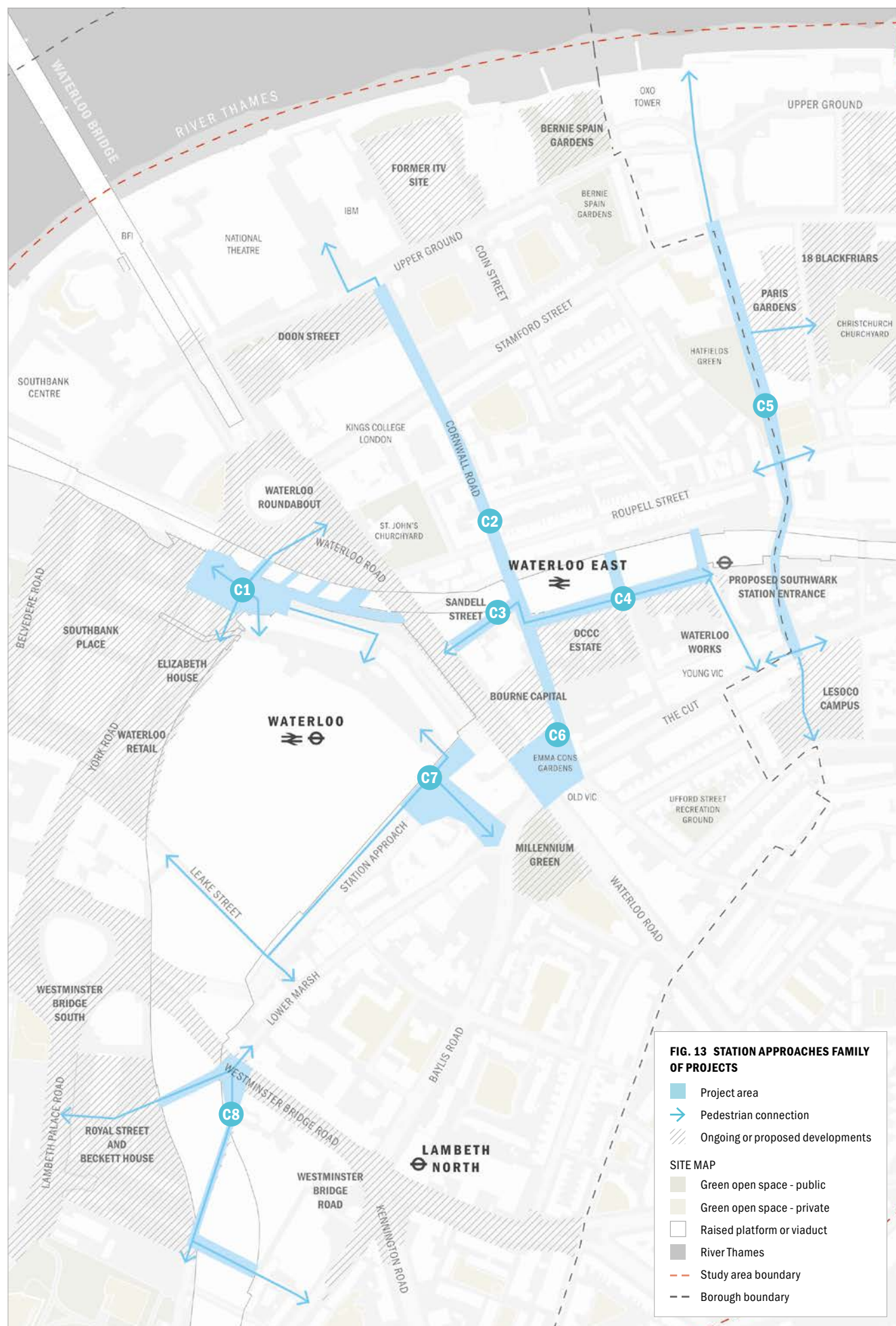
Improve navigation between distinct character areas

- Explore ways to indicate the route to Waterloo Station from Upper Ground. Consider using trees and planting to highlight the junction with Cornwall Road.
- Consider consolidating street level signage as part of a wider wayfinding review, audit and strategy to improve approaches to the Westminster World Heritage Site.
- Explore options to clearly indicate National Cycle Route 4 and provide cycle parking where necessary.



Left: The international institutions along the river require large deliveries and service vehicles, as seen on Upper Ground

Right: The opposite side of the road is populated with housing and local pubs, such as the Mulberry Bush



STATION APPROACHES FAMILY OF PROJECTS

The development of railway infrastructure in Waterloo has had profound and contradictory effects upon the public realm. Although the stations draw millions of commuters and visitors into the area, once out of the station, the railway's overground structures then often obstruct onward journeys. There are long-term plans to create new routes in and around Waterloo Station to increase permeability. In the interim, the following public realm projects have the potential to improve the arrival experience into the area using existing routes and public spaces.

“[Emma Cons Gardens] is somewhere commuters walk through, but it has such potential to be a gateway into Waterloo and South Bank”¹



The structures of Waterloo Station as seen from Waterloo Road: both key to the function and character of the area, and a monolith blocking onward circulation routes

VICTORY ARCH SQUARE AND MEPHAM STREET

Victory Arch is one of the key entrances to Waterloo Station – the busiest terminus in the UK – yet its confusing public realm provides an inadequate gateway. As part of transformative neighbouring developments, there is the potential to create a civic arrival square that celebrates the railway architecture and utilises the adjacent arches and routes through Mephram Street to improve onward connections.

Rationalise the public realm to create a new public square

- Improve the arrival experience into Waterloo in coordination with neighbouring developments. Consider the clarity of views from and to the station entrance, the provision of space for orientation, universal accessibility and significant reduction of street clutter.
- Explore options to simplify the hierarchy of routes for all modes of transport. Consider direct pedestrian and cycle crossings, improved mediation between levels down to Mephram Street, the arrangement of new station entrances via neighbouring developments and the rationalisation or removal of underground passages in coordination with adjacent traffic schemes.
- Explore options to upgrade and unify the paving, lighting and street furniture to suit the surrounding context.
- Encourage the introduction of active ground floor uses facing the square, particularly those that remain open late.
- Ensure that neighbouring developments locate consolidated service entrances and parking provision separate to the new public square.
- Investigate options to integrate HVM into the streetscape, considering design quality and pedestrian experience.
- Explore options to incrementally improve the accessibility of the station entrance as part of developments.

Improve orientation and connections from Waterloo Station

- Provide clear indication of nearby destinations as part of a wider wayfinding review, audit and strategy. Consider using the railway infrastructure for creative signage inspired by the area's character.
- As part of adjacent traffic schemes, investigate opportunities to improve indication towards cycle parking and strategic cycling connections. Consider the arrival experience of cyclists as part of public realm design.
- Consider commissioning a distinctive and attractive lighting scheme for the viaduct underpasses from Mephram Street to improve perceived safety and wayfinding. Explore opportunities to augment existing artworks within these tunnels, building on past initiatives.
- In coordination with adjacent traffic schemes, explore options to rationalise parking, servicing and bus stops along Mephram Street to create a hard-working back-of-house space that supports activity in Waterloo City Hub and provides an alternative walking route. Consider the widths of pavements, reduction of parking bays and upgrades to robust materials suitable for heavy goods vehicles.
- Explore options to activate railway arches in the viaduct between Mephram Street and Waterloo City Hub with uses that can support the function of the transport interchange.



Left: The station has very high footfall and servicing and parking in the tunnels under the viaduct can create obstructions

Right: The route to Victory Arch Square is interrupted by several large roads and underpasses, so these key routes should be simplified



The main exit from the station through Victory Arch is blocked by multiple objects in the public realm, affecting the arrival experience



The development of Victory Arch Square would need to be coordinated with surrounding large developments, such as the redevelopment of Elizabeth House, seen on the right

CORNWALL ROAD

Cornwall Road is a characterful, predominantly residential street, lined with railway cottages and spanned by the railway structures of Waterloo East Station. It creates a direct alternative connection between Upper Ground and The Cut, avoiding traffic on Waterloo Road. It is ideally situated to become a green walking and cycling route that enhances the local conservation areas it passes through.

Prioritise pedestrians and cyclists

- Explore options to significantly improve pedestrian and cycling priority along Cornwall Road. Consider improving pedestrian and cycle priority crossings, reducing traffic flow, footway widening, introducing continuous footways at junctions and decluttering pavements.
- Explore options to introduce a consistent palette of materials to indicate the local character of the street and slow vehicles.
- In coordination with adjacent traffic schemes, ensure that Cornwall Road is safeguarded against through-traffic.

Create a green link between South Bank and The Cut

- Explore opportunities to create a linear amenity space along Cornwall Road that can aid improvements in the experience of air quality. Consider extensive street greening, sustainable urban drainage systems, accessibility, lighting, incidental play for young children, child-friendly crossings and public seating at key points.
- Explore options to improve cycling access and wayfinding along Quietway 1, particularly at junctions. Consider introducing cycle-only phases at traffic lights, clear signage and cycle parking.



Left: Cornwall Road begins at Emma Cons Gardens and the Old Vic, providing a cycle-friendly route to South Bank

Right: The road is bisected by the railway viaduct, which only allows through access to cyclists and pedestrians

SANDELL STREET

Sandell Street has a mix of characters and functions that change throughout the day. At peak hours it provides a key walking route between Waterloo East Station and Waterloo Station as well as onward connections to South Bank, The Cut and the new Southwark Station entrance proposed by TfL. During evenings and weekends, the restaurant, café and pub open out into the street, making it an active public space. Accommodating these functions can make Sandell Street a pleasant and dynamic space.

Please refer to the Example Projects section for information on the current project underway

Upgrade the public realm to enhance the existing urban character

- A peak times, Sandell Street is a key link between Waterloo, Waterloo East and Southwark stations. Consider opportunities to improve the pedestrian experience by encouraging pedestrian priority. Explore options to pedestrianise the street or allow access only to service vehicles and/or buses.
- Investigate options to upgrade and unify the paving, lighting and crossings to suit the context of the street. Consider using a cohesive and robust surface treatment, integrated service bays and increased pavement widths.
- Examine the potential of introducing street furniture, to create space for people to use the street as a stopping place.
- Review options to simplify and create a hierarchy of use for all modes of transport. Consider improving crossings at the junctions to reduce conflict between cyclists, pedestrians and vehicles.
- In conjunction with adjacent traffic and parking schemes, consider options to rationalise and reduce parking and servicing bays. Explore options to move the bus stop to create a better pedestrian experience.
- Explore ways to integrate further greening into the character of the street with acknowledgement of the significant area of

shade created by the Capital Tower. As a result, greening and new street trees should be restricted to the northeast side of the street.

Celebrate the existing activities along the street

- Explore ways to highlight the existing activity along Sandell Street. Enhance the entrance to the Union Jack Club through paving and lighting and provide appropriate spill out space for The Wellington, Auberge and Waterloo Café.
- Consider commissioning a unifying and attractive lighting scheme both along Sandell Street and for the viaduct underpass at Cornwall Road.

Improve orientation and navigation along Sandell Street

- Encourage design interventions which improve orientation and connections between nearby destinations and transport links. Consider using blank walls and railway infrastructure for creative wayfinding opportunities.
- Consider ways to clearly indicate the entrance to Waterloo East Station, with the potential of using lighting, signage and ground treatments.
- Consider options to enhance the cycling experience by improving wayfinding, clear crossings and providing cycle parking at Cornwall Road.



Left: Sandell Street is a popular walking route for commuters arriving at and departing from Waterloo Station

Right: Several businesses and institutions front onto the street and the public realm is currently lacking in greenery

SOUTHWARK STATION CONNECTION

The current plan for the development of Southwark Station by TfL provides a new entrance on Greet Street, which would open up a direct link to Waterloo Station via Sandell Street and Wootton Street. There is an opportunity to unify public realm improvements along this route in coordination with neighbouring developments to create a pleasant and characterful pedestrian connection.

This spatial brief is based upon assumption of the delivery of the proposed Southwark Station entrance by TfL. Without it, the project becomes a lower priority, but the recommendations outlined below would still apply.

Enhance the proposed connection to Southwark Station

- Explore opportunities to improve the pedestrian experience of Wootton Street, Sandell Street and Greet Street. Consider rationalisation of parking bays, traffic flow and directions, pedestrian priority junctions, appropriate pavement widths, street greening, lighting, decluttering and road resurfacing to unify the public realm.
- Explore options to clearly indicate the existing and proposed station entrances along this route. Ensure that sightlines to each station entrance are maintained and enhanced through decluttering.
- Investigate options to introduce additional active uses along this route, collaborating with adjacent developments where possible.

Improve the tunnels on Greet Street and Windmill Walk

- Explore options to enhance the character and reduce maintenance requirements of the tunnels. Consider stripping painted brick surfacing to match existing exposed brickwork and incorporating a colour palette for the railway structures.
- Consider commissioning a distinctive and attractive lighting scheme for the viaduct arches to suit the character of the area.



Left: The railway viaduct on the northern side of the street is occupied by several businesses while the estate on the southern side is earmarked for redevelopment



Right: The tunnels leading to the Roupell Street Conservation Area have utilitarian lighting and signage

HATFIELDS

As well as providing a link between Upper Ground and the Cut, the intersecting streets and developments along Hatfields connect to Waterloo, Blackfriars, Southwark, and Waterloo East. Through characterful interventions along its length, this street has the potential to become a pleasant walking route that complements recent enhancements to Hatfields Green.

Improve key junctions to highlight cross-connections

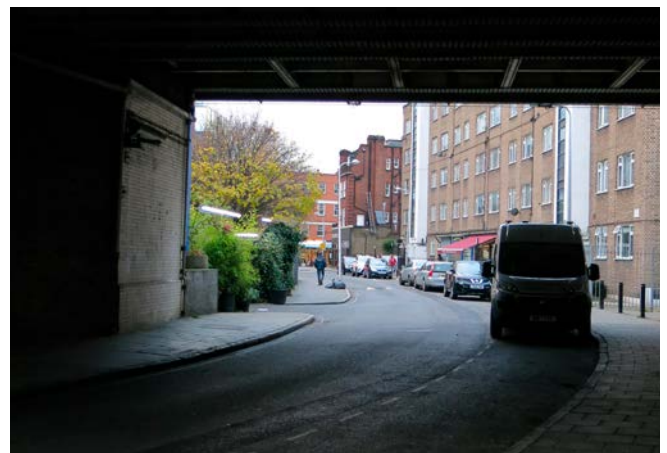
- Hatfields has a mix of characters and functions that could be enhanced to benefit the pedestrian experience. In coordination with adjacent developments, investigate opportunities to further improve the public realm at junctions with Upper Ground, Stamford Street, Paris Gardens, Meymott Street, Roupell Street, Joan Street, Isabella Street and The Cut, taking into consideration the unique characters of each junction. Consider introducing public seating, planting, raised table crossings and creative wayfinding features.
- Explore options to enhance the tunnel under the viaduct. Consider commissioning a distinct and attractive lighting scheme that aids orientation and improves perceived safety.

Prioritise pedestrians and cyclists

- At peak times, Hatfields is a key route for commuters and also connects the residential areas to the river. Explore options to widen pavements, rationalise on-street parking, reduce street clutter and introduce more street trees to enhance the pedestrian experience.
- Consider options to enhance the cycling experience by improving wayfinding and providing cycle parking at key junctions
- Explore opportunities to upgrade the ground surface treatments in line with the street character and consider introducing more sustainable urban drainage systems, as seen at Hatfields Green.



Left: Hatfields Green provides a much-needed breathing space along the route to South Bank from The Cut



Right: The character of the street varies significantly as it passes through different areas that have commercial, residential, educational and transport functions

EMMA CONS GARDENS

Emma Cons Gardens is a key gateway into Waterloo. It has a strategic location near the entrance to Waterloo Station and at the midpoint of the Central Activities Zone Frontage that joins Lower Marsh and The Cut. It is a pivotal space within the Public Realm Framework as it has the potential to draw together the local and metropolitan areas of Waterloo through a bold civic redesign, celebrating and amplifying existing cultural uses and planting.

Please refer to the Example Projects section for more detailed design guidance.

Create a civic square attractive for diverse user groups

- The street activity at the edges of Emma Cons Gardens has the potential to increase with plans to activate the façade of Mercury House. Explore opportunities to capitalise on this change by opening up a new route along the façade of Mercury House that can accommodate spill-out functions and use high-quality paving, lighting and street furniture.
- Emma Cons Gardens has the potential to provide a much needed space of respite between Lower Marsh and The Cut. Investigate design options to provide a sheltered, green civic space within the square. Consider lining the edges facing Cornwall Road and Waterloo Road with new planting, providing public seating, drinking water and pedestrian-scale lighting and using high-quality ground surfaces.
- Explore options to unify the space through decluttering, rationalised street furniture, universal accessibility and upgraded drainage and materials that transition seamlessly into the surrounding context. Ensure that HVM is integrated early in the design process with consideration for the design quality and pedestrian experience.

Celebrate existing cultural assets

- Explore design options to create a suitable theatre forecourt for the Old Vic that complements the building façade and accommodates the periodic movement of theatregoers. Consider extending the pavement directly outside the entrance and providing public seating facing the theatre entrance. Investigate paving design options that visually connect the building to Emma Cons Gardens.
- Investigate options to accommodate temporary uses, performance and events as an integral part of the square design through flexible street furniture, collaborating where possible with existing cultural programmes. Consider redesigning and relocating kiosks to allow for views into the square.

Improve the function of Emma Cons Gardens as an orientation space

- In coordination with adjacent traffic schemes, investigate long-term options to rationalise the junction with Waterloo Road to remove stopping traffic from the front of the Old Vic and reduce crossing times. Consider holding traffic back to The Cut or making it one-way and introducing a diagonal crossing to better connect Emma Cons Gardens to the proposed entrance of Waterloo Millennium Green.
- Explore options to provide continuous and unobstructed footways around the square and on the route from Lower Marsh to The Cut. Consider extending the raised-table crossing along Cornwall Road and decluttering pavements.
- Consider commissioning a permanent public realm feature to commemorate the cultural contribution of Emma Cons to the Waterloo area. This could be inlaid into the paving design or as a detail on street furniture to limit the number of objects in the public realm.
- Explore options to consolidate wayfinding features and integrate directions to key local destinations into the public realm. Explore opportunities to clearly indicate Quietway 1 and provide adequate cycle parking at a strategic location.



The Old Vic Theatre is a recognisable local asset that could be celebrated in the design of the public square opposite



There is the potential to introduce public seating and planting and to reduce visual clutter to heighten the status of the space. Temporary kiosks could be replaced with lower 'in-the-round' designs to maintain sightlines across the space

CAB ROAD AND SPUR ROAD

Spur Road and Cab Road is predominantly an important access road for taxis to the Waterloo Station taxi rank, yet it also provides pedestrian access to a modest station entrance that connects to Lower Marsh and other local destinations. Its location, architectural distinctiveness and views give it unrealised potential as an arrival space into the local areas of Waterloo.

Improve the arrival experience at the station entrance

- Explore design options to create a small forecourt directly outside the station exit on Cab Road for waiting and orientation. Consider emphasising the entrance to the station by opening boarded-up entrances and providing additional signage and wayfinding to local destinations. Explore options to provide a pedestrian crossing directly outside the entrance.
- Explore innovative options to reduce the carriageway for taxis and increase the footway along Cab Road and Station Approach to connect with the entrance to Leake Street. Ensure that the access for taxis and servicing vehicles is maintained but rationalised.
- Explore all opportunities to improve air quality. Consider reducing the number of stationary vehicles or employing initiatives to increase the number of electric taxis.
- Investigate options to better accommodate cyclists accessing cycle parking on Cab Road from the junction at Lower Marsh.

- Consider removing the street railings, providing wider footways on both sides of the road and rationalising traffic signage to allow for more space for pedestrian movement.
- Explore options to improve the transition between levels from Spur Road to Cab Road, considering accessibility, pedestrian desire lines and future links to the proposed Milk Passage.

Improve wayfinding to and from Waterloo Station

- Explore opportunities to provide creative bespoke signage that indicates local destinations as well as signage that is part of wider municipal strategies.
- Investigate options to emphasise the location of Waterloo Station cycle parking from Lower Marsh in coordination with ongoing proposals for Victory Arch Square.
- Consider commissioning a creative lighting scheme along the façade of Waterloo Station on Cab Road to link with the entrance to Leake Street.



Left: Spur Road provides a winding route for cars up to the station podium level and pedestrians have to navigate a set of stairs and narrow footways behind parked cars to arrive at Lower Marsh



Right: The signage and fencing is designed for vehicular traffic, although this is a common route into Waterloo Station

UPPER MARSH AND CARLISLE LANE

Upper Marsh and Carlisle Lane provide convenient connections between Lower Marsh, St Thomas's Hospital and Archbishop's Park. Building on previous schemes to install lighting and artwork in the viaduct tunnels, there is an opportunity to coordinate future improvements with the developments at Royal Street, Leake Street, Waterloo Retail and Elizabeth House to enhance the pedestrian experience and encourage movement through and alongside the railway viaduct.

Maintain and enhance connections along the viaduct

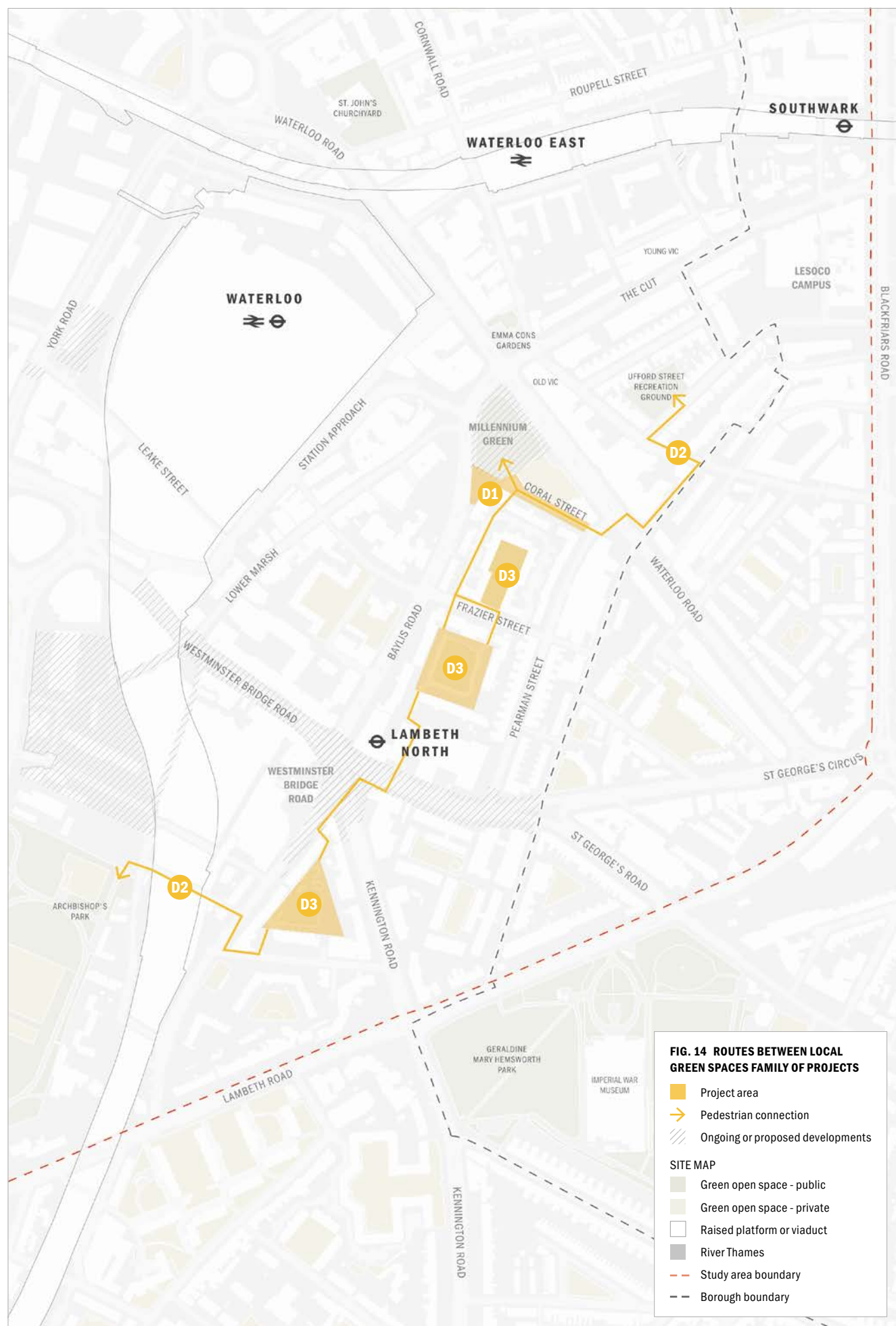
- With close reference to emerging proposals for Royal Street and developments at Leake Street, Waterloo Retail and Elizabeth House, explore opportunities to maintain and improve the pedestrian and cycling routes through and alongside the viaduct tunnels. Consider enhancing the entrance spaces with paving and signage and explore ways to discourage antisocial behaviour through the design.
- If the opportunity arises to upgrade the tunnels, consider building on recent art and lighting additions with inviting and creative lighting that is visible during the day and night to humanise the space. Explore options to collaborate further with local groups to maintain and add to existing art installations.

Activate corner sites

- Encourage the activation of the large corner site opposite the entrance to Lower Marsh. Consider rationalising road signage and billboards to provide space for street activity that can enliven the entrance to the tunnels.
- At the junction of Royal Street and Carlisle Lane, consider introducing a raised table crossing to create a space for orientation. Explore opportunities to provide additional signage as part of wider wayfinding strategies and consider additional or preserved existing street greening as part of emerging proposals for Royal Street.



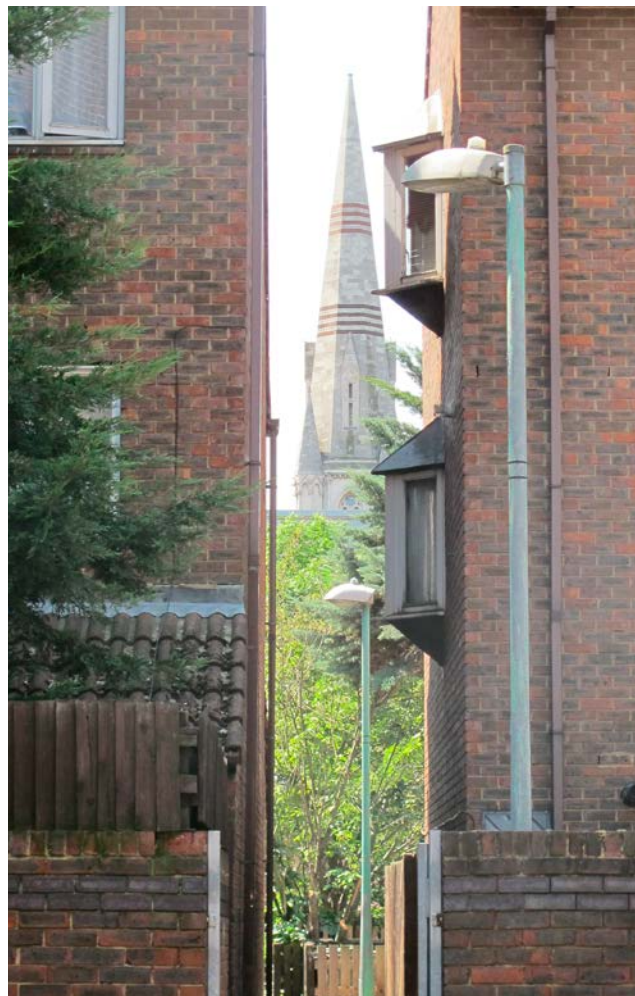
Left: The entrance to Upper Marsh tunnel from Westminster Bridge Road, showing the vacant corner site on the left
 Right: The tunnel is used daily as it is a direct route to St Thomas' Hospital from Lower Marsh



ROUTES BETWEEN LOCAL GREEN SPACES FAMILY OF PROJECTS

The strong growth in jobs and new housing in the area can put pressure on local green amenity spaces. In order for the existing green spaces to be of the greatest benefit to the local residents, it is essential that this community has a sense of awareness and custodianship of these spaces. By creating strategic new connections and reimagining existing spaces along this route in collaboration with local groups, a linear, child-friendly trail can be created, increasing permeability through the local area, enabling interaction between residents away from busy thoroughfares and providing a set of spaces to be enjoyed on a day-to-day basis.

“Archbishop's Park is the single largest park in North Lambeth. It is particularly important for residents of the area”¹



Local landmarks – such as the spire of Oasis Church visible through Greenham Close – aid intuitive wayfinding through the residential areas

CORAL STREET

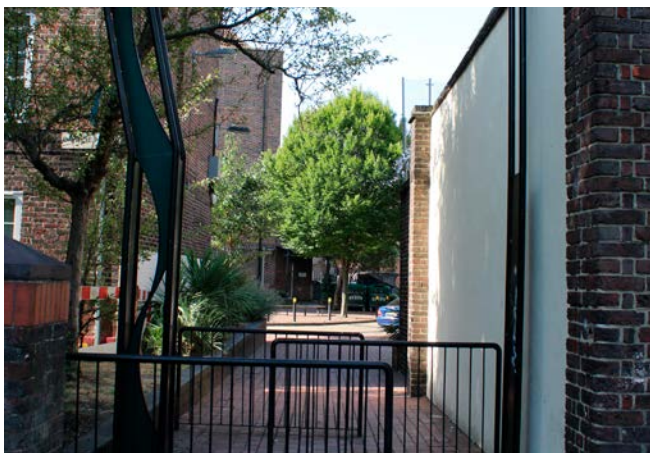
Coral Street has the character of a quiet, residential street. However it is surrounded by local amenities with Waterloo Millennium Green, a five-a-side football pitch, the community centre and the adventure playground at Living Space all located on the street and Oasis Johanna Primary School located immediately across Baylis Road. Coral Street therefore has the potential to become a hub of civic activity, encouraging social interactions corresponding to its adjacent uses.

Improve the pedestrian environment along Coral Street

- Explore options to remove all vehicular traffic and pay-and-display parking from Coral Street to reimagine the street. If pedestrianisation is not possible, consider widening footways along the south side of the street to create an unobstructed pedestrian route.
- Explore opportunities to relocate servicing and refuse collection from Coral Street. Consider using access from Baylis Road.
- Investigate options to upgrade to warmer, pedestrian-scale lighting along the route with potential for feature lighting, particularly in winter.
- As part of potential future development at 1 Coral Street (aka. The Living Space) explore options to animate ground floor frontages on Coral Street
- Explore options to provide a raised table and a continuous footway at the junction with Pearman Street and Waterloo Road.
- Explore opportunities to change the character of crossings on Baylis Road and Waterloo Road at either end of Coral Street. Consider creating colourful child-friendly crossings in collaboration with local groups.

Create a linear public amenity space

- Explore opportunities to authorise local community events and installations that will enliven the street and provide new amenity space. Consider introducing planting, interactive features, community growing initiatives and public seating.
- In coordination with the redevelopment of Waterloo Millennium Green, explore options to create a generous entrance from Coral Street that connects to the planned entrance at the junction of Emma Cons Gardens. Consider introducing public seating, planting and lighting to indicate the entrance.



Left: The pedestrian route into Tanswell Estate from the end of Coral Street by the Duke of Sussex pub



Right: The multi-use games area is one of several community uses that surround the residential street



The servicing and parking that currently dominates the space could be consolidated and relocated to create a more pleasant entrance to Waterloo Millennium Green



The existing pub and adjacent park provide street activity and greenery that would support a multi-functional local space

ROUTE BETWEEN ARCHBISHOP'S PARK AND UFFORD STREET

There are several local green spaces in the residential area of Waterloo and South Bank, yet the route that connects them is difficult to navigate and crosses several large roads. Incremental interventions to open up dead ends, improve wayfinding and provide interactive streetscape features will help to create a child-friendly trail to safely and enjoyably move through the residential heart of the area.

Emphasise and open up entrances along the new route

- Explore design options to enhance the gateway to Archbishops Park. Consider setting the entrance back from the road to create an small open space with seating and feature lighting to highlight the entrance.
- Explore opportunities to open up and improve the route into Greenham Close from Westminster Bridge Road. This is a key link in the route between Archbishop's Park and Ufford Street. Investigate design options to enhance the alleyway that leads through to Burdett Street and create an entrance space in Greenham Close as part of wider improvements to the landscaping of the green space.
- Consider enhancing the entrance to McAuley Close from Hercules Road by relocating or consolidating the refuse store and using blank walls for public art.

Clearly indicate connections between green spaces

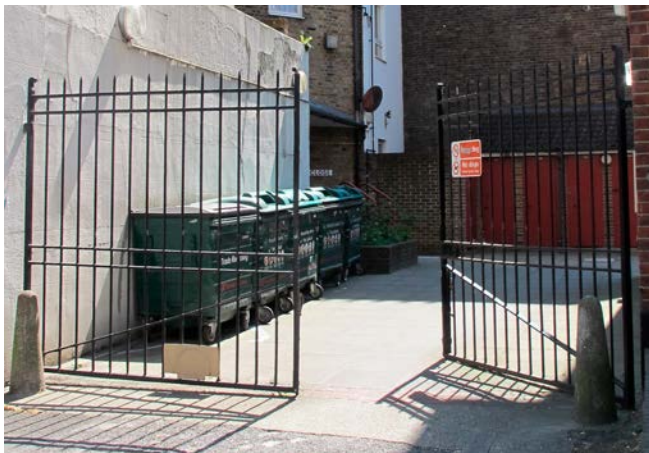
- Investigate options to use bespoke and characterful devices to navigate between Archbishop's Park and Ufford Street as part of a wider wayfinding audit, review and strategy.
- Consider using blank frontages along the route for public art to aid intuitive wayfinding, building on existing interventions within tunnels.

Create a trail of interactive streetscape features

- Explore opportunities to implement colourful child-friendly crossings at key crossing points along the route in coordination with improvements to Lambeth North junction.
- Consider integrating playable landscape features along the route, including public seating, feature lighting, greenery and public art.

Improve the quality of the streetscape and tunnels

- Explore opportunities to widen and declutter footways along the route where necessary.
- Investigate design options to pedestrianise Virgil Street tunnel with maintained access for cyclists. Consider removing existing parking bays, commissioning an inviting and bespoke lighting scheme for the undercroft, and introducing shared space paving.



Left: The entrance to McAuley Close from Hercules Road is populated by bins and there is no indication of the green space

Right: Virgil Street tunnel is a direct connection to Archbishop's Park from Hercules Road and is currently used for parking and storage

GREEN AND OPEN SPACES WITHIN ESTATES

Greenham Close, the Tanswell Estate and the William Blake Estate all contain housing amenity land located on the route from Archbishop's Park to Ufford Street. They have been identified within the strategy as green and open spaces that have the potential to be transformed into a set of dynamic, multi-use pocket parks while enhancing their function to the residential community and maintaining their local character.

Create more space to dwell

- Investigate options to upgrade and provide public seating appropriate for families and residents. Consider using communal benches or tables.
- Explore opportunities to open up the existing green space in the Tanswell Estate onto Fraizer Street.
- Explore options to minimise the effect of on-street parking on the green spaces. Consider rationalising parking bays in coordination with landscape improvements.

Upgrade existing play infrastructure

- Investigate design options to provide playable landscapes within each estate rather than conventional playgrounds. Consider using natural play features, exaggerated landscaping and ground textures or supergraphics to maximise the playable space, reducing the use of fencing and allowing it to be shared between users.

Maintain and enhance greenery

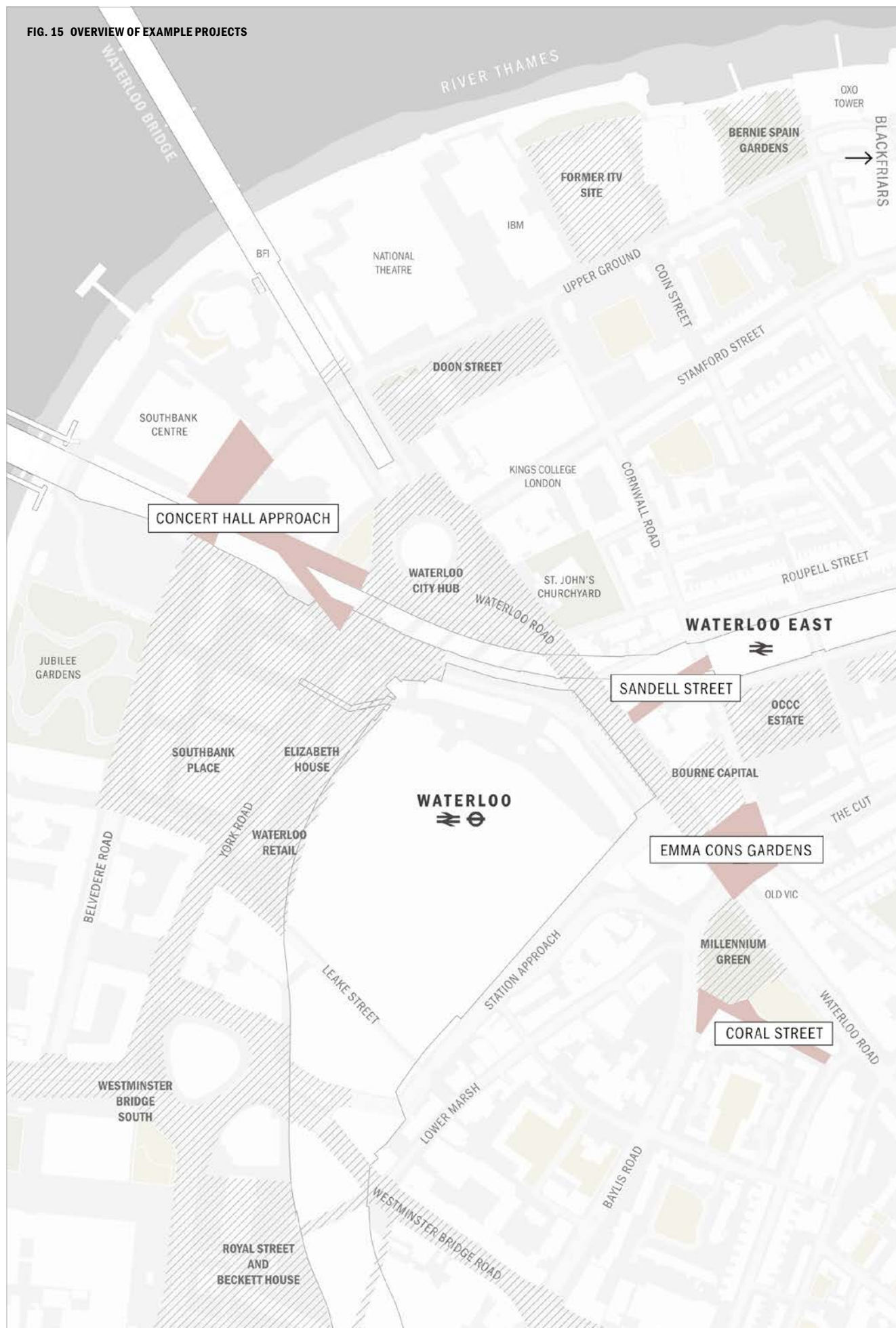
- Explore opportunities to support existing and proposed initiatives for residents to plant and maintain greenery on housing estates.
- Consider creating a coordinated planting strategy that links the green spaces together as a set.



Left: The existing play equipment and public seating in Greenham Close near Baylis Road

Right: The planting in the green spaces is mostly of good quality and seen to be maintained by residents

FIG. 15 OVERVIEW OF EXAMPLE PROJECTS



EXAMPLE PROJECTS

OVERVIEW

From the 18 spatial briefs, four sites have been selected for further design elaboration as example projects. These projects are intended to demonstrate the application of the guiding principles to specific locations, building on the strategic design guidance of the spatial briefs found in the previous section of this document to present more detailed recommendations.

The first two of these – Concert Hall Approach (B4) and Emma Cons Gardens (C6) – are existing priority projects for Lambeth Council, and are likely to come forward for redevelopment in the near term. The third example project, Coral Street (D1), is an aspirational project, with no existing timeline for development. Nonetheless, it is included as demonstration of the guiding principles as applied to a predominantly local site, and how a baseline level of intervention may be developed and delivered through collaboration with community groups.

In addition, Sandell Street (C3) has been taken forward to detailed design by Lambeth Council and is due to begin construction in 2019. This ongoing project is described and illustrated in this section to show how the guiding principles and guidance from the spatial briefs can be applied in later phases of design development.



Concert Hall Approach – priority project



Emma Cons Gardens – priority project

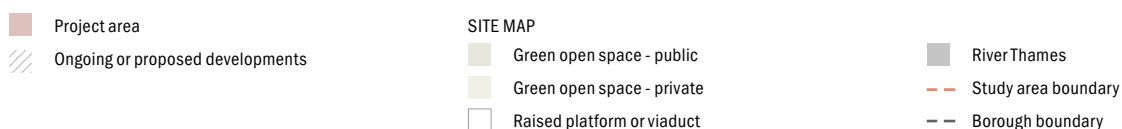


Coral Street – aspirational project

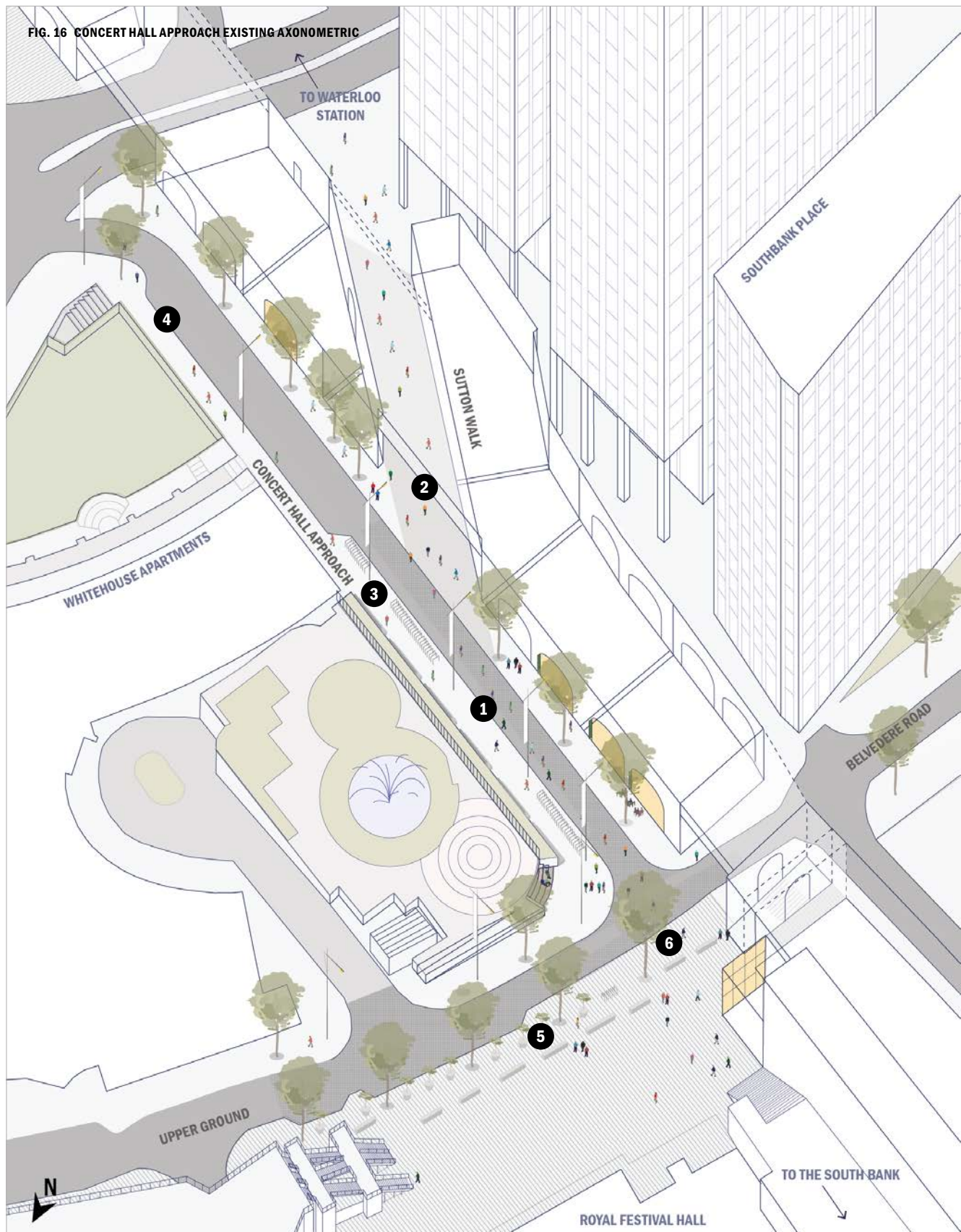


Sandell Street – project underway

FIG. 15 EXAMPLE PROJECTS



The map opposite highlights the Example Projects and their relation to ongoing or proposed developments.



Axonometric drawing of the existing condition of Concert Hall Approach, showing the route to Waterloo Station and the route to the river promenade on the South Bank

EXAMPLE PROJECTS

CONCERT HALL APPROACH

EXISTING CONDITION



- ❶ Concert Hall Approach is a key route from Waterloo Roundabout to South Bank but it is often congested with large vehicles



- ❷ A pedestrianised route through Sutton Walk connects directly to Waterloo Station and has a high footfall



- ❸ The wall to the Whitehouse Apartments gardens is used as an informal and sunny resting spot



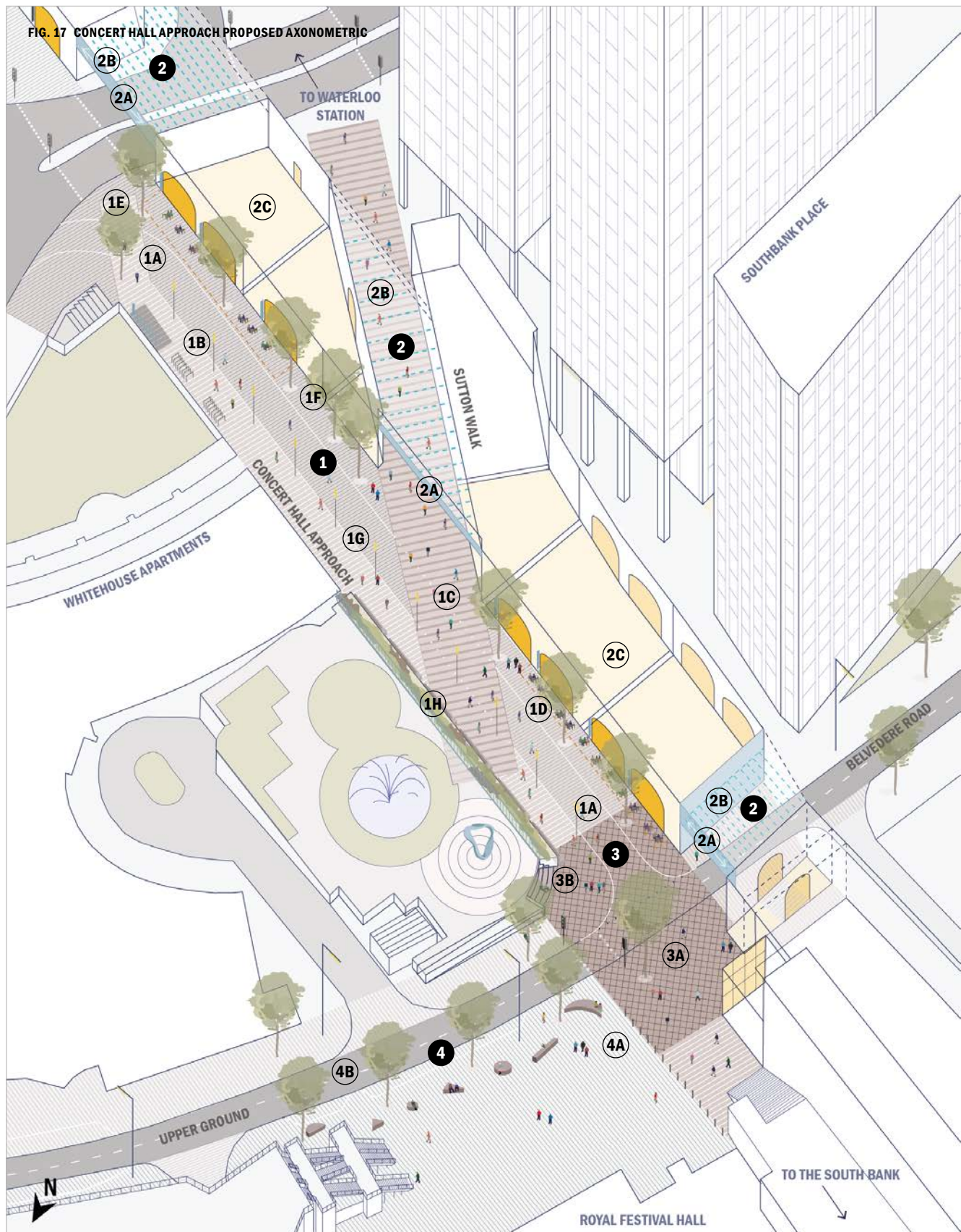
- ❹ There are several active uses in the railway arches that front onto the street but some use it for back-of-house storage



- ❺ The square outside the Royal Festival Hall is a popular market place but the HVM measures are not integrated into the streetscape design



- ❻ Many different modes of transport compete for space on this busy pedestrian connection



Proposals for Concert Hall Approach, showing an indicative pedestrianised streetscape

- KEY**
- Suggested improvements to streetscape
 - Active frontages
 - Public realm features

CONCERT HALL APPROACH

ILLUSTRATIVE CONCEPT DESIGN

The design concept for Concert Hall Approach prioritises the pedestrian experience along this popular walking route between South Bank and Waterloo Station. Subject to traffic modelling and stakeholder support, there is the opportunity to fully pedestrianise Concert Hall Approach to create a characterful promenade and gateway to the river.

1 CONCERT HALL APPROACH

Explore opportunities to upgrade Concert Hall Approach to fulfil its role as a lively pedestrian thoroughfare with a bold paving design, upgraded lighting and general decluttering. Consider the following:

- 1A Investigate options to pedestrianise Concert Hall Approach with timed access to service vehicles. Use a shared surface treatment with flush surfaces and kerb markers to delineate the timed-access carriageway from the footway. Specify high-quality bollards or similar to control access.
- 1B As part of design options to pedestrianise the street, consider the re-routing of buses 77 and RV1 in order to remove the bus stand and stops on Concert Hall Approach. Consider relocating the cycle docking stations from the end of Sutton Walk to replace the bus stands to avoid blocking the busiest section of the pedestrian footway.
- 1C Investigate design options to extend the paving treatment of Sutton Walk across Concert Hall Approach to create a 'carpet' of special paving to aid wayfinding from Waterloo Station to the river. Use high-quality materials that reflect the character of South Bank.
- 1D Explore the use of paving layouts to demarcate spaces along the route. For instance, use large format paving to differentiate the walking route along the Whitehouse Apartments edge from smaller setts along the side of the railway arches that creates a space for outdoor seating.
- 1E Link the walking route along the Whitehouse Apartments edge of Concert Hall Approach to the pedestrian crossing to Waterloo City Hub by extending the paving treatment.
- 1F Explore options to protect and maintain the existing trees and replace the tree pits surrounds with a flush porous surface to improve accessibility.
- 1G Commission a lighting and signage strategy along Concert Hall Approach to unify the streetscape. Explore options to remove the Southbank flagpoles and replace with high-quality pedestrian-scale lighting poles. See section 2 for guidance relating to signage along the railway viaduct.
- 1H Introduce planting along the Whitehouse Apartments edge of Concert Hall Approach to improve this border condition. Explore opportunities to upgrade the seating in the wall to the garden by lining the existing niches with timber or similar.

2 RAILWAY UNDERCROFTS AND ARCHES

The railway viaduct is a key urban feature lining Concert Hall Approach. Consider the following design options to make the most of both the undercroft spaces and arches:

- 2A As part of a wider wayfinding and lighting strategy along Concert Hall Approach, commission a set of bold wayfinding features on the fascias of the undercrofts to improve the legibility of the route between Southbank and Waterloo Station.
- 2B Commission a characterful and distinctive lighting and artistic scheme to animate the blank walls and undercrofts.
- 2C Explore opportunities to further activate the arches within the railways viaducts introducing commercial amenities where possible and creating level access into the units. Encourage spill-out functions that animate the street and relocate back-of-house functions.

3 BELVEDERE ROAD JUNCTION

Create an orientation space at the junction with Belvedere Road with the aspiration to calm traffic and prioritise pedestrian movement. Consider the following design tactics:

- 3A Differentiate the junction from the rest of Belvedere Road using a bold paving layout that creates a 'carpet' of special paving. Upgrade the raised table crossing as part of this paving scheme and consider using minimal traffic signalling.
- 3B Explore opportunities to enhance the relationship between the Whitehouse Apartments garden and the surrounding streets. In collaboration with stakeholders, consider commissioning an iconic artwork in the space to be a landmark for the area visible from Sutton Walk.

4 ROYAL FESTIVAL HALL AND UPPER GROUND

Improve the space between Upper Ground and the Royal Festival Hall forecourt with the following interventions:

- 4A Introduce permeable high-quality bollards along the edge of the forecourt to Royal Festival Hall. Investigate options to better integrate HVM barriers into the streetscape along Belvedere Road to provide opportunities for seating and informal play.
- 4B In co-ordination with wider improvements to Belvedere Road and Upper Ground, explore options to resurface the road, rationalise the kerb line, indicate cycle routes, introduce a continuous footway over service entrances, and replace loading bays with loading pads along the Royal Festival Hall.

EXAMPLE PROJECTS

CONCERT HALL APPROACH

ILLUSTRATIVE CONCEPT DESIGN



Existing condition of Concert Hall Approach. The current paving and surfaces are uneven and mismatched and the large number of pedestrians means people regularly walk in the carriageway



Potential for improved pedestrian environment through creation of a linear public space with material upgrades to prioritise pedestrian movement, activation of railway arches to strengthen the character of the viaduct, and better provision of seating and access to existing amenity. The above image illustrates the design guidance and ideas described in the concept design. Refer to the key for colour coding of interventions

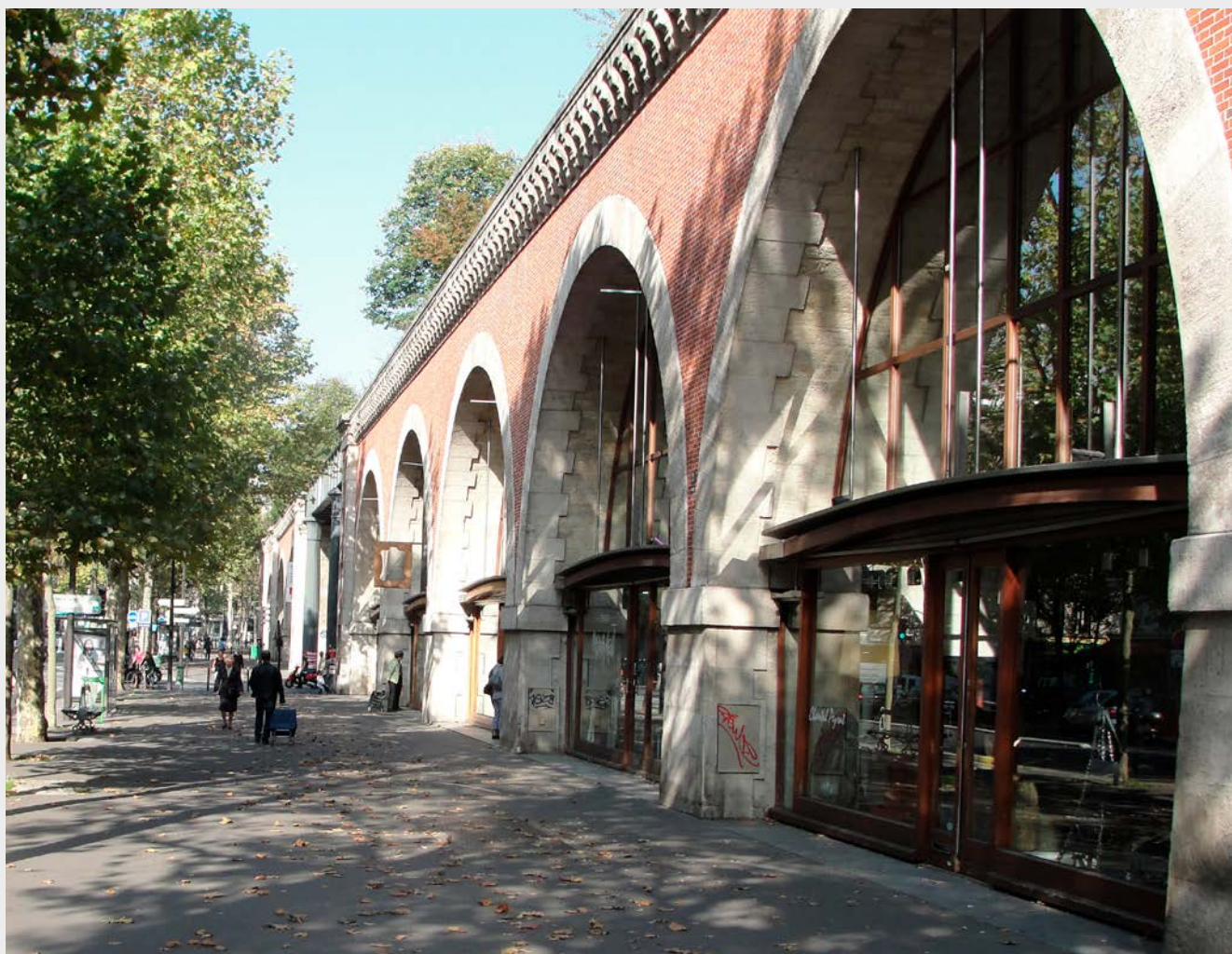
KEY

- Suggested improvements to streetscape
- Active frontages
- Public realm features

EXAMPLE PROJECTS

CONCERT HALL APPROACH

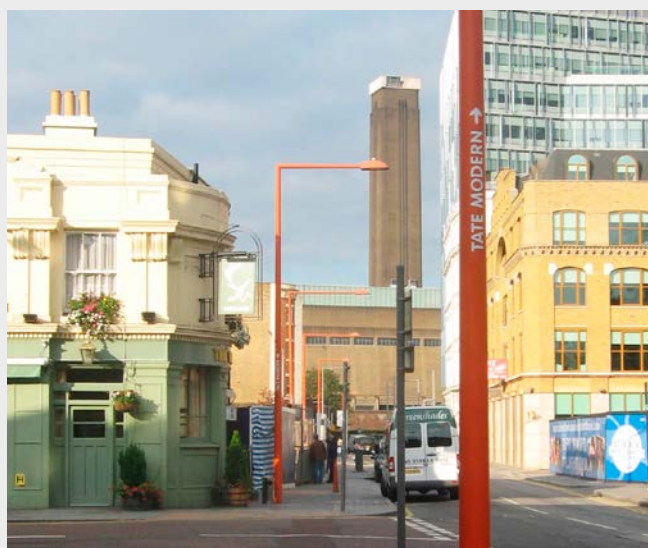
PRECEDENTS



Upgraded and activated railway arches by Patrick Berger – Viaduc des Arts, Paris, France (Image: Ryan Gravel)



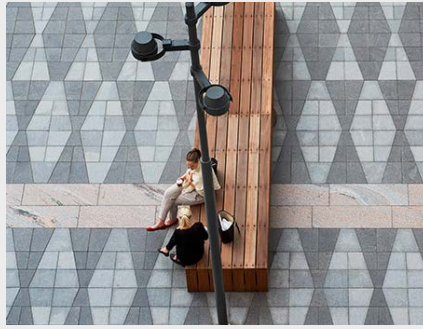
Shared surfaces with material upgrades and continuous public seating by Gehl Architects – New Road, Brighton (Image: Gehl Architects)



Wayfinding integrated into existing street furniture for 'Tate to Tube' by Kathrin Jacobsen with Thomas Manss & Company – Southwark, London (Image: Thomas Manss and Company)



Creative lighting scheme in the M Street Underpass – Washington, USA
(Image: NoMa Parks Foundation)



'Stone carpet' paving for the Boras Textile Fashion Center by Thorbjörn Andersson – Boras, Sweden (Image: Åke E:son Lindman)

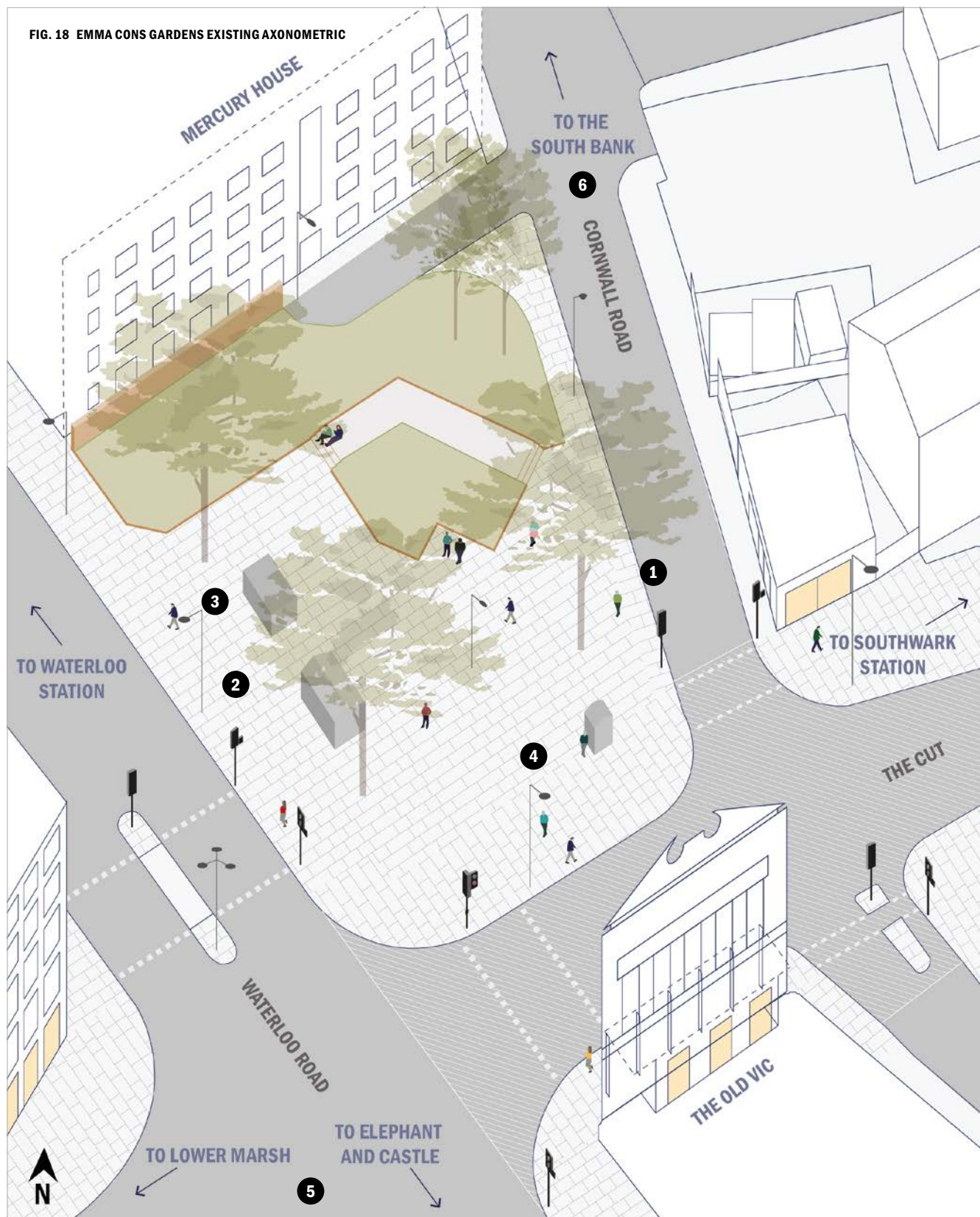


Ground lighting details on Plaza del Torico by B720 Fermín Vázquez Arquitectos – Teruel, Spain (Image: Duccio Malagamba)



High-quality, unified paving, bespoke seating and public art on Bond Street's new town square designed by Publica – Mayfair, London

FIG. 18 EMMA CONS GARDENS EXISTING AXONOMETRIC



Axonometric drawing of the existing condition of Emma Cons Gardens, showing the Old Vic and the route to Waterloo Station. The existing landscape design is irregular, with inconsistent surface materials and a collection of objects in the public realm

EXAMPLE PROJECTS

EMMA CONS GARDENS

EXISTING CONDITION



- 1 The facade of the Old Vic Theatre can be obscured by objects in the public realm and queuing traffic



- 2 Temporary uses – such as the juice kiosk and the florist – bring activity, yet the tall structures can also block sightlines into the space



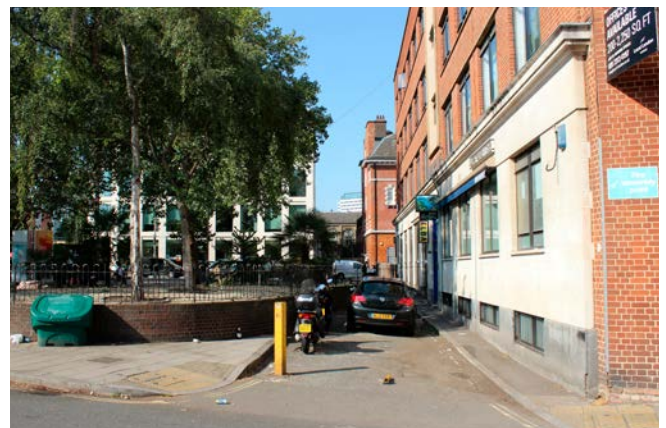
- 3 People sit informally on landscape features as there is no permanent public seating in the space. The existing planting has been mostly removed



- 4 The signage in the public space is arbitrarily placed and is a mixture of general wayfinding, local events and historical information

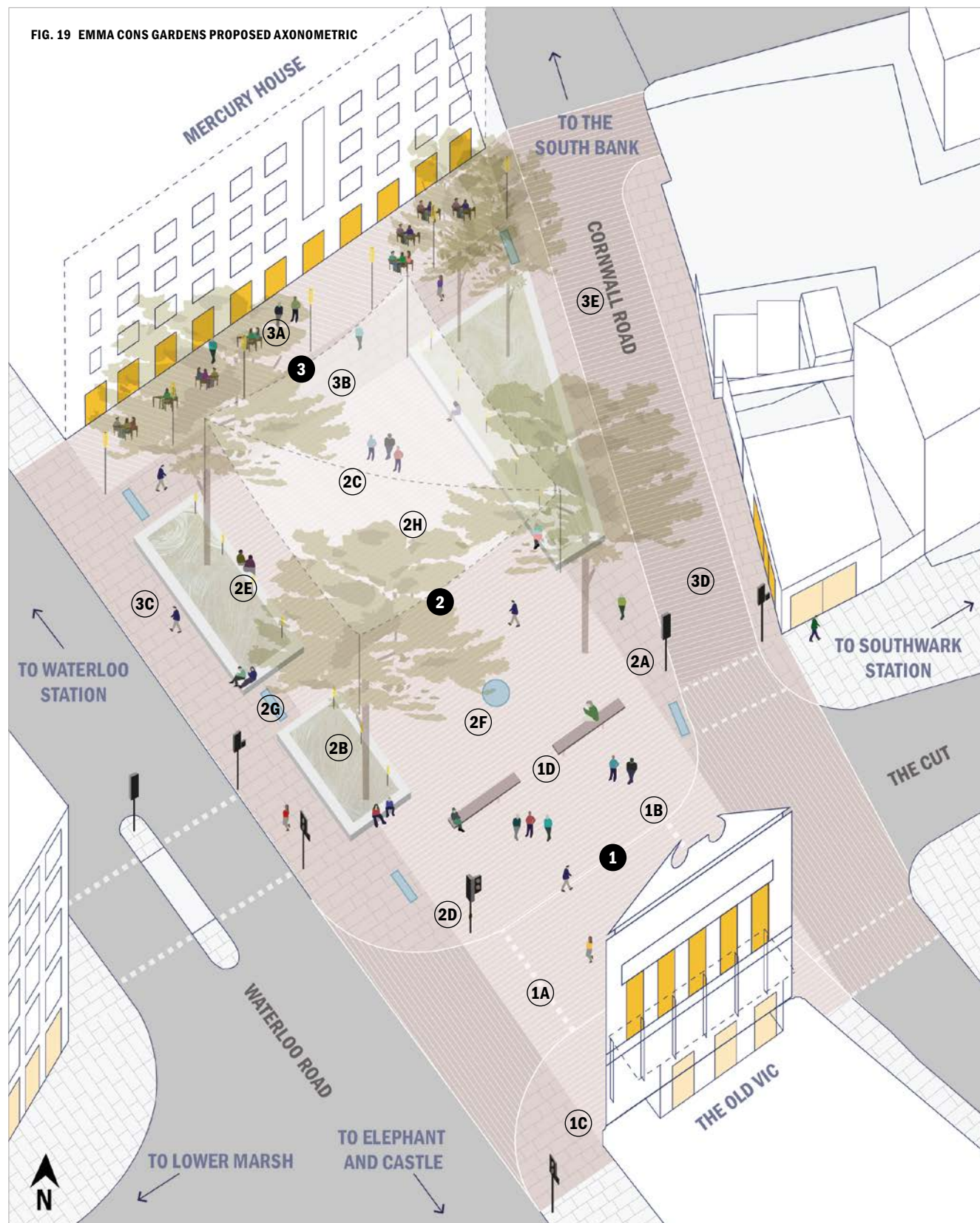


- 5 The junction with Waterloo Road is wide and busy with heavy goods vehicles, making it a challenge to cross



- 6 The facade of Mercury House is separated from the public space by a service entrance

FIG. 19 EMMA CONS GARDENS PROPOSED AXONOMETRIC



Axonometric drawing of the proposals for Emma Cons Gardens, showing a miniature formal garden square with a central civic space for local events connecting to the entrance to the Old Vic

EXAMPLE PROJECTS

EMMA CONS GARDENS

ILLUSTRATIVE CONCEPT DESIGN

Emma Cons Gardens holds huge potential to become a key gateway into Waterloo and a cultural and civic hub for a diverse set of user groups. The design ambition for Emma Cons Gardens is to accommodate and articulate three primary functions: as a forecourt to the Old Vic, as an attractive, green event space and as a space animated throughout the day and evening by activity in the surrounding buildings.

1 THE OLD VIC FORECOURT

Consider how the following design moves could create a forecourt to the Old Vic that complements the building façade and forms a strong connection to the public space:

- 1A In coordination with adjacent traffic schemes, investigate opportunities to rationalise the junction with Waterloo Road and significantly widen the crossing to the Old Vic to remove queuing traffic blocking the facade of the theatre and reduce crossing times to Waterloo Millennium Green.
- 1B Investigate design options to extend the paving from the Old Vic throughout the civic square, creating a continuous pedestrian priority space that connects to the theatre. Explore creative paving and surfacing materials and layouts that can visually bridge the carriageway.
- 1C Extend the pavement width directly outside the Old Vic to provide a generous forecourt for the theatre and accommodate theatregoers arriving and leaving shows.
- 1D Explore options to provide public seating facing the theatre to create a gathering space for theatregoers and the general public. Ensure that HVM measures are integrated early in the design process but also consider the pedestrian experience and the routes in and out of the space
- 2D Use a contrasting, finer grained surface finish to differentiate the centre of the square from the surrounding footway that corresponds to the surface specified for the forecourt of the Old Vic.
- 2E Commission a lighting strategy which introduces pedestrian-scale feature lighting within the space and illuminates the key features, such as the planting and the surrounding building façades.
- 2F Consider commissioning a permanent public realm feature to commemorate the cultural contribution of Emma Cons to the Waterloo area. This could be inlaid into the paving design or as a detail on street furniture to limit the number of objects in the public realm.
- 2G Integrate wayfinding and signage into the design of the square to highlight the importance of the space as a gateway into Waterloo. Provide ground-level or mounted signage and graphics to indicate key nearby destinations.
- 2H Explore design options for 'in-the-round' kiosks that do not block sightlines into the square and are activated on several sides. Locate kiosks and temporary uses in the centre of the space or along blank frontages around the square to draw activity into the space

2 CIVIC SQUARE

Emma Cons Gardens has the potential to provide a much needed space of respite between Lower Marsh and The Cut. Investigate the following opportunities to provide a sheltered, green civic space within the square:

- 2A De-clutter the square by reconfiguring excess street furniture to improve visibility throughout and allow for greater flexibility of activity within the space.
- 2B Retain the existing mature trees and design a set of raised planting beds to protect and frame Emma Cons Gardens. Introduce a shade-friendly planting scheme and provide ample public seating as part of the design of the planters. Ensure that HVM measures are integrated early in the design process but also consider the pedestrian experience and the routes in and out of the space.
- 2C Explore design options to introduce a temporary, demountable canopy structure which allows for performance and events in the space.

3 ACTIVE EDGES

Improve the relationship between Emma Cons Gardens and the surrounding active frontages which face it with the following design moves:

- 3A In coordination with the redevelopment of Mercury House, encourage the creation of a new active frontage that faces the public space and accommodates for spill-out functions in the adjacent public realm.
- 3B Introduce a pedestrian walkway that connects Cornwall Road with Waterloo Road and use high-quality paving, pedestrian-scale lighting and public seating.
- 3C Maintain a clear footway around the entire site, upgrading the existing concrete pavers to match existing Yorkstone present outside the Old Vic.
- 3D Extend the raised-table crossing from outside the Old Vic along Cornwall Road to create a continuous, level surface around the entire square.

EXAMPLE PROJECTS

EMMA CONS GARDENS
ILLUSTRATIVE CONCEPT DESIGN



Existing condition of Emma Cons Gardens



The central space in Emma Cons Gardens acts as a place for respite from the surrounding traffic and is designed to accommodate temporary installations and events. The above image illustrates the design guidance and ideas described in the concept design. Refer to the key for colour coding of interventions

KEY

- Suggested improvements to streetscape
- Active frontages

EXAMPLE PROJECTS

EMMA CONS GARDENS

PRECEDENTS



Softer material within central square with paved footway around it by MIAS Architects – Banyoles, Spain (Image: Adrià Goula)



Example of a paving detail to create a space for spill-out activity on Duke Street by BDP – Mayfair, London



Innovative HVM integrated into the public seating in King's Cross by Stanton Williams – London, UK (Image: Hufton + Crow)



Creative wayfinding feature on Brentford High Street by Kinnear Landscape – Hounslow, UK (Image: KLA & Grant Smith)



Public seating around raised planter beds by Streetlife – Beethovenstraat, Amsterdam (Image: Streetlife)



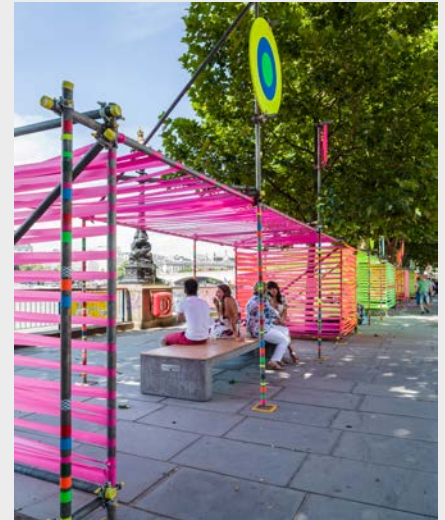
Public seating with timber detailing lining raised planter beds on Grote Markt by Landlab. The low planting allows for views into the space – Turnhout, Belgium (Image: Stramien)



Example of an 'in-the-round' kiosk that has active uses on several sides – Bow Lane, London, UK



Temporary demountable canopies for events by People's Architecture Office – Preston, UK (Image: PAO)



Art installations on South Bank by Morag Myerscough and Luke Morgan – Waterloo, London (Image: Gareth Gardner)



Innovative paving layouts mark the entrance to Southhall Market by DK-CM with Europa – Ealing, UK (Image: DK-CM)



Feature lighting on Windrush Square by Gross Max and DPA Lighting – Brixton, London (Image: DPA Lighting Consultants)



Example of a public square with a surrounding shared space carriageway and a feature building with active uses at ground floor level – Treviso, Italy



Axonometric drawing of the existing condition of Coral Street, showing the routes to Lower Marsh, Waterloo Station and Lambeth North. The street is surrounded by local uses, such as the Oasis Academy Johanna Primary School and Living Space

EXAMPLE PROJECTS

CORAL STREET

EXISTING CONDITION



- ❶ Several community uses are connected to the street, including the multi-use games area pictured above



- ❷ The pedestrian route through to Baylis Road is often blocked by parked motorcycles, cars and refuse storage



- ❸ The Duke of Sussex pub has spill-out uses that occupy part of the footway and the fence to the left creates a secure boundary to the park



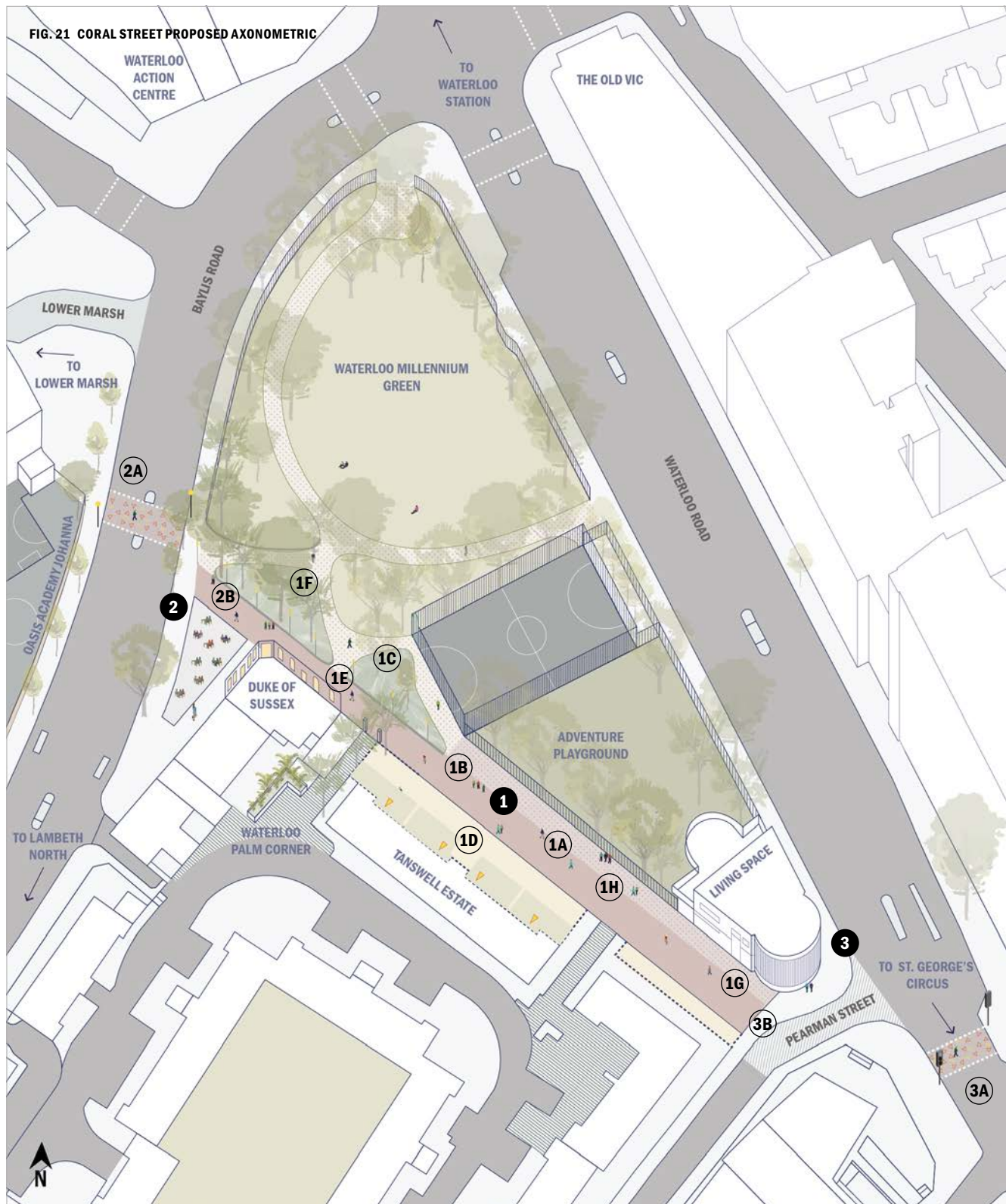
- ❹ Waterloo Millennium Green is a valuable green space and is currently due for refurbishment



- ❺ Waterloo Palm Corner is a low-maintenance set of planted beds at the entrance to the Tanswell Estate that is cared for by the local residents



- ❻ The street is a cul-de-sac with pay-and-display parking and well-established trees that line its length up to the park



Axonometric drawing of the baseline proposals for Coral Street, showing a pedestrianised route, child-friendly crossings and a new entrance into Waterloo Millennium Green

KEY

- Suggested improvements to streetscape
- Active frontages

CORAL STREET

ILLUSTRATIVE CONCEPT DESIGN

The design concept for Coral Street is to transform the cul-de-sac into a pedestrian-priority space with the opportunity for community-led interventions. Its unique location bridges a number of community and recreational uses, including the Living Space community centre and adventure playground, a multi-use games area, the Duke of Sussex pub, and Waterloo Millennium Green. This concept design is intended as an example of how local, mixed-use streets in the Waterloo and South Bank area could be transformed into valuable community resources.

1 CORAL STREET COMMUNITY SPACE

Coral Street has the opportunity to become a vibrant and lively space at the heart of the local community, by considering the following design guidance:

- 1A Explore options to close Coral Street to traffic and remove the shared pay-and-display parking, freeing up the space for community use. Consider integrating playable landscape features along the route, including public seating, feature lighting and greenery.
- 1B Establish a continuous, level surface treatment from Baylis Road to Pearman Street using good quality paving materials to suit the character of the street.
- 1C In coordination with the redevelopment of Waterloo Millennium Green, create a generous entrance from Coral Street into the park. Explore design options to introduce public seating, planting, lighting and/or signage that integrate seamlessly into the design of the streetscape and indicates the entrance to the park
- 1D Subject to local residents' views, encourage the inclusion of the open spaces around housing blocks into the community space by removing railings separating the estate from the street. Consider options to increase the space outside the ground floor units.
- 1E Relocate servicing and refuse collection from Coral Street to open up the pedestrian route. Consider using access from Baylis Road or rehousing waste storage internally.
- 1F Upgrade to warmer, pedestrian-scale lighting along the route with potential for feature lighting.
- 1G As part of potential future development at 1 Coral Street (aka. The Living Space) explore options to animate ground floor frontages on Coral Street
- 1H Work with local community groups, Tenants and Residents Associations (TRAs) or other appropriate stakeholders to explore opportunities to transform the street into a local amenity space. See options on the following pages for ideas of how the street could be designed subject to the input from local stakeholders and community groups.

2 BAYLIS ROAD CONNECTION

The following design moves could improve the connections between Coral Street, Lower Marsh and Oasis Academy Johanna. Consider the following:

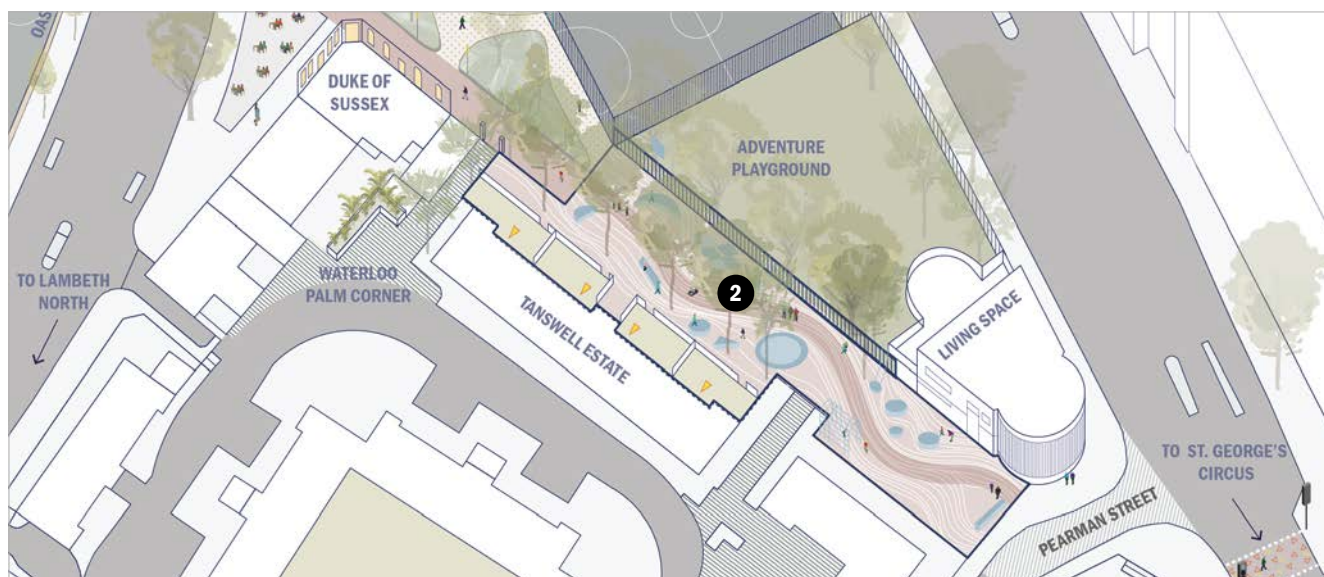
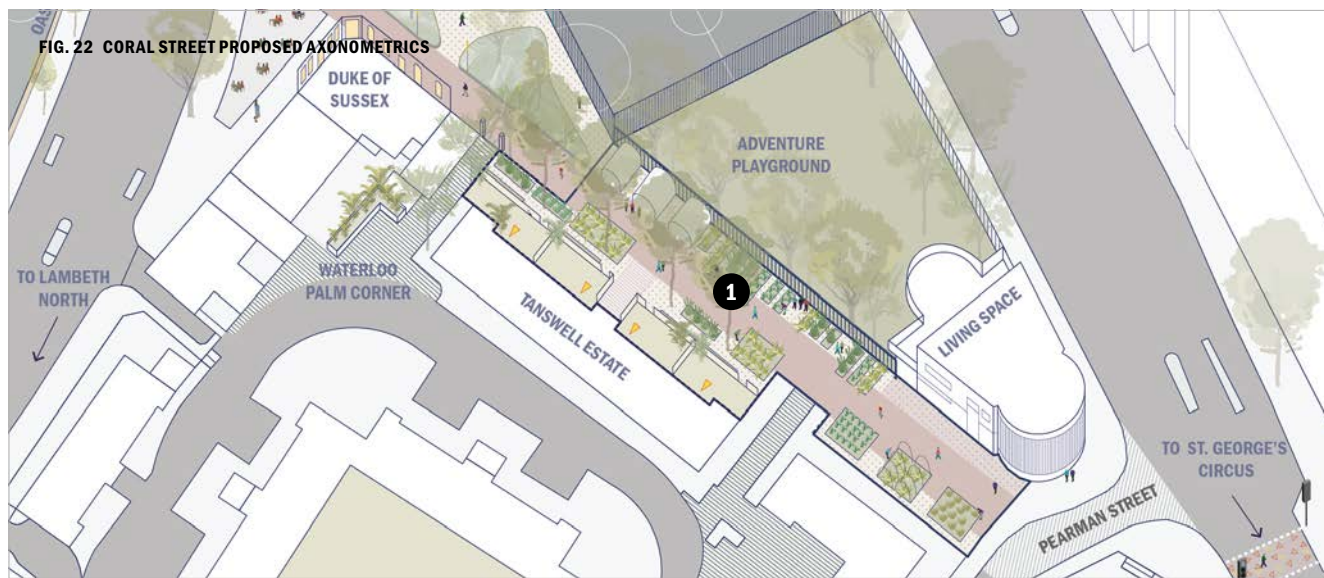
- 2A In coordination with the redevelopment of Waterloo Millennium Green, explore options to relocate the pedestrian crossing to the corner of Waterloo Millennium Green and Coral Street. Explore opportunities to work with local stakeholders to implement a colourful child-friendly crossing at this key crossing point.
- 2B Allow for the spill-out area outside the Duke of Sussex pub as part of the design and ensure that the street furniture and planting does not obstruct the pedestrian route

3 WATERLOO ROAD CONNECTION

Investigate opportunities to make the south of Coral Street more accessible and safer for pedestrian use with the following possible interventions:

- 3A Upgrade the crossing on Waterloo Road and explore opportunities to work with local stakeholders to implement a colourful child-friendly crossing at this key crossing point.
- 3B Provide a raised table junction with Pearman Street and Waterloo Road to facilitate walking up Waterloo Road. In conjunction with the pedestrianisation of Coral Street, create a continuous footway over the entrance to the street.

FIG. 22 CORAL STREET PROPOSED AXONOMETRICS



Axonometric drawings of the potential options that local community groups, TRAs or other appropriate stakeholders could pursue if the baseline proposal for Coral Street were to be brought forward

KEY

- Suggested improvements to streetscape
- Active frontages
- Public realm features

EXAMPLE PROJECTS

CORAL STREET

ILLUSTRATIVE CONCEPT DESIGN

In addition to the baseline design on the previous pages, the pedestrianisation of Coral Street would create the potential for the space to be used for a wide range of community uses. The examples illustrated here show a few potential ideas of how the street could become a small-scale public space that links together the surrounding uses. Subject to the views of local residents, community groups and stakeholders, the design could allow for more local custodianship of the space, as demonstrated in the selection of international and city-wide precedents on page 114.

The following options are initial concept designs that could be taken forward and developed to reflect the needs and aspirations of the local community. All designs would require the relevant consultation and feasibility studies as part of the design review process.

❶ COMMUNITY GROWING SPACE

The pedestrianisation of Coral Street could allow the street to be used as a linear allotment area for local residents. Building on the success of the Palm Corner project by Urban Growth, the area on either side of the proposed walkway from Pearman Street to Baylis Road could be populated with raised and ground-level planting.

❷ PLAYABLE LANDSCAPE

The street could be transformed into a playable landscape that engages children as well as adults to interact with each other and their urban environment. Unlike the more formal play equipment in Living Space's adventure playground, landscape elements could also be used in the day-to-day function of the street, such as for seating or cycle parking.

❸ LINEAR, WOODLAND PARK

The whole of Coral Street could become a local extension to Waterloo Millennium Green. Additional trees and planting, along with opportunities for play could provide welcome spaces of respite and recreation for the local community. There could also be collaborations with other local organisations with an interest in the area, such as the Oasis Foundation and BOST.

EXAMPLE PROJECTS

CORAL STREET
ILLUSTRATIVE CONCEPT DESIGN

Existing condition of Coral Street, showing the entrance to the Tanswell Estate on the left and Waterloo Millennium Green on the right. The route through to Baylis Road is often obstructed by waste storage and the large space at the end of the cul-de-sac is mainly used for parking



Illustrative view of the proposed baseline concept design, showing new lighting, public seating, a more seamless connection with Waterloo Millennium Green, and the option of providing a community growing space. The above image illustrates the design guidance and ideas described in the concept design. Refer to the key for colour coding of interventions

KEY

- Suggested improvements to streetscape
- Active frontages

EXAMPLE PROJECTS
CORAL STREET
PRECEDENTS



Street furniture and rain gardens on Linden Alley by Place Lab with David Winslow – San Francisco, USA (Image: Place Lab)



Pocket park in Leyteire Court by Debarre Duplantiers Associés – Bordeaux, France (Image: Arthur Pequin)



Child-friendly street designed by Bascon – Frederiksstadsgade, Copenhagen, Denmark (Image: Andrew Pask)



Play elements integrated into the street by Carve on Potgieterstraat – Amsterdam, The Netherlands (Image: Carve)



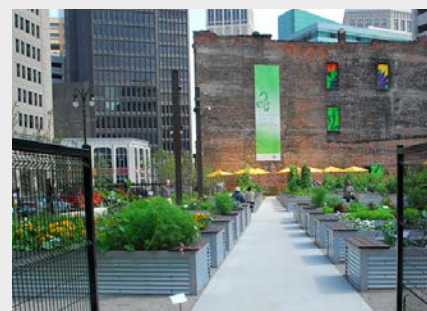
Waterloo Palm Corner by Urban Growth – Tanswell Estate, Waterloo



Play elements integrated into the street at King's Crescent by muf architecture/art – Hackney, London (Image: Furnitubes)



Linear planting and seating in Deptford Market Yard by Farrer Huxley – Lewisham, London (Image: Farrer Huxley)



Lafayette Greens urban garden by Kenneth Weikal Landscape Architecture – Detroit, USA (Image: Civic Arts Project)



An example of a 'woonerf' shared street in Berlin with traffic calming and street planting (Image: Eric Sehr)



Derbyshire Street Pocket Park by Greysmith Associates – Tower Hamlets, London (Image: Greysmith Associates)



Pedestrian crossing designed by Thierry Noir commissioned by Better Bankside – Southwark, London (Image: Thierry Noir)



Street events in Ashwin Street by muf architecture/art – Hackney, London (Image: Muf Architecture/Art LLP)



The existing street has several active uses and a high footfall, both of which are not currently accommodated for in the design of the public realm



The proposed design of Sandell Street by Urban Movement integrates new seating, greenery and level paving into the streetscape

EXAMPLE PROJECTS

SANDELL STREET

PROJECT UNDERWAY

Sandell Street exemplifies both local and metropolitan functions. The proposed public realm design by Urban Movement in partnership with Lambeth Council aims to strengthen the links between the nearby destinations and enhance the pedestrian experience for all users. It also seeks to address key issues, including the general congestion for all modes of transport, the parking arrangements for vehicles and bicycles, and the lack of greening.

Sandell Street acts as a major conduit for commuters accessing Waterloo East Station, provides an important link between the main Waterloo Station and Cornwall Road and South Bank beyond, and connects the residential areas around Roupell Street with Waterloo Road. It is home to several businesses and a major institution, The Union Jack Club, which is a base for retired and serving members of the armed forces. The adjoining section of Cornwall Road is a popular alternative route to Waterloo Road for pedestrians heading north and south and has been designated a Quietway for cyclists.

The public realm concept design illustrated here focuses on the following objectives:

ENHANCE THE FUNCTION OF THE STREET

- Create a pedestrian priority space with access to cyclists and service vehicles
- Deliver a range of improvements based on the Healthy Streets Matrix
- Upgrade and widen footways to improve the function of the street as a commuter route and as an attractive corridor between the residential area around Roupell Street and Waterloo Road
- Create a defined drop-off space for taxis and coaches
- Explore opportunities to improve the junction with Cornwall Road, resolving issues around conflicts between pedestrians and cyclists

ENHANCE THE STRATEGIC CONNECTIONS

- Improve access to Waterloo East Station and to TfL's proposed new entrance to Southwark Station on Greet Street
- Declutter the junction with Waterloo Road to improve sight lines, encouraging visitors to use Sandell Street and Cornwall Road as a route to South Bank
- Improve the function of the adjoining section of Waterloo Road as a Quietway for cyclists

CREATE A SENSE OF PLACE

- Ensure the space is connected to and feels part of the improvements that TfL's Waterloo City Hub scheme will bring to Waterloo Road
- Make the space attractive with the installation of green infrastructure, including low level planting to improve air quality and celebrate Waterloo's horticultural heritage
- Integrate sustainable drainage systems (SUDS) into the landscape design
- Encourage connectivity with 'The Low Line' – which links Waterloo with London Bridge and beyond – to support the act of walking alongside the railway viaduct
- Work with partners to improve the lighting under the viaduct on Cornwall Road



Pedestrian priority streets: Venn Street by Urban Movement with Lambeth Council – Clapham, UK (Image: Urban Movement)

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THIRD PARTY IMAGE LICENSES

PAGE 46: GROSS.MAX., LANDZINE / GROSS.MAX., LANDZINE / GROSS.MAX., LANDZINE / ELEY KISHIMOTO, ON THE GRID; PAGE 54: ELEY KISHIMOTO, ON THE GRID / FEILDEN FOWLES ARCHITECTS, RIBA / FEILDEN FOWLES ARCHITECTS, RIBA; PAGE 56: GOTTLIEB PALUDAN ARCHITECTS AND JENS LINDHE, ARCHDAILY / GOTTLIEB PALUDAN ARCHITECTS, ARCHDAILY / GOTTLIEB PALUDAN ARCHITECTS, ARCHDAILY; PAGE 102: RYAN GRAVEL, WORDPRESS / GEHL ARCHITECTS / THOMAS MANSS AND COMPANY; PAGE 103: NOMA PARKS FOUNDATION / ÅKE E:SON LINDMAN, SWECO / DUCCIO MALAGAMBA, LANDZINE; PAGE 110: ADRIÀ GOULA, MIAS ARCHITECTS / HUFTON + CROW, STANTON WILLIAMS/ KLA & GRANT SMITH, RE:ALM X SOLA / STREETLIFE, EXTERNAL WORKS LIMITED; PAGE 111: PEOPLE'S ARCHITECTURE OFFICE (PAO) & ICP, BERNIE BLACKBURN & TONY WORRALL & NEON CREATIVE STUDIOS, DESIGNBOOM / GARETH GARDNER, ARCHDAILY / DK-CM / DPA LIGHTING CONSULTANTS; PAGE 120: PLACE LAB / ARTHUR PEQUIN, UNIVERSITÉ DE BORDEAUX / ANDREW PASK, TWITTER / CARVE, LANDZINE / FURNITUBES / FARRER HUXLEY, LANDZINE / CIVIC ARTS PROJECT; PAGE 121: ERIC SEHR, FLICKR / GREYSMITH ASSOCIATES, WORLD LANDSCAPE ARCHITECTS / THIERRY NOIR / MUF/ARCHITECTURE/ART LLP; PAGE 123: URBAN MOVEMENT

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