

extending the

LOWLINE

a vision for activation and delivery



A Vision to Extend the Low Line

The extension of the Low Line presents an exciting new opportunity for both Lambeth and Wandsworth to celebrate the local heritage, character and communities along the Victorian railway viaduct through the heart of Vauxhall, Nine Elms and Battersea.

We know that this area of the city has seen unprecedented change and development over the last decade since being designated as an Opportunity Area in 2012. By creating an aspirational vision of improvements for delivery - focused on greening, sustainability, arts and culture, connecting neighbourhoods and supporting vibrant economies; we can ensure a continuous route following the successes of the Southwark Low Line, bringing authenticity to large scale development at a more human scale within the places and spaces of the railway arches.

We also know that the viaduct can often act as a barrier – between economic opportunities, between public spaces, and between communities – which this vision seeks to diminish, by promoting new and existing connections in and around the viaduct including supporting active travel, activating spaces and the recent opening of Arch 42, which can all showcase the possibilities of how once divided districts can be transformed into a network of neighbourhoods.

Yet, the Low Line encompasses 299 arches across this patch of the viaduct, which is already home to a mix of activities, organisations and businesses that serve both local residents and draw in visitors from local, national and international levels. To build on this, we hope to enable the arches to provide more spaces for small and start-up businesses, making creative use of existing infrastructure to support economic growth and job creation.

This vision to extend the concept of the Low Line through Vauxhall, Nine Elms and Battersea takes stock of where we're at and where we aim to be in terms of connecting communities and supporting neighbourhoods, celebrating the history and character of the viaduct and surrounding areas with its various forms and uses. There is much to be done and we can only do it together. Through delivering on our vision alongside the community, developers, key stakeholders and partners, we will support the Low Line to evolve organically in line with the area's authentic and unique characteristics and improve the area for all through enhancing, supporting, improving or celebrating the public realm, the local economy and the opportunities for walking and cycling through the area.



Councillor Claire Holland
Leader of Lambeth Council



Councillor Simon Hogg
Leader of Wandsworth Council



This collective vision and placemaking strategy to extend the Low Line through Vauxhall, Nine Elms and Battersea has been prepared by architecture and urbanism practice Allies and Morrison on behalf of Lambeth Council and Wandsworth Council. We hope that the report provides something of interest and use to you, creating inspiration across the area.

We believe that the Low Line is for everyone, with opportunities for communities of all kinds across the

area to get involved and benefit from the potential of the Victorian railway viaduct and its arches.

This page sets out the content of the report and how it should be read - from an initial introduction to the Low Line and our learning from success elsewhere, to understanding the Low Line through its historic and present uses, assessing the full potential of the Low Line, and finally how to realise this success through focused projects and interventions.

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This section introduces the Low Line, what it is, where it is, what it does, and who is involved. It also sets out the purpose of the project and this report, and what parts should be interesting to who.

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This section explains key information about the physical, social and economic make-up of the Low Line. It also provides a summary of people's views of the Low Line, and the key themes which have emerged through discussions with the people who know the Low Line.

THE POTENTIAL OF...

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Following an understanding of the Low Line's current history, character and economy, this section sets out the key objectives and priority projects to deliver the vision to extend the Low Line in line with a range of stakeholders' objectives and aims.

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This section sets out the projects and interventions that will help to achieve the aspirations of stakeholders and fulfil the Low Line's potential, as well as guidance on how these could be delivered.



This report sets out a vision and strategy for the 299 viaduct arches in the VNEB Opportunity Area, as well as the space and routing alongside these.

In doing so, the report performs several roles, all of which are intended to be useful to the different parties who are involved or interact with the Low Line and its hinterland, loosely defined as 400m from the viaduct, and broadly mapping to the VNEB Opportunity Area boundary.

This study explores how the Low Line concept can be extended so it continues

to connect diverse neighbourhoods and communities in south London; continues to link existing and new hubs of creativity, culture, and industry; and continues to celebrate the area's unique history.

This report outlines a vision and a call to action. It will form the basis of further engagement and project formulation – at both the strategic and local scale. It is both visionary and practical, like the Victorian ambition that delivered the viaducts themselves.

INVESTMENT PRIORITIES

By establishing a holistic understanding of the Low Line through analysis and engagement with stakeholders, the report identifies the areas and projects where activation of arches and streets and spaces alongside them should be prioritised for investment in order to unlock the full potential of the Low Line, or act as a catalyst for further improvements.

SHARED VISION

This report is the result of an extensive programme of engagement with the local community, businesses, landowners, local authorities, developers and other key stakeholders. It provides a shared vision for the Low Line which aims to meet and balance the needs of such stakeholders. Above all, it aims to enable the long term sustainability of this unique and important asset.

SPATIAL PRIORITIES

The Low Line is unique in its form and creates its own unique typologies along it - whether it be the arches itself, or the spaces and streets alongside them. It will therefore have its own particular spatial priorities in terms of how the spaces are treated. It should also play a role as a connector of communities (not a barrier), serving local communities by providing a variety of different spaces which are welcoming to all. A number of areas around the Low Line are undergoing significant change and growth. It will be important to ensure the spatial priorities for the Low Line are responded to by new developments to enable the long term success of the Low Line.

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...THE LOW LINE





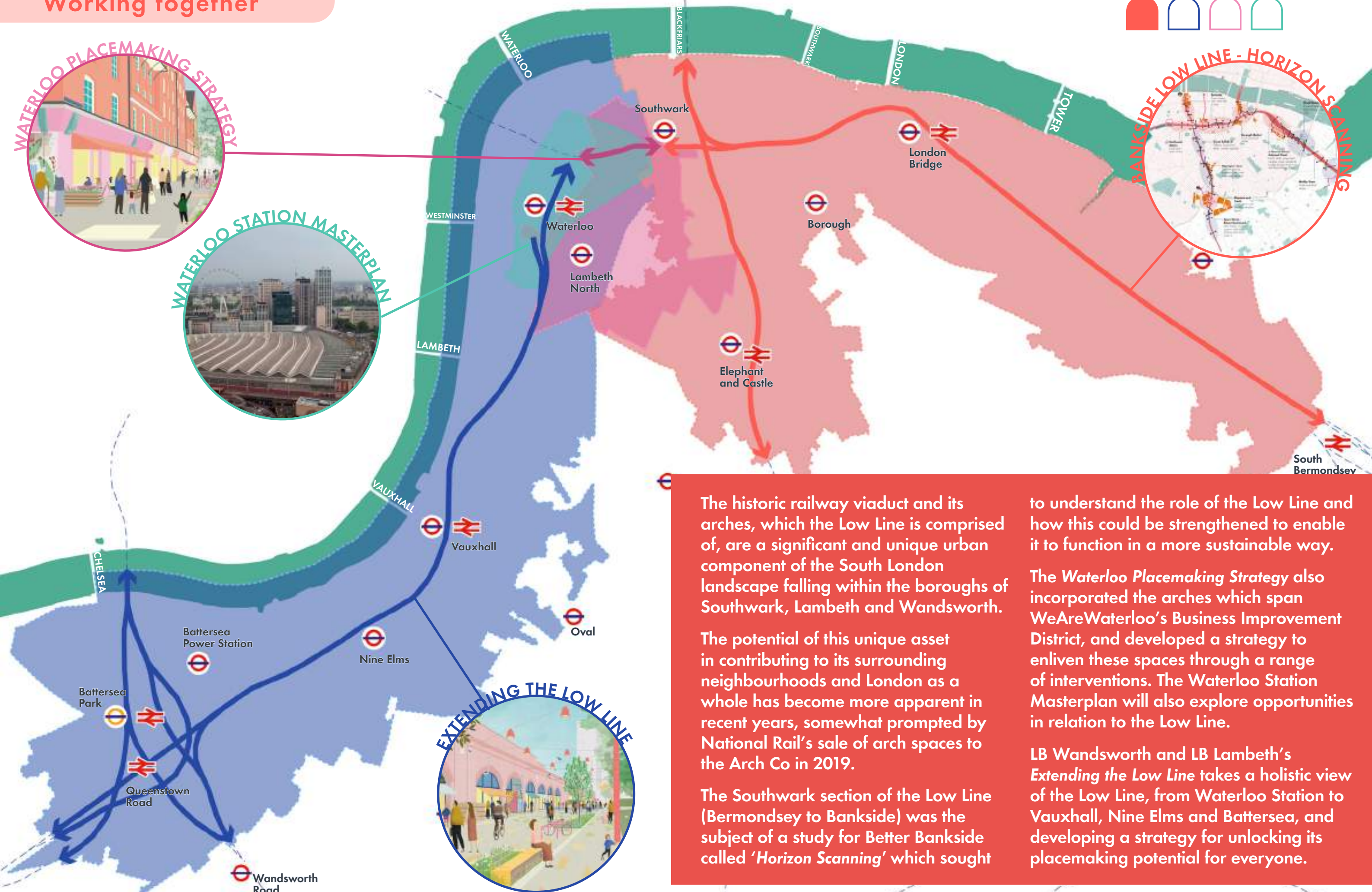
What started as an idea dreamt up by a local resident of Bankside has since gathered momentum and success.

The Low Line concept began as a new walking destination following the route of the historic railway viaduct which intersects south London. It was first piloted in Bankside and, through a series of visions and strategies, has since evolved into much more than a walking route.

In addition to the opportunities it presents for the exploration and discovery of a range of London's most fascinating and historic

neighbourhoods and communities, it also plays host to a whole ecosystem of businesses and industries, with hubs of food and drink, culture, arts, nightlife and entertainment.

Like any ecosystem, a delicate balance is required in order to enable its long term success. While much is understood about the Low Line which spans from Bermondsey to Bankside, less is understood about the extended Low Line from Waterloo to Battersea. With significant change afoot, this report will set out an understanding and strategy for the extended Low Line's long term success.



The historic railway viaduct and its arches, which the Low Line is comprised of, are a significant and unique urban component of the South London landscape falling within the boroughs of Southwark, Lambeth and Wandsworth.

The potential of this unique asset in contributing to its surrounding neighbourhoods and London as a whole has become more apparent in recent years, somewhat prompted by National Rail's sale of arch spaces to the Arch Co in 2019.

The Southwark section of the Low Line (Bermondsey to Bankside) was the subject of a study for Better Bankside called 'Horizon Scanning' which sought

to understand the role of the Low Line and how this could be strengthened to enable it to function in a more sustainable way.

The *Waterloo Placemaking Strategy* also incorporated the arches which span WeAreWaterloo's Business Improvement District, and developed a strategy to enliven these spaces through a range of interventions. The *Waterloo Station Masterplan* will also explore opportunities in relation to the Low Line.

LB Wandsworth and LB Lambeth's *Extending the Low Line* takes a holistic view of the Low Line, from Waterloo Station to Vauxhall, Nine Elms and Battersea, and developing a strategy for unlocking its placemaking potential for everyone.

Facts and figures

The Low Line is comprised of 299 railway arches spanning the area from Lambeth Road through to Vauxhall, Nine Elms and Battersea.

The arches are already home to a mix of activities that serve locals and draw in visitors, ranging from boxing gyms, to nightclubs, food and drink venues, and leisure destinations like the Vauxhall Climbing Centre and Circus West Village at Battersea Power Station.

Last mile delivery hubs are common, alongside local enterprise and light industry which occupy significant stretches, including New Covent Garden Market (NCGM) and the emerging Battersea Design and Tech Quarter.

While the arches provide ideal spaces for many businesses, a 21% vacancy rate (higher than the national average) demonstrates that work needs to be done. The Arch Co's Project 1000 brings empty arches back into use to help address this.

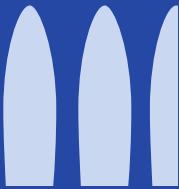
The Low Line hinterland and neighbourhoods also play a vital role in supporting the local economy and contributing to the wider London region.

THE LOW LINE

299

299 arches

equivalent floorspace to
2.5 x Gherkins



120,000 sqm

21%

floorspace vacancy rates



232 businesses



Majority of arches and
associated employment in
industrial and office sectors

HINTERLAND



4,800 businesses



78,000 jobs



56,000 residents



900,000 m2
commercial floorspace



33.3% rise in retail
floorspace in the last
decade

Contributes over 40% of
the combined Gross Value
Added (GVA) of LB Lambeth
and Wandsworth, and 30%
of all jobs

The success of the Southwark Low Line



This vision to extend the Low Line further west presents an exciting opportunity to enhance the role of the arches across Vauxhall, Nine Elms and Battersea. There is much to learn about how this can be achieved successfully from the existing, more established, Southwark Low Line.

Some examples of positive interventions, initiatives and outcomes which have resulted across the Southwark Low Line are set out on this page.

GUIDING STRATEGIC DEVELOPMENT

Planning policy sets out priorities for considering routes along the viaduct and opening connections through this where possible, as seen at Borough Yards.

GREENING THE LINE

An international design competition for the Low Line Commons established a green masterplan for exploring how pocket spaces could be included and tree planting increased along the line. This resulted in PDP's proposals, below.

RESPECTING DISTINCTIVE AREAS

Areas of production have been respected in terms of operational requirements and access but have been supported to be 'good neighbours' to residential areas, such as at Spa Terminus.

BRANDING, IDENTITY AND WAYFINDING

A series of point signage and historic plaques with a strong graphic identity have been established through the Bankside area, indicating the thread as it winds its way through the neighbourhood.

REFURBISHING HISTORIC ARCHES

Head lessees with substantial leases have been able to invest in historic arches to celebrate their character and increase the appeal of the arches to visitors.

SUPPORTING CULTURAL AND COMMUNITY USES

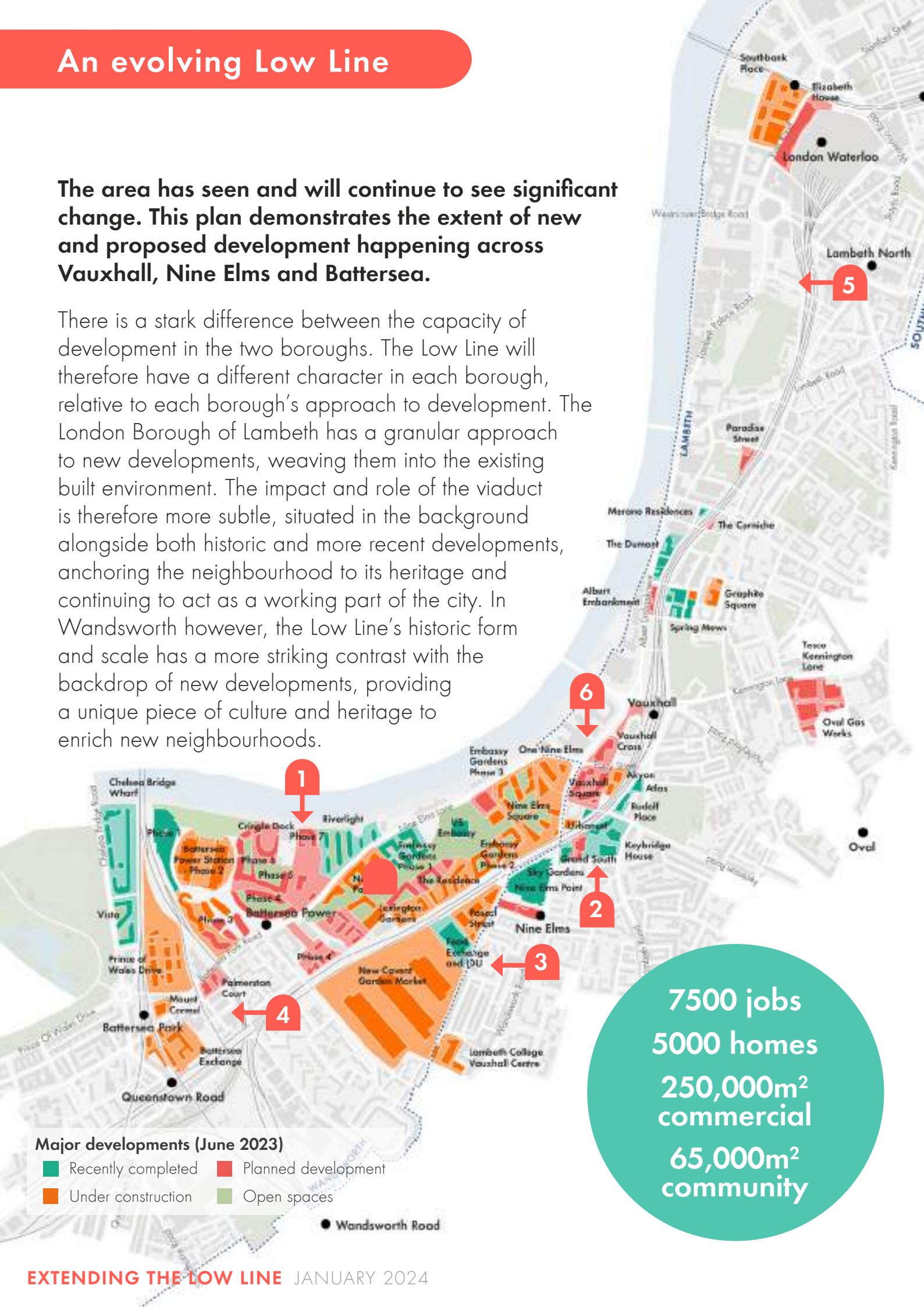
Section 106 agreements have directed funding towards cultural and community uses, with the viaduct arches providing affordable spaces for these uses. This approach was used to relocate Butchers Theatre, now at Union Yard arches.



An evolving Low Line

The area has seen and will continue to see significant change. This plan demonstrates the extent of new and proposed development happening across Vauxhall, Nine Elms and Battersea.

There is a stark difference between the capacity of development in the two boroughs. The Low Line will therefore have a different character in each borough, relative to each borough's approach to development. The London Borough of Lambeth has a granular approach to new developments, weaving them into the existing built environment. The impact and role of the viaduct is therefore more subtle, situated in the background alongside both historic and more recent developments, anchoring the neighbourhood to its heritage and continuing to act as a working part of the city. In Wandsworth however, the Low Line's historic form and scale has a more striking contrast with the backdrop of new developments, providing a unique piece of culture and heritage to enrich new neighbourhoods.



Major developments (June 2023)

- Recently completed
- Under construction
- Planned development
- Open spaces



NINE ELMS

Directly adjacent to the VNEB Low Line, Nine Elms is Europe's largest regeneration zone which, once completed, is set to provide around 20,000 new homes and 25,000 jobs, supported by new community facilities and a 45,000m² linear park. The recently opened Battersea Power Station already provides hundreds of new shops, a c.2000 capacity events venue, a major food hall and hundreds of new homes.



12-20 WYVIL ROAD

Proposed 37-storey tower comprising of around 220 homes and 2,500m² of commercial space. This development has the potential to significantly improve the adjacent viaduct environs.



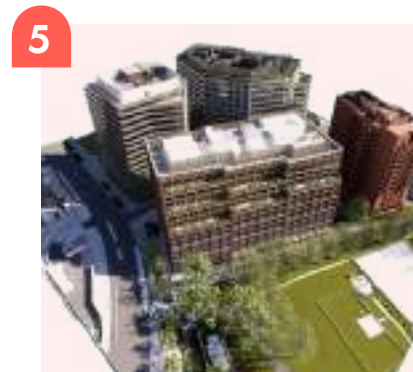
NEW COVENT GARDEN MARKET/APEX DEVELOPMENT

The New Covent Garden Market Masterplan envisages the creation of a new food and horticultural quarter which will deliver 3,000 new homes, retail, commercial space, and an attractive public realm. The first site, Apex 1 (pictured) is due for completion in 2030.



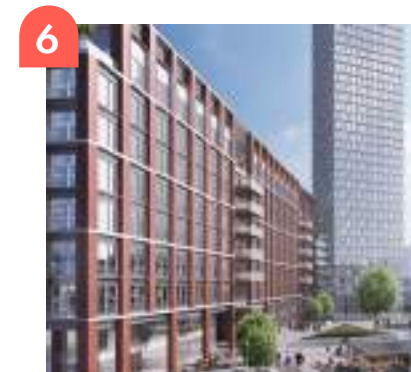
BATTERSEA DESIGN & TECH QUARTER

BD+TQ is a creative and economic cluster focused on the interaction between technology and design. The area will deliver an estimated 10,800 jobs. Above is a recently approved scheme for Havelock Terrace with 28,500m² office and 4,150m² light industrial spaces.



ROYAL STREET

5.5 acre site proposing to deliver a mixed use workspace neighbourhood with over 4000 jobs, including incubation of a MedTech cluster, academic researchers and clinicians.



VAUXHALL SQUARE

Major development near to Vauxhall Station consisting of a 450-room hotel, c.600 residential homes, student accommodation, offices, a cinema, and a community hub.



Arch 42 Image: Projects Office

BATTERSEA POWER STATION

The reimagining and redevelopment of Battersea Power Station and the surrounding area has significantly changed the landscape of the area, providing a new shopping centre, shops, bars, restaurants, leisure and entertainment venues, parks, homes and historical spaces.



Arches in use at Battersea Power Station

VAUXHALL GYRATORY TRANSFORMATION

Planning permission was granted for a new transport interchange and public realm improvements to Vauxhall's transport hub in 2018. Along with a new transport interchange and bus station, changes include updating the one-way road system to a two-way system, providing segregated pedestrian and cycle lanes and crossings and improving existing and creating new public space.

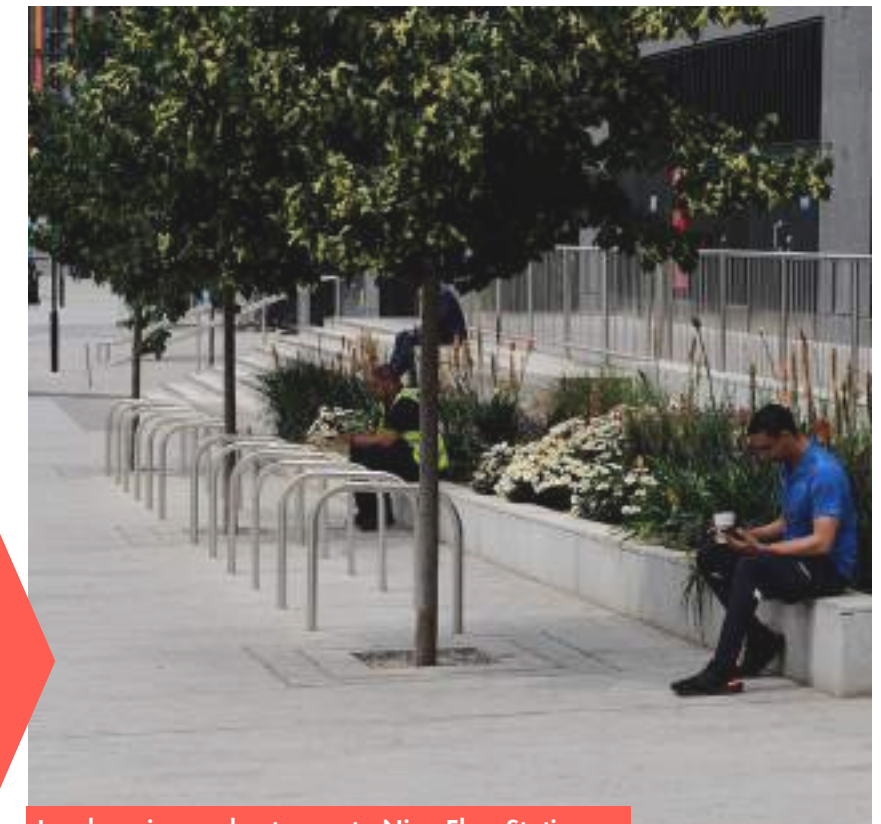
The changes will improve the general connectivity of the area and create a safer environment for the public to live, work and navigate.

ARCH 42 - A NEW ROUTE THROUGH THE VIADUCT

A pedestrian route through the viaduct at Arch 42 opened in 2021. A bold gateway entrance, designed in collaboration with the local community, will invite people through the arch to explore the other side of the Low Line. This celebrates the principle of connecting communities along the line.

NINE ELMS STATION

The new Nine Elms Underground Station opened in 2021 as part of the Northern line extension to Battersea. It will serve the area's rapidly growing communities, New Covent Garden Market and US Embassy.



Landscaping and entrance to Nine Elms Station

MERCHANTS WAY

Merchants Way is a new guided walkway through the vehicle parking area of New Covent Garden Market towards the Nine Elms riverside. It links the Nine Elms Northern line Tube station with Arch 42. The art installation which celebrates the LGBTQ+ community is designed by artist Anna Nicolò.



Vauxhall Gyratory transformation Image: 5th Studio, Transport for London

Why it's happening now



The areas along the Low Line have seen significant change over recent years, including unprecedented growth and investment brought about through the delivery of the VNEB Opportunity Area, the opening of Nine Elms Station and Battersea Power Station as part of the Northern Line extension, and the creation of a linear park linking Vauxhall with Nine Elms and Battersea.

The world has seen significant change too, with the Covid-19 pandemic resulting in a global shift in priorities and the way people live, work, travel and spend time. The ever-present threat of the climate emergency has brought about a renewed urgency and need to consider how we live our lives, and the role the built environment could play in facilitating

a more sustainable way of living and operating.

All of this has culminated in the pressing need for a strategy which can help to address these changes and respond to the challenges and opportunities they present.

A number of recent studies and strategies undertaken for other parts of the Low Line have helped to establish an understanding and growing appreciation of the activities and benefits the viaduct can support.

This growing appreciation has helped to further engage key stakeholders, meaning that now is the perfect time to explore and redefine the important and exciting role an extended 'Low Line' can play in shaping the future of the VNEB area.



Battersea Power Station development



Battersea Station



Nine Elms Linear Park



ENGAGED STAKEHOLDERS

- **Lambeth and Wandsworth Councils**
They have collaborated to bring about this strategy and play a wider role in delivering a broad range of statutory and relevant services in their respective boroughs.
- **The Arch Company**
Owns the majority of the individual arches along the Low Line, and often their forecourts too. They let these spaces out to businesses.
- **Local Business Improvement Districts (BIDs) and Enterprise Partnerships**
Vauxhall One and WeAreWaterloo (authors of the Waterloo Placemaking Strategy) are Business Improvement Districts, working on behalf of levy-paying local businesses to provide additional services such as cleaning, greening, safety, events and activities. The Nine Elms Vauxhall Partnership coordinates and drives forward the transformation of Nine Elms and Vauxhall.
- **Network Rail**
Own the viaduct structures and areas along the Low Line route required for railway related operations.
- **Covent Garden Market Authority**
Own and manage the New Covent Garden Market and its transformation, including leasehold of arches in the area.
- **Landowners and developers**
Responsible for promoting and delivering regeneration projects across the area.

RECENT STUDIES AND STRATEGIES ADDRESSING THE LOW LINE

- **Low Line Horizon Scanning**
Commissioned by Better Bankside, Team London Bridge, Blue Bermondsey BID, The Arch Co and Southwark Council, the study sets out the Low Line's characteristics and quantifies the potential scale of change. It also includes recommendations to enable its continued success.
- **Low Line Commons Strategic Vision**
Commissioned by the Low Line Partners (Better Bankside, Team London Bridge, Blue Bermondsey, Southwark Council and The Arch Company), the report sets out a bold vision for incorporating greening, more space for wildlife and more opportunities for people and nature to connect along the Low Line in Bankside, London Bridge and Bermondsey.
- **The Low Line**
A document prepared by Better Bankside sets out the intention of piloting the concept of the Low Line in Bankside.
- **Waterloo Placemaking Strategy**
A vision and placemaking strategy for the WeAreWaterloo BID area, incorporating the railway viaduct.



The strategic context

The Low Line placemaking strategy sits within and responds to a broader policy context in Lambeth and Wandsworth boroughs. It takes cues from strategic objectives covering a resilient economy, sustainability and health and wellbeing, as well as the overarching vision for the type of place that the boroughs wish to be over the next 15 years.

The placemaking priorities also pick up on local strategies and initiatives such as the Battersea Design and Tech Quarter and Food and Horticulture Quarter in Wandsworth; and the Lambeth Visual Arts and Creative Cluster, Waterloo Health and Innovation Hub and Vauxhall Night Time Enterprise Zone. Lambeth's Kerbside Strategy sets the starting point for the approach to the balance of space and design of streets.



LB LAMBETH POLICY DOCUMENTS INFORMING THE LOW LINE PLACEMAKING STRATEGY

LB WANDSWORTH POLICY DOCUMENTS INFORMING THE LOW LINE PLACEMAKING STRATEGY

UNDERSTANDING...

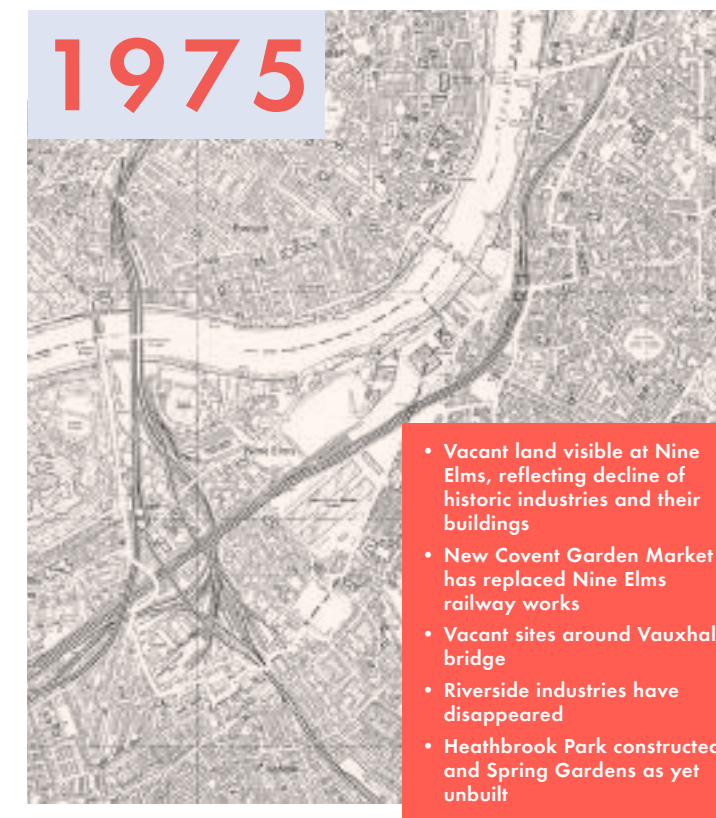
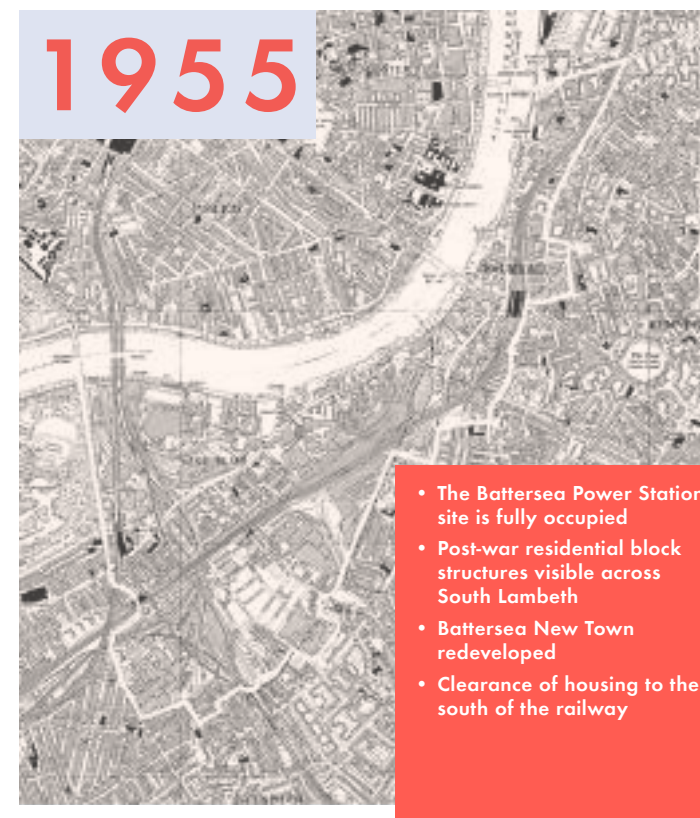
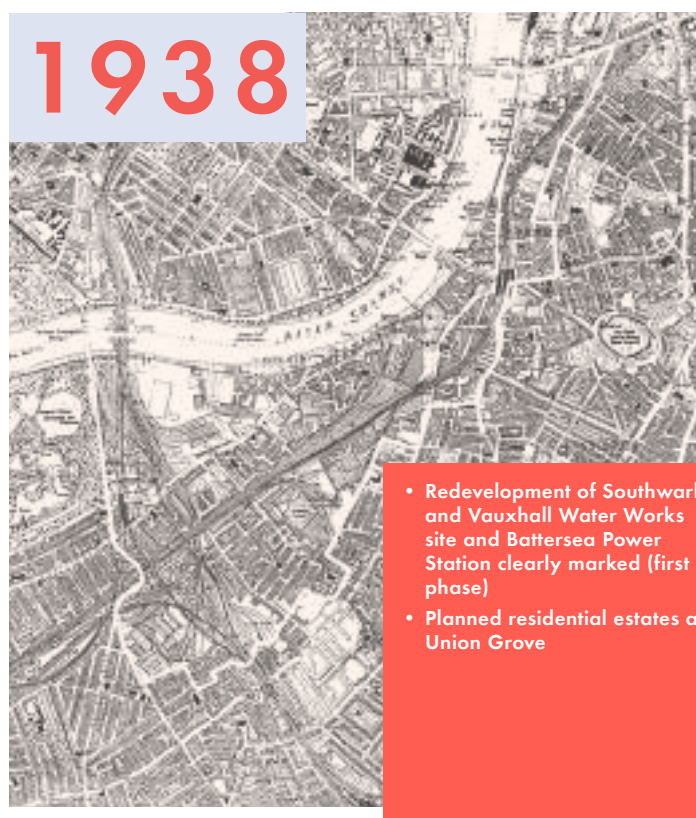
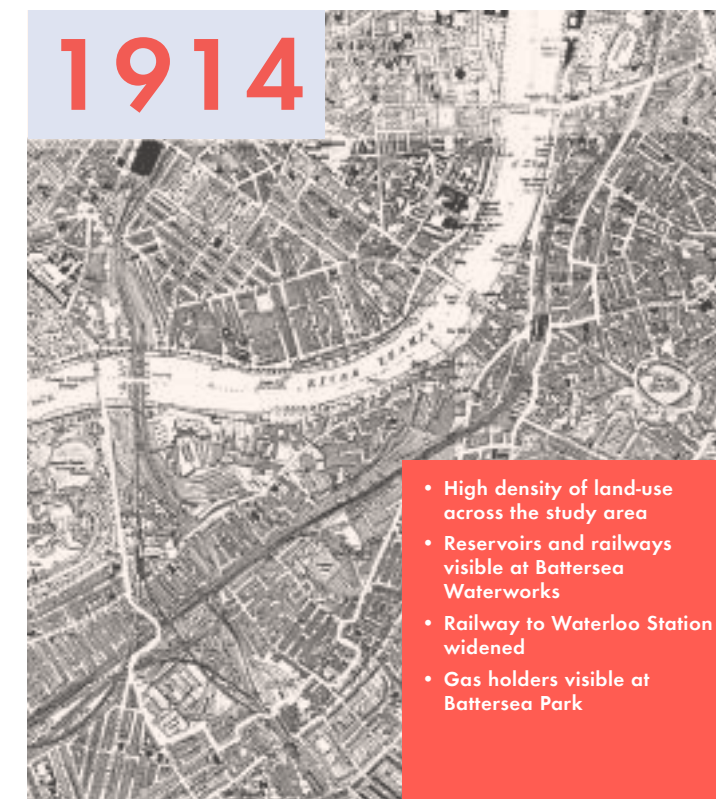
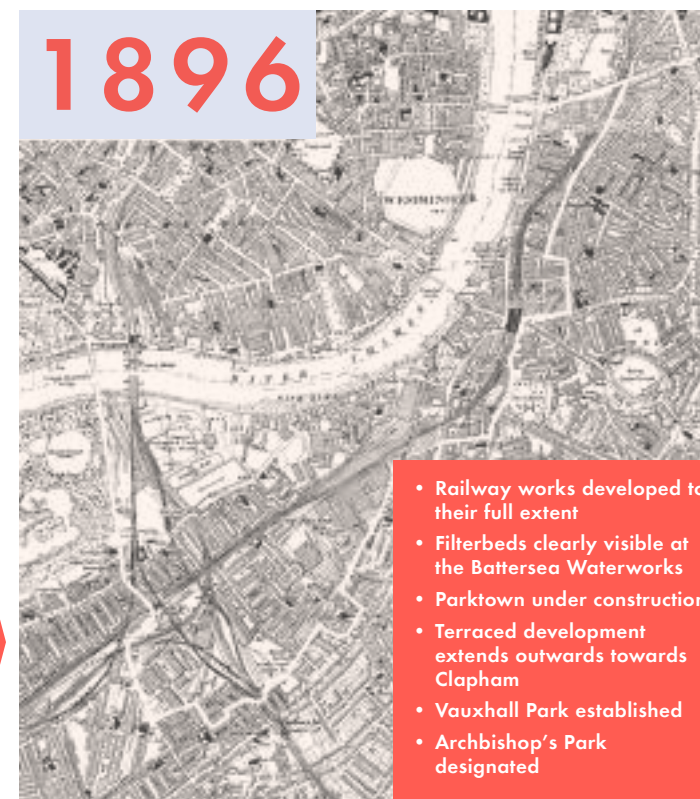
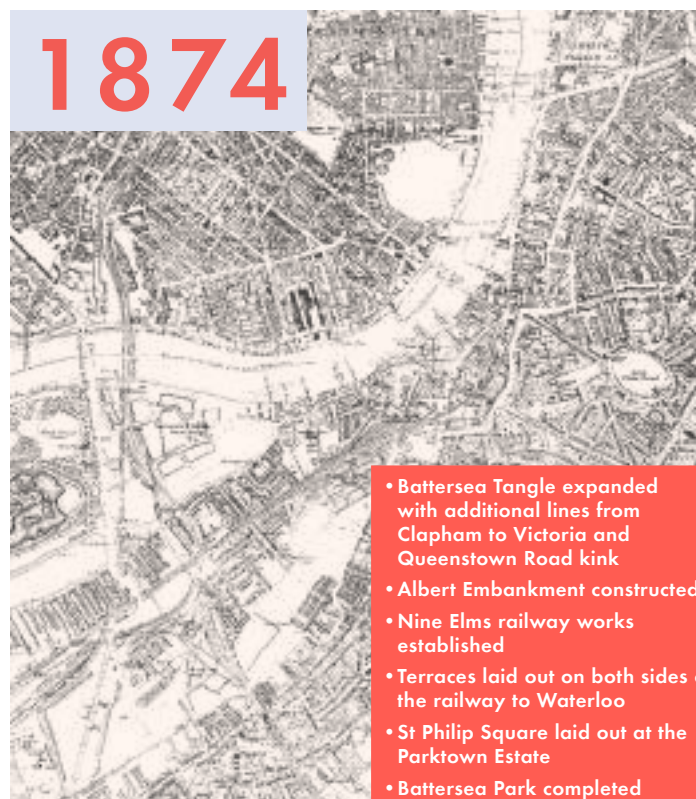
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...THE LOW LINE



This section presents a broad historical account of Lambeth, Vauxhall, Nine Elms and Battersea. It draws out key thematic aspects which have influenced its growth and present day qualities.

The area is steeped in a rich history, with the discovery of a Bronze Age jetty at Vauxhall and evidence of Roman occupation in the grounds of Lambeth Palace showing very early historic development. The area became more established throughout the Middle Ages and expanded rapidly throughout the Industrial Revolution with the arrival of the railway and other industries, as shown on the historic plans opposite. It has a varied and intriguing history that will be explored in the following pages.

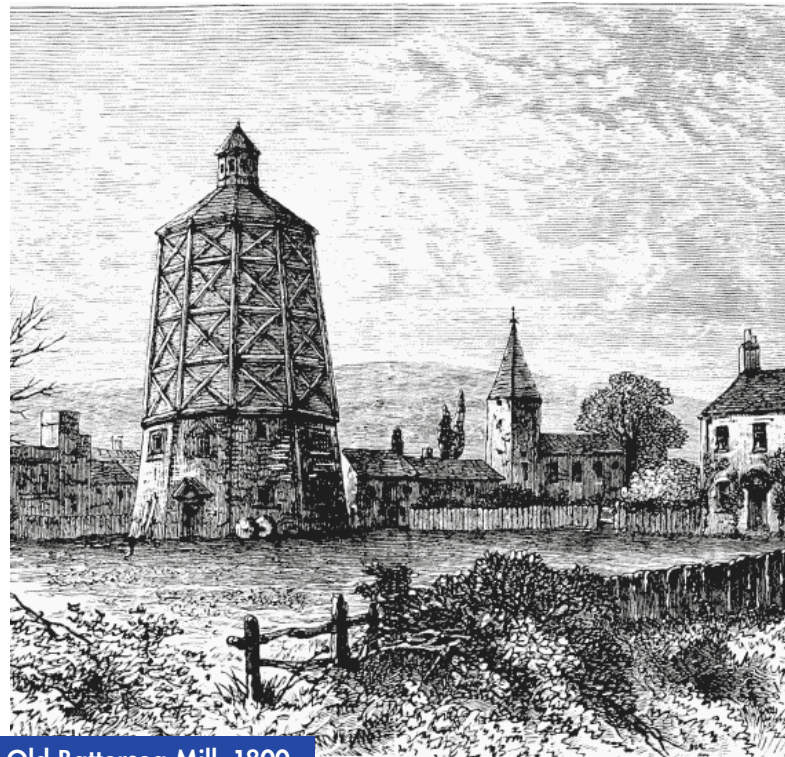


Historic mapping of the VNEB area



ONCE AN AGRICULTURAL COMMUNITY...

Until the railways and industrial revolution, Battersea was predominantly an agricultural community. Market gardening began in Battersea in the late 16th or early 17th century. By the end of the 18th century, much of eastern Battersea was taken up with market gardens supplying the London market. The 300 acres of farmland between Nine Elms and Battersea Village was known as Battersea Fields. It comprised many small holdings of roughly 1 acre each, each producing a wide variety of crops from asparagus to melons.



Old Battersea Mill, 1800



On the Thames at Battersea from the Red House, by George Cumberland (1754-1848)



Vauxhall Gardens 1813 drawn by Warwick Wroth

...AND LONDON'S PRODUCE SUPPLIER

The proximity to the Thames offered both easy transportation of crops as well as providing fertile soil on the banks of the river which lent itself to farming, allowing the community to grow produce and supply the wider city of London. Following the introduction of the railway, this effectively ceased the need for food to be transported locally as trains were able to quickly deliver from further afield. This, coupled with the increasing value of land, led to the development and industrialisation of the area into a more recognisable image of the Battersea today.



Battersea Fields, looking north towards Chelsea, 1848. Watercolour by Robert Westall.



Jonathan Tyers and His First Two Decades at Vauxhall, 1729-1750

THE EPICENTRE OF GEORGIAN ENTERTAINMENT AND NIGHTLIFE...

In the 1600s Vauxhall was a rural hamlet on the south bank of the River Thames. Vauxhall Pleasure Gardens, originally known as New Spring Gardens, was established in the early 1660s, around the time of the restoration of the Monarchy. They became a focal point for entertainment and culture for Georgian London for the following two centuries. Vauxhall gave London's nightlife the opportunity to thrive, attracting 1,000 people per night for leading musical performances, fancy dress and masquerade balls and art exhibitions.



Satirical Illustration by Cruikshank entitled 'Vauxhall Fete'. The 'Vittoria Fete' of 1813 celebrated the achievements of 'Field Marshal, the Marquis of Wellington'



...WITH AN INTERNATIONAL INFLUENCE...

Vauxhall hosted pavilions, colonnades, plazas and a rotunda, nestled amongst several acres of landscaped gardens, woodland, water features and tree lined walkways. The architecture, design and art of the gardens brought the creative world to London, exhibiting Italian style piazzas, Chinese influenced pavilions and representations of Syrian ancient ruins.



Thomas Rowlandson, Vauxhall Gardens 1785



Poster for a night-time balloon ascent with fireworks by Lieut. George Gale from Vauxhall Gardens, 1847

...UNTIL THE WONDER WAS LOST

During the 19th century, Vauxhall struggled to maintain the glamour and excitement of the previous years. Firework displays, ballooning and tightrope walkers provided short lived entertainment. The introduction of the railway in the 1840s led to heavy industrialisation of the area and this coupled with the increase of land value of the ever expanding London meant that The Gardens finally closed in 1859.



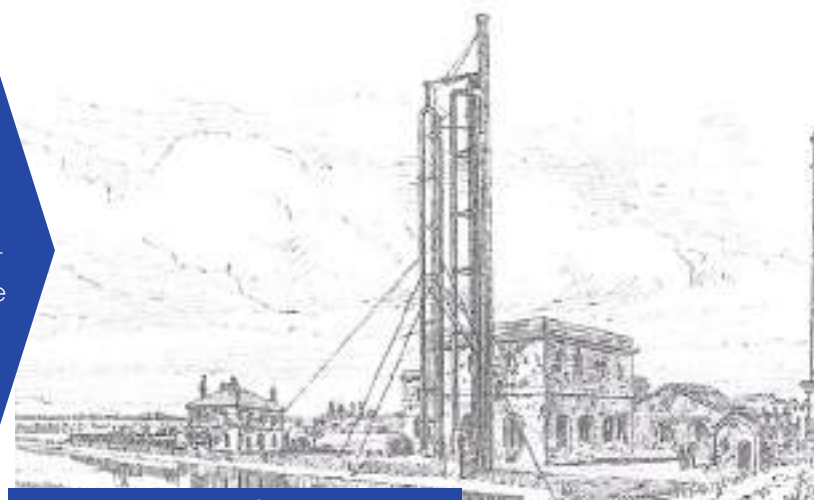
Vauxhall Pleasure Gardens ballooning poster, 1830



Lambeth foreshore 1860s, before the construction of the Albert Embankment, showing the first Lambeth Bridge 1862

...AND WITNESS TO THE BIRTH OF NEW INDUSTRIES...

Several industries were established in Lambeth. From the 17th century onwards timber yards and boat-builders' yards lined the waterfront; soap and candles were made from the 18th century onwards. The importation of Baltic timber was a source of great wealth to the parish. In the 18th century there were two malt distilleries and three starch yards. By the early 19th century there were iron foundries and steam engine factories as well as saltpetre, whiting and varnish factories.



Battersea Waterworks 1884



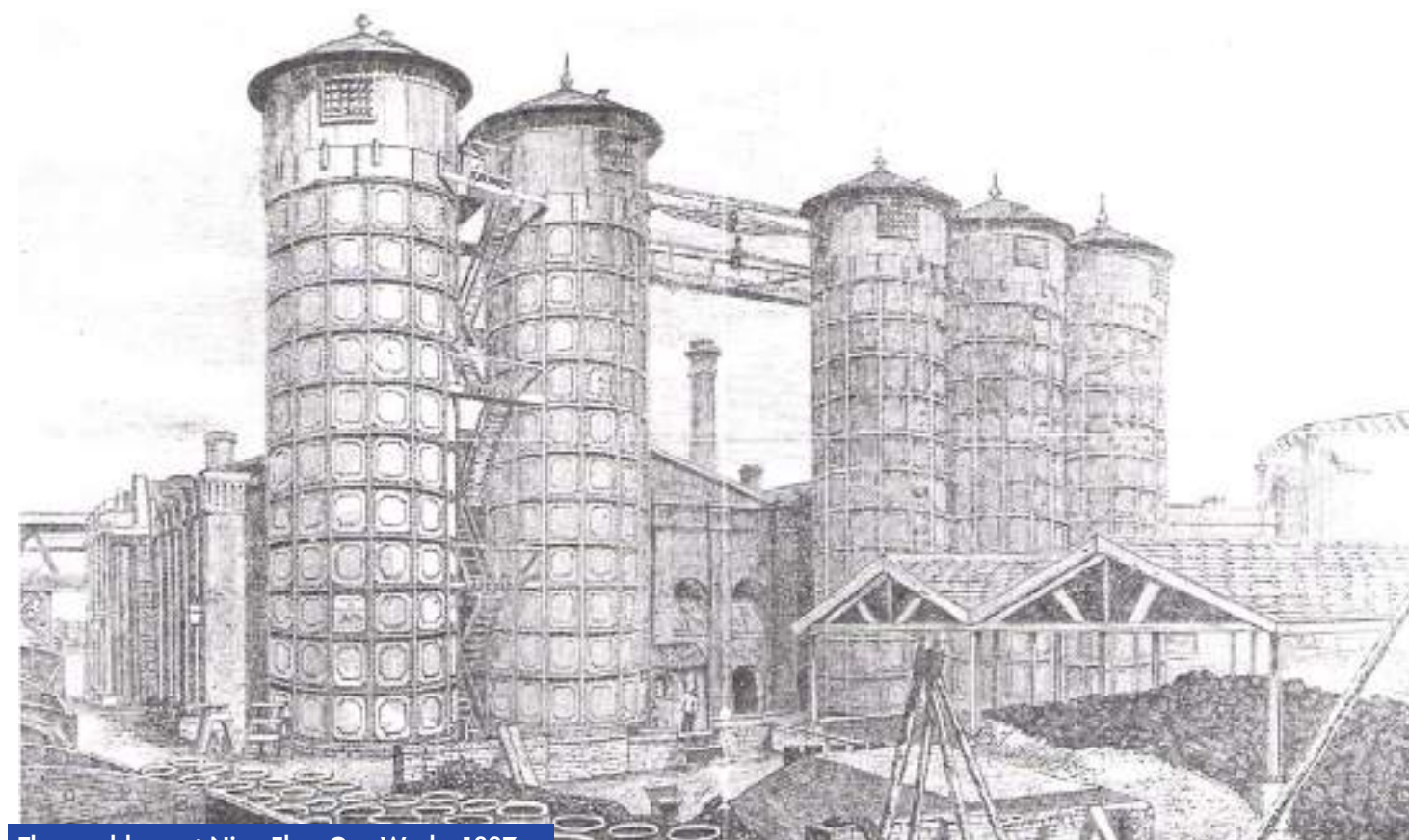
Vauxhall Gas Works, late 1800s

A HUB OF TRADE AND TRANSPORT ON THE THAMES...

The River Thames has long served as a conduit for trade and transport, and it continued to be a significant artery of activity until the arrival of the railways.



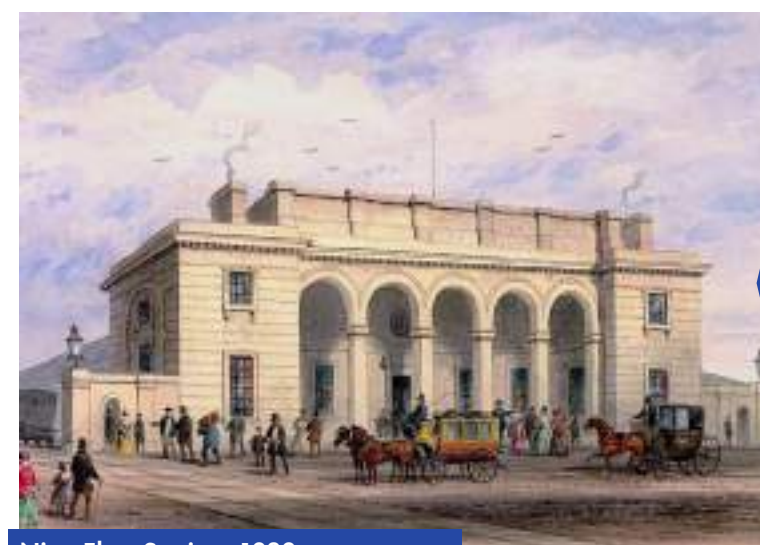
Construction of the Albert Embankment, 1866



The scrubbers at Nine Elms Gas Works 1887

...UNTIL THE ARRIVAL OF THE RAILWAYS AND THE BATTERSEA TANGLE

The development of the railways began in the early 1800s, the first being the London and Southampton Railway in 1838, crossing Battersea Fields on a long embankment and running to a terminus station at Nine Elms. This was later extended to Waterloo Station, with a through Station at Nine Elms, which both remain today. Further linking lines, locomotive sheds, goods facilities and workshops were built on the empty flat lands of Battersea Fields in the 1860s, completing the complex network which became known as the 'Battersea Tangle'.



Nine Elms Station, 1838



Gasworks, Nine Elms, 1958

A PLACE FOR POWER...

The London Gasworks was established on the waterfront in Vauxhall by 1862. It comprised three gasometers, a retort house and ancillary structures. By the mid 20th century they were replaced by light industry.

...DOMINATING THE LANDSCAPE...

The comprehensive redevelopment of the Battersea waterworks as a power station constituted a major change to the Nine Elms landscape in the 1930s, and permanently changed the landscape of this stretch of the River.



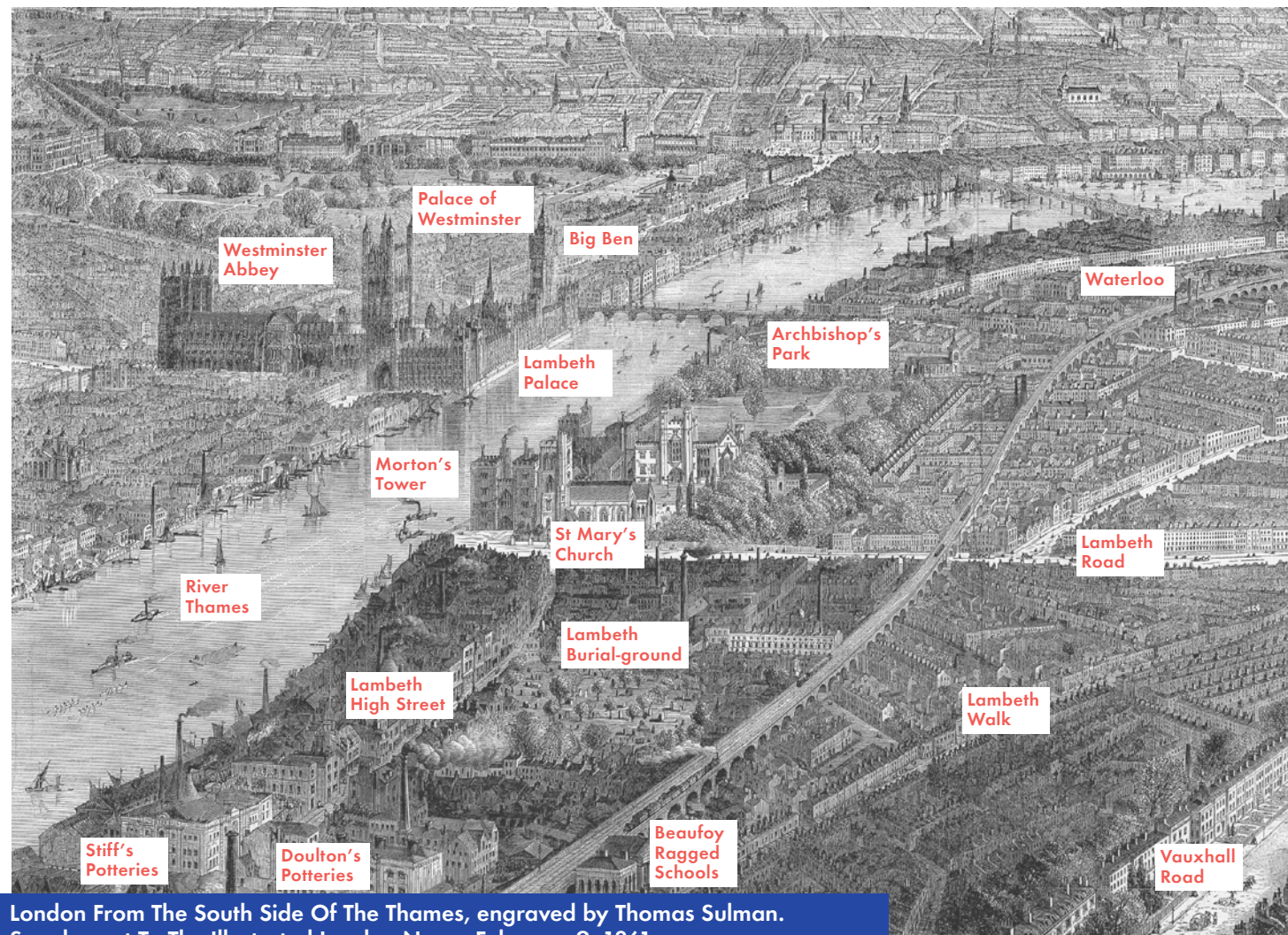
Battersea Power Station, 1930

...WITH ICONIC STRUCTURES

Battersea Power Station was built for the London Power Company to the design of Giles Gilbert Scott in 1929-35. Initially, there was only one turbine hall with two chimneys, with the second hall and remaining two chimneys following in 1955. The whole station occupied a vast site of 15 acres, fed by coal brought on barges from north-east England. In 1983 the Power Station was decommissioned and the generating machinery was removed. Today, the power station is a key heritage asset (upgraded from Grade II to II* listed building in 2007) and is the most enduring landmark of the area that dramatically evokes its former industrial character.



The West-End Railway District, London, The Illustrated London News, April 9, 1859



London From The South Side Of The Thames, engraved by Thomas Sulman. Supplement To The Illustrated London News, February 9, 1861

...CREATING SOME OF THE COUNTRY'S FINEST GOODS...

The concentration of maker industries enticed other production into the area including glassmaking and pottery. In the early 19th century, the Doulton pottery manufacturing company was founded, they specialised in salt glaze stoneware, making bottles, jugs and jars as well as later making glazed sewage pipes. Some of the high quality commodities were exhibited at the Great Exhibition in 1851 winning awards for their craftsmanship.



Early view of Doulton and Watts pottery works at Lambeth. Watercolour by Thomas Wakeman c.1840



The Doulton factory and chimney on Albert Embankment with sailing barges in the foreground, seen from Millbank

A HUB OF INDUSTRY...

From the 16th century to the mid 20th century, the riverside district of Lambeth was a hub of industry. Pottery manufacture started on the Lambeth waterside in the late 16th century, Johnson (a Belgium potter who migrated to London) is believed to be the first maker of what became known as Lambeth Delftware, this then led to the settlement of many Delft Potters in Lambeth, Southwark and Vauxhall, establishing Lambeth as the centre of the industry.



Doulton Potteries along the River Thames, 1800s

...MAKING, DISTILLING, BREWING, MANUFACTURING

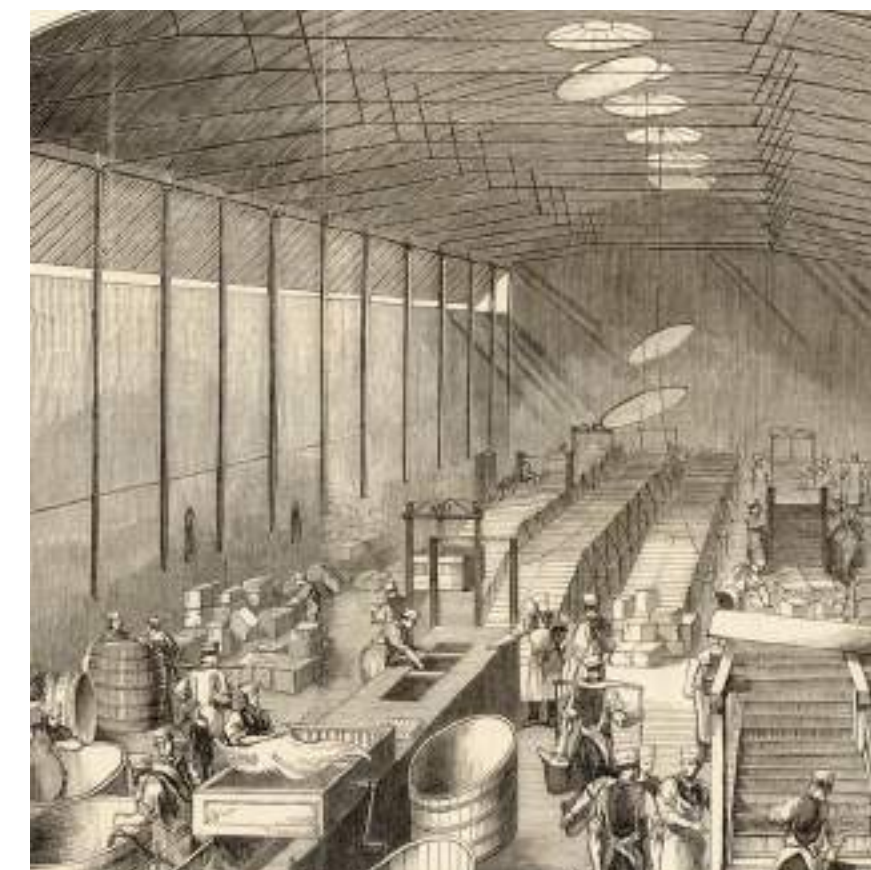
The Vauxhall waterfront became a centre of industry from the 17th century onwards, the river providing the principal means of transport for raw materials and finished products. Industries included candle and soap manufacture, starch-making, sugar-baking, distilling, vinegar making and brewing. Gerard Weymans built mills for cutting and polishing marble to the south of Vauxhall Stairs at Marble Hall Lane in c1675. By the early 19th century the area also comprised of Crosse and Blackwell vinegar and pickle making factories, as well as wine and gin distilling and manufacturing.



Crosse & Blackwell became the first business in the world to mass produce jam from 1841



Selection of finished products, 1840



Candle moulding room, Price's Candle and Soap manufacturer, 1849



The Nine Elms North Goods Depot and the Vauxhall area, Nine Elms, from the south-west, 1938

A TARGET FOR BOMBS...

Vauxhall, Nine Elms and Battersea, like most of London, suffered destruction from the Blitz. Where residential streets were hit, bomb damage encouraged extensive slum clearance. The post-war redevelopment saw the construction of new residential estates across the area.

...LEADING TO EXTENSIVE DESTRUCTION

The Royal Doulton factory suffered heavy bombing during the Blitz. Due to its landmark chimney and proximity to the River Thames it became an easy target for the Nazis. Today, the gothic Southbank House is the last remaining building of the former Royal Doulton factory enterprise, acting as a relic of the community's departed pottery industry.



V2 rocket damage, Morton Place, January 1945



The committee of the Lambeth Walk Traders' Association posing with banner in Lambeth Walk. 1960

NEW USES AND INDUSTRIES SET UP HOME

The New Covent Garden Market opened in 1974 following the closure of Covent Garden Market in the mid 20th Century due to the impracticality of its location, cost and accessibility within the expanding city. It quickly thrived in its new location and by the 1980s it was supplying supermarkets, the hospitality industry as well as market traders. It is now the UK's largest fruit, vegetable and flower wholesale market.



Lambeth Walk, 1938



The Lambeth Walk Shopping Centre and flats above, part of the Ethelred Estate built in phases from 1969 to 1987



Queen Elizabeth II opening the New Covent Garden Market, 1975

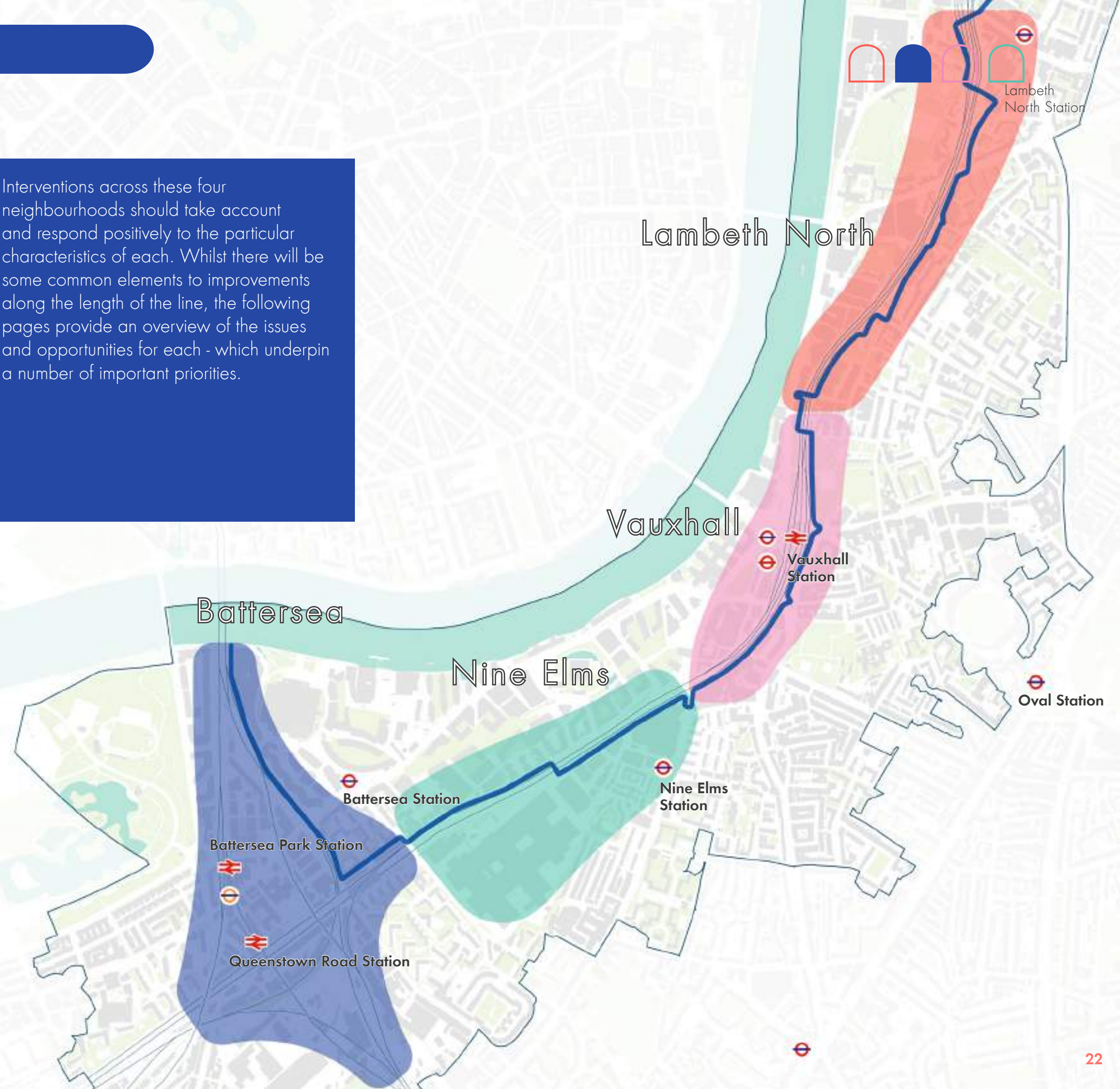
The Low Line's areas

Connecting the boroughs of Wandsworth and Lambeth, the opportunity to extend the Low Line through Lambeth North, Vauxhall, Nine Elms and into Battersea creates an axis of great diversity and contrasts.

In this part of south London, the viaducts connects four distinct areas:

- Lambeth North
- Vauxhall
- Nine Elms
- Battersea

Interventions across these four neighbourhoods should take account and respond positively to the particular characteristics of each. Whilst there will be some common elements to improvements along the length of the line, the following pages provide an overview of the issues and opportunities for each - which underpin a number of important priorities.



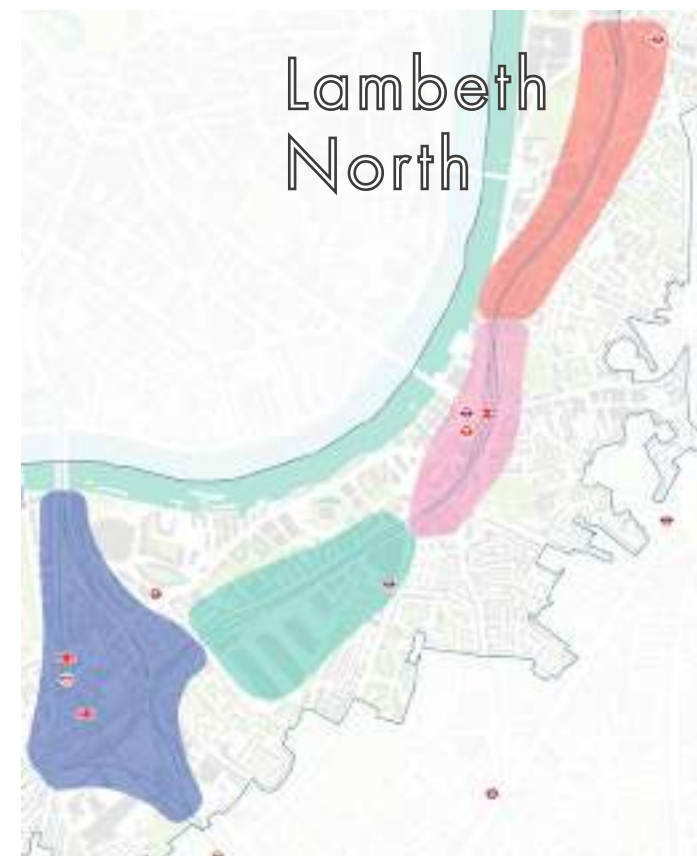
A short walk from the busy and vibrant Waterloo area, this northern neighbourhood is a transitional area between one of the UK's busiest transport hubs and established residential communities of Lambeth North.

This northern-most neighbourhood is characterised by its diversity, with a strong thread of creativity and expression. Art shops, galleries, colleges, and studios have all made this area their home, with creativity playing out in the surrounding streets and spaces. Major hotels, office buildings and flexible workspaces are located in close proximity to brick-built four and five storey GLC housing estates. Many of these estates have well managed landscaped gardens. This combined with the proximity to Archbishop's Park and Geraldine Mary Harmsworth Park helps establish a family friendly location.

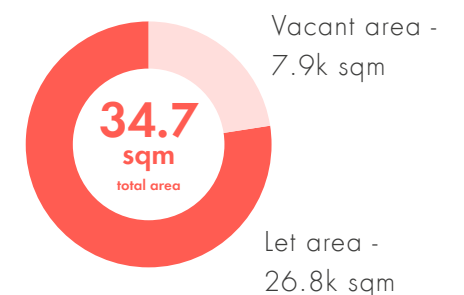
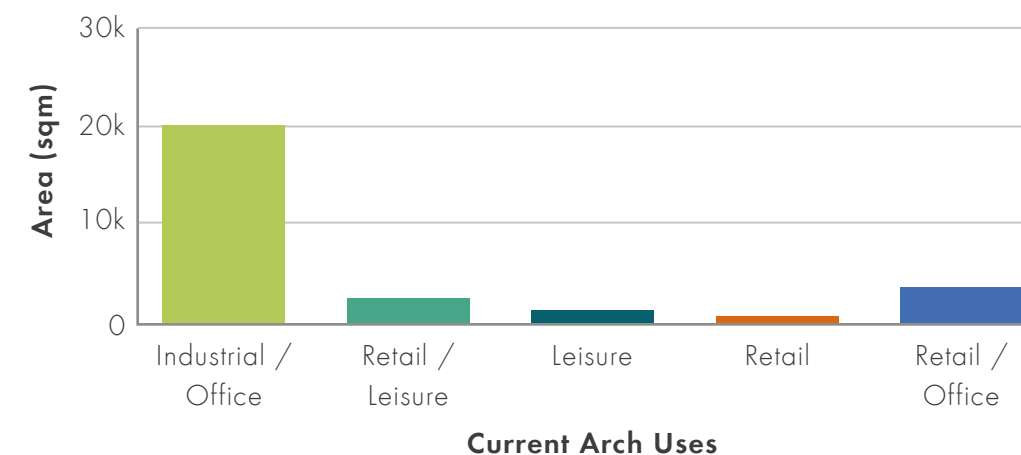
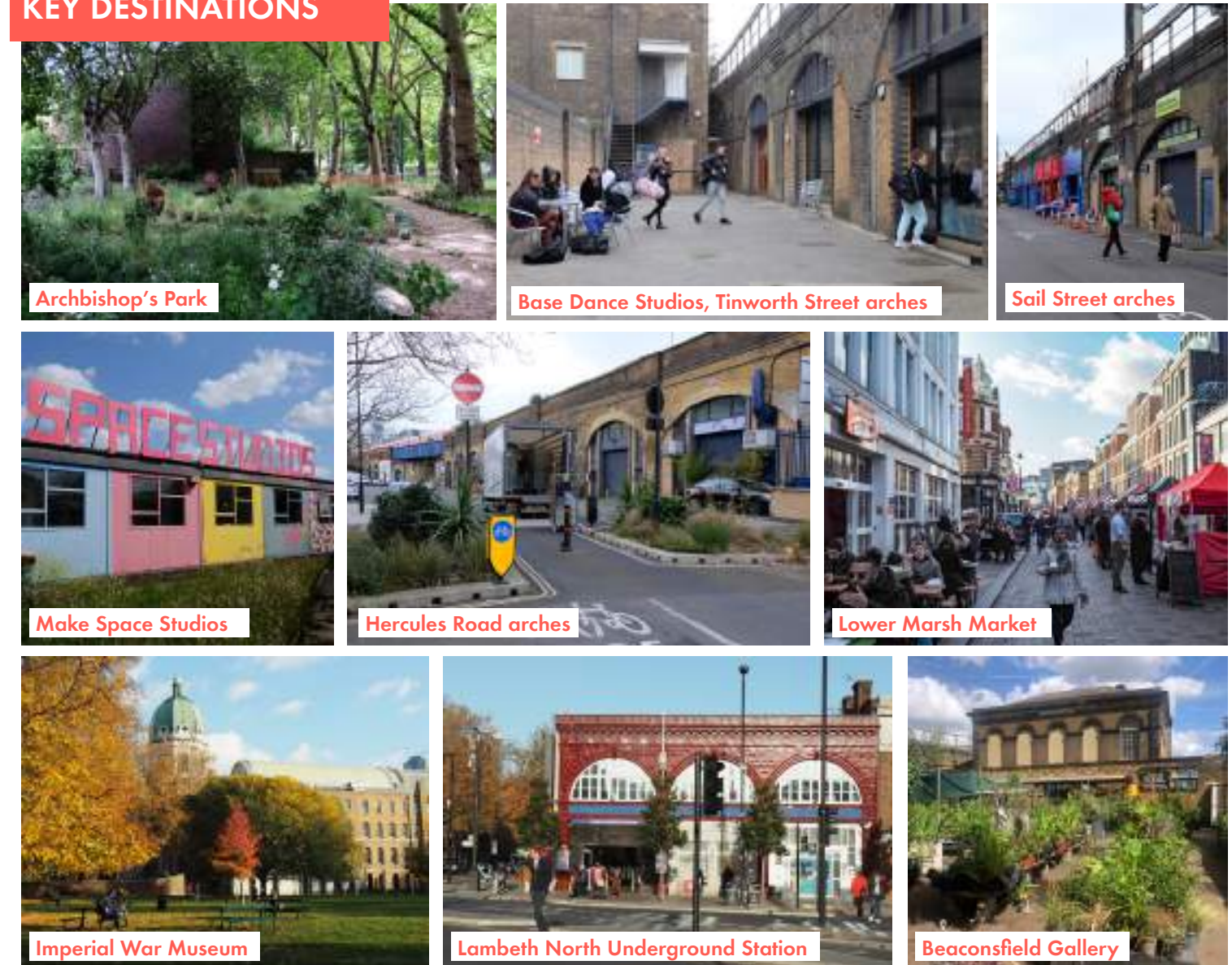
South of Lambeth Road the character changes again, with the cultural cluster of Newport Street and Pedlar's Park providing another popular amenity for families. On the river-side of the viaduct, densities begin to increase dramatically with a mix of relatively recent high rise office and residential developments. One noticeable feature of the area is that key junctions and crossings tend to be anchored by a traditional pub or cafe such as The Hercules, The Corner Cafe - something that is highly valued by the respective local communities.

PLACE PRIORITIES

1. Improve the quality of space for people at key junctions and crossings.
2. With a high concentration of family housing, improve links to local green spaces and parks.
3. The use of arch spaces need to take account of their proximity to family accommodation.
4. High concentrations of nearby housing stock provides a ready-made market for public facing arch uses.



KEY DESTINATIONS



Arch Vacant and Let Area

A more diverse mix of commercial uses characterises the Vauxhall area, with modern office buildings addressing the river's edge and employment, residential and student housing clustering around the famous Vauxhall Pleasure Gardens. Founded on its long-held association with entertainment, the evening economy in and around Vauxhall is vibrant, attracting visitors from across London and beyond.

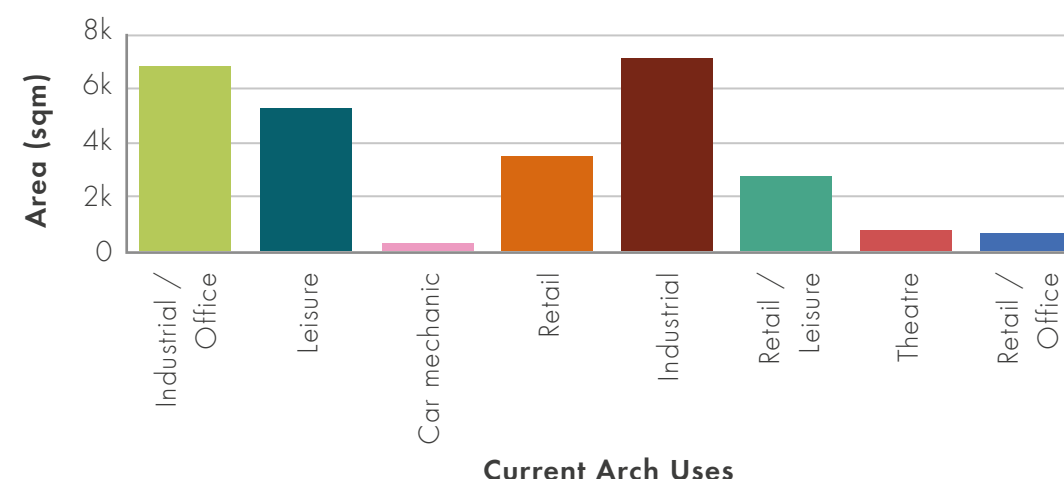
Albert Embankment and The Pleasure Gardens both enjoy extended lengths of accessible viaducts. Restaurants spill out in the landscape spaces along the Embankment. On the other side of the viaduct, Goding Street is less developed but presents exciting opportunities for activities to engage more directly with the Pleasure Gardens. Central Vauxhall is an increasingly important transport interchange in a process of transformation. A new town centre will emerge alongside a radically redesigned and improved network of routes. The Miles Street and Wyvil Road area is more industrial in character and use, with a number of disused buildings and new developments indicating recent and forthcoming change. The viaduct takes on the differing characters of these places as it traces through this high density area. Vauxhall is a hub of activity at all hours - whether it's those working during the day or enjoying the nightlife in the evening. It will be important to make the arches and surrounding streets feel welcoming and safe 24 hours a day.

PLACE PRIORITIES

1. Provision of generous pavements and crossings for people is a priority given the volumes of people interchanging between transport modes.
2. The Goding street viaduct spaces and street-space should play an important role in improving the Pleasure Gardens area.
3. Using arch spaces to strengthen the evening and entertainment role and function of Vauxhall as a Night Time Enterprise Zone (supported by the Mayor of London) - within and north of the new town centre.
4. Fostering a sense of inclusion particularly for the LGBTQ+ community, and safety through active frontages, lighting, wayfinding and activity.
4. Creating an active frontage along the prominent South Lambeth Road stretch of arches to make a more welcoming walking environment.
5. Managing change in this area to support existing workshops and 'grafting and crafting' businesses, while responding to demand from retail and leisure uses.



KEY DESTINATIONS



Arch Vacant and Let Area



Nine Elms has been at the centre of this area's radical transformation for several years. An expansive and historically industrial area between Vauxhall and Battersea, Battersea Power Station's four prominent chimneys still hold their position on the skyline. Around the Power Station, major housing-led developments continue to come forward, linked by a new linear park whilst the New Covent Garden Market's (NCGM) own transformation nears.

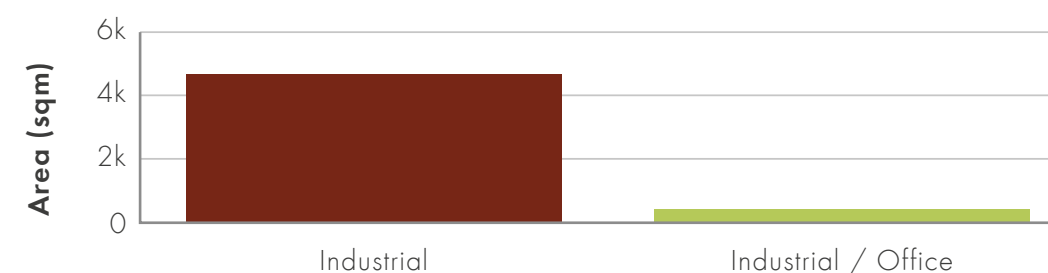
This area is now establishing itself as a major new London neighbourhood. Most of its component pieces are large in scale and character - the Power Station, the US Embassy building, the New Covent Garden Market - but between these mega-structures, new routes and lanes have emerged (with more to come) which newly irrigate this young and now invigorated Nine Elms neighbourhood. A lively arts scene is blossoming with Matt's Gallery and the like, which is helping to transform this once industrial area into a place for people to live, work and visit.

PLACE PRIORITIES

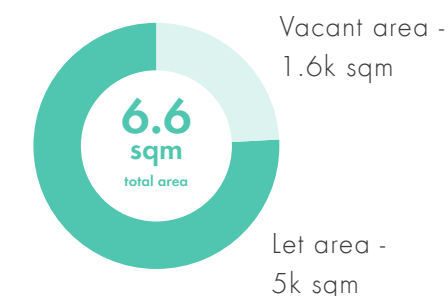
1. Improving links between the area's principal attractors - including a new route under Arch 26, subject to agreement with The Arch Co
2. Maximise opportunities to activate arch spaces in the vicinity of the New Covent Garden Market - capitalising on the NCGM brand and profile.
3. Consider how improvements could be brought forward along the expansive arch forecourt space along Ponton Road.
4. Improve gateways and entrances along the arches to New Covent Garden Market from Wandsworth Rd with opportunities for wayfaring, public art, lighting and greening.



KEY DESTINATIONS



Current Arch Uses



Arch Vacant and Let Area



Beyond Nine Elms, the railway lines diverge into a network of arcing lines that criss-cross each other, with flyovers and underpasses creating some complex and, in places, severed environments. Despite the complex infrastructure-defined patterns of land, very few (if any) parcels are completely isolated, with strategic arches granting access to the land between the lines.

The area is characterised by industrial estates and established clusters of businesses uses. A coordinated initiative to support existing and promote new design and technology businesses in the area has seen the establishment of the Battersea Design and Technology Quarter which occupies the Havelock Terrace, Ingate Place and Stewarts Lane areas.

These locations, nestled between and confined within railway lines, are a key employment and innovation hub for south London, opening up opportunities to make better use of the arch spaces.

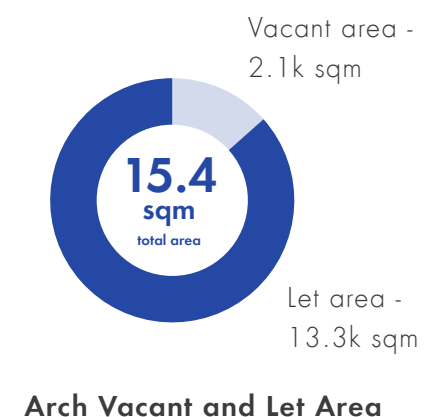
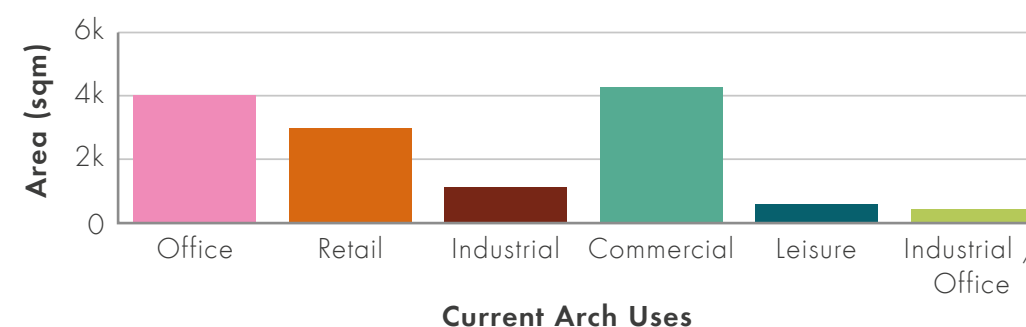
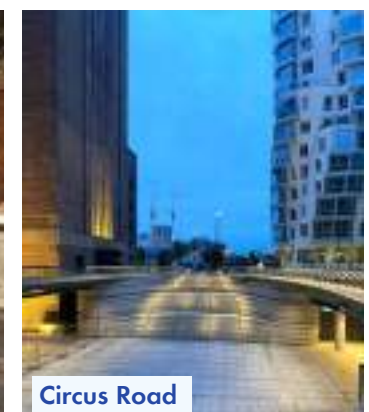
Alongside the introduction of new enterprise uses in existing arch spaces, improving physical connections and creating links within and across the area will help to improve local quality of life and capitalise on the extraordinary proximity to tube, overground and rail services.

PLACE PRIORITIES

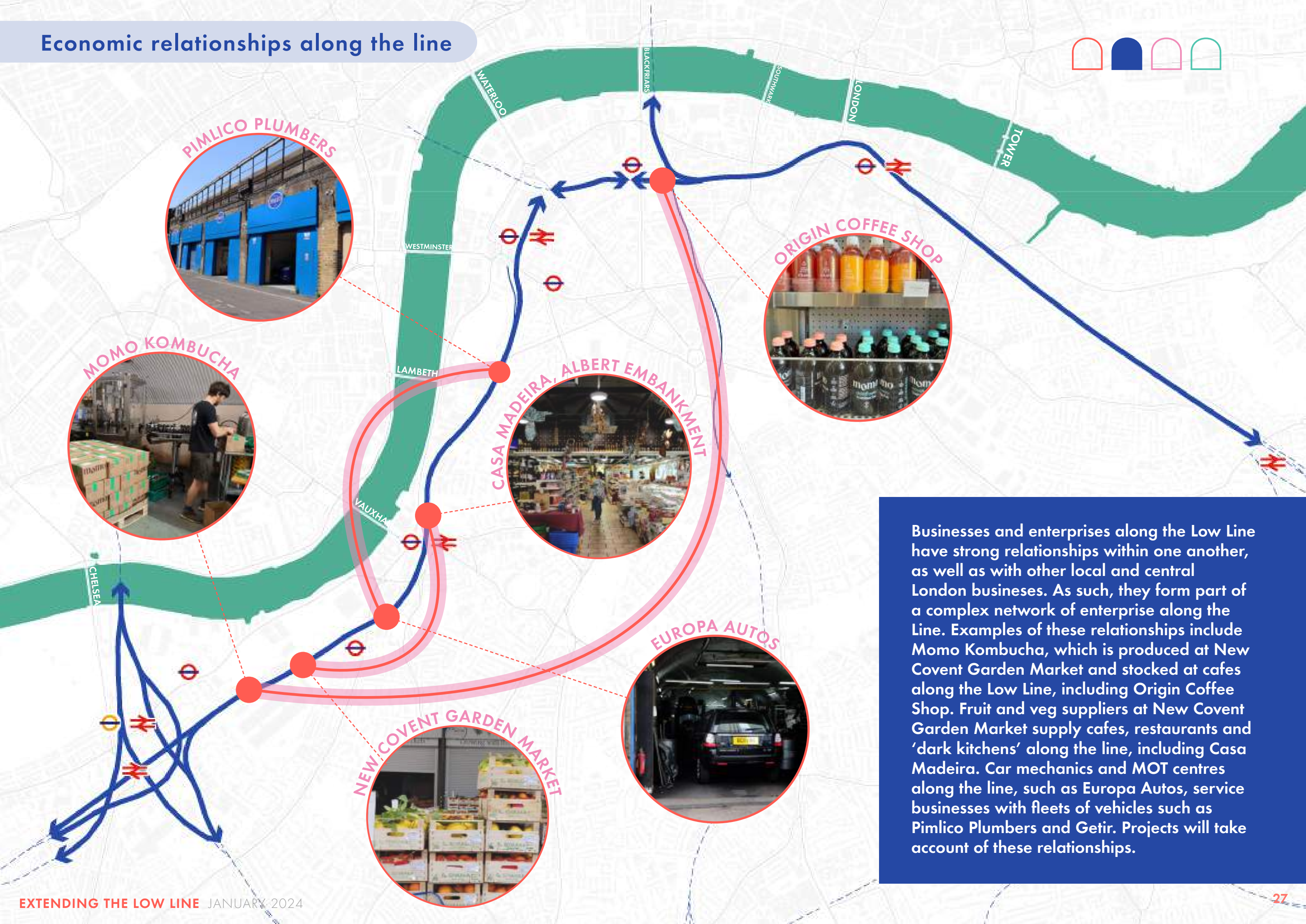
1. Consider how the arches might be able to support the opening up of new routes and connections.
2. Arches should support uses which strengthen the area's status as an emerging Design and Technology quarter.
3. Establish a new connection between Ponton Road and Thessaly Road.



KEY DESTINATIONS



Economic relationships along the line



Businesses and enterprises along the Low Line have strong relationships within one another, as well as with other local and central London businesses. As such, they form part of a complex network of enterprise along the Line. Examples of these relationships include Momo Kombucha, which is produced at New Covent Garden Market and stocked at cafes along the Low Line, including Origin Coffee Shop. Fruit and veg suppliers at New Covent Garden Market supply cafes, restaurants and 'dark kitchens' along the line, including Casa Madeira. Car mechanics and MOT centres along the line, such as Europa Autos, service businesses with fleets of vehicles such as Pimlico Plumbers and Getir. Projects will take account of these relationships.

The needs of users of the Low Line



The Low Line serves a range of communities throughout south London. It will be important to consider how it can continue to best serve the many people who use its shops, businesses, services, spaces and streets.

In addition to the stakeholders who were spoken to as part of the process of developing this strategy,

consideration should also be given to those who may have less of a voice, but who the Low Line plays an important role to.

This page considers priorities for some of those groups, and ideas which can help to make the Low Line as inclusive as possible for everyone.



Arch business owner

- Consolidated deliveries and servicing options
- More attractive and better maintained spaces around arches
- More footfall through the area which may bring business benefits
- Opportunities to showcase business through events and activities organised in the public realm
- Grants available for forecourt or arch frontage improvements



Teenager

- New spaces to hang out with friends
- Less trafficked and polluted routes for walking and cycling along
- Partial road closures creating space for play and other activities
- Routes through the neighbourhood which are better lit and feel safer
- Cheap or free activities in spaces next to or inside viaduct spaces in the evening or on weekends – markets/festivals
- Play spaces that change and adapt



Older Resident

- Pop-up events in new public spaces
- Less trafficked and polluted routes for walking and cycling along
- More places to stop and rest in shade
- Routes through the neighbourhood which are better lit and feel safer
- Better crossing points on busier roads with dropped kerbs
- More plants, trees and green spaces in the neighbourhood
- Opportunities for community food and flower growing
- Cheap or free activities in spaces next to or inside viaduct spaces



Young entrepreneur

- Adaptable workspace to start or grow a business in
- More flexible lease agreements to make it easier to procure space on a short-term basis
- Improved network of local businesses to tap into
- More footfall through the area which may bring business benefits
- Better amenity for workers – more great local places to eat in and spend time in and an improved local evening economy



New Parent

- Less trafficked and polluted routes for walking and cycling along
- More green spaces to relax and play in
- More places to stop and rest in shade
- Play spaces that change and adapt
- More local amenities closer to home – shops and other services
- Better crossing points on busier roads
- New spaces to hang out with friends
- Opportunities for community food and flower growing



Local employer

- Better amenity for workers – more great local places to eat in and visit and an improved local evening economy
- More green spaces to relax and play in
- Improved network of local businesses to tap into
- Routes through the neighbourhood which are better lit and feel safer
- Improved connection to and setting for the tube and rail station
- Support for employees to travel sustainably (more cycle parking and docking stations/e-charging points)



New resident

- A well signed and safe new walking route up to Waterloo and the Southbank
- Less trafficked and polluted routes for walking and cycling along
- Routes through the neighbourhood which are better lit and feel safer
- More outdoor spaces to meet friends and eat and drink in
- Community (cultural) programming – events and talks taking place in arch spaces
- More great local places to eat in and visit and an improved local evening economy



Local maker

- Opportunities to sell products at hyper local markets and pop-ups in and along the arches
- More footfall through the area which may bring business benefits
- More flexible lease agreements to make it easier to procure space on a short-term basis
- Improved network of local businesses to tap into
- Better amenity for workers – more great local places to eat in and visit and an improved local evening economy

The conversations which have happened



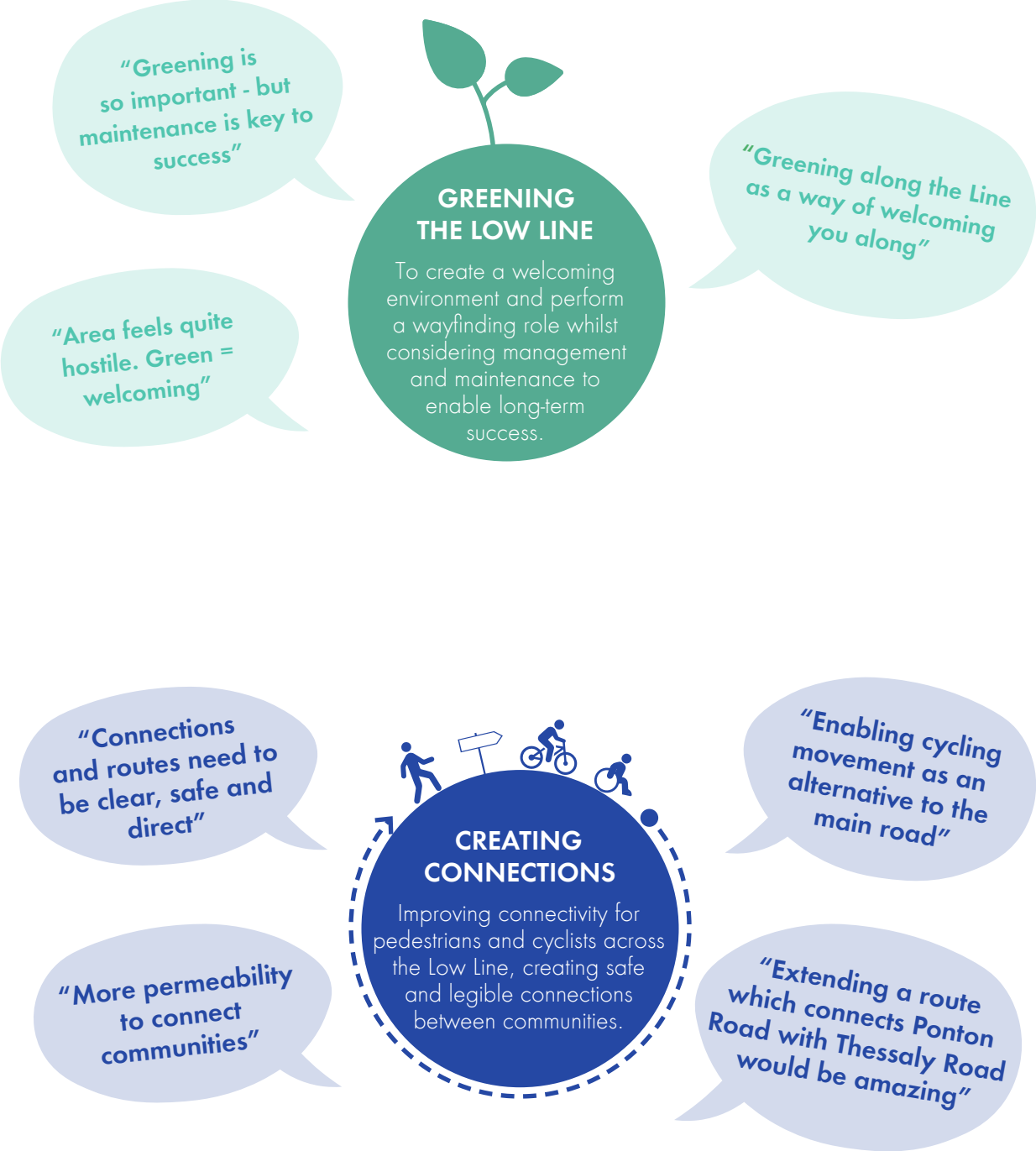
The preparation of this vision has been underpinned and informed by stakeholder meetings, community workshops, festival events, board presentations, conversations with business owners and case study focus sessions. These activities have helped to develop a thorough understanding of, and appreciation for, the wide range of issues, aspirations and opportunities associated with the extension of the Low Line. Key

messages from this feedback are summarised on the following pages.

This engagement has helped to inform the vision for the Low Line. As projects emerge and actions are progressed, engagement with all relevant stakeholders will continue to be critical to ensure this vision is faithfully delivered.

What people want from the Low Line

This page sets out the key messages and themes which emerged through discussions with stakeholders throughout the engagement process.



The Low Line is not one place, but a string of communities and a series of clusters of commercial activity. The environments the Low Line traverses are diverse, dynamic and continually evolving.

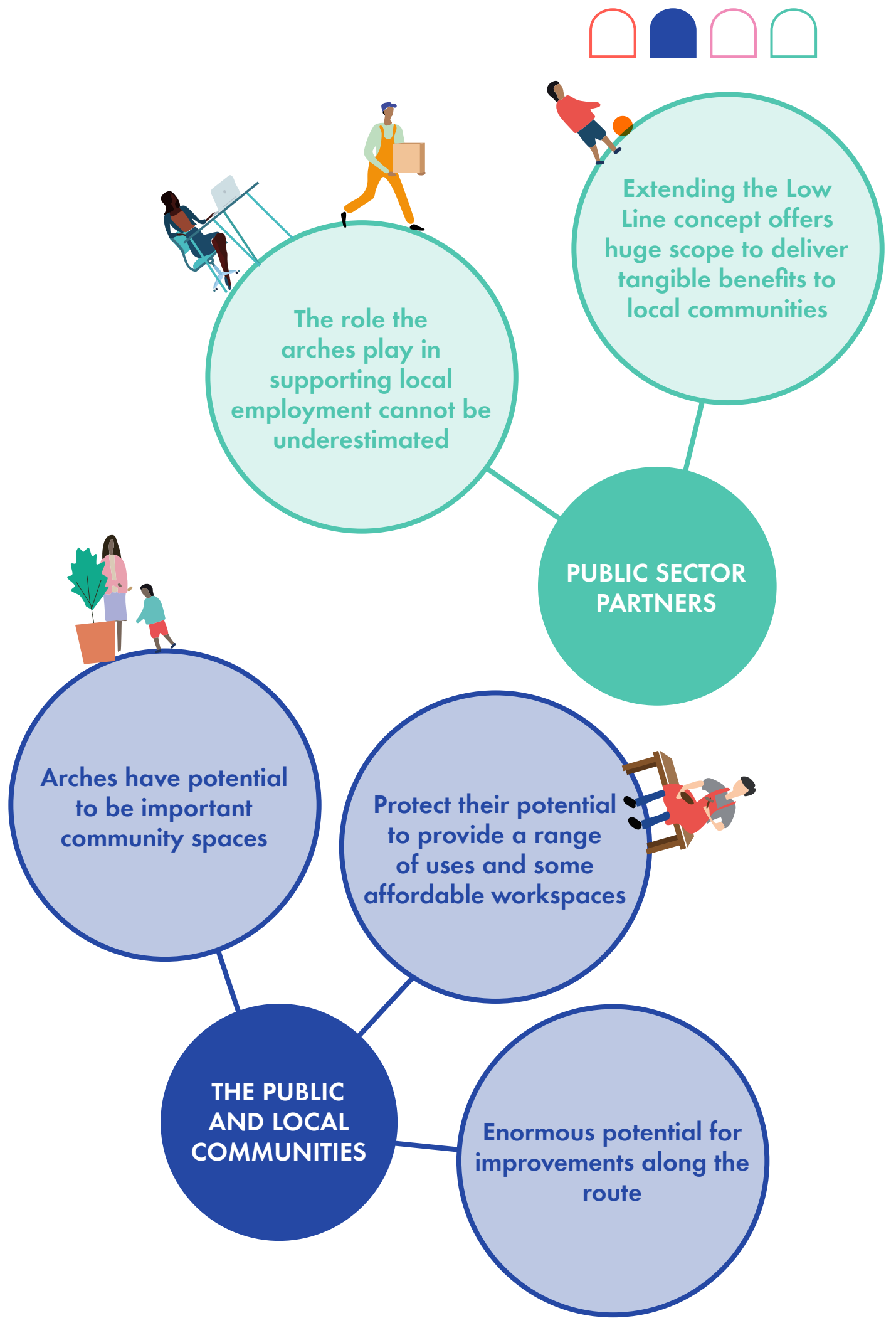
A stakeholder workshop in November 2022 sought to bring together these varied interests. A wide range of views were expressed. Local residents, local businesses and local landlords all expressed great excitement at the opportunities presented by the extension of the Low Line.

Reflecting on the discussions, the viaduct represents a shared asset which brings stakeholders together in their shared ambition to see

delivery of improvements along its length.

The arch spaces are a commercial asset. The Arch Company own and manage the vast majority of the spaces and need to make a financial return from them. The vision outlined here is presented in that context. Improvements - be they physical and environmental, activity programming, or intensification of business operations - should all combine to deliver a route and series of spaces which are more successful for all.

Some of the specific comments made during engagement are presented here, all of which have been helpful in developing the vision for the Low Line extension.



Key themes emerging

The analysis and engagement undertaken in the development of this strategy has shone a light on the Low Line, and the range of roles it performs, what it represents, and the wide variety of people it supports.

It has also revealed the potential of the Low Line in better performing some of those functions - as a connector of places and people, as a hub of activity and entertainment, as a green

network, and as a storyteller of the rich history of the neighbourhoods it traces through.

This page aims to summarise these findings, and sets out the various roles which the Low Line has and which could be strengthened further through the implementation of projects set out in this strategy.



THE GREEN LINE

Supporting a green network of streets and local parks and the routes between and around them for local residents and workers to use and enjoy.



THE CULTURE LINE

Complementing more traditional clusters of commercial uses by offering fun places to visit day and night, connecting a vibrant 24/7 economy.



THE ENTERPRISE LINE

Celebrating industry and craft - through providing a range of flexible spaces and uses which support existing businesses and attract new enterprise.



THE CONNECTING LINE

Connecting communities across Lambeth North, Vauxhall, Nine Elms and Battersea and extending a strategic route connection across south London.



THE COMMUNITY LINE

Providing welcoming spaces for everyone - young and old, supporting local needs and fostering community life and connection.



THE CHARACTER LINE

A robust and characterful constant in a rapidly changing London, the viaduct's flexible spaces support a rich, diverse range of uses complementing local character.

THE POTENTIAL OF...

The headline objectives	p35
Different projects types	p44
The Low Line's unique spaces	p45
Arch space typologies	p46

...THE LOW LINE



The headline objectives



An understanding of the policy context, the ambitions and requirements of stakeholders and lessons learned from the existing Low Line has informed a series of headline objectives for the Low Line across Lambeth and Wandsworth.

These headline objectives can provide a useful means of testing project ideas, engaging with landowners and considering allocation of council funding to help ensure that proposals, designs and activities in the Low Line area contribute to the overarching vision.

A CONTINUOUS THREAD...

1

Establish a continuous thread of routes and spaces for people to discover and explore



2

Celebrate the heritage of the viaducts and introduce visual markers and consistent elements that give the Low Line a clear identity

...WITH A CLEAR IDENTITY...

...THAT CELEBRATES NEIGHBOURHOODS...

3

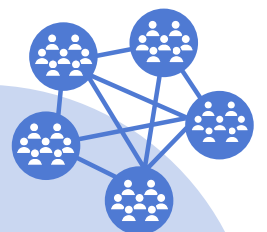
Respect and accentuate distinctive neighbourhoods along the line in terms of their uses and character, to bring a rhythm and diversity



...AND CONNECTS COMMUNITIES.

4

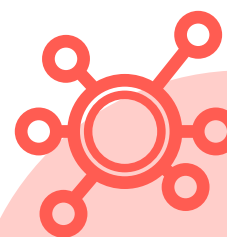
Perforate the viaduct barrier and signpost, to connect communities to the river, open spaces and amenities...and with each other



A GREEN STRAND LINKING SPACES...

5

Green the line and create planted connections between nearby parks and open spaces



6

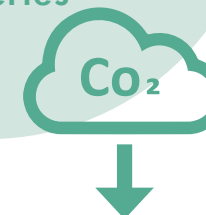
Understand and support the needs of the complex community of small and creative businesses

...SUPPORTING A NETWORK OF ENTERPRISES...

...AND CONTRIBUTING TO NET ZERO.

7

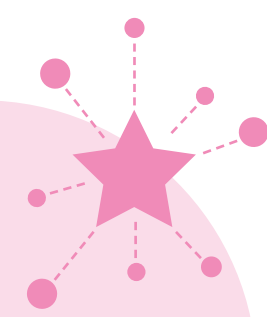
Encourage active travel and limit van journeys through last mile depots and consolidated deliveries



A PLACE THAT CELEBRATES SUCCESS!

8

Understand and learn from successes across the wider Low Line and elsewhere



A CONTINUOUS THREAD...

Establish a safe and accessible continuous thread of routes and spaces along the line for people to discover and explore

LINE-WIDE PRIORITIES AND INITIATIVES:

1. Liaise with existing landowners and occupiers to open up closed passages and streets alongside the viaduct, to establish an uninterrupted walking route.
2. Encourage developers to restore lost connections, establish pocket spaces and consider uses and frontages along the viaduct as sites come forward, so that the Low Line is addressed.
3. Upgrade the public realm through resurfacing or revealing historic surfaces at key locations.
4. Establish a strategic overview of the substantial amount of potential employment and community space, and of incidental open spaces along the line so that potentially important strategic opportunities are not overlooked.

- Low Line
- Publically accessible routes
- Semi-publically accessible routes
- Privately accessible
- Priority areas for overcoming gaps in the line
- Priority areas for public realm
- Public realm recent upgrades



3. LINEAR PARK / EMBASSY GARDENS



2. VAUXHALL WALK



6. ARCHES LANE



7. PATHCHAM TERRACE



1. HERCULES ROAD



4. ARCH 42



5. NINE ELMS STATION



...WITH A CLEAR IDENTITY...

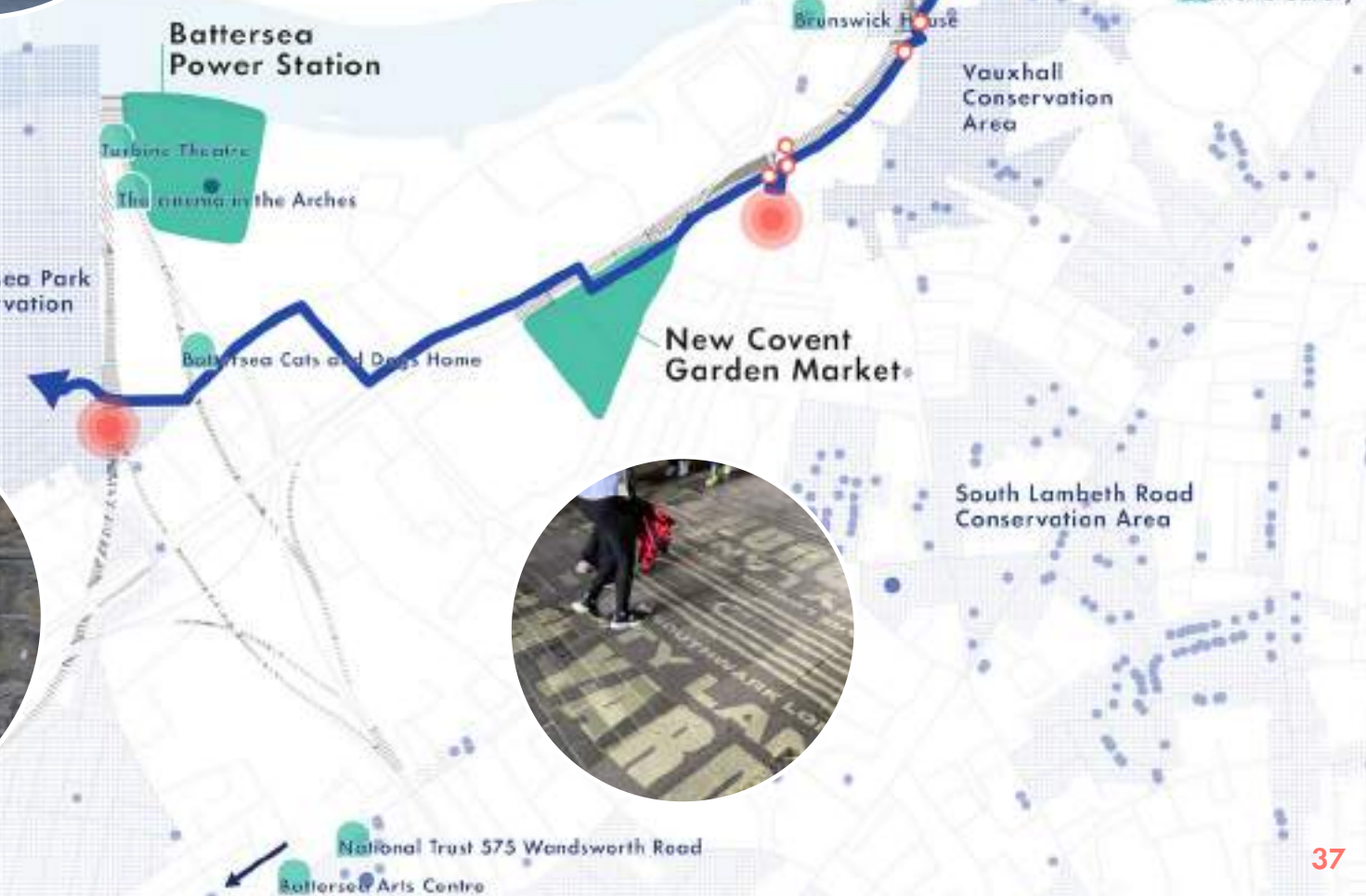


Celebrate the heritage of the viaducts and introduce visual markers and consistent element that give the Low Line a clear identity

LINE-WIDE PRIORITIES AND INITIATIVES:

1. Introduce a creative but understated wayfinding, wayfaring and lighting strategy along the line. This could incorporate an arts and culture trail with recurring motifs that refer to the area's heritage.
2. Invest in cleaning and restoring the historic viaduct structure in high profile locations or where historic elements exist. Remove advertising hoardings at these points and improve commercial signs.
3. Consider retention, retrofit and refurbishment of historic buildings alongside the viaduct that relate to the Low Line in townscape terms.
4. Establish a cultural events programme to highlight the arches and their history and coordinate with Nine Elms, Battersea and Vauxhall One programmes.

- Low Line
- Grade I listed
- Grade II listed
- Locally listed
- Low Line conservation area
- Nearby conservation area
- Key wayfinding locations
- Hoarding removal and refurb
- Key cultural building
- Site for cultural event



...THAT CELEBRATES NEIGHBOURHOODS



Respect and accentuate distinctive neighbourhoods along the line in terms of their character and uses, to bring a rhythm and diversity

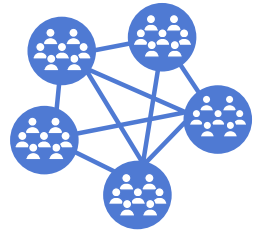
LINE-WIDE PRIORITIES AND INITIATIVES:

1. Consider and curate uses in the arches that reflect and respond to their neighbourhood context, whether that is light industrial in KIBA areas or local amenities in neighbourhood areas.
2. Identify arch types and locations which could be suitable to support the local community and complement aspirations for the Low Line, in neighbourhoods which currently lack this offer.
3. Animate arches with public art, ensuring that different approaches are taken for different sections of the line, which reflect local character, history and uses.
4. Support and protect local arts and cultural uses in and nearby the Low Line.
5. Establish local history walking tours, plugging into the Lambeth guides.

- Low Line
- Museum and gallery
- Performance, theatres & cinemas
- Community space
- Creative makers space
- Existing housing estate
- New development
- Opportunity Area
- Neighbourhoods
- The Heathwall walking route
- Key Industrial Building Area (KIBA) & Strategic Industrial Land (SIL)



...AND CONNECTS COMMUNITIES



Perforate the viaduct barrier and signpost to connect communities to the river, open spaces, amenities...and with each other

LINE-WIDE PRIORITIES AND INITIATIVES:

1. Enhance underpasses with lighting and wayfinding and open up arches at critical locations to improve connections beneath the viaduct between emerging and well-established neighbourhoods, to cultural and sporting destinations, and local amenities.
2. Establish inclusive streets on routes alongside the arches that are comfortable for people of all genders, ages, abilities, sexualities and ethnicities, with elements of play and places to rest. Use the Healthy Streets, LTN, council Transport Strategy guidance and Child Friendly Lambeth models to inform this.
3. Create or repurpose community assets under the arches or in nearby spaces or buildings to meet identified local needs.
4. Bring communities together through meanwhile and pop-up events along the line which could help test road closures.
5. Active travel, including walking, cycling and wheeling, will be prioritised along the Low Line and between the Low Line and the surrounding communities.

SOCIABLE SEATING SWINGS, COPENHAGEN



RANGE NON-PRESCRIPTIVE SPACES, STOCKHOLM



INTERCONNECTED SPACES AND SEATING, BARCELONA



CURVED SPACES AND GOOD LIGHTING, UMEÅ, SWEDEN



SYMBOLIC GATEWAY AND CONNECTION THROUGH VIADUCT



- Low Line
- Public House
- Community space
- Religious building
- Local market
- Existing housing estate
- New development
- Strategic community links
- Open space
- Thamespath
- Connections to the River Thames
- Key nodes



...A GREEN STRAND LINKING SPACES

Green the line and create planted connections between nearby parks and open spaces

LINE-WIDE PRIORITIES AND INITIATIVES:

1. Establish pocket parks along the line on public land, in liaison with landowners, and as development sites come forward.
2. Deliver greening measures through planters and tree planting between pocket parks. Consistency in greening, or through the use of a theme or palette, can strengthen identity and wayfinding.
3. Where possible, implement opportunities for greening along walking/cycling connections between the Low Line and local green spaces to create a continual green thread.
4. Use integrated greenery to support wildlife and enhance microclimatic conditions.
5. Implement the Lambeth Kerbside Strategy at pilot locations, such as Newport Street, Hercules Road and Pratt Walk.

- Low Line
- Potential new micro green space along the Low Line
- Connections to green spaces
- Kerbside strategy pilot streets
- Air quality improvement
- Other opportunities for greening improvements
- Significant green spaces proposed as part of forthcoming developments
- Existing green spaces



LINEAR PARK



BATTERSEA EXCHANGE



PEDLAR'S PARK



ARCHBISHOP'S PARK

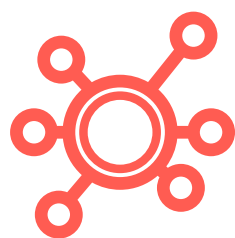


VAUXHALL PLEASURE GARDENS



PARRY ST / BONDWAY

...SUPPORTING A NETWORK OF ENTERPRISE



Support the needs of the complex community of small businesses and celebrate creativity

LINE-WIDE PRIORITIES AND INITIATIVES:

1. Collaborate with BIDs to create attractive environments for tenants, to support and protect KIBAs, OAs and clusters of similar uses.
2. Work with strategic leaseholders and/or purchase arch leases to establish flexible rent agreements that support micro and creative businesses and community uses in key locations. Encourage applications to the Future Workspace Fund for this.
3. Support flexible spaces that can serve entertainment purposes for part of the day and ensure that an appropriate mix of day and night time activities are provided across the line. Collaborate with Vauxhall One to build on the legacy of the 2023 Vauxhall Night Time Enterprise Zone to ensure that arch uses support activity across the 24-hour period.
4. Review, support and better regulate dark kitchens and food delivery uses along the line.

ROYAL VAUXHALL TAVERN



MATT'S GALLERY



CASA MADEIRA



NEWPORT STREET GALLERY



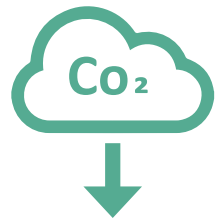
NEW COVENT GARDEN MARKET



- Low Line
- Opportunity Area
- Business Improvement District (BID)
- Battersea Design and Technology Quarter
- Battersea Food and Horticulture
- Visual arts and creative cluster
- Waterloo Health and Innovation Hub
- Vauxhall Night Time Enterprise Zone
- KIBA and SIL
- Priority areas of activation arches
- Food and beverage zones
- Food and beverage packing zones
- Last mile delivery services



...AND CONTRIBUTING TO NET ZERO



- **Encourage active travel, limit traffic levels and last mile deliveries, and mitigate climate change**

LINE-WIDE PRIORITIES AND INITIATIVES:

1. **Integrate improved Low Line routes into wider cycle network and infrastructure improvements such as covered parking and cycle hubs, which could make use of arch space. Work with TfL, Network Rail and BIDs to achieve this.**
2. **Establish EV charging along the line, both for vehicles and bicycles.**
3. **Ensure greening measures support climate adaptation and resilience by providing shade and drainage.**
4. **Coordinate with businesses to consolidate last mile deliveries and consider cargo bike use. Seek to establish a green logistics centre, perhaps in an arch, to support this.**
5. **Assess Low Line projects against the high level sustainability framework (right), informed by LB Lambeth's Climate Action Plan and LB Wandsworth's Environment and Sustainability Strategy.**



Circularity & Waste

Embedding circular economy principles and considering ways to minimise waste and improve recycling and reuse of valuable materials away from landfill

Biodiversity & SuDS

Preserve and create a connected network of appropriate habitats and using sustainable drainage features to increase climate resilience

Inclusivity

Embracing the needs and involvement of all stakeholders: from local businesses and their employees, to landowners

Continuity

Making a connected urban fabric and green infrastructure, but also with continuity to the past

CLIMATE EMERGENCY

NET ZERO 2030

SUSTAINABLE COMMUNITIES

Sustainable transport

Catalysing a modal shift to walking, cycling and public transport to improve traffic, address noise and air pollution and create safer streets and spaces

Efficiency

Reducing consumption in the use of land, materials, energy and water, considering lifecycle emissions and low carbon choices

Viability

Ensuring a balanced approach to ensure initiatives also support economic sustainability and community resilience

Diversity

Enabling a wide diversity of natural species, and also of people, audiences, businesses and uses

A PLACE THAT CELEBRATES SUCCESS

Understand and learn from successes across the wider low line and elsewhere

LINE-WIDE PRIORITIES AND INITIATIVES:

1. Meanwhile spaces: Spring Gardens next to Beaconsfield Gallery is a great example of productive and community focused use of a vacant development site that is yet to be developed. Union Street Urban Orchard, lido and physic garden is another fantastic example.
2. Community uses: Mud Gang on Hercules Road is a community pottery studio offering inclusive ceramics classes and local memberships.
3. Pop-up public realm: Goding Street has benefitted from pop-up 'parklet' seating and greening to enable people to dwell and support local businesses.
4. Landscape improvements: Permanent greening and planting, along with a comfortable walkway, has been established at Carnation Way as part of the adjacent development.



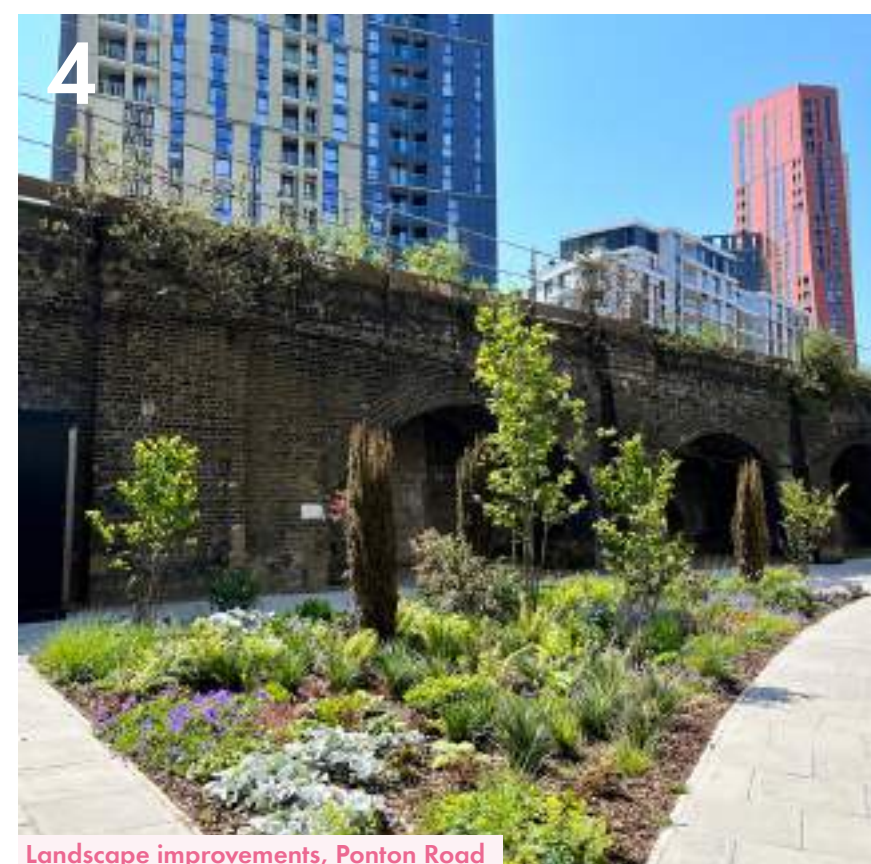
Spring Gardens Nursery, Newport Street



Mud Gang Pottery Studio, Hercules Road



Pop-up public realm, Goding Street



Landscape improvements, Ponton Road





Placemaking encompasses a range of opportunities and types of projects. The five overarching placemaking themes set out on this page are useful in demonstrating the different types of interventions, activities and initiatives which should be considered as part of a holistic placemaking strategy.

Each theme speaks to the importance of strengthening the role, function and identity of place, to create spaces which are comfortable and enjoyable to be in and move around, for everyone.

This following section will set out a range of ideas and interventions which are informed by, and respond to, the eight objectives set out on the previous page. These projects and ideas relate to the placemaking themes set out on this page, as well as the particular character and identity of the projects' unique context and neighbourhood.

CONNECTIVITY

Help to create safe and intuitive movement and exploration of the Low Line and its hinterland

A place should be easy to find, get to, move around safely and explore. The Low Line plays a particular role in connecting places and communities, but it can also form a barrier to movement. Where possible this should be overcome to allow for ease of movement and navigation. Connectivity through sustainable movement is also vital to enabling a sustainable future.

IDENTITY

Celebrate the Low Line's unique form and history, and the identity of its neighbourhoods

Defining a place's identity is important in terms of understanding it. It makes a place memorable and instils a sense of pride from those who know and spend time there. The Low Line's unique history and form, and the unique identity of its neighbourhoods should inform any interventions along it, or which interface with it.



PUBLIC REALM

Create healthy, socially inclusive and climate resilient streets and spaces

The Low Line should feel welcoming and safe, supported by enhanced greening and biodiversity, lighting and shading, comfortable places to dwell, and clean streets and spaces. Public realm is a key aspect of placemaking, and the Low Line offers extensive opportunities for public realm interventions which can be enjoyed by everyone.

ACTIVATION

Reinforce the Low Line's sense of place through animation and activation

Activity can help to reinforce a place's identity, make a place feel safe, bring interest, attract investment, and reinforce community. Whether through temporary interventions, or permanent opportunities, activating the Low Line will help to reinforce its role in supporting the communities along it.

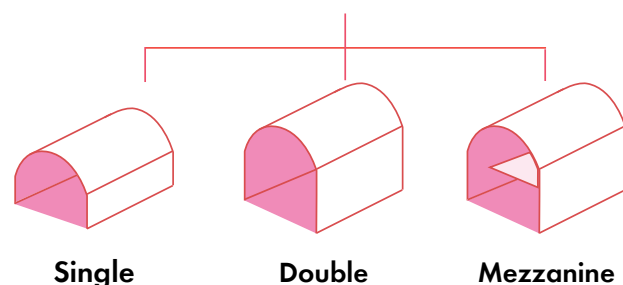
COORDINATION

Working with multiple stakeholders to bring about positive change

The Low Line is a collaborative endeavour and will require coordination with multiple parties in order to deliver interventions, activities and initiatives. This will include liaising with BIDs, community organisations and major local employers, all of whom will have a role to play in delivering placemaking projects.

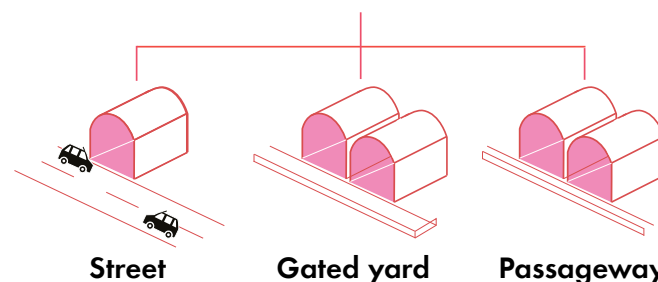


VIADUCT ARCH SPACE



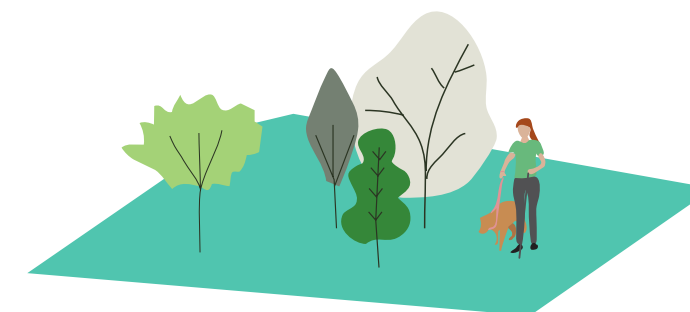
Arch spaces along the Low Line will be critical to achieving the activation priorities identified. They host established business, will create clusters of businesses, and could potentially provide affordable cultural and community spaces at key locations. They come in many shapes and sizes, with different access conditions and settings, all of which will inform appropriate uses and activities. The façades of the arches frame the Low Line and will be valuable canvases for artwork and wayfinding.

PASSAGES AND AND STREETS



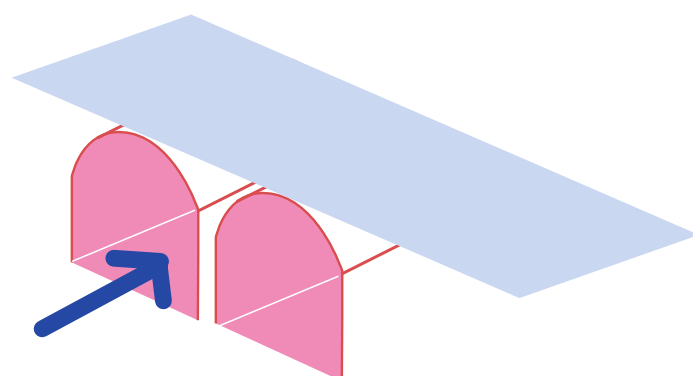
Passages, lanes and streets alongside the Low Line will play an integral role in creating the continuous thread that runs alongside the historic viaduct and arches. Approaches and proposals should be tailored to the route typology as well as the neighbourhood in which each route sits.

LOCAL PARKS AND POCKET SPACES



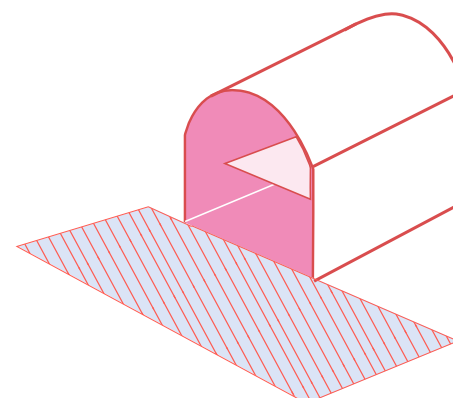
Local parks are an essential community amenity for local residents and the Low Line provides a lens through which to invest in these spaces and establishes new pocket spaces that can act as 'stepping stones' along the line and be welcoming and safe to women, children and people of all ages.

UNDERPASSES



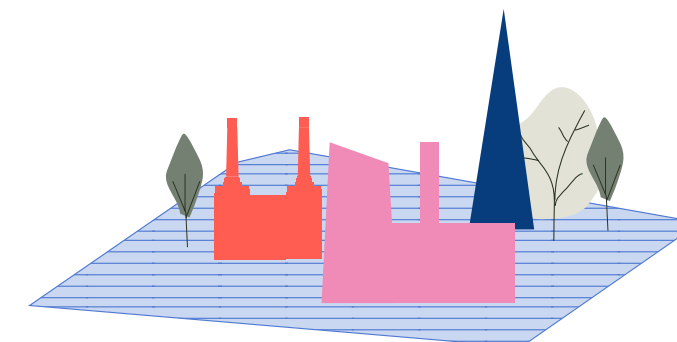
Lighting, wayfinding and townscape improvements at underpasses will help to improve connectivity and legibility and make spaces comfortable for people of all ages, gender, ability, sexuality and ethnicity. Lighting, in particular, can help to improve safety or feelings of safety.

VIADUCT FORECOURTS



Forecourts can provide valuable workspaces related to creative or traditional light industry; or public spaces for cultural, community or food and drink uses. They will help to provide animation and punctuation to the Low Line.

DEVELOPMENT SITES



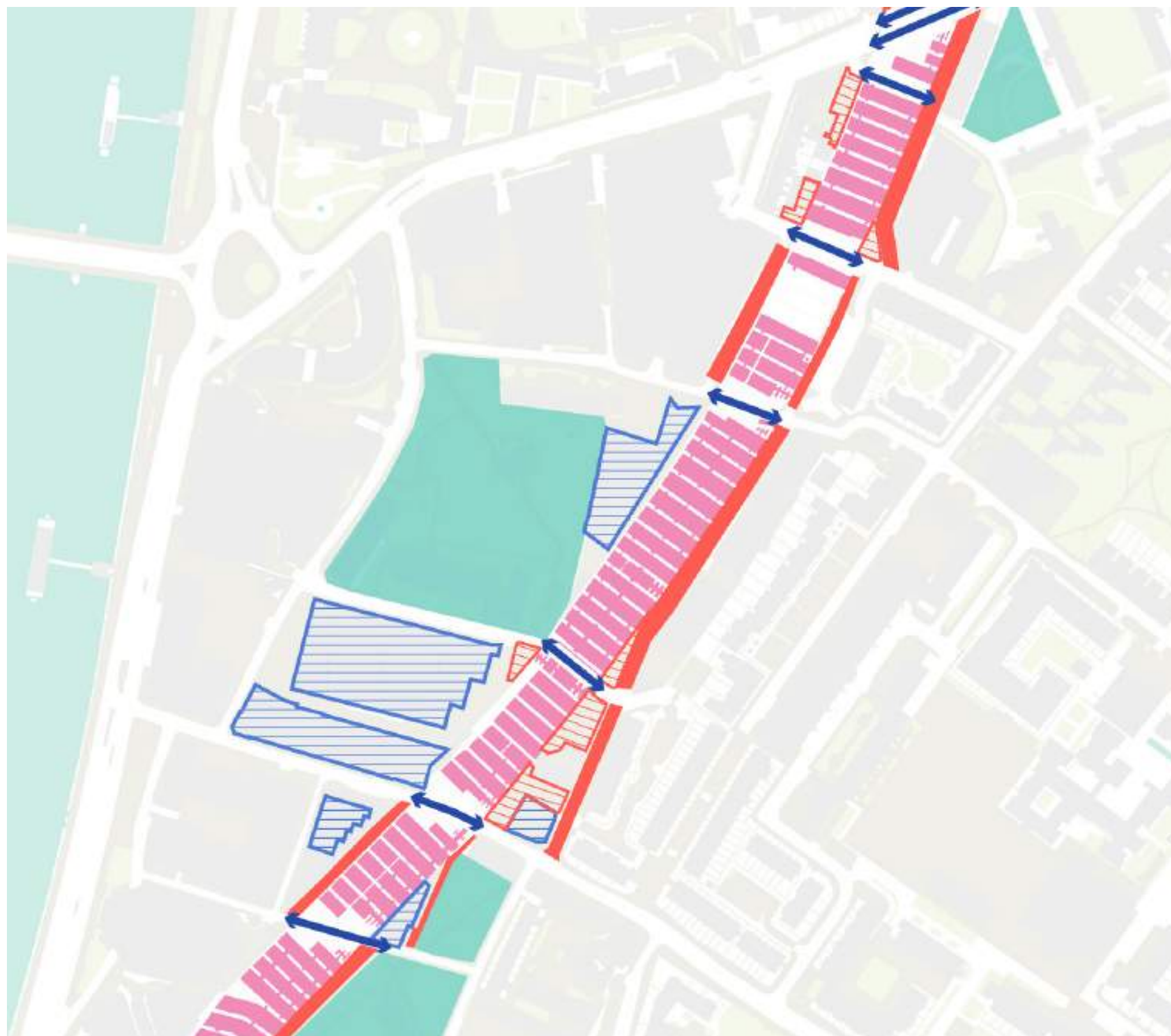
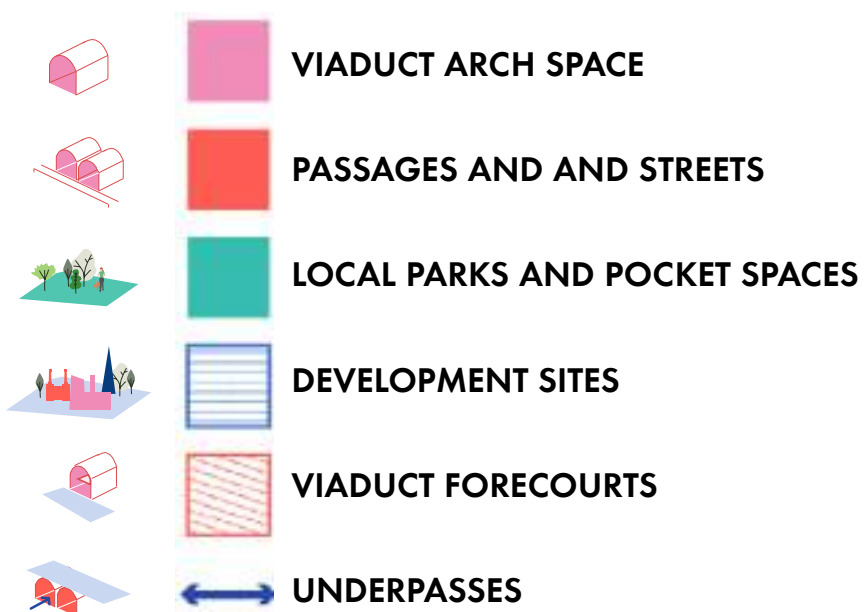
Development sites perhaps present the greatest opportunity to redefine the character of the Low Line, its relationships with the surrounding built environment, and its integration with wider neighbourhoods. This will occur through building orientation, frontages and access points as well as site layout including connections and spaces. In some cases, nearby spaces (such as at road junctions) may not be directly related to active development sites but will present opportunities through collaboration across the councils and with TfL.



The map opposite presents a section of the Low Line which helps to demonstrate the six typologies which reoccur across the entire length of the Low Line.

Each typology represents a typical condition created by the unique form and function of the viaduct and arches, and the spaces alongside it. Each typology presents opportunities for improvements or enhancements to meet the overarching objectives of the Low Line.

The typologies map should be used to realise consistent approaches and inform proposals not covered in the illustrative projects shown on the following pages.



Distribution of different arch types



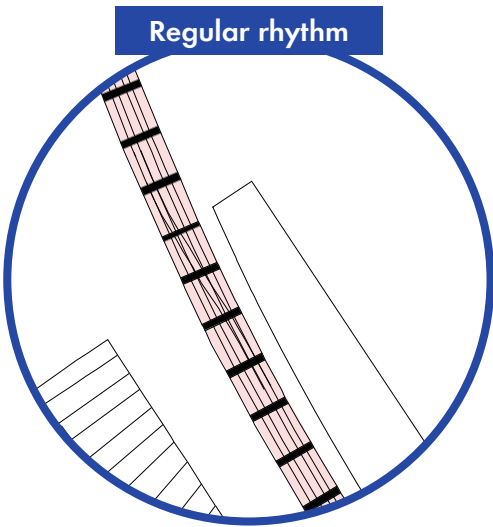
From Waterloo to Battersea Power Station, there are numerous challenges faced by the builders of the viaduct and its arches from the 1840s onwards which are evident in the complex structures which exist today.

The main challenge was cutting through the existing grain of the south bank with its many industries and homes and jumping over existing streets which for the most part could not be moved. The curve in the River Thames and the existing railway tracks which could only take gentle changes in direction added to this complexity.

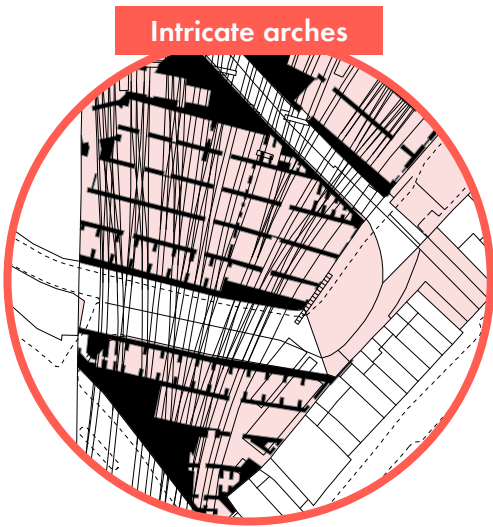
What we have now is a treasury of design and engineering decisions captured in the brick fabric of the railway arches.

Along with the physical structure, we also have the stories of industry and commerce which inhabited those spaces to unearth; history that might inspire future uses - what if the arches where the Ragged School was previously established became a night school? The Low Line is an opportunity to explore the history of enterprise in spaces which were historically often the most affordable in the capital. Arches are becoming increasingly valuable as the density of the city increases. How can that value be shared with passing trade and attract increasing footfall and 'bikefall'?

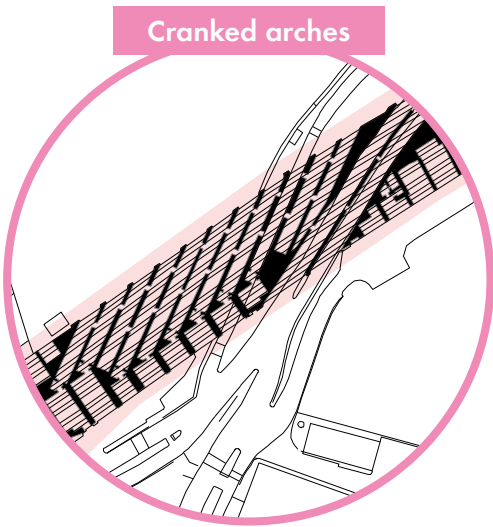
The challenge is to open up spaces in a way which reduces the need for defensive security, allowing for increased rents in some arches, stabilising others, and potentially allowing for some lower rents in arches with awkward but characterful spaces for use by social enterprises or community groups.



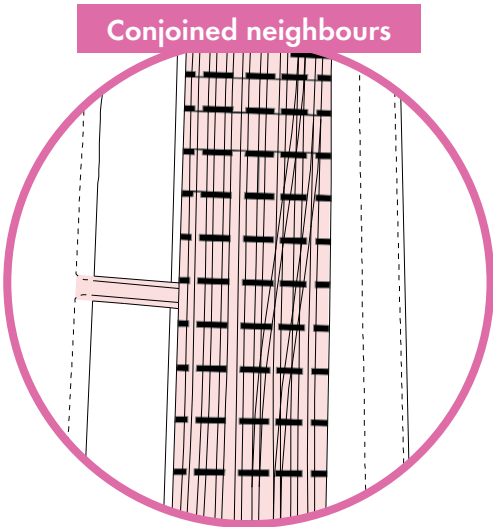
A regular rhythm of arches under a narrow track, creating evenly sized, arch spaces which can generally be accessed from both sides and, depending on orientation and context, can benefit from natural light throughout the arch space.



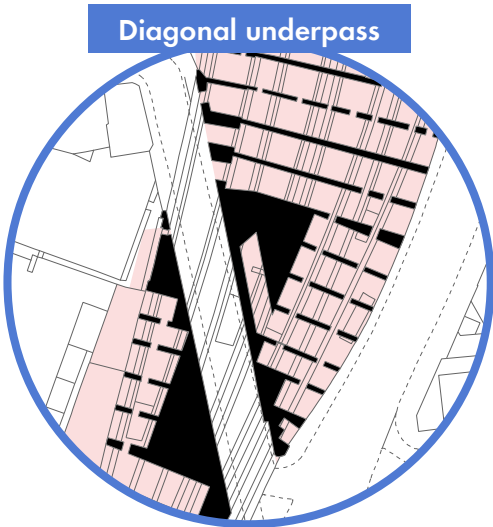
Wide sections of rail infrastructure, constructed over existing streets, have resulted in the creation of intricate arches. They are often complex and varied in form and length and how they can be accessed. Because of their complex form, arches can be linked where access may otherwise be difficult.



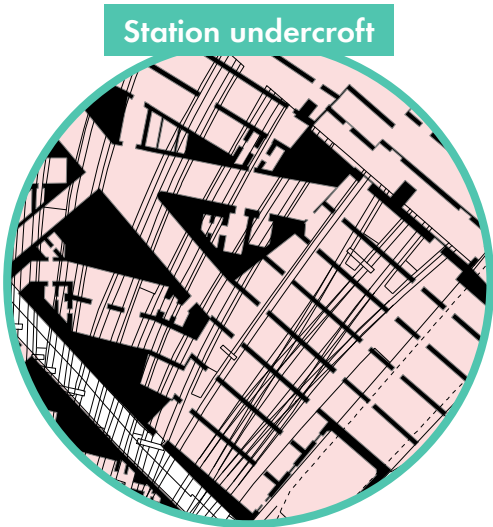
Wide rail infrastructure and the need to allow for existing routes to permeate the structure has resulted in cranked arches. These arches initially appear as regular arches, perpendicular to the street, but can change angle and form internally, to respond to existing routes through the viaduct.



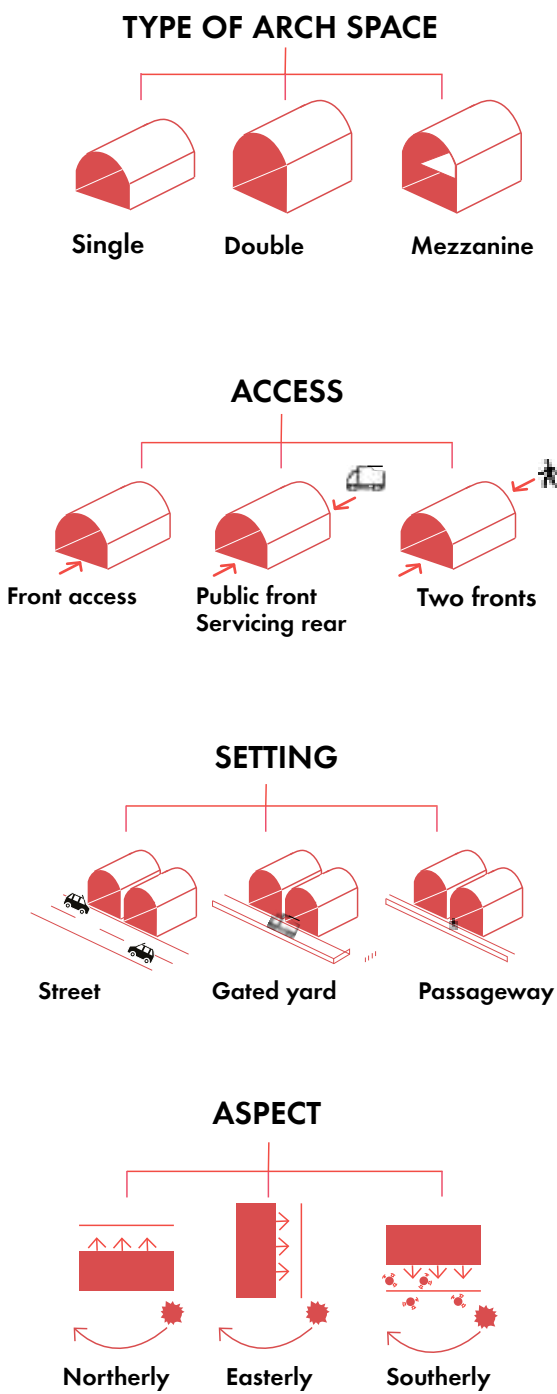
Although some arches are enclosed as one 'unit', others are constructed as conjoined neighbours, creating large permeable spaces comprised of multiple arches.



Where the viaduct has had to respond to a diagonal underpass, arches become non-standard and can vary in length, with access often only available from one side. Some arches may also be angled to the underpass, as in the cranked arches mentioned previously.



Perhaps the most complex in form, the arches which form the station undercroft vary widely in form, access, and how they interact with one another, creating a variety of different spaces where appropriate uses will be dependent on the particular features of each space.



A diverse economy and balance of uses will create a more resilient low line. The location of an arch in relation to the CAZ, Congestion Zone and ULEZ will inform suitable uses, as will the type of arch space, access, setting and aspect. These could be useful considerations as part of a lettings strategy.

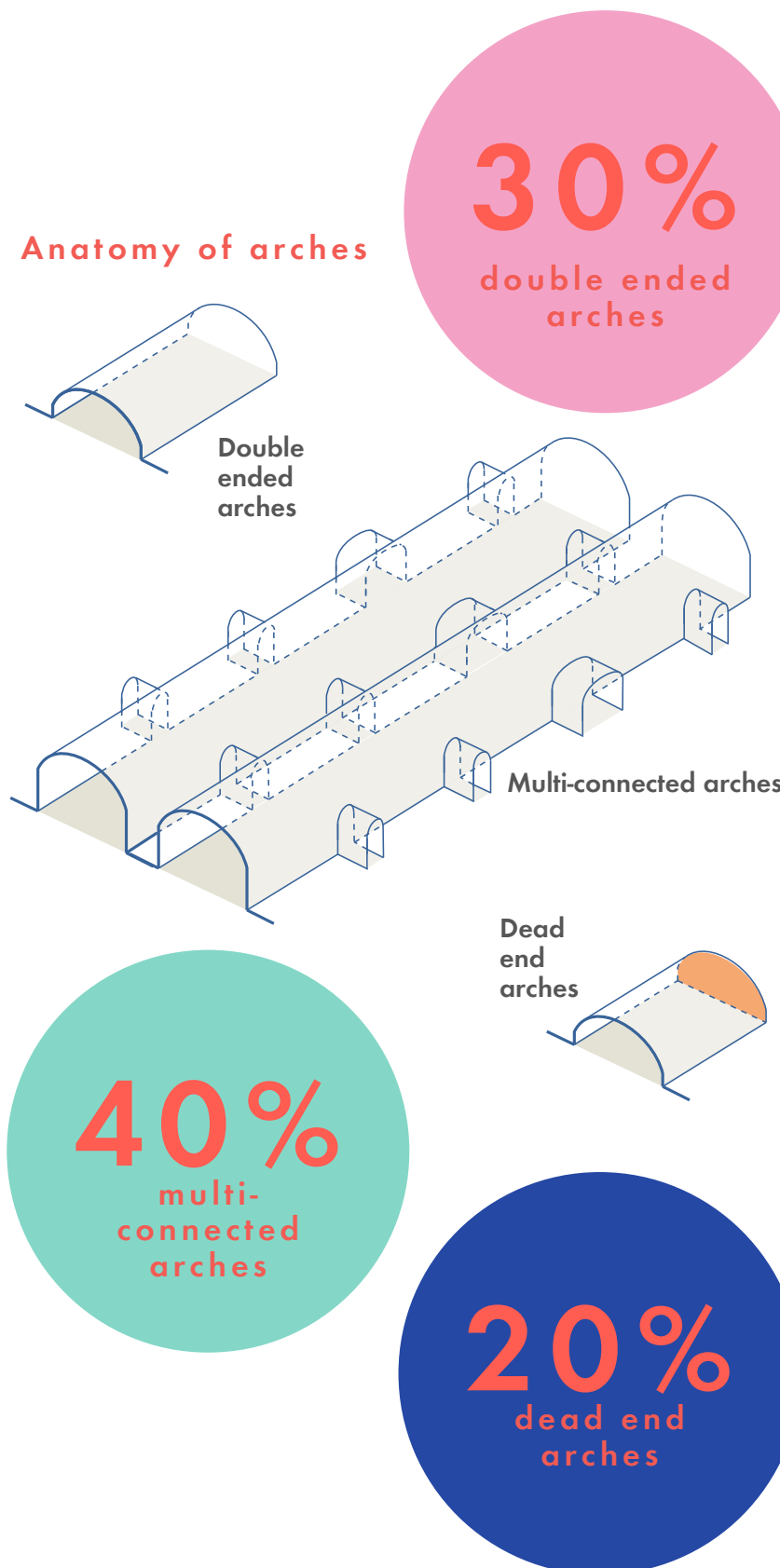


The robust brick viaduct spine running from Lambeth to Wandsworth created a severance between neighbourhoods and communities. However, the remarkable number of arched spaces, repeatedly adapted over the years, have themselves allowed for a community of interrelated businesses.

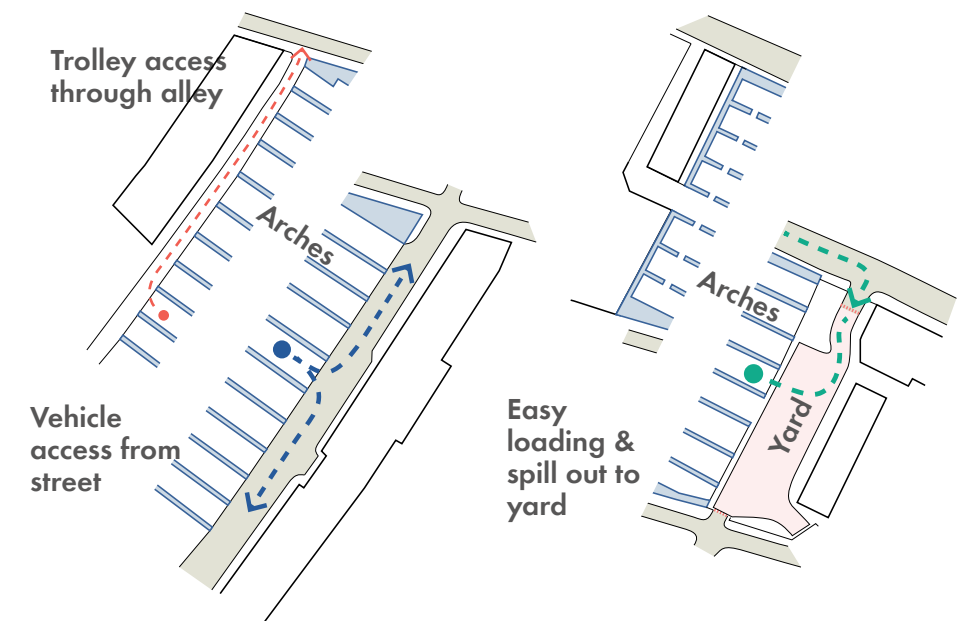
Each arch has its own quirks and characteristics that allow for numerous different ways for it to be reconfigured and reused. Some may have very deep plans with only a relatively small frontage, others connect through to the neighbouring arch, whilst some are a direct link connecting both sides of the viaduct. While the arches come in many shapes and sizes they share some recognisable features; a common anatomy that needs to be tackled:

- although durable robust brick construction they are not waterproofed from above and can get extremely wet;
- they suffer frequent intermittent noise and vibration from passing trains;
- a recognisable piece of infrastructure, with the regular rhythm of arched openings is in stark contrast to other forms of architecture in a neighbourhood and can feel alien and unsafe to walk along.

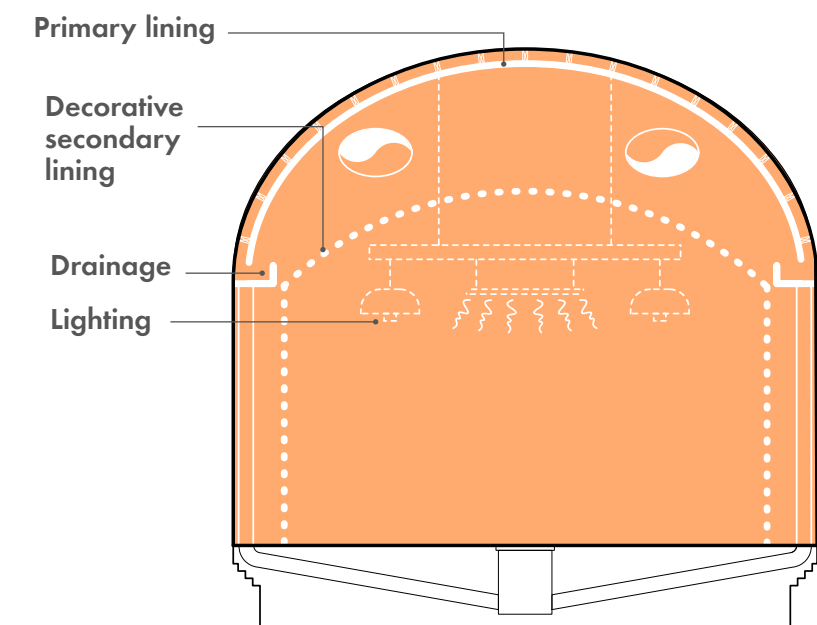
Meanwhile the same qualities above give the arches a freedom to explore other forms of use and civic engagement. The interface between arches, public space and shared yards open up many possibilities for interim, informal and extemporised activity.



Access and Servicing



Specification for interior use of arches



REALIZING...



Actioning and influencing projects	p50
Strategic project areas	p51
Projects by neighbourhood area	p71
Delivering the Low Line	p86
Key delivery partners	p88
Roles and responsibilities	p89
Project delivery mechanisms	p90
Learning from others	p91
Delivery commitments	p92
Maximising social value	p93

...THE LOW LINE



The interventions toolkit has been arranged to align with the objectives identified for the Low Line and to help meet these. Under these themes, there are a broad range of intervention opportunities.

Within the following section are a series of ideas to reinforce these placemaking pillars and meet the objectives, with a focus on physical enhancements to the public realm alongside opportunities for events and activation.

'Action' vs 'influence'

All the projects identified sit on a spectrum from 'action' to 'influence'.

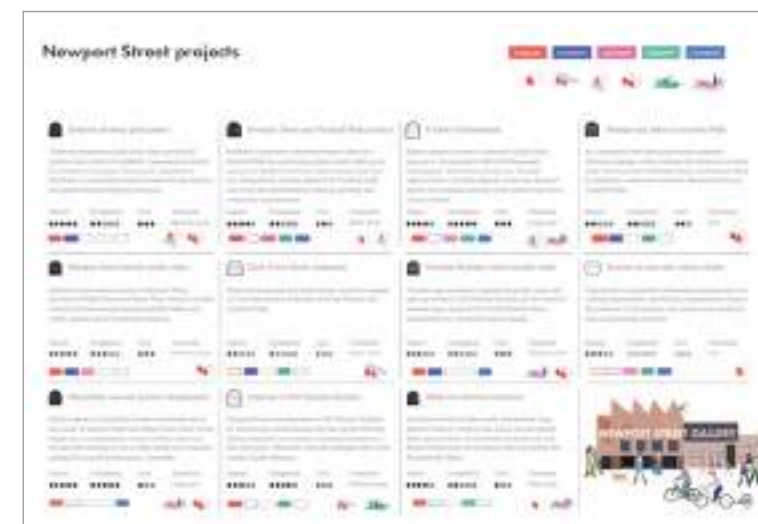
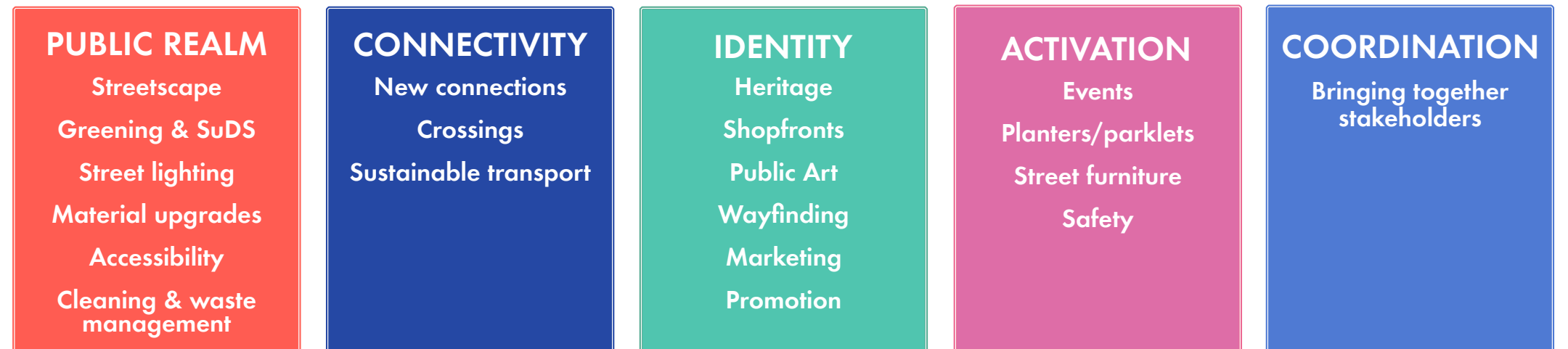
Action projects: will typically be projects that the councils can control directly, whether through policy hooks, engagement with developers or through spending capital budgets. Some of these may have substantial associated costs, but some may realise more immediate change.

Influence projects: will typically involve collaboration with the BIDs, CGMA, key stakeholders, business owners and community groups.

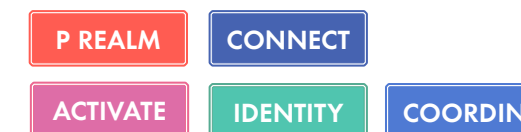
Using the toolkit

Shown opposite is a typical spread of projects with annotation outlining the components of the illustrative projects.

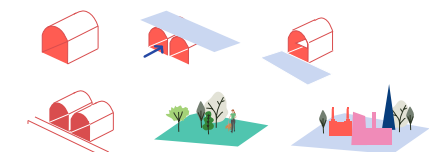
ACTION



Project type



Project space



Costs*

- Up to £250,000
- £250,000 - £999,999
- £1,000,000+

Timeframe

- Short-Term: 0-2-years
- Medium-Term: 2-5-years
- Long-Term: 5+ years

Complexity

- Can be dealt with through planning process or led by council dept/community group alone with identified funding pot
- Requires coordination between various departments and public/private organisations and involves multiple funding streams and/or has separate project elements with interdependencies

Relevant headline objectives

1 2 3 4 5 6 7

Delivery mechanisms**

A B C D E F G H

Delivery partners**



* The projects proposed in this vision can be achieved at several scales, and as such proposed project costs may vary. The estimated cost indicates a likely range. Cost consultancy will be required at the next stage.
 ** See delivery section for further information on delivery mechanisms and partners

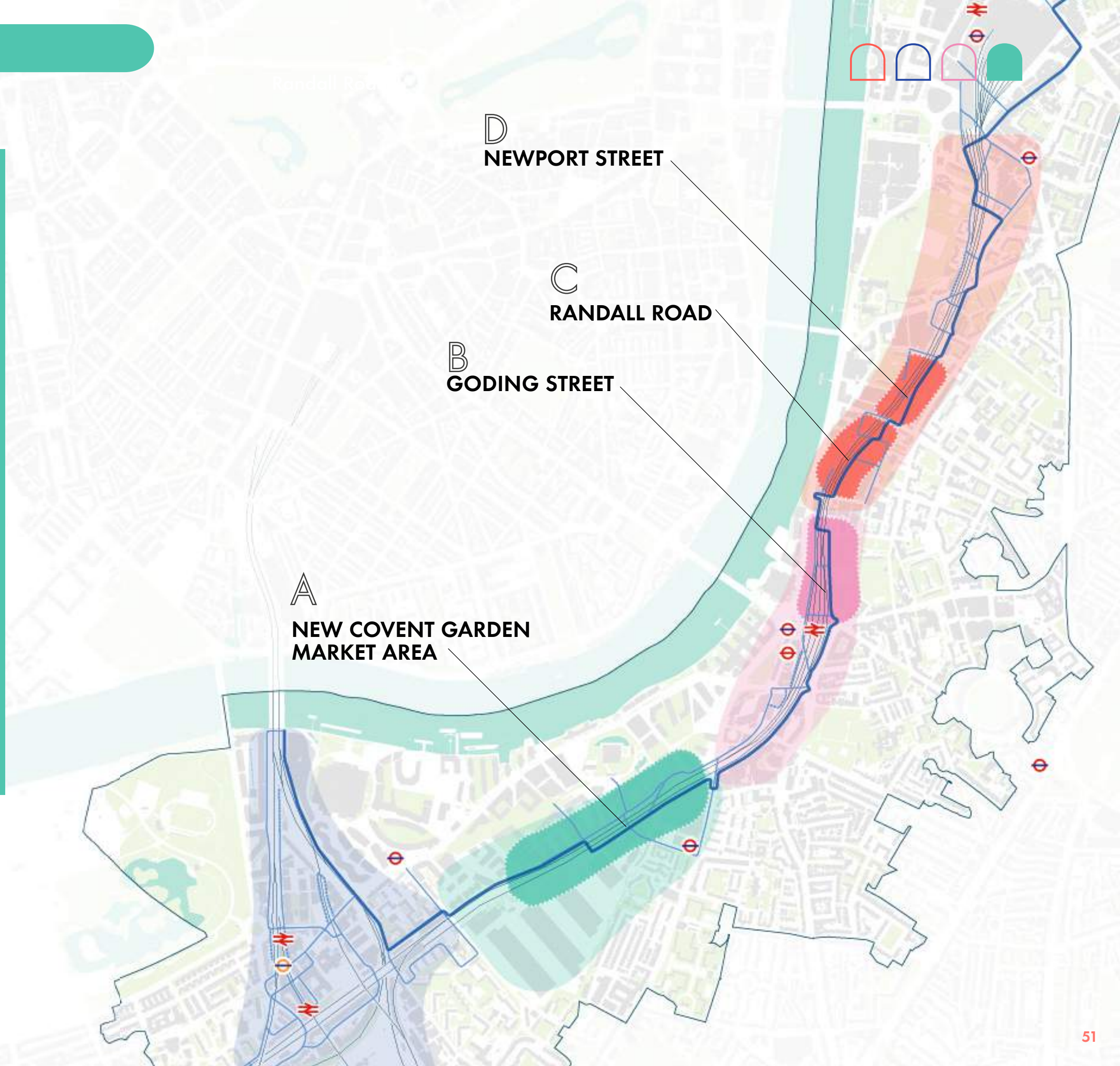
Strategic project areas

Along the Low Line, there are a number of key locations where interventions can be transformative and help to set the standard for future investment along the line. These include:

- A New Covent Garden Market**
- B Goding Street**
- C Randall Road**
- D Newport Street**

The opportunities and related initiatives vary across these priority areas, and in each case comprise a set of projects that combine to be greater than the sum of their parts. We outline the place-specific projects on the following pages, including illustrations of how these areas could look in the future and spotlighting one critical project for delivering change in each place.

All proposed ideas, illustrations and projects are just proposals at this stage; and will be subject to thorough engagement with landowners, partners and stakeholders to ensure alignment, advocacy and deliverability.



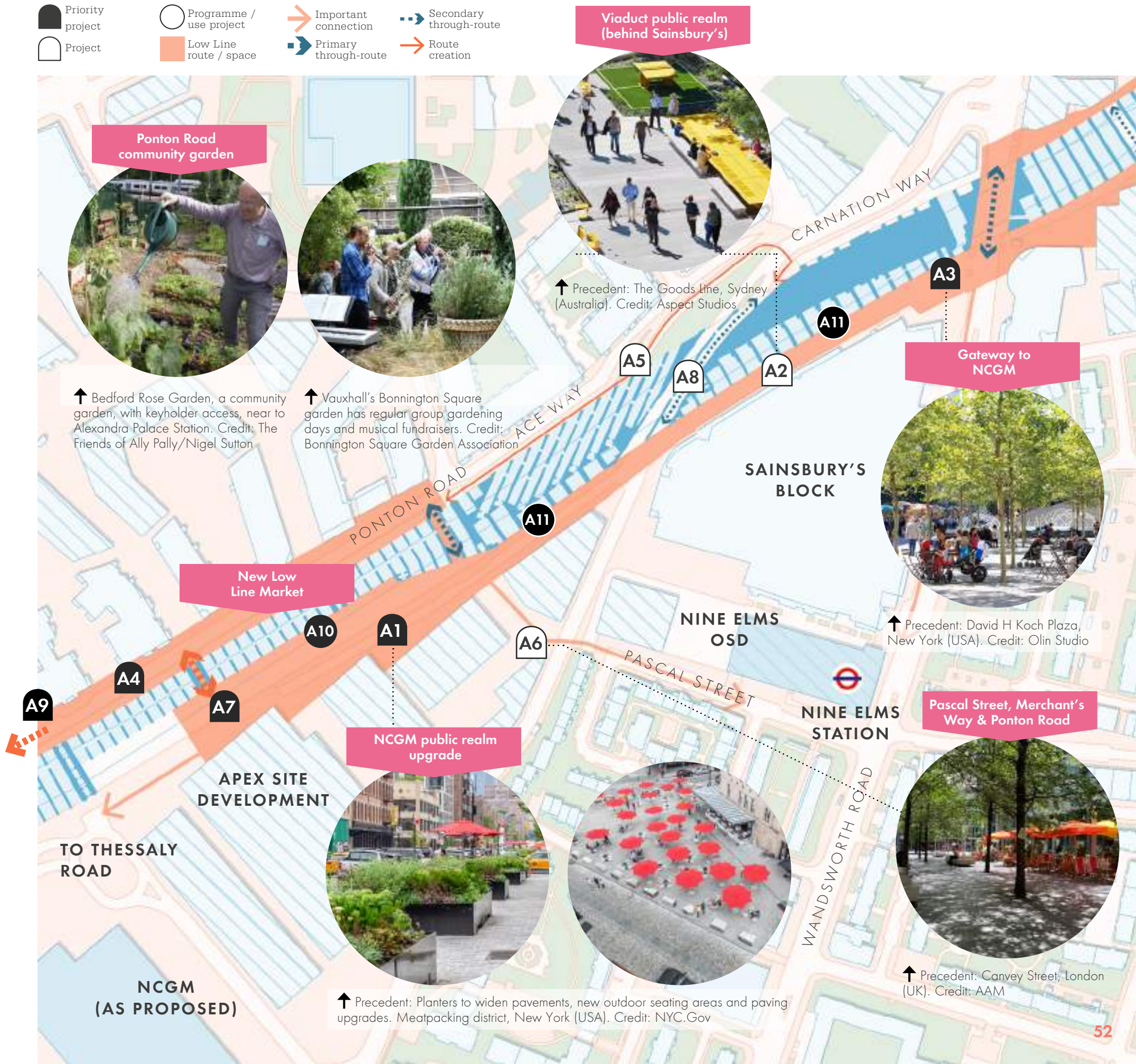
A. New Covent Garden Market



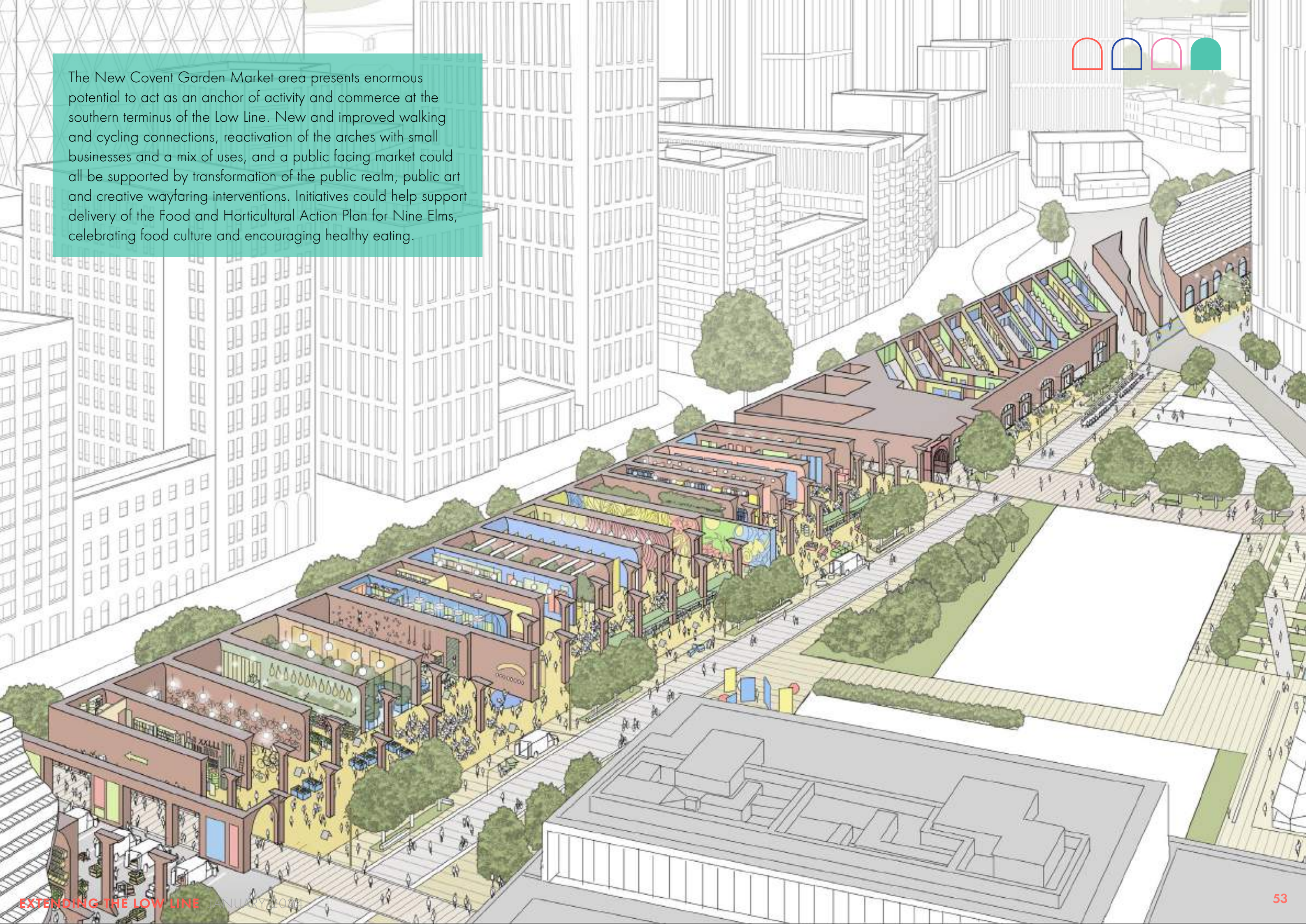
The pace of change in this dynamic location is hard to comprehend. Along with the development associated with the OA, Nine Elms Underground Station opened in September 2021 close to the site of the former Nine Elms Railway Station. Here, the viaduct offers huge potential to help bring finer grain activity to a location currently characterised by large uses.

Projects and initiatives:

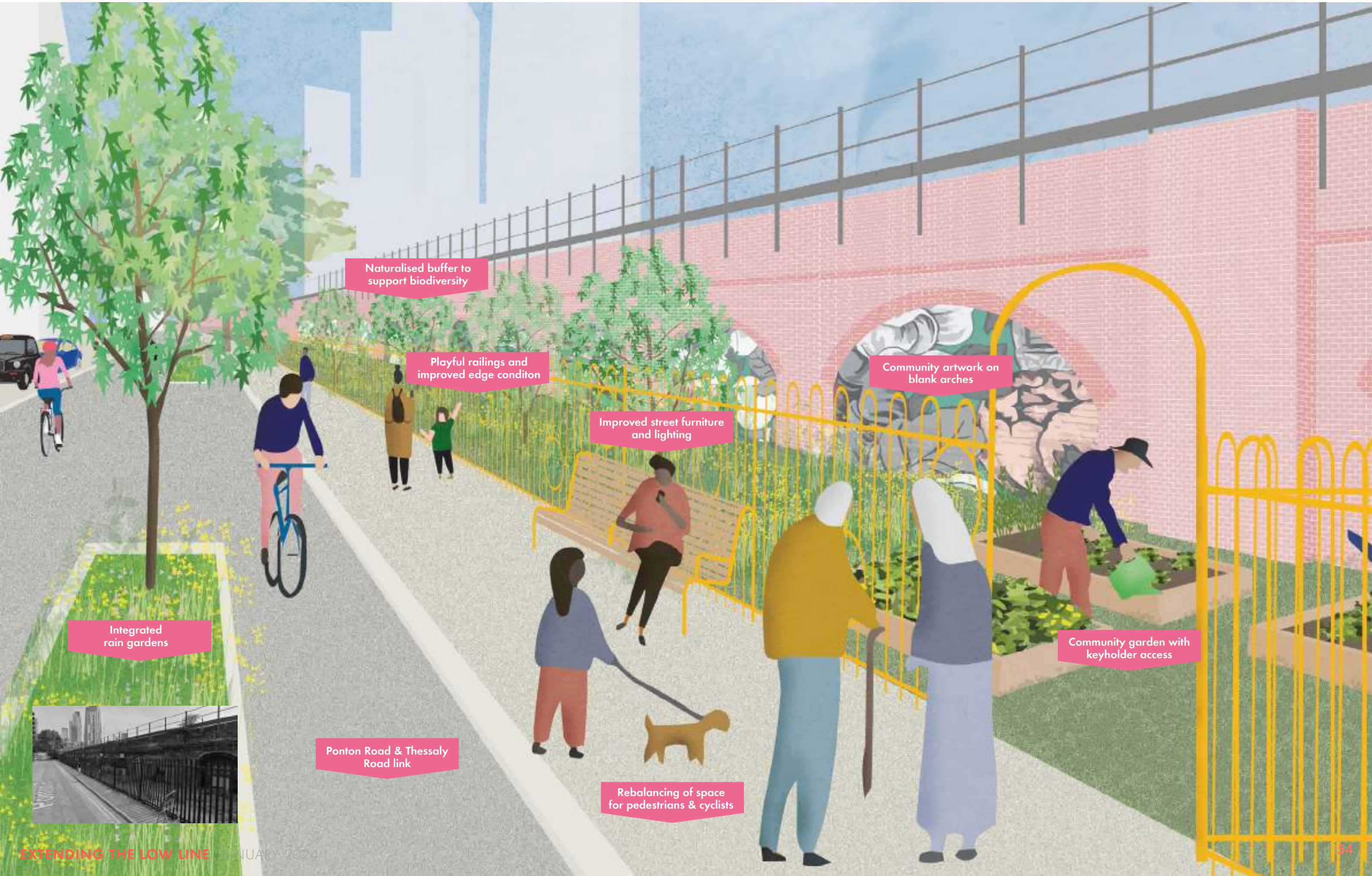
- A1** NCGM public realm upgrade
- A3** New gateway and arrival to NCGM
- A4** Ponton Road Gardens enhancements
- A7** Potential new pedestrian link at arch 26
- A9** Ponton Road & Thessaly Road link
- A10** New Low Line Market
- A11** Refurbished arches with public uses pilot
- A12** Establish a last mile delivery hub
- A2** Viaduct public realm (behind Sainsbury's)
- A5** Ace Way / Carnation Way improvements
- A6** Pascal Street, Merchant's Way & Ponton Road
- A8** Ace Way underpass



The New Covent Garden Market area presents enormous potential to act as an anchor of activity and commerce at the southern terminus of the Low Line. New and improved walking and cycling connections, reactivation of the arches with small businesses and a mix of uses, and a public facing market could all be supported by transformation of the public realm, public art and creative wayfaring interventions. Initiatives could help support delivery of the Food and Horticultural Action Plan for Nine Elms, celebrating food culture and encouraging healthy eating.



A vision for Ponton Road



Naturalised buffer to support biodiversity

Playful railings and improved edge condition

Improved street furniture and lighting

Community artwork on blank arches

Community garden with keyholder access

Rebalancing of space for pedestrians & cyclists

Ponton Road & Thessaly Road link

Integrated rain gardens



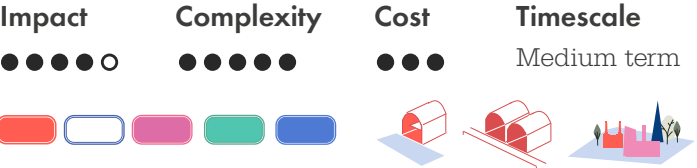
New Covent Garden Market projects

P REALM CONNECT ACTIVATE IDENTITY COORDIN



A1 NCGM public realm upgrade

Coordinating with the Apex site and NCGM redevelopment, create an exceptional public realm that radically rebalances space for people and integrates new planting, lighting, and public amenities. Critically, proposals should be sensitive to servicing and parking needs which will be an important requirement in detailed design and consultation.



A2 Viaduct public realm (behind Sainsbury's)

Removing the gates and using the wide viaduct streetscape, create a public realm with lush planting, attractive lighting, and a large-scale surface artwork that unifies the public realm. Critically, proposals should seek to consolidate servicing routes to maximise space for people and business spill-out. Servicing access will be an important requirement in detailed design and consultation.



A3 Gateway to NCGM

In tandem with viaduct public realm upgrades (project A2) and the proposed crossing (project F4), create an eye-catching Low Line gateway moment on Wandsworth Road using distinctive planting or artwork. To enable the project, proposals must consider ways to manage existing gates at this intersection and remove these if possible.



A4 Ponton Road Gardens

Create a new linear green space on Ponton Road and improve the fencing edge condition - considering opportunities for integrated play and seating. Explore options to make the space accessible for community use. E.g. allotments/playspace with managed keyholder access, making use of Network Rail's Community Rail Guidance.



A5 Ace Way / Carnation Way improvements

Introduce feature lighting/artwork and improved fencing (where required) for the blank viaduct arches along Ace Way and Carnation Way. In addition, introduce new planting, SuDS, street lighting and public seating to improve the public realm.



A6 Pascal Street and Ponton Road

Coordinating with the proposed Nine Elms over-station development and the Apex site proposals, consider resurfacing, greenery and signage to create an exceptional public realm link between Nine Elms Station, NCGM and beyond.



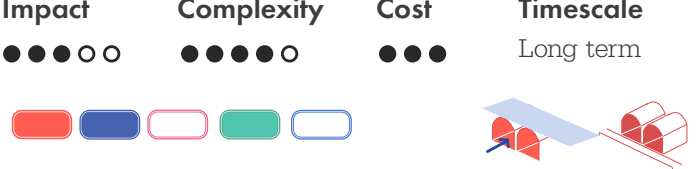
A7 Potential pedestrian link at Arch 26

Introduce a new pedestrian/cycling link, learning from the Arch 42 link. Integrate Low Line signage and wayfinding to increase connectivity between NCGM and nearby neighbourhoods. New pedestrian links through the viaduct would need to be agreed with The Arch Co, and include compensation for the loss of commercial space.



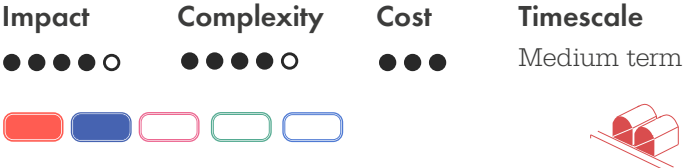
A8 Ace Way underpass

Redesign the junction on the southern side of the Ace Way underpass to be pedestrian and cyclist-friendly and improve the underpass with lighting and wall art. Consider whether this underpass could close in the longer term, once Arch 26 is open to complement Arch 42.



A9 Ponton Road & Thessaly Road link

Create new pedestrian and cycle connection between Ponton Road and Thessaly Road on the north side of the viaduct, delivered in conjunction with major development opportunities in the area. This will provide safe and direct linkage between the Patmore Estate and surrounding neighbourhoods, the new primary school, health centre and wider Nine Elms regeneration area.



A10 New Low Line Market

The area by the Apex development site presents an exciting opportunity to help deliver a more public facing NCGM. With Arch 42 and other new links connecting the area to the rapidly growing community, a new Low Line Market, potentially managed by the Market itself or a third party, already benefits from a strong catchment and the famous market brand. It has the potential to spin off the ongoing regeneration of the market. The space between Arch 42 and Arch 26 (a future connection) - using the areas, undercroft space and associated public realm - provides the focal point for this opportunity.



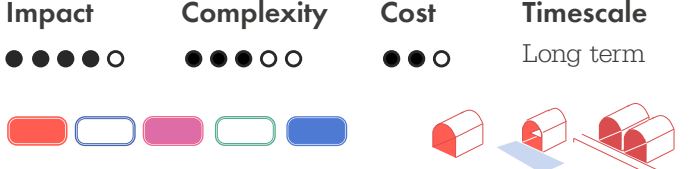
A11 Refurbished arches with public uses pilot

The arches along Cellini Street, between Wandsworth Road and Pascal Street should be brought forward for creative and market related uses. Cellini Street here is wide, with a double carriageway. Carriageway space should be rationalised to encourage more flexible creative reuse of these arches.



A12 Establish a last mile delivery hub

Make use of underused arches or space to establish a last mile delivery hub or green logistics centre that local businesses can plug into to reduce delivery costs, as well as reducing polluting vehicles in the local area.



A11 Project spotlight: refurbished arches with public uses



Overview

The arches along Cellini Street and close to Arch 42 present valuable opportunities for a cost efficient refurbishment to establish creative and market related uses. Cellini Street is wide, with a double carriageway that can be rationalised to encourage more flexible reuse. Those by Arch 42 are close to a nexus of walking routes and by the Apex site. Both areas are geographically separate from the core operations of wholesale traders.

Key benefits

- Showcase the potential of NCGM arches to bring vitality to the area and become an integrated piece of the city.
- The potential to support existing and new communities, including providing activities for families and children.
- Use cost efficient refurbishment techniques that could provide options for one or two affordable commercial/ community units, subject to agreement with CGMA.
- Help to raise the profile and appeal of the market, without impacting on the current operations of traders.
- Support the Nine Elms Food and Horticultural Quarter.

Key considerations

- Uses must accord with the covenant on the arches. This stipulates uses that are related to the market activities of fruit, vegetables and horticulture.
- Uses should help support local communities in terms of access to information, health and wellbeing, access to affordable produce, upskilling or a place of communal gathering.
- Uses should sit comfortably in the local area and relate to the social and built history of the area such as a place of orchards, the food basin of London or a source of herbal remedies.
- Uses should be independent, local micro-businesses or be based on non-profit or B-Corp principles.

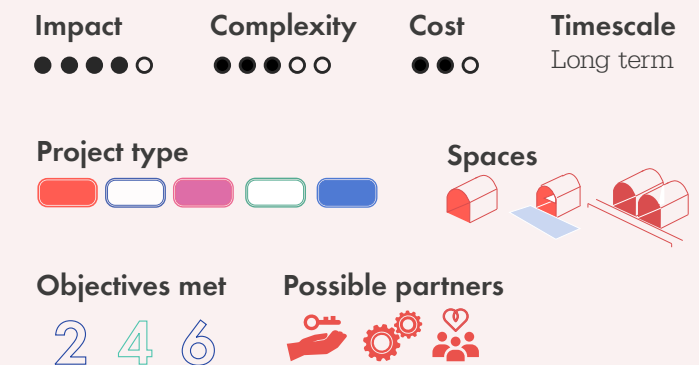
Project example

The arches present a valuable opportunity to help deliver the Food and Horticultural Quarter Action Plan. They could provide space for micro-businesses or community activities and address identified issues of food poverty locally whilst drawing on the diverse food heritage of local communities. These activities could connect into established organisations, such as The Mission Kitchen, which provides cooking, working and learning space to more than 100 independent food businesses and is based at NCGM; Wandsworth Food Partnership, a Lottery funded charity reducing food waste, celebrating the cultural aspects of food, and promoting healthy eating; and Be Enriched a charity which runs community canteens, a school holidays healthy eating programme and a food bus.

Related activities could occupy a refurbished arch that provides cooking, teaching and community space alongside charitable outreach work with communities and local schools, including celebration street party communal meals.

Key delivery steps

1. Identify arches in a high profile location away from market operations.
2. Assess the spatial characteristics of these arches (scale and shape, access arrangements, state of repair etc), through a study and condition survey.
3. Identify funding sources e.g GLA Good Growth, Levelling Up Fund, S106 funds and develop funding bids.
4. Council partnership work with CGMA or take leases on arches.
5. Refurbish arches. This would include roof lining, flooring, water supply, power, lighting, access and servicing.
6. Advertise space/use community networks to curate a complementary set of uses.
7. A possible secondment role for a council officer to support CGMA in developing an arch uses strategy.
8. Undertake a high level process of engaging potential tenants and developing a suitable model for leasing.



Better Bankside community arches



Better Bankside took leases on a number of Low Line arches with a £1 million grant from the Mayor's Good Growth Fund. They worked with TDO Architects to cost effectively refurbish the arches with prefabricated galvanised steel Nissen sheds, which are reuseable. The arches host a cultural space, an active travel hub with cycle parking, showers and lockers, and a green logistics centre to consolidate last mile deliveries.

B. Goding Street



Goding Street has enormous potential for improvement. Whilst it is a functional street, needing to allow for servicing of businesses, there is also scope along its length to support all sorts of arch spill out activities. Crucially, improvements along it will better connect the viaduct and the Pleasure Gardens.

B1 Goding Street feature lighting

B2 Goding Street transformation (south)

B3 Large-scale surface artwork

B4 Activation of arch frontages

B5 Goding Street transformation (north)

B6 Managing vehicles and servicing

B7 Goding Street gateway

B8 Vauxhall Pleasure Gardens' edge

B9 Underpass improvements

B10 Arch leisure/community uses

B11 Pop-up uses related to food and beverage/ the night-time economy

B12 Night Time Enterprise Zone coordination



A vision for Goding Street



Goding Street feature lighting
[Project B1]

Activation of Arch Frontages
[Project B4]

Managing vehicles & servicing
[Project B6]

Goding Street transformation (south)
[Project B2]

Large-scale surface artwork
[Project B3]

Vauxhall Pleasure Gardens' edge
[Project B8]

Goding Street has enormous potential for improvement. Whilst it is a functional street, needing to allow for servicing of businesses, there is also scope along its length to support all sorts of arch spill out activities. Crucially, improvements along it will better connect the viaduct and the Pleasure Gardens.



B. Goding Street



Image credit: DSDHA

Lambeth Council and Friends of Vauxhall Pleasure Gardens previously commissioned local architects DSDHA to develop ideas for improving Goding Street. The subsequent design proposals are thorough and considered, and should be referenced for any further public realm upgrades to the Goding Street Area.



Proposals set out here broadly align with the aspirations and design principles developed by others, but with consideration of a phased approach and ways to deliver interventions as both standalone outputs or as part of a collective transformation. The indicative phasing approach (right) breaks down a potential hierarchy of priorities and outline phases. Each of the interventions would need to be considered within practical constraints, e.g. managing vehicles/servicing and bin storage, or ways to relocate mechanical ventilation to enable activation of arch frontages. Servicing access will be an important requirement in detailed design and consultation.

Short-term delivery priorities

Feature lighting [B1] / Goding Street transformation (including street lighting, planting, surfacing and SuDS) [B2] / managing vehicles and servicing [B6] / The Goding Street gateway (around the Vauxhall Tavern) [B7] / pop-up uses related to food and beverage & the night-time economy/ Night-Time Enterprise Zone coordination [B12].

Medium-term delivery priorities

Large-scale surface artwork [B3] / Goding Street transformation (north - including street lighting, planting, surfacing and SuDS) [B5].

Longer-term delivery priorities

Activation of arch frontages [B4] / Vauxhall Pleasure Gardens' edge (including play, lighting, and mound reduction) / underpass improvements [B9] / Arch leisure/community uses [B10]

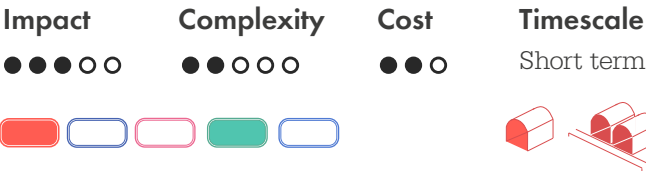
Goding Street projects

P REALM CONNECT ACTIVATE IDENTITY COORDIN



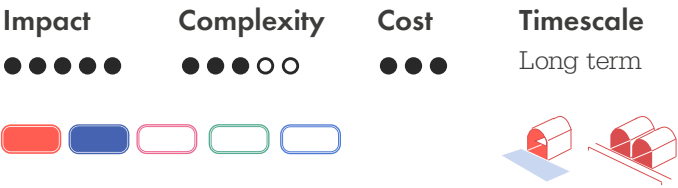
B1 Goding Street feature lighting

Introduce bold feature lighting to Goding Street to increase safety and promote the area’s role as a night-time destination. Designs could reference the Vauxhall Pleasure Gardens heritage.



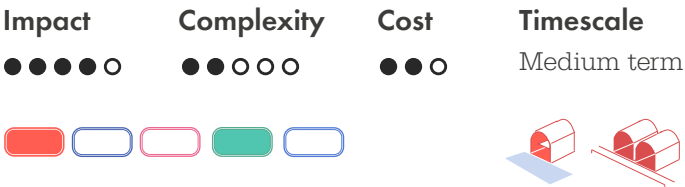
B2 Goding Street transformation (south)

Transform Goding Street into a pedestrian-priority street, focusing on resurfacing, generous planting, and high-quality street furniture. Designs should consider previous public realm proposals (by others), ways to manage vehicle access and re-use of existing cobbles beneath the tarmac. Servicing access will be an important requirement in detailed design and consultation.



B3 Large-scale surface artwork

As an alternative to revealing/reusing cobbles thought to be beneath the street’s tarmac, introduce a large-scale surface artwork to unify Goding Street and reinforce the street as a significant destination. Artwork themes could reference the Pleasure Garden’s heritage and the LGBTQIA+ identity of the area.



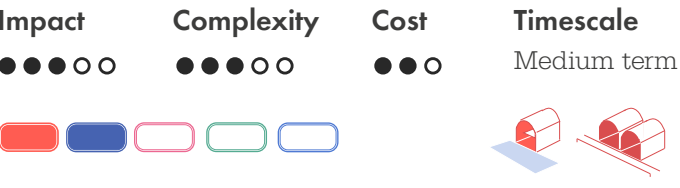
B4 Activation of arch frontages

Support the activation of railway arches facing Goding Street and explore options to manage bins and waste. Where arch frontage activation is not possible, consider artwork interventions to minimise the visual impact of blank frontages.



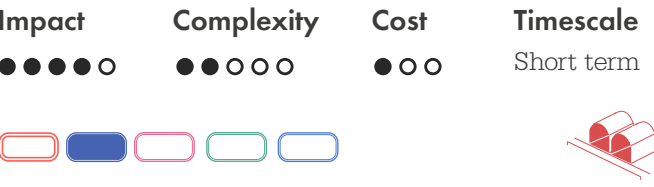
B5 Goding Street transformation (north)

Aligning with other proposed public realm projects, upgrade the northern portion of Goding Street, focusing on the intersections of Goding Street with New Spring Gardens Walk and Glasshouse Walk, and upgrading forecourt spaces.



B6 Managing vehicles and servicing

In tandem with public realm upgrades (project B2), consider options to restrict vehicle access and manage parking/servicing, prioritising the streetscape between New Spring Gardens Walk and South Lambeth Road.



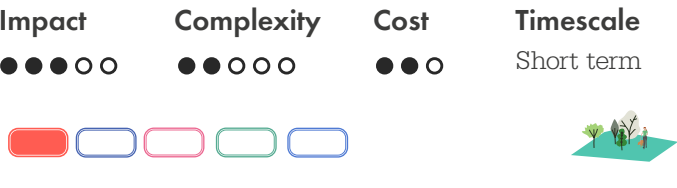
B7 Goding Street gateway

Utilising public realm upgrades (project B2, B4), lighting interventions (project B1), and vehicle management measures (project B6) create a gateway to Goding Street and improve space for activation around the Royal Vauxhall Tavern.



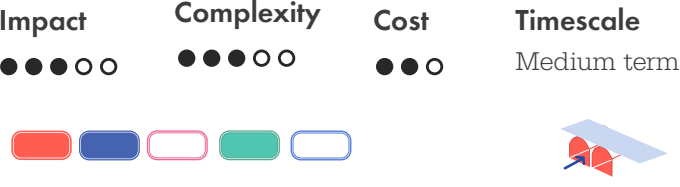
B8 Vauxhall Pleasure Garden’s edge

Improve the relationship between the Pleasure Gardens and Goding Street by reducing mound heights, cutting back overgrown trees, integrating play features to the park edge, and introducing feature lighting to existing trees.



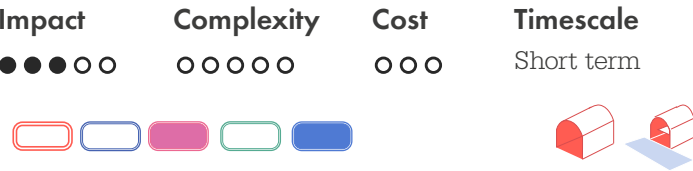
B9 Underpass improvements

Upgrade underpasses at New Spring Gardens Walk and Glasshouse Walk, prioritising the latter as a key link heading north to Tinworth Street. Consider distinctive VNEB Low Line signage on the approaches to both underpasses from Albert Embankment.



B10 Explore opportunities for leisure / community uses within the arches

The Pleasure Gardens hosts a wide range of leisure, cultural and community activities. These activities and the role they play in bringing the local community together would be strengthened if the arch spaces directly supported this with complementing uses maximising this leisure, culture and community offer in the area.



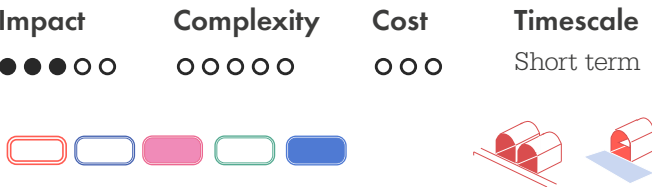
B11 Pop-up uses related to food & beverage and the night-time economy

Opportunity exists to open the arches facing onto Goding Street. This will improve the commercial performance of the arches as well as perceptions of the park, including feelings of safety and recognition of the park’s character and its edges. Goding Street has huge potential to contribute positively to the strengthening of the local evening economy.



B12 Coordinating with Night Time Enterprise Zone projects

Working with key partners to consider how the arch spaces, forecourts and spaces alongside them can be managed to support the Night Time Enterprise Zone and its legacy.



B2 Project spotlight: Goding Street transformation (south)

Overview

Goding Street runs along the eastern edge of the Vauxhall Pleasure Gardens. The street is currently dominated by vehicle movement/parking and lacks active frontage, with many arch uses facing away from Goding Street. Public realm improvements could transform it into a vibrant and attractive destination in the heart of Vauxhall, enabling both streetscape animation and activation by adjacent arch users.

Key benefits

- An opportunity to apply LB Lambeth's Kerbside Strategy principles, creating an accessible streetscape and supporting active travel.
- Supporting streetscape activation and spillout of adjacent arch uses onto Goding Street.
- Create a safe and vibrant streetscape to enable LGBTQ+ clubgoers to safely access local LGBTQ+ clubs and transport points.
- Include visual references to LGBTQ+ heritage in order to underline the role of Vauxhall as a more welcoming area for LGBTQ+ Londoners.
- Improving the relationship between Vauxhall Pleasure Gardens and the viaduct, including creating an attractive setting for the Royal Vauxhall Tavern as a gateway to Goding Street.
- Enhancing climate resilience through mitigation and adaptation measures, including better shade and sustainable drainage.

Key considerations

- Maintaining servicing access to and considering the business needs of existing arch tenants along the street.
- Consolidation of refuse collection and removing on-street waste storage.
- Responding to blank/inactive arch frontages positively, with the use of art or street furniture, to encourage frontage activation onto Goding Street.

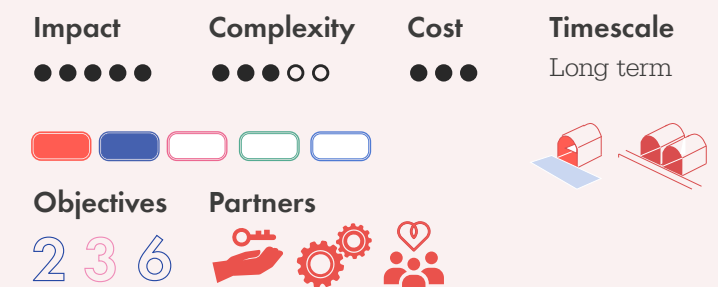
- Testing the potential to reveal/reuse existing cobbles thought to be in place beneath the tarmac surfacing.
- Creating designs that highlight the area's LGBTQ+ identity and historical significance in terms of entertainment and spectacle.
- Phasing public realm improvements to work within budgets and ensure deliverability.
- Servicing access will be an important requirement in detailed design and consultation.

Project example/exploration

Vauxhall One BID are currently developing plans to create a 'Goding Street Market', supported by bold signage and wayfinding features, temporary public realm improvements - including planters and seating - and traffic/parking management. The ideas being tested could form the basis of longer-term improvements and activation of the street. Likewise, the rollout of the LB Lambeth Kerbside Strategy for Goding Street could also enable the creation of a welcoming and attractive streetscape that promotes walking, cycling and play.

Key delivery steps

1. Review previous public realm proposals and engagement to understand potential barriers to change.
2. Engage with key stakeholders including Vauxhall One BID, arch occupiers, and local residents to explore key issues and priorities.
3. Identify funding sources: e.g GLA Good Growth, Levelling Up Fund, S106 funds and develop funding bids.
4. Develop preliminary design stage drawings with consideration of previous design proposals.
5. Explore opportunities to test ideas through temporary interventions and events.



Murrain Road, King's Crescent Estate



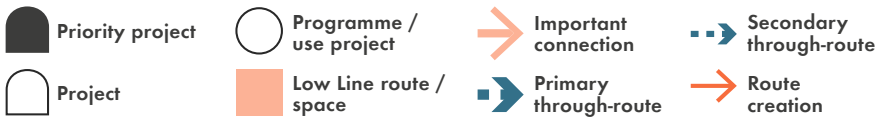
Although primarily designed as a 'playable street' this project by Muf Architecture/Art demonstrates how a focused budget - in this instance providing high-quality play equipment and integrated greenery - can create an exceptional streetscape. The materiality of the street is low-tech, with an overlaid painted pattern on tarmac giving the streetscape a distinctive identity. Likewise, street furniture is adapted from standard components to create unique public realm features. A focused approach with integrated features could be beneficial for Goding Street.

C - Pedlar's Park and Randall Road



Randall Road is a local connector between the higher profile activity hubs of Newport Street and Vauxhall. It is a popular place for families and young people. Opportunities exist to better connect Pedlar's Park with the length of arches along Randall Road - including the opportunity to improve access to and activities within the Park itself.

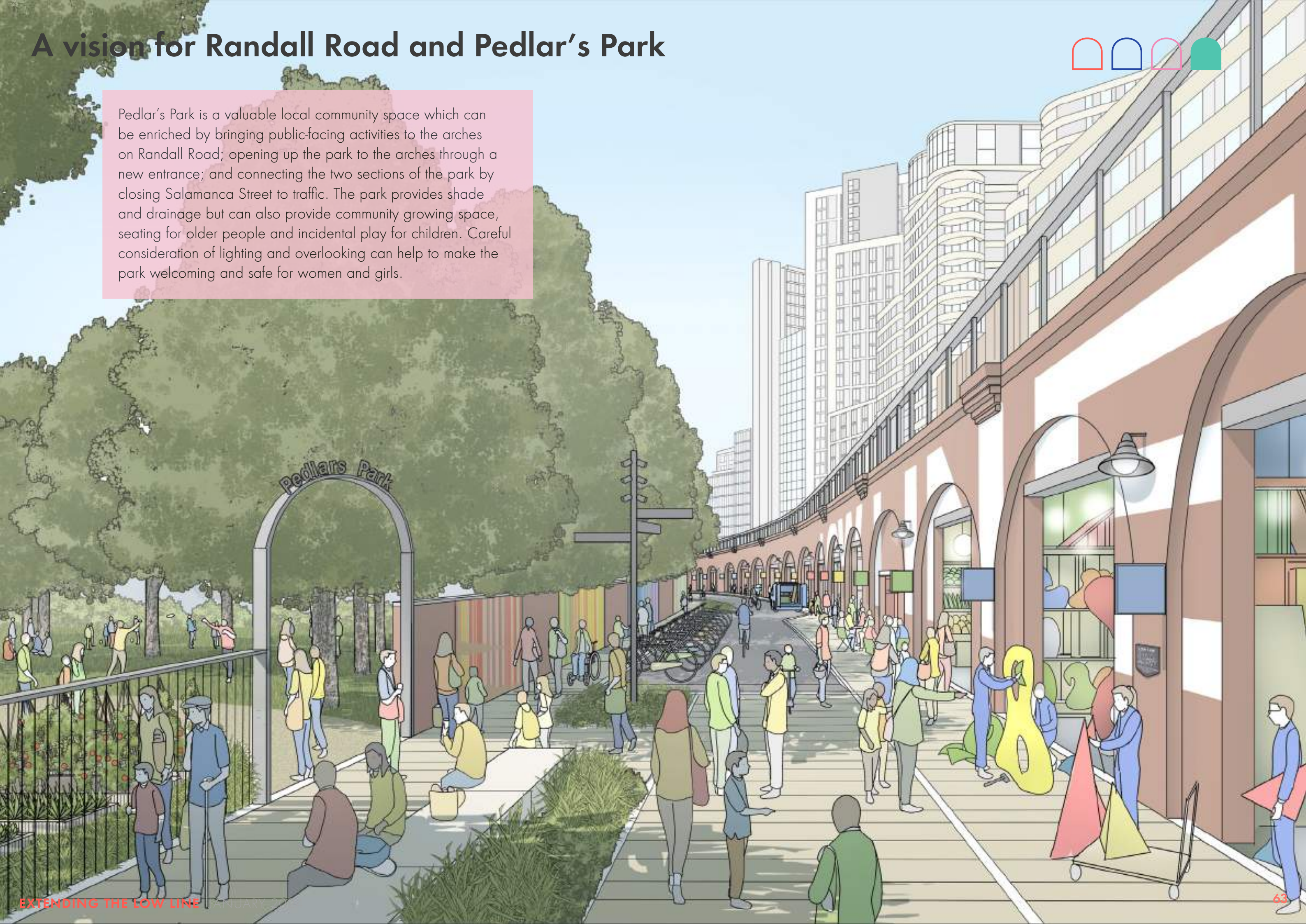
- C1** Randall Road public realm
- C2** Pedlar's Park edge condition
- C3** Randall Row viaduct public realm
- C4** Pedestrianise Salamanca Street
- C5** Gateways into Pedlar's Park
- C6** Salamanca Street underpass
- C7** Diversion to Spring Mews & Albert Embankment
- C8** Promoting community arch uses



A vision for Randall Road and Pedlar's Park



Pedlar's Park is a valuable local community space which can be enriched by bringing public-facing activities to the arches on Randall Road; opening up the park to the arches through a new entrance; and connecting the two sections of the park by closing Salamanca Street to traffic. The park provides shade and drainage but can also provide community growing space, seating for older people and incidental play for children. Careful consideration of lighting and overlooking can help to make the park welcoming and safe for women and girls.

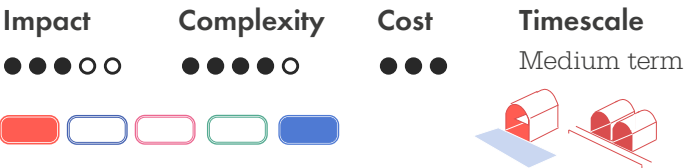


Pedlar’s Park and Randall Road projects



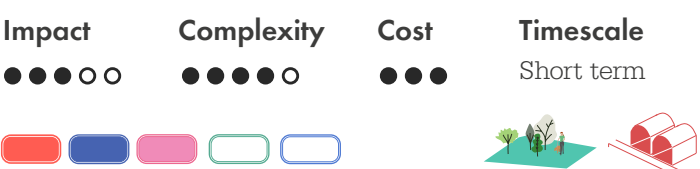
C1 Randall Road (north) public realm

Upgrade the public realm to create an attractive and safe streetscape. Improvements should also consider the management of commercial waste storage and be sensitive to business access/servicing requirements. Servicing access will be an important requirement in detailed design and consultation.



C2 Pedlar’s Park edge condition

To help improve safety and sightlines between the park and Randall Road, reduce low-level shrubs and planting at the corner of Salamanca Street and Randall Row. Improving the entrance to the park, and focusing public realm upgrades at this junction.



C3 Randall Road (south) viaduct public realm

Revitalise the Randall Road viaduct public realm and open access by removing the gates to create an attractive route and encourage business spill-out. Consider opportunities to interface with any potential forthcoming development on Tinworth Street and encourage active frontages onto the viaduct.



C4 Pedestrianise Salamanca Street

Explore options to restrict vehicle access on Salamanca Street (between Vauxhall Walk and Lambeth Road) to knit together both sections of Pedlar’s Park and enhance walking & cycling links. Servicing access will be an important requirement in detailed design and consultation.



C5 Gateways into Pedlar’s Park

Introduce artwork or signage onto the viaduct at entry points to Pedlar’s Park from Black Prince Road and the Randall Road/Salamanca Street intersection.



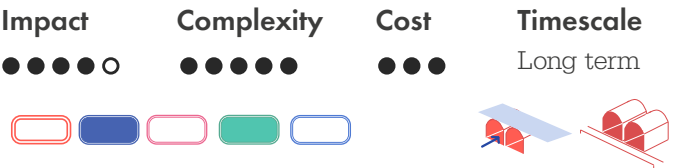
C6 Salamanca Street underpass

Introduce signage to local destinations, including the River Thames and the Carmelita Centre, and improve the public realm though lighting, artwork and planting interventions.



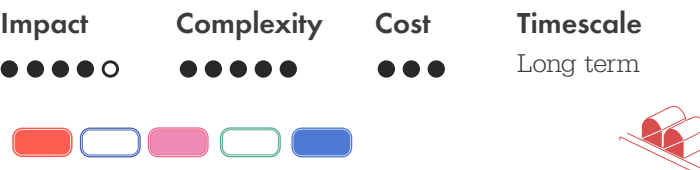
C7 Diversion to Spring Mews and Albert Embankment

Introduce integrated signage on Tinworth Street and within its underpass to redirect pedestrians and cyclists towards Albert Embankment and Spring Mews to continue south.



C8 Promoting community arch uses

Opportunity for community space in the arches along Randall Road, possibly linked with the Carmelita Centre, local primary schools and park, with activity spilling out onto Randall Road. Subject to agreement with Arch Co. and feasibility study. See delivery text on page 93.



A vision for Randall Road

If the buildings bound by Randall Road, Vauxhall Walk, Randall Row, and Tinworth Street come forward as a development site to the south of Pedlar’s Park, this could present a significant opportunity to unlock new pedestrian and cyclist connections, establish active frontages, and create new routes and spaces onto Randall Road. Although this section of viaduct has potential issues of overshadowing and servicing access constraints, major public realm improvements achieved in coordination with new development could help to establish this section of the Low Line as a more welcoming streetscape with activity and windows on both sides of the route and places to pause or rest. Alongside investment in Pedlar’s Park and Salamanca Street, this has the potential to transform this section of the Low Line into a centre of gravity for employment and the local community that would help to complement activities on Goding Street and Newport Street.

c4 Project spotlight: pedestrianise Salamanca Street

Overview

Pedlar's Park is a well-loved local green space, but is currently bisected by Salamanca Street. By closing the portion of Salamanca Street to the east of the viaduct to traffic, the two separate sections of the park can be united to create a single, larger park for local residents and workers with retained pedestrian and cycle access.

Key benefits

- A safer environment for children who can access all parts of the park without needing to cross a trafficked street.
- Better air quality within the park through removal of vehicles and tree planting to provide natural barriers to vehicles.
- The potential to invest in the joined park and create a community growing space for local families, and improve lighting and sight lines to make a safer and more welcoming green space.
- The park will be better placed to serve new residents, related to the potential Tinworth Street development, which may come forward to the south.
- Potential to open up the park to the viaduct arches to the west, with public uses and activity spilling out from these and a new entrance to the park through the removal of a section of the railings.

Key considerations

- Servicing access to the two commercial properties on Salamanca Street and taking into account their business needs.
- Potential impact of displaced vehicles onto surrounding streets (although a traffic study suggests only 8 vehicles an hour will be displaced onto the surrounding road network).
- Potential changes to the parking configuration.
- Servicing access will be an important requirement in detailed design and consultation.

Project example/exploration

Initial assessment of the potential to close the eastern portion of Salamanca Street has been undertaken by Project Centre in collaboration with LB Lambeth and this has given encouraging results that it will be possible to close the section of street without needing to make any changes to Randall Row, to the south of Pedlar's Park.

Key delivery steps

1. Undertake statutory undertaker asset searches for the affected section of Salamanca Street.
2. Engage with local residents and stakeholders on the high level principles.
3. Develop preliminary design stage drawings, perhaps in a co-design process with local residents.
4. Undertake a stage 1 Road Safety Audit.



Impact



Complexity



Cost



Timescale

Short term

Project type



Spaces



Objectives



Partners



Farnham Place road stopping up, Southwark



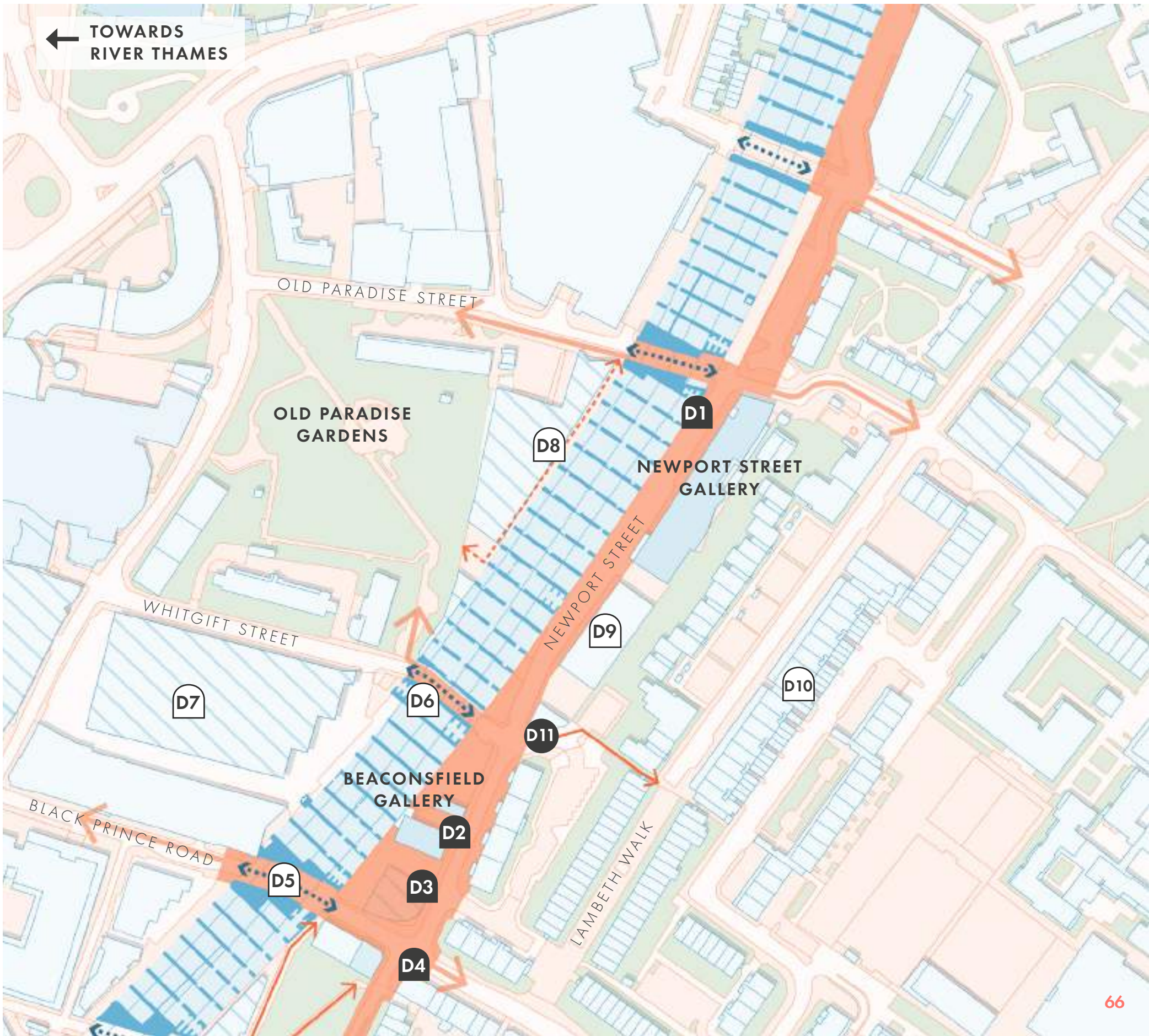
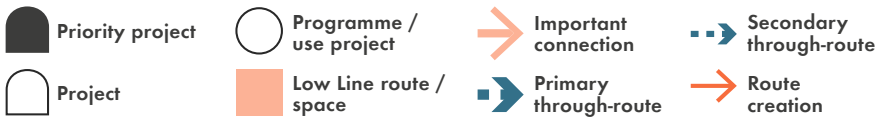
Farnham Place, running between Southwark Street and Great Suffolk Street in Southwark, was stopped up with public realm investment made in paving and tree planting. The street is a popular pedestrian route and supports outdoor seating for The Table cafe and has hosted street-party style community lunches since the road closure took place.

D. Newport Street



Since the opening of Damien Hirst’s Stirling Prize winning Newport Street Gallery in 2016, Newport Street has been firmly on the London arts scene map. With good proximity and axis to the Thames, the Old Paradise Gardens open space and local facilities of Lambeth Walk, it is both a local and strategic hub which attracts visitors from far and wide.

- D1** Newport Street transformation
- D2** Newport Street (south) public realm
- D3** Meanwhile use and positive development
- D4** Newport Street and Black Prince Road junction
- D5** Black Prince Road underpass
- D6** Gateway to Old Paradise Gardens
- D7** 8 Albert Embankment proposed development
- D8** Paradise Building viaduct public realm
- D9** Walls and shutters activation
- D10** Links to Lambeth Walk
- D11** Promote an arts and culture cluster



Overview of project and initiatives

OLD PARADISE GARDENS

Walls and shutters activation



↑ Precedent: Outdoor artwork around the National Gallery, London (UK)

Gateway to Old Paradise Gardens



↑ Precedent: leaf imprints in concrete as wayfinding

Meanwhile use and positive development



↑ Precedent: Maker yard space and public city park in Detroit (USA). Credit: Prince Concepts

Newport Street & Black Prince Road junction



↑ Precedent: Tea House Theatre active and green corner

8 Albert Embankment development

D7

D6

D8

D9

D1

D10

D11

D2

D3

D4

D5

A vision for Newport Street

Newport Street sits within a Key Industrial Business Area (KIBA) and presents a great opportunity to explore a variety of (potentially creative) light industry uses that relate to the Newport Street and Beaconsfield galleries. The street can also serve as a pilot project for LB Lambeth's Kerbside Strategy, helping to encourage movement between the gallery spaces at each end of the street, and demonstrate that the policy can work successfully within a KIBA - and, therefore, anywhere. Maintaining servicing access and some parking will be important to successfully maintain the KIBA function.



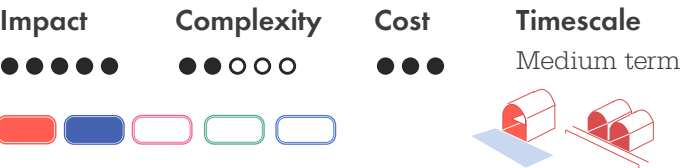
Newport Street projects

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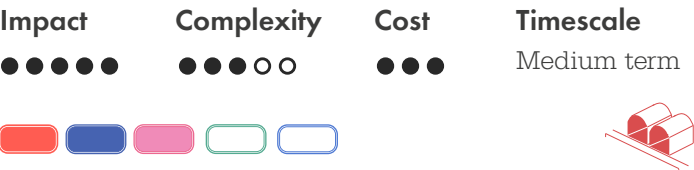
D1 Kerbside Strategy pilot project

Create an exceptional public realm that matches the quality of the street's two galleries. Improvements should be sensitive to business access needs, supporting a transition to sustainable transport modes through delivery of Lambeth Kerbside Strategy measures. Servicing access will be an important requirement in detailed design and consultation.



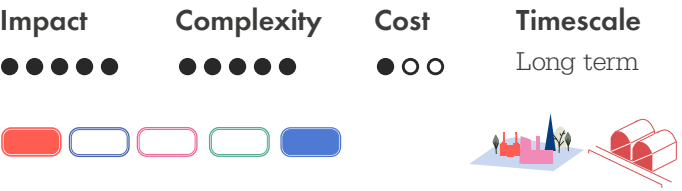
D2 Newport Street (south) public realm

Introduce timed vehicle access on Newport Street (between Whitgift Street and Black Prince Road) to enable cultural activities around the Beaconsfield Gallery and create amenity space for adjacent residents.



D3 Meanwhile use and positive development

Retain a green or community focused meanwhile use at the corner of Newport Street and Black Prince Road. In the longer term, as development comes forward, make sure this provides frontage to one or both streets and considers potential for a small pocket space, if possible.



D4 Newport Street and Vauxhall Walk junction

Reinforce connectivity between Newport Street and Vauxhall Walk by introducing a paved raised table at the junction on Black Prince Road. Improvements could use the chequerboard material palette from Vauxhall walk, and could also include feature lighting, greening and wayfinding improvements.



D5 Black Prince Road underpass

Using the underpass and bridge facias, introduce signage to local destinations, including the River Thames and Lambeth Walk.



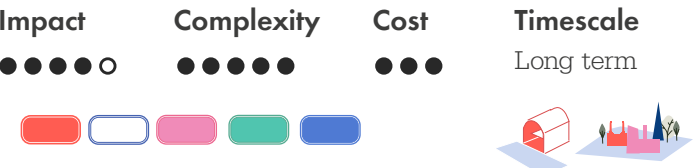
D6 Gateway to Old Paradise Gardens

Upgrade the arrival experience to Old Paradise Gardens by introducing garden-themed artwork into the Whitgift Street underpass and creating a distinctive entrance to the open space. Proposals could also highlight links to the nearby Garden Museum.



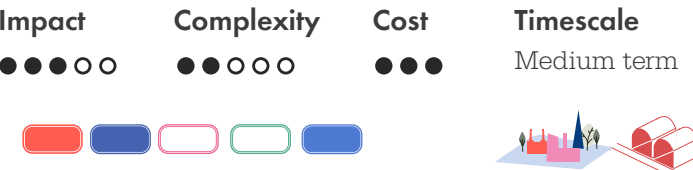
D7 8 Albert Embankment

Explore options to create an attractive public realm adjacent to the proposed 8 Albert Embankment development. Interventions should also consider opportunities to activate adjacent arches and forecourt spaces, encouraging uses that could reinforce the area's cultural identity.



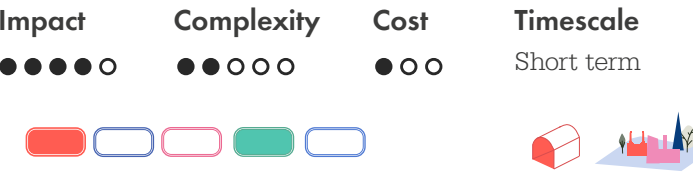
D8 Paradise Building viaduct public realm

Consider opportunities to upgrade the public realm and open up access to Old Paradise Gardens on the viaduct's western edge, using the 30-34 Old Paradise Street development as a catalyst for future change.



D9 Walls and shutters activation

Introduce artwork on blank walls and shutters along Newport Street to reinforce the area's cultural identity. Major opportunities could include the flank wall of 15 Newport Street and the boundary wall surrounding the Beaconsfield Gallery.



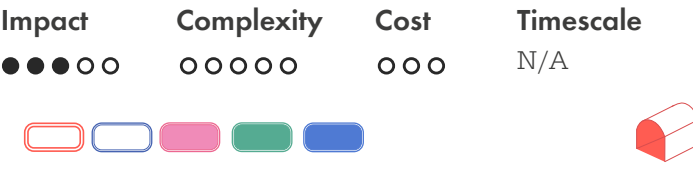
D10 Passage and links to Lambeth Walk

In coordination with other public realm upgrades, introduce signage, widen footways and introduce a raised table at the junction of Whitgift Street and Newport Street to strengthen connections between Newport Street and Lambeth Walk.



D11 Promote an arts and culture cluster

Opportunity to strengthen relationships between arts and cultural organisations, prioritising complementary uses in the arches or in local spaces, and using vacant arches for pop-up/meanwhile activities.



D1 Project spotlight: kerbside strategy pilot

Overview

Lambeth's Kerbside Strategy sets out ambitious plans to transform 25% of Lambeth's kerbside space into places for people, and not just cars. The extension of the Low Line, in general, presents a great opportunity to deliver on the Kerbside Strategy, but Newport Street in particular provides the setting for demonstrating how the principles can be applied within a Key Industrial Business Area (KIBA), without conflict between activities.

Key benefits

- Enabling accessible and active travel by rebalancing space for pedestrians and cyclists.
- Transforming the environment from a purely industry-focused road to a 'street' with light industry uses that is welcoming to people, with new planting and street furniture.
- Improving climate resilience through mitigation and adaptation measures, including better shade and sustainable drainage.
- Providing an attractive setting for the Newport Street and Beaconsfield Galleries and facilitating the use of viaduct arches for related, creative light industries.
- Supporting the Newport Street green logistics hub and a shift to sustainable transport modes, including improved cycle facilities and electric vehicle charging points alongside parking spaces.
- An opportunity to test LTN measures or timed street closures to enable activation.

Key considerations

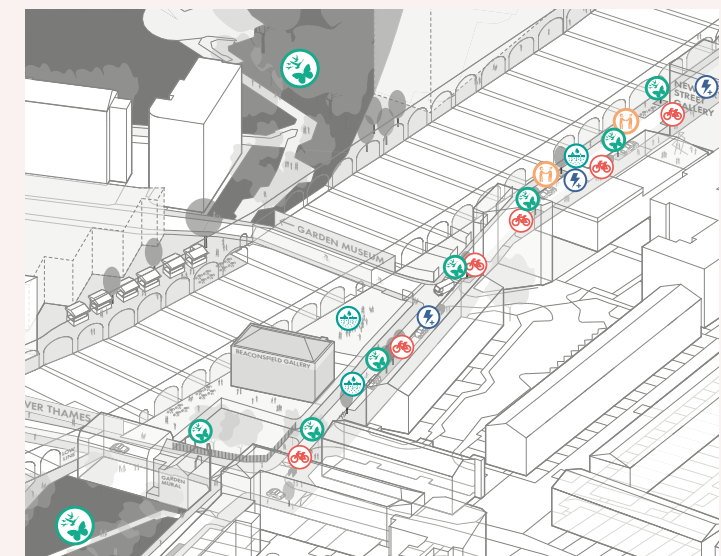
- Maintaining servicing access to and considering the business needs of existing arch tenants along the street and the two galleries, including parking spaces.
- Maintaining strong cycle links along the street.
- Servicing access will be an important requirement in detailed design and consultation

Project example/exploration

Given that Lambeth's Kerbside Strategy was recently launched, there are currently no examples of implemented projects. However, LB Lambeth's previous investment in key walking and cycling streets foreshadows the Strategy approach. Two projects; Vauxhall Walk and Van Gogh Walk demonstrate best-practice approaches to transforming streetscapes. The latter in particular demonstrates a community-led approach with integration of planting, play and community space - responding to the fact that the world famous artist Vincent Van Gogh once lived locally.

Key delivery steps

1. Engage with key stakeholders including Arch Co, Newport Street Gallery, Beaconsfield Gallery and local residents to explore key issues and priorities for the street.
2. Undertake statutory undertaker asset searches along Newport Street.
3. Undertake a Stage 1 Road Safety Audit.
4. Develop preliminary design stage drawings, perhaps in a co-design process.
5. Explore opportunities to test ideas through temporary road closures and LTN pilots.
6. Develop high level costings for proposals based on design stage drawings
7. Identify suitable funding streams for projects and prepare funding bids and/or council reports



Illustrative view of Newport Street, highlighting ways that the Lambeth Kerbside Strategy could be applied along a streetscape.



Sustainable drainage feature (SuDS)



Planting and ecology feature



Integrated charge points for vehicle trips



Cycle parking facility



Place for people (stop and rest or parklet)

Vauxhall Walk street planting



Vauxhall Walk public realm improvements were completed in 2015 and cost around £430k, with funding from TfL, LB Lambeth and Vauxhall One BID. The project demonstrates that impactful change with exotic greenery (redolent of the Pleasure Gardens), distinctive materials, and an improved pedestrian/cyclist experience, and idea can be achieved with a modest budget and considered interventions.

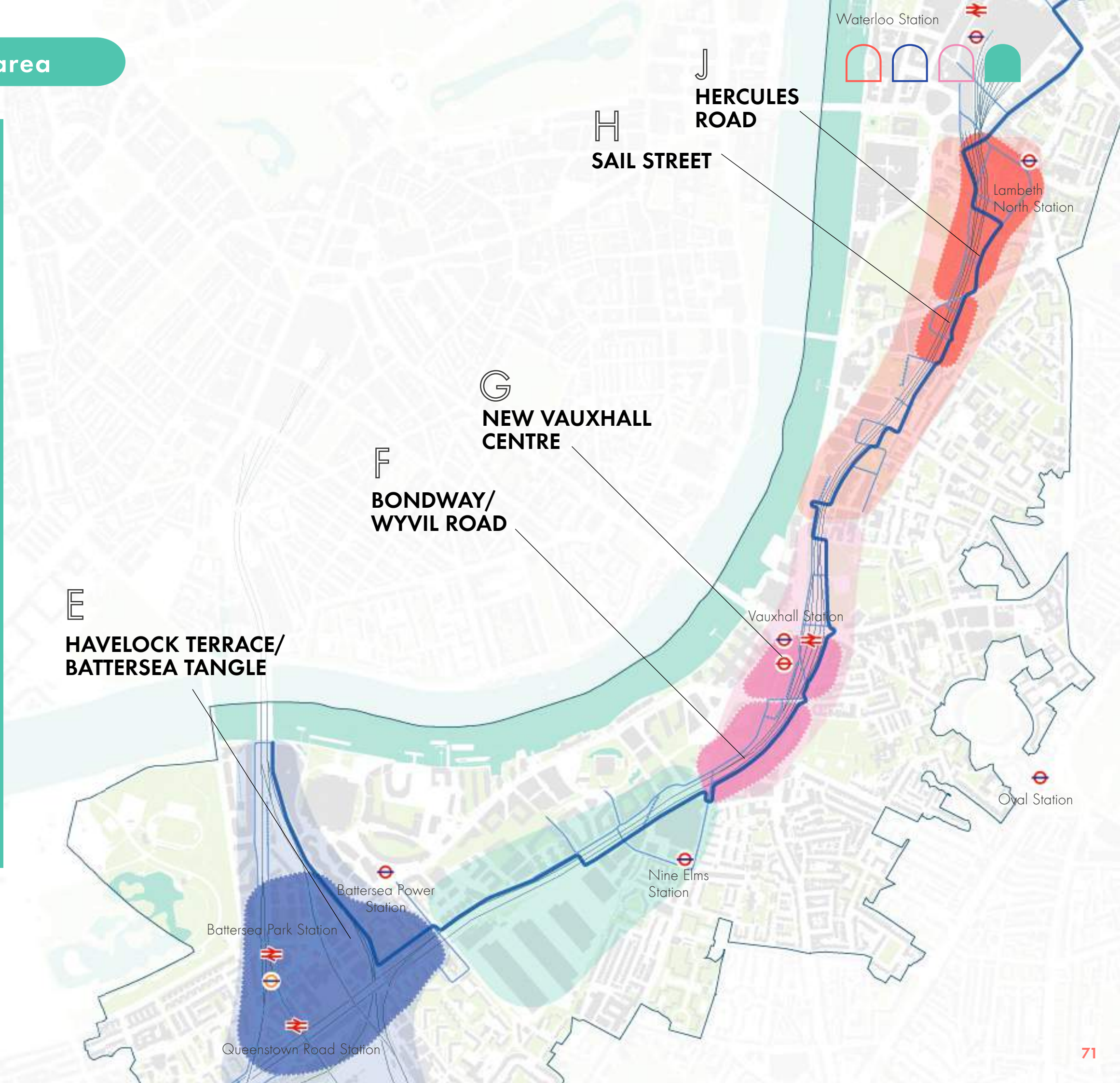
Projects by neighbourhood area

Within each area, there are distinctive places, typically defined by junctions with main roads. These places provide a useful and tangible scale at which to explore and envisage interventions and improvements.

Travelling from south-west to north-east, this section presents each place in turn. Projects, improvements and interventions are identified, supported by schematic diagrams, visualisations and precedents. The identified places are as follows:

- E** Havelock Terrace / Battersea Tangle
- F** Bondway / Wyvil Road
- G** New Vauxhall centre
- H** Sail Street
- J** Hercules Road

All proposed ideas, illustrations and projects are just proposals at this stage; and will be subject to thorough engagement with landowners, partners and stakeholders to ensure alignment, advocacy and deliverability.

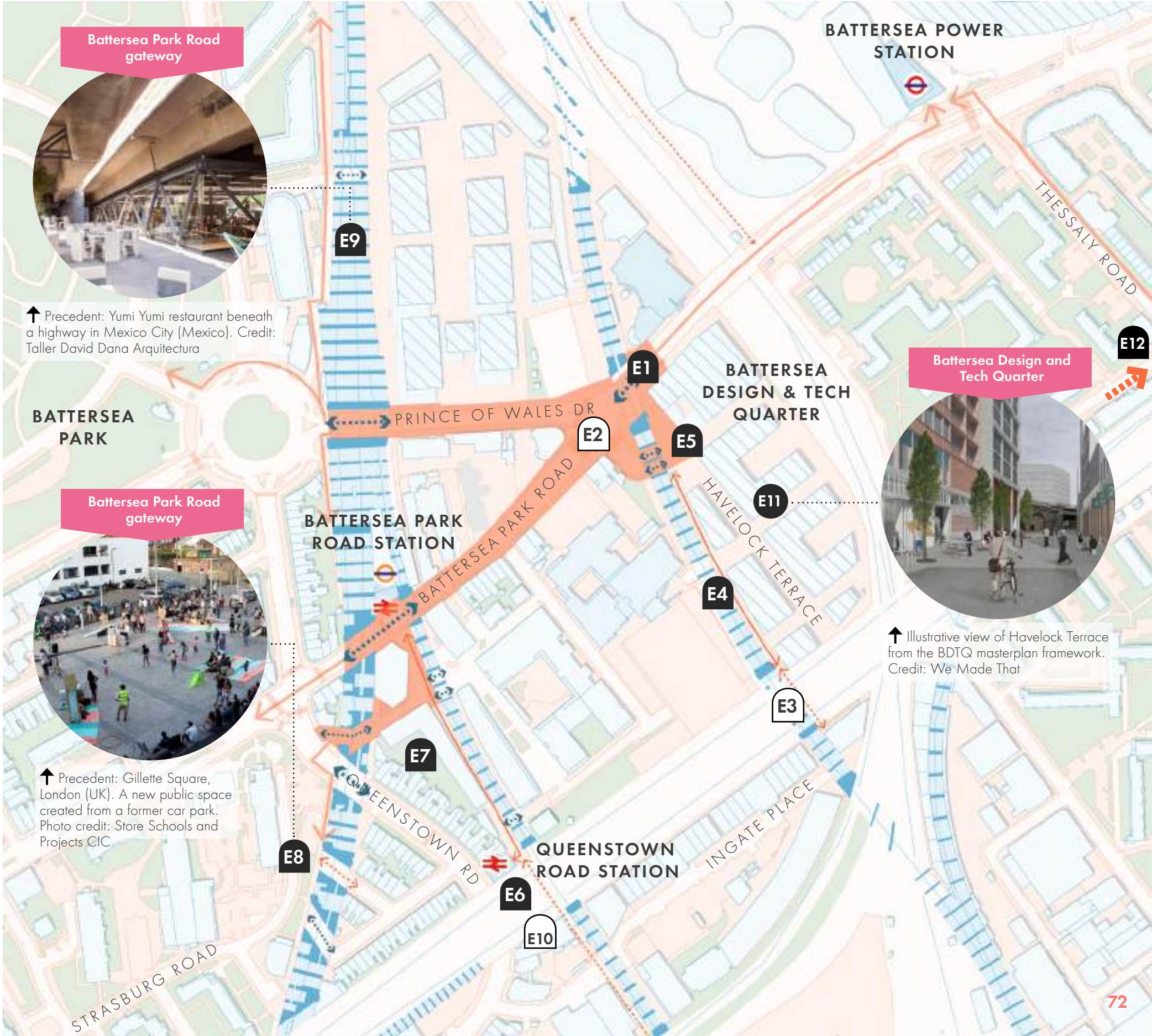
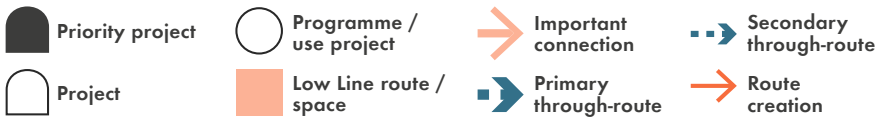


E - Havelock Terrace / Battersea Tangle



This important employment location has seen a strengthening in its design and technology sector. The area is situated within a tangle of railway lines, and therefore ensuring the area is accessible and connected is a priority to enable workers and residents to benefit from the excellent public transport facilities in the immediate vicinity.

- E1 Battersea Park Road Gateway**
- E2 Battersea Park Road - junction improvement**
- E3 Havelock Terrace and Ingate Place connection**
- E4 Viaduct public realm improvements**
- E5 Palmerston Way / Havelock Terrace gateway**
- E6 Queenstown Road Station arrival**
- E7 Battersea Park Road Station arrival**
- E8 Strasburg Road public space**
- E9 Sopwith Way viaduct**
- E10 Queenstown Road Station to Heathbrook Park connection**
- E11 Battersea Design and Tech Quarter**
- E12 Ped/cycle link from Thessaly Road to Ponton Road**



E - Havelock Terrace / Battersea Tangle



Viaduct public realm improvements



↑ Precedent: Integrated surface lighting. Torico Plaza, Teruel (Spain). Credit: b720 arquitectos

Battersea Park Road junction improvement

E2

Battersea Park Road gateway



↑ Precedent: Digital interactive lighting artwork. Credit: Light Bureau

Palmerston Way / Havelock Terrace gateway



↑ Precedent: Oxford Brookes University landscape. Credit: LUC

Viaduct public realm improvements



↑ Precedent: Multi-purpose brick yard space. Tottenham Green, London (UK). Photo credit: Anthony Coleman



↑ Precedent: Feature street lighting and public realm around Battersea Park Road Station/Patcham Terrace.

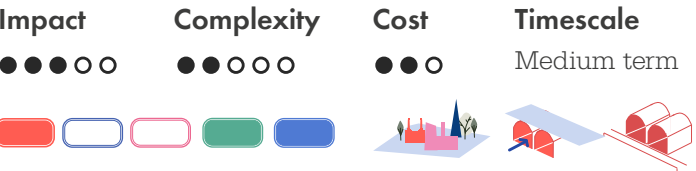
Havelock Terrace / Battersea Tangle projects

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E1 Battersea Park Road Gateway

Introduce public realm upgrades including underpass/ bridge artwork at the intersection of Battersea Park Road and Havelock Terrace to create a gateway to the BDTQ. Projects should coordinate with the proposed Palmerston Way development public realm.



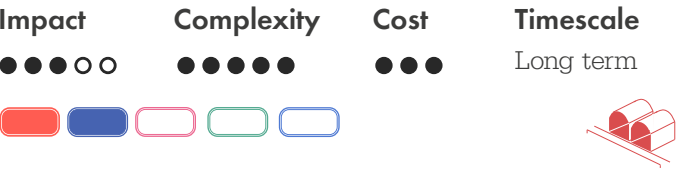
E2 Battersea Park Road junction improvement

Improve the junction of Battersea Park Road and Prince of Wales Drive for pedestrians and cyclists. In addition, consider options for increased planting/SuDS and improved signage towards Battersea Park and nearby stations.



E3 Havelock Terrace and Ingate Place connection

In alignment with the BDTQ framework, investigate options to create a new pedestrian and cyclist connection between Havelock Terrace and Ingate Place to improve connectivity through the area.



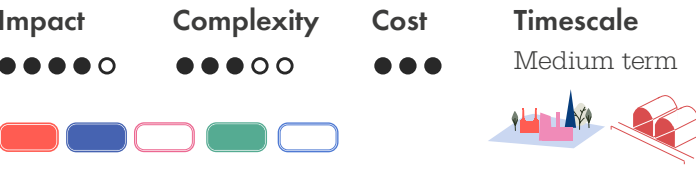
E4 Viaduct public realm improvements

In coordination with adjacent proposed developments, revitalise the viaduct public realm, considering interventions suitable to its narrow width and ways to prioritise pedestrians without undermining vehicle servicing/access needs. Servicing access will be an important requirement in detailed design and consultation.



E5 Palmerston Way and Havelock Terrace gateway

Tying together emerging developments, introduce a pedestrian-priority junction and new public space to the railway viaduct at this intersection. Consider introducing wayfinding/lighting to the adjacent underpass.



E6 Queenstown Road Station arrival

Improve the station arrival experience by decluttering street furniture on Queenstown Road and upgrading the adjacent underpass environment. Introduce signage/ wayfinding features to the railway bridge fascias and architectural lighting to the station facade to aid wayfinding. Projects should also consider longer-term plans to create a new station entrance on Patcham Terrace.



E7 Battersea Park Road Station arrival

Introduce a raised table or colourful crossing, and declutter the public realm in front of Battersea Park Station to improve the arrival experience and connectivity with Patcham Terrace. Also consider enhancements to the adjacent underpasses, introducing lighting, artwork, and wayfinding features to nearby destinations.



E8 Strasburg Road public space

Relocate parking at the northern end of Strasburg Road to create an enhanced multi-use games area and public space. In tandem, consider options to activate adjacent arches and improve/open up adjacent underpasses to improve permeability of the space.



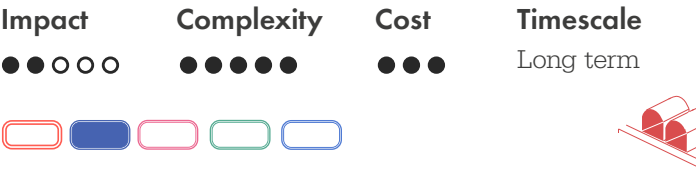
E9 Sopwith Way viaduct

Create an attractive public realm, through surface improvements, street furniture and greening opportunities, to catalyse investment and fit-out of the railway undercroft spaces along this route. To help increase footfall to this route, also consider improved wayfinding from the River Thames and Queen's Circus.



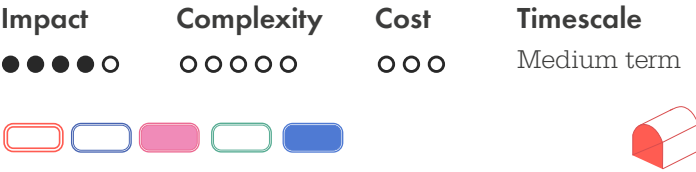
E10 Queenstown Road Station to Heathbrook Park connection

In alignment with the BDTQ framework proposals, consider long-term opportunities to create a new pedestrian and cycling link between Queenstown Road Station and Heathbrook Park.



E11 Battersea Design and Tech Quarter

Support the emerging Battersea Design and Tech Quarter and arches strategy by utilising vacant spaces for workshops and studios to support creatives, tech start-ups and SMEs, where appropriate. This will help to create a economic micro-cluster, alongside complementary businesses.



E12 Link from Thessaly Road to Ponton Road

Create new pedestrian and cycle connection between Thessaly Road and Ponton Road on the north side of the viaduct, delivered in conjunction with major development opportunities in the area. This will provide safe and direct linkage between the Patmore Estate and surrounding neighbourhoods, the new primary school, health centre and wider Nine Elms regeneration area.

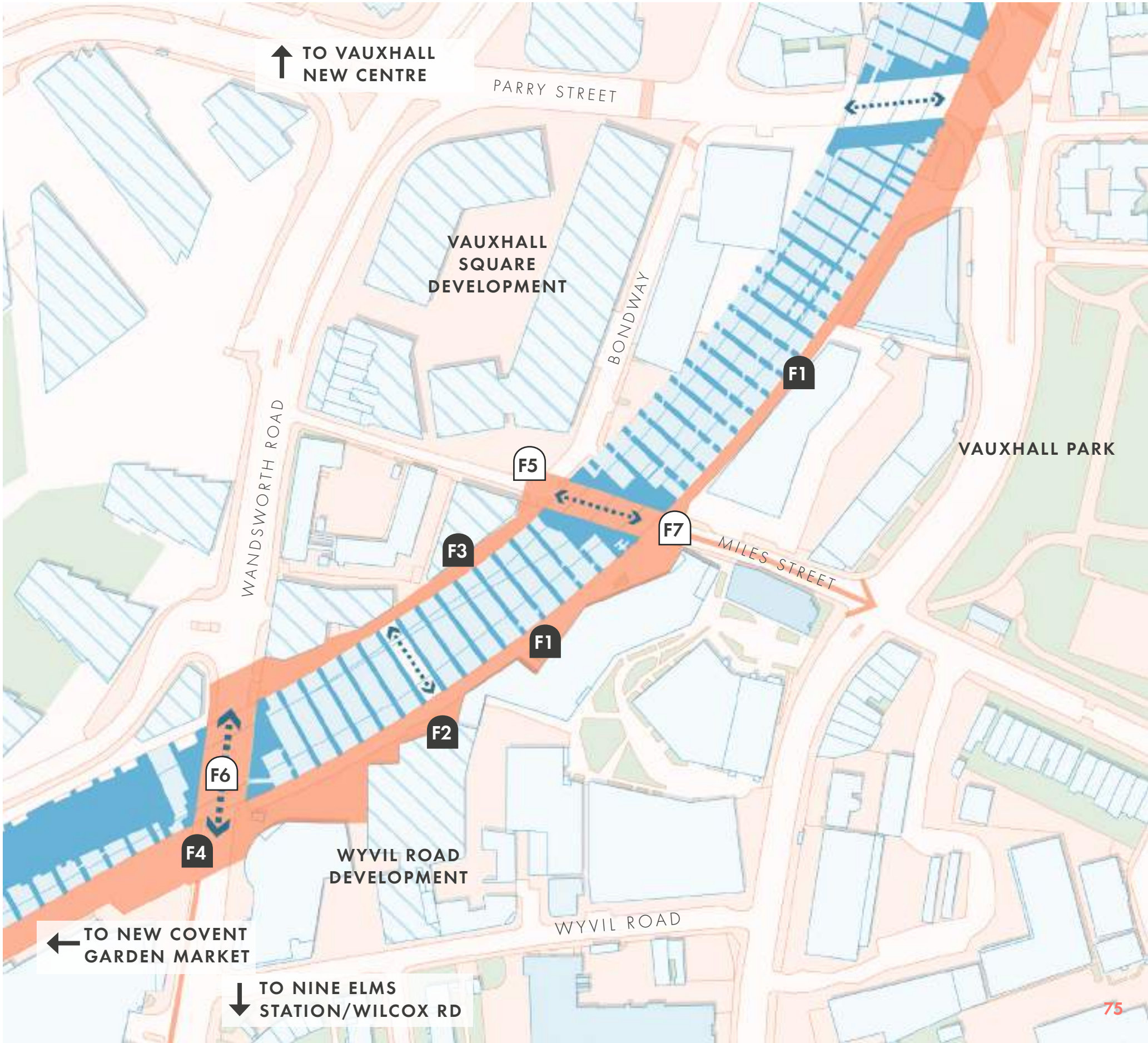
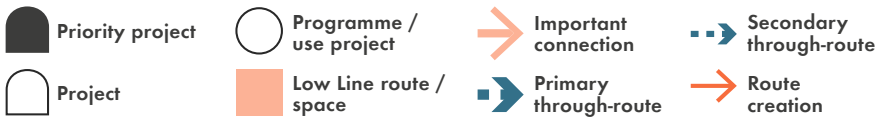


F - Bondway and Miles Street



With new developments towering over the railway line, the route along the viaduct edge will continue to support the diverse range of enterprises in this location. With a new school, safe links through the viaduct are important, alongside improving the quality of the environment whilst supporting business continuity.

- F1** Viaduct public realm upgrades (southeastern edge)
- F2** Wyvil Road development
- F3** Viaduct public realm upgrades (northwestern edge)
- F4** Wandsworth Road creative gateway
- F5** Vauxhall Square development
- F6** Wandsworth Road underpass
- F7** Miles Street upgrades
- F8** Wandsworth Road improvements



F - A vision for Bondway and Miles Street



Vauxhall Square proposed development

F5

MILES STREET

F7

Miles Street upgrades



↑ Precedent: Laneway pop-up events and artwork in Vancouver (Canada). Credit: Paul Kreuger

Viaduct public realm upgrades (northwestern edge)



↑ Precedent: Outdoor seating and integrated planting. Credit: JL Gibbons

Viaduct public realm upgrades (northwestern edge)



↑ Precedent: Market with hanging lights. Kings Cross, London (UK)

F3

F1

Wyvil Road development

F2

Wandsworth Road improvements



↑ Precedent: Grey to Green, Sheffield (UK). Credit: Gardens Illustrated

WANDSWORTH ROAD

RIVER THAMES

F6

Wandsworth Road creative gateway

F4

F8

↓ TO NEW COVENT GARDEN MARKET

A vision for New Covent Garden Market arrival



Wandsworth Road can become a welcoming new arrival point for the public facing market and reactivated arches at New Covent Garden Market. Public art, bespoke wayfinding and wayfaring and tree planting and greening can all help to establish an environment that supports this new activity and energy in the neighbourhood.

Bondway and Miles Street projects



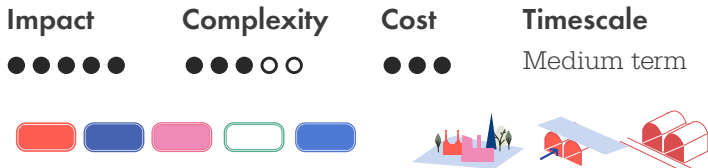
F1 Viaduct public realm upgrades (southeastern edge)

In tandem with proposed new developments (project F2, F5), revitalise the public realm and encourage upgrades to arch frontages. Critically, proposals should manage vehicle access to create an active, pedestrian-focused public realm. Servicing access will be an important requirement in detailed design and consultation.



F2 Wyvil Road development

Utilise the proposed Wyvil Road development as a catalyst to improve the viaduct public realm. In particular, consider development plans to create a new public space and a new underpass (subject to The Arch Co's agreement) and explore ways to integrate play features for kids travelling to and from Keybridge School.



F3 Viaduct public realm upgrades (northwestern edge)

Coordinate with the Vauxhall Square and Wendle Court developments to upgrade the public realm between Bondway and Wandsworth Road, including lighting improvements and public art to make this narrow stretch feel comfortable and safe for everyone.



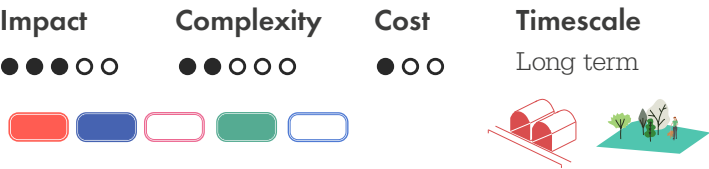
F4 Wandsworth Road creative gateway

Introduce a new creative gateway, including opportunities for flank wall artwork to showcase entry into the market, and enhanced crossings on Wandsworth Road to create a more direct connection along the Low Line route. Introduce planting/SuDS within adjacent wide footway areas to reinforce a Low Line gateway on Wandsworth Road.



F5 Vauxhall Square development

Coordinating with the proposed Vauxhall Square development - and plans to create a landscaped space and raised table at the site's southern corner - introduce artwork/wayfinding features at the intersection of Miles Street and Bondway to signpost adjacent Low Line routes.



F6 Wandsworth Road underpass

In tandem with streetscape enhancements (project F1, F3) and the proposed colourful crossing (project F4), introduce artwork on blank walls and signage to nearby destinations within the underpass. Remove the hoardings at the entrances and establish public art related to the market on the south west flank wall.



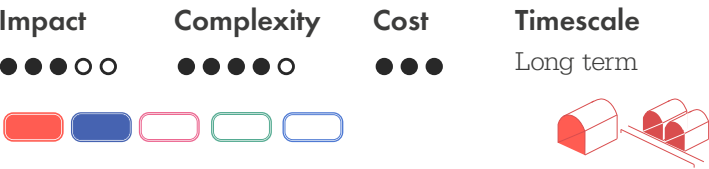
F7 Miles Street upgrades

Resurface Miles Street on the eastern side of the underpass to create an accessible link between viaduct routes. Consider ways to upgrade the Keybridge House servicing yard to contribute positively to this junction.



F8 Wandsworth Road improvements

In conjunction with the proposed new crossing (project F4), consider strategic public realm and transport improvements along the Wandsworth Road corridor to create a multi-modal active travel corridor with associated public realm and planting/SuDS.

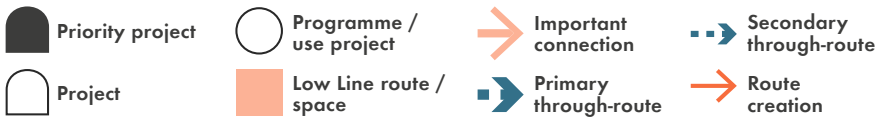


G - New Vauxhall Centre



Vauxhall is poised for further transformation, with plans for a new town centre, transport interchange and removal of the gyratory all emerging. A place where space is at a premium, improving linkages through the viaduct is a priority in this context, alongside making the best use of arch spaces in this evening economy hotspot.

- G1** Low Line gateway
 - G2** South Lambeth Road
 - G3** South Lambeth Road underpass
 - G4** Underpass improvements
 - G5** Albert Embankment public realm
 - G6** New Vauxhall Square
-
- G7** Support night time economy food and beverage cluster
 - G8** Expand retail and leisure uses into arches



New Vauxhall Centre projects

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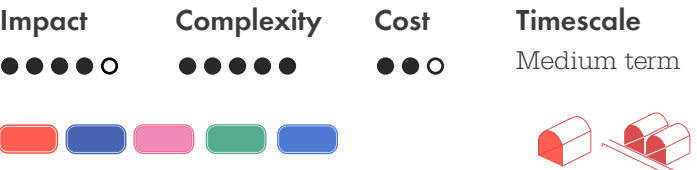
G1 Low Line gateway

Transform the public realm at the intersection of South Lambeth Road and Parry Street into a new public space with greening, seating and public art. The space's design should interface with the proposed re-alignment of crossings on Parry Street.



G2 South Lambeth Road

Coordinating with the Vauxhall gyratory proposals for South Lambeth Road (footway widening, planting and cycleway), encourage activation of arch frontages and utilise feature lighting and artwork to reinforce a continuation of the Low Line route.



G3 South Lambeth Road underpass

Coordinating with the proposed Vauxhall gyratory upgrades, introduce lighting, artwork and signage to the South Lambeth Road underpass to help improve the streetscape environment.



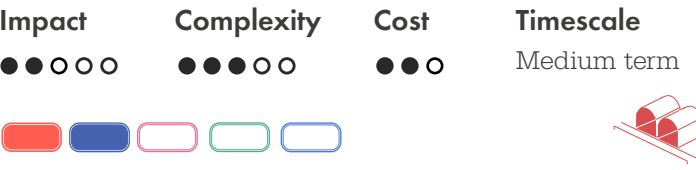
G4 Underpass improvements

Improve the lighting and character of the underpass and its entrances, to that it feels safe and comfortable to use. This could include public art work and removing the hoarding at the eastern entrance on South Lambeth Road.



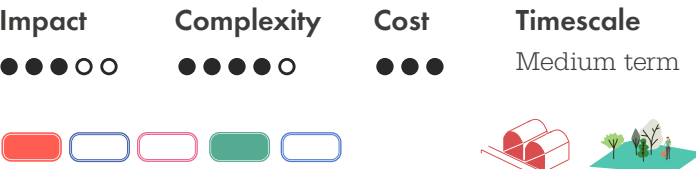
G5 Albert Embankment public realm

Upgrade the public realm and remove the large hoarding to create an attractive streetscape with sensitivity to business access needs. Incorporate cycle parking, cargo bike hire and e-cycle charging points, if possible.



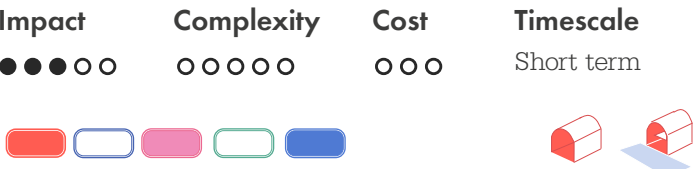
G6 New Vauxhall Station Square

Explore options to integrate distinctive Low Line signage and public art, related to the area's heritage, into the proposed new Vauxhall Cross public square. As part of this project, remove the hoardings either side of the rail bridge, to improve the setting of the RVT.



G7 Support night time economy food and beverage cluster

There is already a cluster of food and drink uses in Vauxhall town centre. The arches along South Lambeth Road and on the river-side of the viaduct both could be supported to host food and drink uses to support the night time economy.



G8 Expand retail and leisure uses into arches

Respond to demand and establish retail and leisure uses in arches near Miles Street, with accompanying lighting improvements and public art to make this narrow stretch feel comfortable and safe for everyone.



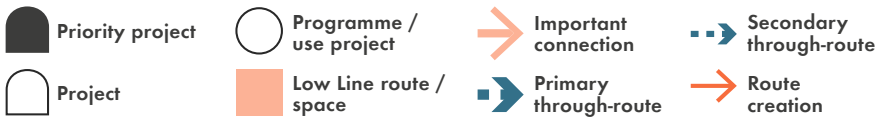
→ Artists impression of proposals for South Lambeth Road and South Lambeth Place. Image: Transport for London.

H - Sail Street



Continuity of route is the priority along the Sail Street area. This is a relatively stable area, with the arch spaces generally occupied by a major local employer and adjacent sites having recently been developed out. Promoting the Low Line extension through implementation of the Lambeth Kerbside Strategy is an exciting opportunity.

- H1** Lambeth Road crossing
- H2** Restore Lambeth Road’s historic bridge area
- H3** Reinforcing connectivity on Ingram Close
- H4** Low Line gateway artwork
- H5** Sail Street public realm
- H6** Linking Archbishops Park to Lambeth Walk Open Space
- H7** Old Paradise Street underpass
- H8** Sail Street Light Industrial Zone
- H9** Establish a green logistics centre/last mile delivery hub (location to be determined)



Sail Street projects

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H1 Lambeth Road crossing

Add controlled crossings to all arms of the Hercules Road/Sail Street and Lambeth Road junction to increase connectivity for walking and cycling.



H2 Enhance Lambeth Road’s historic bridge area

Upgrade the underpass public realm with focus on safety, active travel and signage to local destinations. Restore the listed lamp column and remove the hoarding. Coordinate with Network Rail upgrade work to restore historic features and ironwork on the bridge in the longer term.



H3 Reinforcing connectivity on Ingram Close

Consider opportunities to improve wayfinding by animating blank walls and introducing integrated Low Line signage to Ingram Close.



H4 Low Line gateway artwork

Introduce artwork at the junction of Sail Street and Lambeth Road to act as wayfinding. For example, on the viaduct flank wall or within the public realm in front of 8 Sail Street. Potentially taking elements from local organisations such as the Garden Museum.



H5 Sail Street public realm

Upgrade the public realm to create an attractive streetscape with sensitivity to business access needs, considering cargo bike provision and EV charging to support businesses’ transition to sustainable transport modes. Servicing access will be an important requirement in detailed design and consultation.



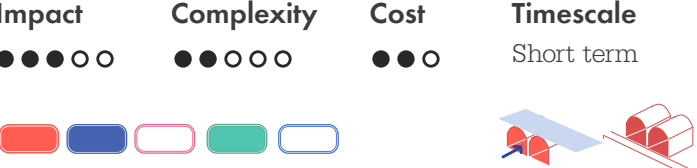
H6 Linking Archbishops Park to Lambeth Walk Open Space

Upgrade the public realm on Pratt Walk and Juxon Street, to strengthen connections with nearby green open spaces, and consider lighting/artwork opportunities within the adjoining underpass.



H7 Old Paradise Street underpass

Restrict vehicular access within the underpass to improve walking and cycling connections to nearby open spaces and cultural destinations. In addition, use lighting/artwork to improve the underpass environment.



H8 Sail Street Light Industrial Zone

Support the existing cluster of light industrial activities, through ensuring the space remains functional for trades and visiting customers.



H9 Establish a green logistics/last mile delivery hub (location to be determined)

Make use of a vacant arch on the edge of the town centre to establish a site for consolidated deliveries for nearby businesses, with cargo bikes or small electric vehicles used for local distribution.



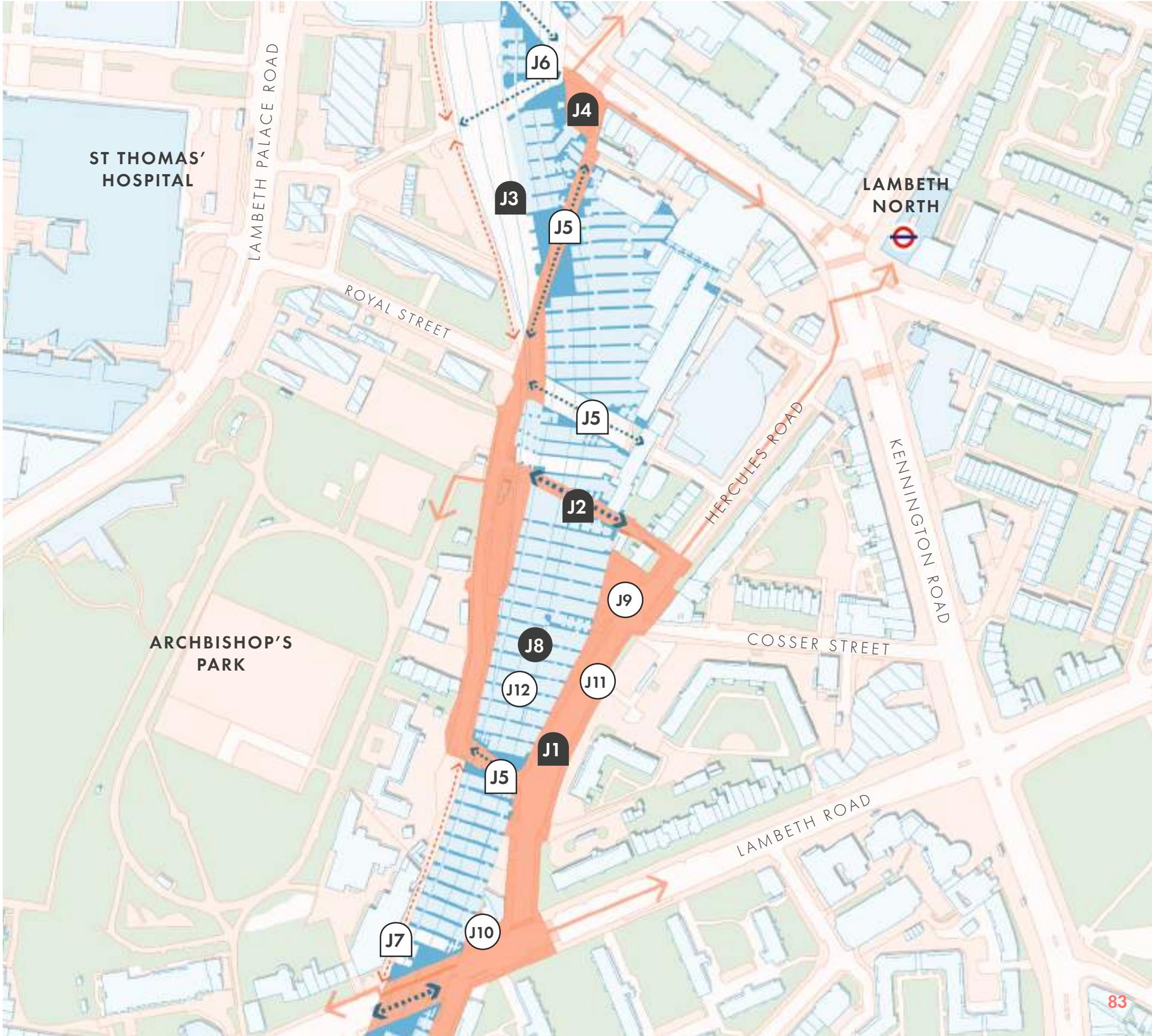
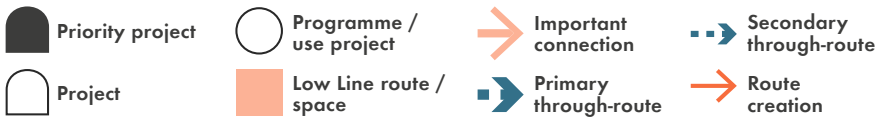
↑ Existing photo at the junction of Sail Street and Lambeth Road. Proposals for public realm upgrades should consider existing cycle infrastructure and business servicing needs but improve the environment for pedestrians and reveal the historic viaduct through hoarding removal

J - Hercules Road



As the railway approaches Waterloo Station, the arch spaces widen and become more generous, just like the opportunities they present. The proposed Royal Street development seeks to engage with this opportunity, and the Hercules Road frontage has potential to do the same.

- J1** Hercules Road Streetscape transformation
 - J2** Gateway to Archbishop’s Park
 - J3** Royal Street development proposal
 - J4** A new public space at Upper Marsh
 - J5** Underpass upgrades
 - J6** Low Line Gateway
 - J7** New Carlisle Lane link
-
- J8** Hercules Road workshop zone
 - J9** Animating yard space
 - J10** Animate yard space on Lambeth Road
 - J11** Events on Hercules Road
-
- J12** Making ‘dark’ kitchens public facing



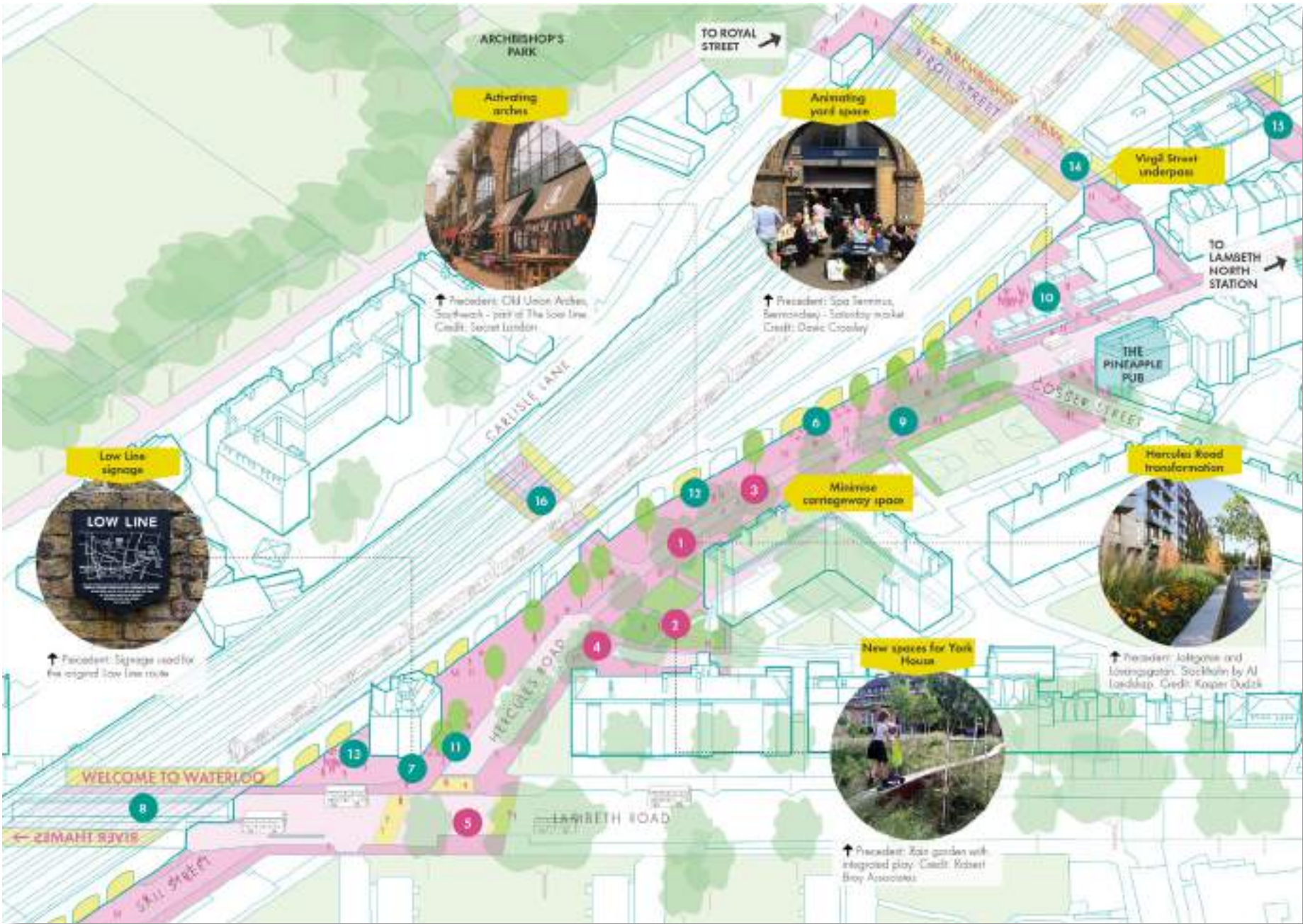
J - Hercules Road



- Yard space public realm upgrades including lighting, planting and paving improvements
- Promoting 'making as performance' - informally opening up arches to the public
- Improvements to the adjacent underpass and new Low Line wayfinding signage



- Active frontages facing onto the yard space with public-facing uses
- Pop-up events, markets and activation
- Informal planters and temporary seating to support activation



↑ Page extract from the WeAreWaterloo Placemaking Strategy showing proposed projects around the Hercules Road area, with relevant precedents. The projects proposed within this report overlap and coordinate with these proposals and should help to reinforce the identity and quality of the Low Line route between Lambeth Road and Lambeth North Station.

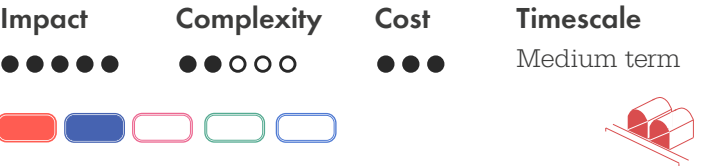
Hercules Road projects

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J1 Hercules Road Streetscape transformation

Applying Lambeth Kerbside Strategy guidance, minimise the carriageway to improve walking/cycling infrastructure and create generous rain gardens, sustainable drainage, and play features between Cosser Street and Lambeth Road. This would be subject to a detailed impact assessment and maintain vehicle and servicing access for businesses.



J2 Gateway to Archbishop’s Park

Introduce bold feature lighting and open up arches (where possible) within the Virgil Street underpass. In addition, introduce signage to and from Archbishops Park/Royal Street and create a crossing on Carlisle Lane near to the park entrance.



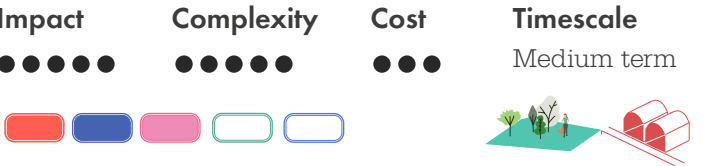
J3 Royal Street development proposals

If consented, consider opportunities to coordinate Royal Street’s proposed viaduct and arch upgrades with other VNEB Low Line components. For example, promoting the use of signage, street furniture, or plant species.



J4 A new public space at Upper Marsh

Create a new public space on Westminster Bridge Road, where Lower Marsh, Upper Marsh and Carlisle Lane meet. Remove the hoarding and support business spillout and public-facing uses within the rail arches. This is a pivotal location between the existing Low Line and the extension and could form a gateway.



J5 Underpass upgrades

Improve the underpasses on Centaur Street and Carlisle Lane, considering options to enhance pedestrian and cyclist priority, encourage businesses to open up underpass units (where possible) and provide improved lighting to increase safety.



J6 Low Line Gateway

Make a safe and direct crossing on desire lines between Lower Marsh and Upper Marsh, and introduce distinctive Low Line signage or artwork to reinforce a gateway moment.



J7 New Carlisle Lane Link

Open up the blocked route between Carlisle Lane and Lambeth Road and consider opportunities to improve the public realm setting of these arches and safety of this new route.



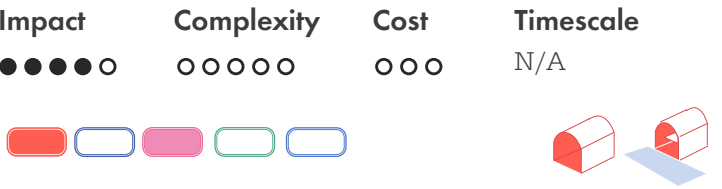
J8 Hercules Road workshop zone

Transport, recycling and logistics hubs (with a community focus, where possible). This is an extremely accessible and prominent location adjacent to an established residential community and employment clusters around Waterloo, Southbank and Lambeth North.



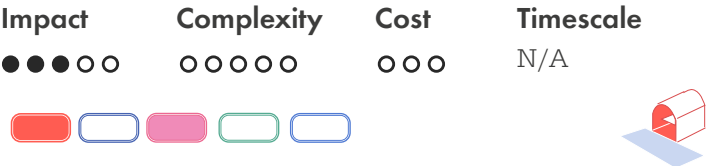
J9 Animating yard space

Encourage animation of yard space in front of Arches 197-202, working with existing arch catering businesses to create public-facing uses and the idea of ‘making as performance’.



J10 Animate yard space on Lambeth Road

Animate space in front of Arches 178-205 for weekend events and public facing activities to promote businesses within railway arches.



J11 Events on Hercules Road

Temporarily close through-traffic on Hercules Road for events and community activities. Use these events to test ideas and shape future public realm improvements.



J12 Making ‘dark’ kitchens public facing

Review Arch Co guidelines and consider enforcement measures to manage nuisance issues from dark kitchens and bike delivery services in this area.



Lambeth and Wandsworth local authorities each have planning, policy and funding tools through which to begin the process of extending the Low Line and delivering the projects identified in this placemaking strategy. However, much of the change will be brought about by collaboration with wider stakeholders.

This section sets out the key principles and methods for the councils and stakeholders to curate and deliver the range of uses and public realm and connectivity projects identified. These projects will help establish a diverse mix of uses within the arches to reduce vacancy rates and create a more thriving Low Line where local enterprises can prosper.

This section also considers a range of approaches to deliver and maximise social value along the Low Line, realising a range of social and economic benefits for local communities.

The guidance is strategic in nature and relates to the range of project types on which partners will work collaboratively. It complements the more practical place- and projects-based actions and delivery advice in the preceding section.





An innovative approach to development will be adopted to respond to increasingly constrained public sector resources and heightened economic pressures.

As such, the following delivery principles set out how LB Lambeth, LB Wandsworth and the relevant stakeholders can deliver tangible and positive change along the Low Line.

Collaboration and partnership

All stakeholders must be committed to making the most of opportunities to work collaboratively to share resources, knowledge and creativity to accelerate, shape and refine project delivery.

Flexibility and responsiveness

The arches must continue to adapt to meet the ever-changing needs of local residents and businesses.

Innovation and creativity

Continue to develop and propose innovative project ideas, beyond those outlined in this study, and explore new approaches to leverage funding through both the public and private sector.

Area-wide and location specific

Striving to address issues that exist both across the entirety of the Low Line and those that are specific to defined 'places'.

Commitment and focus

All stakeholders must share a long-term commitment to responding to the challenges and opportunities identified and driving forward delivery.

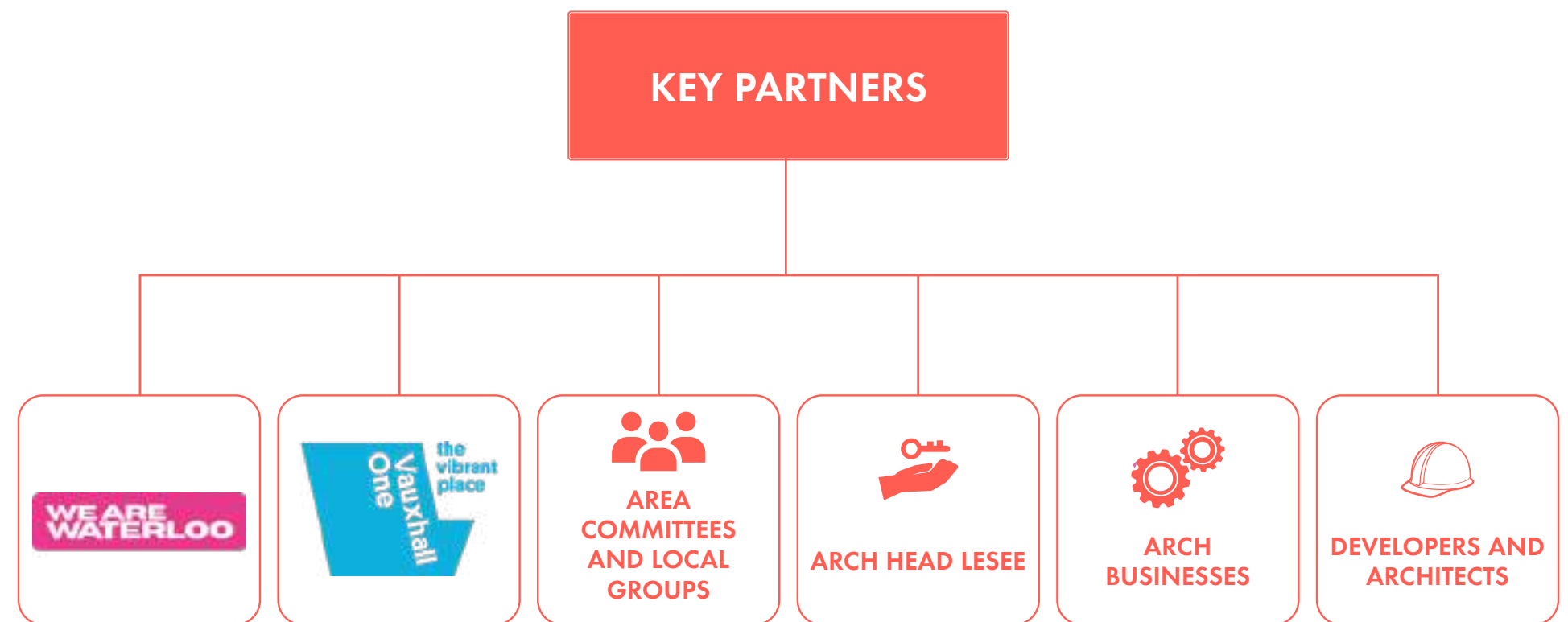
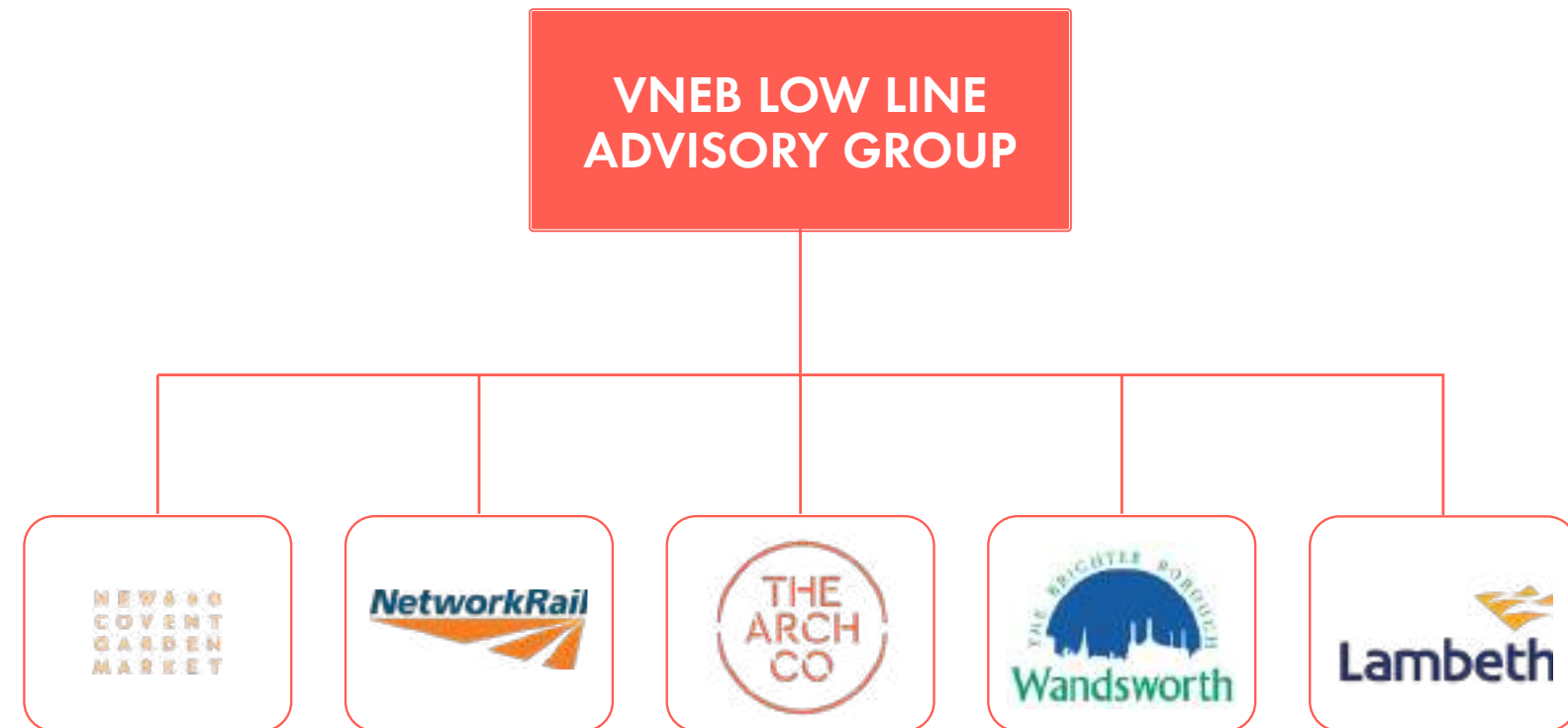


An Advisory Group will be established for the VNEB Low Line, which will:

- Provide support and “steer” to move the project into a delivery phase, following the completion of this commission.
- Cascade key information and updates to key partners, stakeholders and local residents.
- Provide senior leadership and advice to key partners, stakeholders and local residents.
- Ensure that strategic opportunities for cross-collaboration with key stakeholders, with other projects and between the boroughs are realised.
- Ensure a robust governance approach is coordinated and managed in line with project management principles.

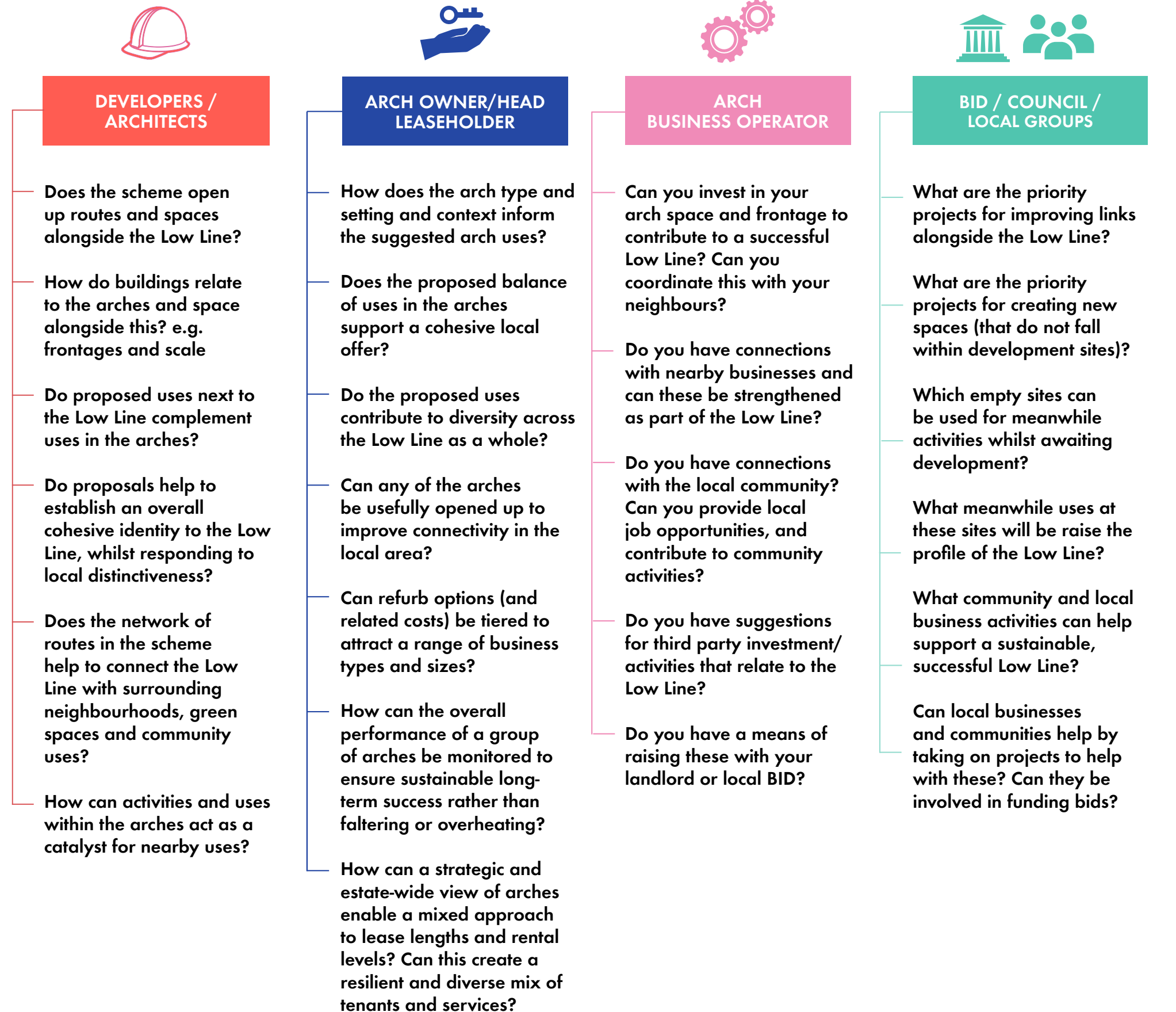
The Advisory Group will oversee implementation of projects and interventions to help realise the vision, meeting quarterly, with delivery driven primarily by boroughs and BIDs.

Members of the Advisory Group will work with Key Partners as required, taking a localised approach within each of the key areas, with the intention that committees are established for each area or objective/ theme, comprising local businesses, residents and community groups. The aspiration is that these partnerships will help coordinate, realise and prioritise local activity.



As highlighted above, unlocking the long-term success of the Low Line and its integration into the south London neighbourhoods it traverses will depend upon the inputs and actions of various people and organisations.

A number of key questions have been developed for the Southwark Low Line which are equally relevant to the VNEB Low Line as it evolves. These provide useful cues for key considerations that relate to the multiple partners involved in delivering a sustainable and resilient future for the Low Line.






A variety of project types have been identified for realising the potential of the Low Line and achieving the objectives set out in the strategy. A number of delivery methods exist to progress these various projects, which will involve collaboration with a range of partners and stakeholders. An overview of these delivery mechanisms is set out here.

A PLANNING POLICY HOOKS 

Providing hooks within the Local Plans, SPDs and local masterplans that have material consideration. These can be used to safeguard future routes, spaces and frontages.

B DIRECTING S106 AND S278 FUNDS 

Reviewing each development site to ensure that funds are being put to greatest effect and can be greater than the sum of their parts. This is particularly relevant to public realm works, links, spaces and community uses.

C INVESTING IN COUNCIL BUILDINGS/ SPACES 

Council-owned buildings and spaces may be underused and can present opportunities to take on alternative uses that relate to the Low Line. Capital investment will improve the functionality and appearance, supporting a diverse range of community uses.

D UPSKILLING COMMUNITY GROUPS 

Local communities have a wealth of knowledge, skills and energy that can be supported by the councils through training and collaboration. This could facilitate a diverse programme of cultural and community events along the Low Line.

E GUIDING STRATEGIC DEVELOPMENT 


Having proactive discussions at pre-application stage and ensuring DRP members are aware of priorities will help planning policy hooks to have the maximum positive impact and encourage a broader understanding of the Low Line objectives.

F TARGETING COUNCIL FUNDS AND/OR PROJECTS 

Council/national funding pots and community projects can have a direct impact on delivering the priorities set out for the Low Line. Community activation, greening and sustainability measures may all have relevant funding streams.

G LIAISING WITH KEY STAKEHOLDERS 

Open and continued dialogue with key contacts at BIDs, Arch Co and CGMA, amongst others, will help ensure a joined up approach. This will help guide capital investment in the internal or external structures of the Low Line arches to improve fit-out, specification, functionality and appearance, supporting a diverse mix of commercial uses.

H PROVIDING OFFICER TIME 

Capital funds may not always be available, but revenue funding or officer time through targeted secondments could help unlock key projects, such as developing a strategy for activating vacant arch space or coordinating events and activities.



A review of case studies delivering similar initiatives in the arches in London and across the UK has allowed us to derive a series of 'lessons learnt' that can be implemented in extending the Low Line to Lambeth and Wandsworth:

<p>Integration and permeability to nearby developments or existing buildings is fundamental in ensuring sufficient footfall and utilisation of arches.</p>	<p>Stakeholder engagement is crucial in identifying specific local needs to determine a suitable mix of uses for the Low Line.</p>	<p>Arches allocated for community or non-profit uses are frequently delivered through anchor tenants or alongside a number of related commercial operations.</p>	<p>Attracting and retaining dedicated volunteers, community groups and charitable organisations is fundamental for delivering change in arches.</p>	<p>Modular interventions, both internal and external, are helpful and should be adopted where there are competing 'day' and 'night' uses for the same spaces.</p>
<p>Dedicated opening hours for specific sections of the Low Line will support a variety of industrial and commercial uses (e.g. weekend markets for the public, restricted to industrial uses during weekdays).</p>	<p>Marketing and communication is crucial in keeping people engaged with arches</p>	<p>Leveraging new developments in close proximity to the arches is a major opportunity for unlocking investment.</p>	<p>Engagement with developers must be undertaken to maximise opportunities for meanwhile uses.</p>	<p>Meanwhile uses should embrace the circular economy to prevent waste.</p>



The VNEB Low Line Advisory Group will help bring together key views and perspectives from key partners and stakeholders from across the private, public, charity and voluntary sectors to enable effective and informed decision making and resource planning. The VNEB Low Line Advisory Group will continue the ongoing process of stakeholder engagement that is required to ensure that the projects and priorities for the Low Line remain relevant and meet the needs of local residents and enterprises. More specifically, the VNEB Low Line Advisory Group is committed to the following:

- Ensuring that each 'place' or 'neighbourhood' has some oversight or steering group which comprises both arch tenants and local residents, which is in direct communication with the Advisory Group and Key Partners.
- Facilitating collaboration between the Advisory Group and Key Partners to ensure a variety of fit-out specifications, including modular initiatives within the arches. These should meet the needs of local enterprises, helping to address the hinterland's loss of office and industrial floorspace whilst accommodating growth in growing sectors such as hospitality, retail, and wholesale.
- Facilitating collaboration between the Advisory Group and Key Partners to ensure a diverse use of arches and rental values, some of which are affordable for the hinterland's growing number of SMEs. This could include allocating a certain percentage of floorspace in arches as affordable or subsidising rent through grant allocations.*
- Facilitating collaboration between the Advisory Group and Key Partners to ensure rental values at key identified locations are affordable for community groups to accommodate the hinterland's growing population. This could include allocating a certain percentage of floorspace in arches as affordable or subsidising rent through grant allocations* or LPA rental and sub-rental.

This will be dependent on the delivery mechanism and stakeholders involved.

- Collaboration between the Advisory Group and Key Partners to identify potential enterprises, community groups and locations for temporary / meanwhile uses to reduce vacancy rates in line with the London average.
- Coordination of access and opening times to suit the 24-hour economy of the Low Line (e.g. opening of New Covent Garden Market to the public at certain times or days to retain existing functions as a working market alongside providing new functions for the local community).
- Identify new (related priority sectors identified in policy, including creative industries, life sciences, green and the night-time economy) or existing anchor tenants (such as Pimlico Plumbers) to take more 'ownership' of localised areas of the Low Line to curate a cluster of cohesive and interrelated functions.
- Delivering social value for the end users through the implementation of the framework and principles set out in this report.
- Collaboration between the Advisory Group and Key Partners to mitigate any potential conflicts between users of the Low Line and ensure there are adequate communication mechanisms (such as websites, social media, newsletters and

events) to maximise transparency of all future plans.

- Establishing a communication platform to connect local enterprises with one another and local residents.
- Collaboration between local educational institutions (potentially including Walnut Tree Walk Primary School, London School of Business & IT, Oasis Academy South Bank, Vauxhall Primary School) and the Advisory Group to provide access to employment, training, community and volunteer opportunities.
- Collaboration between the Advisory Group and creative enterprises and organisations (potentially including Newport Street Gallery, Beaconsfield Contemporary Art, Base Dance Studios) to curate a programme of cultural events.
- Collaboration between the Advisory Group, Vauxhall One BID and WeAreWaterloo BID will need to ensure that enterprises from within the arches and the Low Line Hinterland continue to be represented. Through the Advisory Group will work closely with Arch Co and BIDs to make local enterprises aware of vacant arches, events and other opportunities along the Low Line.

* See note on different methods for delivering affordable space on the following page.



The VNEB Low Advisory Group are committed to maximising social value by extending the Low Line to VNEB. The Low Line offers a unique opportunity to deliver greater community benefits and create real and long-lasting value within the VNEB Opportunity Area. Defined by the Public Services (Social Value) Act 2012 as the “economic, social and environmental wellbeing”, social value is a measure of the contribution of an organisation, development or partnership to society.

Social value can be delivered across the full life cycle of a project from design and construction through to occupation, including how properties are managed and how occupiers add value. These benefits can be both direct and indirect.

Based on a review of local policy, socio-economic baseline analysis and stakeholder engagement, the following needs and opportunities related to social value have been identified:

- As part of a range of arch types and rental levels, provision of some affordable workspaces* for SMEs and start-ups along the Low Line in response to significant rises in rental costs coupled with the loss of industrial land as identified through the economic evidence base and through stakeholder engagement. This will be dependent on

the delivery mechanism and stakeholders involved.

- Expansion, preservation and renewal of facilities and spaces for creative and cultural activities.
- Rapid population growth in the Nine Elms and Vauxhall is exacerbating demand for social infrastructure and community facilities.
- Pockets of deprivation, specifically relating to living environment, remain an issue in Nine Elms, Battersea and Vauxhall.
- Incidences of crime remain a challenge across the Low Line Hinterland.

Informed by the above needs and opportunities, the social value principles to the right have been developed for the Low Line. A high-level action plan for achieving the Low Line’s social value principles is set out on the following pages.

** Providing affordable space across the Low Line is an ambition of both councils, however, we know that the mechanisms to achieve this vary. As such, we will look to encourage developers or those who are able to take long leases on arches to support the provision of lower cost space, supporting micro-economies and clustering.*



Safeguarding and supporting existing economic and social activities through retaining affordable floorspace within the Low Line arches.*



Maximising opportunities through adjacent and nearby developments.



Maximising opportunities through capital investments within the Low Line arches.



Activation of public realm to improve living conditions and reduce incidences of crime.



Maximising opportunities through operation and management of the Low Line arches.



PRINCIPLE 1

Safeguarding and supporting existing economic and social activities through retaining affordable floorspace* within the Low Line arches.

- Arch Co to continue to engage with tenants to ensure that the arches continue to meet economic and social needs.
- Commitment from VNEB Low Line Advisory Group to identify arch types and locations which might be suitable as 'affordable' space* for small businesses or community groups. This will be dependent on the delivery mechanism and stakeholders involved.
- LB Lambeth and LB Wandsworth to ensure tenants are fully aware of potential funding and support opportunities.
- BIDs, LB Lambeth and LB Wandsworth to promote the Low Line's enterprises and social activities through a creative and consistent promotional and branding campaign.

*See note on different methods for delivering affordable space on the previous page.

PRINCIPLE 2

Maximising opportunities through adjacent and nearby developments.

- LB Lambeth and LB Wandsworth to engage with developers to encourage developments to align and respond to the Low Line and utilise arches to deliver the required provision of social infrastructure and community assets. This includes only permitting developments that interact with the arches without turning their back on them.
- LB Lambeth and LB Wandsworth to explore Supplementary Planning Guidance that influences developers to maximise opportunities along the Low Line. This could include developments committing to use vacant arches as a component of their development.
- Maximise and/or mandate S106 and CIL commitments from developments within a specified distance from the Low Line through an SPD.

PRINCIPLE 3

Maximising opportunities through capital investments within the Low Line arches.

- Develop, agree and implement a Social Value Framework with key partners and stakeholders which includes specific targets on Living Wage, local employment, apprenticeships, training and education, and local procurement.
- Engage with local skills providers and develop programmes.

PRINCIPLE 4

Activation of public realm to improve living conditions and reduce incidences of crime.

- LB Lambeth and LB Wandsworth to deliver public realm that improves lighting and amenity, reducing incidences or crime and improving safety for all.
- Delivery of public realm that improves accessibility and movement along the Low Line.
- Alignment of public realm and active travel infrastructure to improve health outcomes for local residents.

PRINCIPLE 5

Maximising opportunities through operation and management of the Low Line arches.

- Develop, agree and implement a Social Value Framework with Arch Co and tenants which includes specific targets on Living Wage, local employment, apprenticeships, training and education, and local procurement.
- Encourage activities within the circular economy by encouraging clusters of related activities.



Implementation of a Social Value Framework, both during delivery of capital investments and the continued operation of the Low Line, should consider the following indicators:

Theme	Indicator
Employment	<ul style="list-style-type: none">• Number of FTEs* and % of employees from Protected Characteristics, economic status; health and, speaking English as an additional language (EAL)• Number of jobs within LB Lambeth and LB Wandsworth priority sectors• Number of FTEs* and % of employees on Living Wage <p>*Full-time equivalent (FTE) is a unit used to measure employed persons or students in a way that makes them comparable, although they may work or study a different number of hours per week. For example, a person working full-time is counted as one FTE, while a part-time worker or student gets a score in proportion to the hours they worked or studied. For example, a part-time worker employed for 20 hours a week where full-time work consists of 40 hours, is counted as 0.5 FTE.</p>
Education and Training	<ul style="list-style-type: none">• Number of apprenticeships (by level 2, 3, 4)• Number of work placements
Usage and Activities	<ul style="list-style-type: none">• Number of community groups• Number of community events• Number of arts and culture events• Number of volunteers• Meanwhile / temporary community use floorspace• Number of events / attendees• Proportion of affordable floorspace• Area of new or improved greenspace• Length of new or improved active travel routes

The implementation of any Social Value Framework must be embedded through a compulsory and robust monitoring and evaluation process.

The vision and strategy for extending the Low Line was a joint commission by Lambeth Council and Wandsworth Council. The strategy was developed by Allies and Morrison with Hatch, Urban Flow and Ash Sakula. We are grateful for the support, inputs, and ideas of all those who have contributed and engaged with the team throughout the process, and for the continued support of a number of key stakeholders.



Allies and Morrison

HATCH



Ash Sakula

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