

THE
NORTHBANK



TRAFALGAR SQ · STRAND · ALDWYCH

PUBLIC REALM
VISION AND STRATEGY

June 2015

Publica



A VISION FOR ALDWYCH

EXECUTIVE SUMMARY

The Northbank – an area stretching between Trafalgar Square, Covent Garden, the Thames, and Aldwych – is a district on the cusp of significant change. Several new developments are proposed that have the potential to radically redefine the setting, uses and perceptions of this part of London. They include a number of major infrastructure projects, such as the proposed Garden Bridge, the removal of the Aldwych gyratory, TfL's east-west Cycle Superhighway and changes to the riverbank as part of Thames Tideway Tunnel works. Alongside these, there are many large scale development sites across the district, such as Arundel Great Court, and the LSE and King's College masterplans, with King's College also due to expand into the recently completed Aldwych Quarter development. These will considerably change the character of specific areas within the Northbank. Altogether, these various projects will create a significant change to the district, and if all are delivered, provide the most significant transformation since the innovations of the Victorians, when the area was reinvented by the momentous construction of Bazalgette's Embankment and the building of Aldwych.

As well as being part of this extensive development context, the area sits at the heart of a number of major urban policies and visions from Westminster City Council (WCC), the Mayor of London, and TfL. Any future works in the Northbank Business Improvement District (BID) should consider the proposals outlined in the Mayor's Roads Task Force (2014) and the Mayor's River Action Plan (2013), as well as WCC's proposed Cycling Grid, Policy Topic Papers (currently under consultation) and Supplementary Planning Documents related to the public realm. These include WCC's Westminster Way, Theatreland Strategy, and detailed policies related to trees, frontages and open spaces.

Within this context, this report proposes a Vision for the Northbank and Public Realm Strategy for the district. It lays out a series of public realm upgrades which, as a whole, could aspire to achieve the Vision, and it recommends specific principles that should guide public realm upgrades (the Public Realm Strategy). The Strategy also suggests which spaces could be seen as priorities, and identifies what overall improvements might look like across the district. This document builds upon the Northbank BID's business plan, which aims to deliver exceptional, high quality public spaces and ensure that the Northbank develops its status as a world class destination in the centre of London. The contents of this report have been developed in consultation with Westminster City Council and Transport for London.

The Vision and Strategy also build upon the detailed evidence base developed in Publica's earlier Public Realm Survey (*Northbank BID Public Realm Survey*, April 2014). This survey outlined the issues and opportunities of the area, by studying current public realm conditions, analysing how the district works as a whole, and identifying spaces for future upgrades. The Northbank is an area with dramatic topography, a rich diversity of use, as well as vehicle-dominated public spaces, poor pedestrian connections, overlooked assets, forgotten public spaces and a lost night time vibrancy.

In preparing the Vision, consideration has been given to how the public life of the district can be reinvented and the area's identity in the West End redefined. The Northbank is a complex historic neighbourhood incorporating a collection of varied character areas that should be

celebrated and enhanced. In light of significant wider developments in the West End it is important that the area is well-connected and seeks to strengthen links to wider strategic walking and cycling routes. To maximise its potential, the Northbank's public realm should be welcoming, support a wide variety of uses, and provide high quality settings for its remarkable architecture. It can also offer a locus for innovation, as well as a centre for national celebration and a vibrant night life. This could be achieved by integrating and programming key spaces for creative, cultural and intellectual exchange, and celebrating the urban promenade of spectacle and display through the key routes of the district.

This ambitious Vision should be realised through a series of considered strategic interventions; through both large, long term projects and a series of incremental smaller scale upgrades. Within such a complex historic district, with many different character areas and many spaces to be upgraded, no proposals should be generic. This report has identified 40 spaces for public realm upgrades each with specific principles and issues. For reference, these spaces have been grouped into five geographical 'families' – around Aldwych and Villiers Street (the two BID sub-groups), Strand (a future BID sub group), Victoria Embankment, and finally, the Northbank lanes, courts and smaller spaces.

All the spaces are analysed using four key themes. These themes are overarching issues that affect most spaces in the district. They are: mitigating the impact of traffic (considering the requirements of buses, taxis, servicing, and parking), upgrading the public realm (including greening, materials, lighting, and decluttering), connecting the public realm (wayfinding strategies, strategic walking routes and connections, and improved crossings), and celebrating public life (cultural programming and supporting an active and vibrant street life).

Under these themes a series of unique principles has been suggested for each space, subject to further development of plans and feasibility analysis. The principles outlined in this report have been developed from the analysis presented in Publica's previous survey findings, as well as from information gathered from the experience, steer and ongoing proposals of stakeholders within the district.

The details of the Public Realm Strategy are compiled in a compendium that has been formatted as a toolkit to enable easy comparison between spaces and projects. This compendium will give stakeholders the opportunity to compare the impacts and complexities of each proposal.

Publica has recommended ten priority projects from the 40 spaces analysed. These are a mixture of short and long term projects with varying degrees of complexity. They include large scale projects at the Aldwych gyratory and the Victoria Embankment River Promenade, as well as smaller scale works upgrading alleys, lanes and courts, as well as key routes through the district at Strand, Arundel Street and Villiers Street. These priority projects have been highlighted as possible catalysts which should be considered by the BID Board as they decide the phasing and procurement of future works.

INTRODUCTION

In January 2014 Publica was commissioned by the Northbank Business Improvement District (BID) to carry out a Public Realm Survey of the Northbank, an area adjoining Strand and Aldwych between Covent Garden and the river. This was submitted in April 2014 and analysed the current conditions of the Northbank's public realm, identifying opportunities for improvement. In August 2014, Publica was subsequently commissioned to develop these identified opportunities for improvement into a detailed Vision for the Northbank and Public Realm Strategy for the district. This work comprises a series of wider aspirations for the public life of the district, alongside a number of principles to guide potential public realm upgrades. This document presents the Vision and Strategy produced by the work, together with a brief summary of earlier survey work. It is recommended that the survey results are read in tandem with this report for full background evidence (*Northbank BID Public Realm Survey, April 2014*).

This report has four sections: a summary of the 2014 Survey's key findings; A Vision for the Northbank; the Public Realm Strategy; and the Compendium of Projects. The Vision outlines the broader ambitions sought by the public realm upgrades proposed in the Strategy. These ambitions go beyond individual public realm projects or specific physical interventions, describing the BID's wider aspirations. This section of the report is intended to encourage discussion and debate regarding the objectives of the district as a whole.

The third section, the Strategy, then summarises the specific proposals across the district. The district has been broken down into 40 key spaces, grouped into five geographical 'families'. These are assessed through four main themes: mitigating the impact of traffic, upgrading the public realm, connecting the public realm, and celebrating public life. At the end of the Strategy, Publica has suggested a number of priority projects and next steps for consideration.

The Compendium is the fourth and final section and describes the projects and principles for the 40 key spaces in full. This section has been formatted to enable easy comparison between spaces and projects. The Compendium will give stakeholders the opportunity to compare the complexities and impacts of each proposal to develop an agreed list of priorities as next steps. It is intended to be used as a reference tool for those developing and implementing upgrades.

The drawings in this report represent loose principles and not definitive designs. The content of this report represents the information available in May 2015, and issues are likely to change and evolve. They have been developed in consultation with Westminster City Council (WCC) and Transport for London (TfL), but have yet to be fully tested by WCC, TfL, Historic England, and Port of London Authority (PLA). Each of the 40 proposed projects would require full consultation, feasibility analysis, drawn briefs and decisions regarding planning, phasing, funding and delivery. The Northbank BID and Publica would like to thank all stakeholders who contributed information, comments and design suggestions that helped in the development of this report.

PUBLIC REALM SURVEY SUMMARY OF KEY FINDINGS

This section of the report summarises Publica's key findings arising from the Public Realm Survey completed in April 2014. The Northbank BID commissioned the report to examine current public realm conditions within the Northbank area and to make recommendations for potential future improvements to the district as a whole, providing a strategic overview to identify key issues and opportunities.

The Northbank is a complex historic neighbourhood incorporating a collection of varied character areas that should be celebrated and enhanced.

This overview has been distilled in the next few pages, using images from the report to discuss each key finding. Please refer to the survey report for further text, maps, photographs and illustrations to support these findings (*Northbank BID Public Realm Survey, April 2014*).



MAP OF THE EXISTING CHARACTER OF THE NORTHBANK (DRAWN EARLY 2014)

Key findings:

- 1 THE NORTHBANK HAS A DRAMATIC AND VARIED URBAN FORM
- 2 MANY SIGNIFICANT ASSETS ARE OVERLOOKED
- 3 THE AREA HAS A RICH DIVERSITY OF USE
- 4 VEHICLES CURRENTLY DOMINATE THE PUBLIC REALM
- 5 A NUMBER OF PUBLIC SPACES HAVE BEEN FORGOTTEN
- 6 PEDESTRIAN ROUTES ARE POORLY CONNECTED
- 7 A NIGHT TIME DISTRICT HAS LOST ITS VITALITY
- 8 LONDON'S WEST END IS UNDERGOING HUGE DEVELOPMENT AND CHANGE

PUBLIC REALM SURVEY

SUMMARY OF KEY FINDINGS

1 THE NORTHBANK HAS A DRAMATIC AND VARIED URBAN FORM

Across the Northbank, a network of narrow passages contrasts with a series of grand boulevards, laid out on some of the steepest topography in central London. This topography creates an urban drama and unique townscape unlike anywhere else in Westminster or London. Twelve storey Art Deco buildings tower over narrow lanes, long views of the river are framed from Covent Garden, bridges soar over the tops of buildings, and alongside historic gardens, and grand high-level terraces have broad views of the London skyline.



The back of the Savoy Hotel towers over Savoy Hill

2 MANY SIGNIFICANT ASSETS ARE OVERLOOKED

There are over 45 Grade I and II* listed buildings, numerous Grade II listed buildings and the whole Northbank district lies within a conservation area. Yet the district currently has a number of significant but overlooked assets, which do not help to highlight the area's unique qualities or realise its latent potential. Many listed buildings and monuments are in poor quality settings and are not the primary focal points of particular spaces. There is little visual hierarchy and significant historic assets, such as the exceptional architecture on Strand and the York Watergate on Buckingham Street, are disconnected from the public realm.



A visitor photographs a Royal Mail pillar box outside Charing Cross station, unaware of the listed monument of the Queen Eleanor Memorial Cross behind



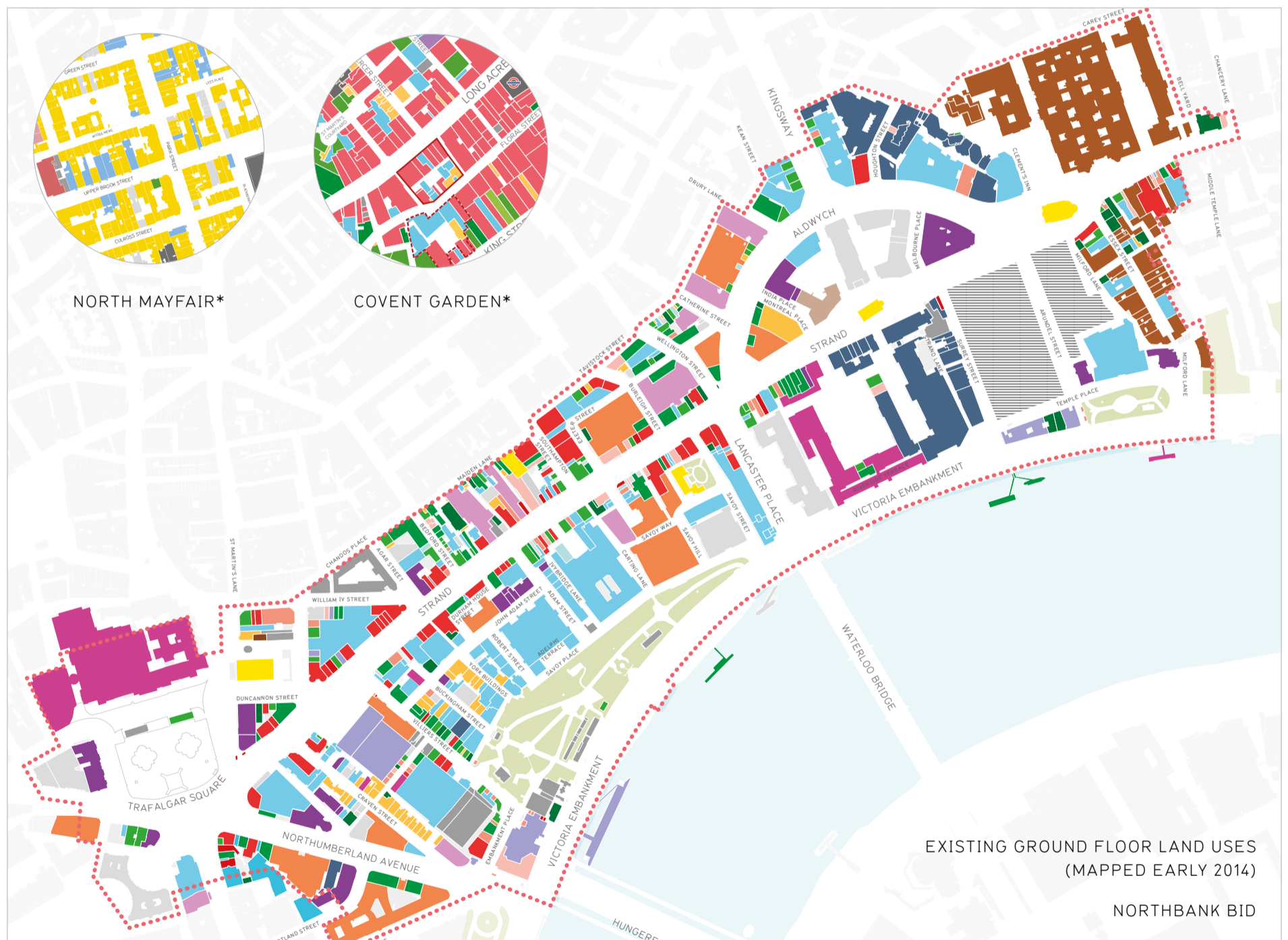
The Queen Eleanor Memorial Cross is barely visible at night, outshone by its surroundings (left), similarly St Clement Danes church is poorly lit and lacks presence on the street (right)



PUBLIC REALM SURVEY
SUMMARY OF KEY FINDINGS

3 THE AREA HAS A RICH DIVERSITY OF USE

As well as the typical West End mix of commercial, residential and retail uses, the Northbank also houses world-leading universities, historic hotels and restaurants, civic institutions, key cultural attractors and historic public gardens. A number of sizeable buildings are home to nationally significant organisations, many of which are surrounded by large amounts of public space. These buildings and institutions have historically been very 'inward-looking' however, with little activity facing outwards at street level on Strand or Victoria Embankment.



The ground floor land uses in the Northbank BID (mapped in early 2014) seen in comparison to other West End districts. Covent Garden houses primarily retail uses (red), north Mayfair has large numbers of residential buildings (yellow), whereas the Northbank BID has a clear mix of different civic uses.

* Maps of North Mayfair and Covent Garden are not shown at relative scale to the Northbank survey and information is based on land use surveys undertaken in 2012 and 2013

- | | | |
|--|---|--|
| ■ Commercial | ■ Religious | ■ Retail local |
| ■ Residential | ■ Hotel | ■ Retail independent |
| ■ Green space | ■ Bar/pub | ■ Theatre |
| ■ Legal | ■ Restaurant | ■ Attraction/museum/art gallery |
| ■ Government | ■ Café | ■ Other |
| ■ Institution/high commission | ■ Retail tourist | ■ Vacant |
| ■ Education | ■ Retail high street | ▨ Construction |

PUBLIC REALM SURVEY
SUMMARY OF KEY FINDINGS

4 VEHICLES CURRENTLY DOMINATE
THE PUBLIC REALM

Large numbers of vehicles overwhelm the pedestrian and cycling experience across the Northbank, particularly along Strand–Aldwych and Victoria Embankment. Taxi ranks are located at important pedestrian desire lines (for example, outside Charing Cross station), there are poor pedestrian crossings across busy vehicle routes, parking obscures important historic monuments (around St Clement Danes and St Mary-le-Strand churches in particular), service vehicles fill large historic courtyards (as at Bush House), and buses clog Aldwych – one of the busiest bus hubs in London.



Large numbers of buses queue at Strand-Aldwych. Aldwych is one of the busiest bus hubs in London

5 A NUMBER OF PUBLIC SPACES HAVE
BEEN FORGOTTEN

The Northbank contains some of London’s greatest public spaces, however, close by are also many other ‘under-performing’ spaces and terraces, such as the Adelphi Terrace and Temple Station roof. These areas are often lacking in public street life, and can be filled with street clutter, confusing wayfinding and creating an unpleasant pedestrian experience. Materials used within the public realm are inconsistent and of poor quality in some areas.



Top The large public space at the Adelphi Terrace is very lightly trafficked and currently filled with parking **Bottom** Large courtyards lie within the Bush House buildings at Aldwych. These are private spaces currently used for servicing

6 PEDESTRIAN ROUTES ARE POORLY CONNECTED

Many visitors to the district are unaware of its proximity to Covent Garden and the river, and few visitors appear to explore its back streets and hidden gems. Pedestrians tend to walk on traffic-clogged primary streets, rather than using the quieter passages, lanes and back streets to navigate the district. These secondary routes can be confusing and poorly signposted, with numerous off-putting gates and inconsistent treatments.



Gates and railings obscure the Grade I listed York Watergate, blocking views to the historic gateway to the river and making onward connections confusing for pedestrians

7 A NIGHT TIME DISTRICT HAS LOST ITS VITALITY

Once a district at the heart of London's nightlife, with centres for high-society glamour sited alongside Vaudeville theatres and music halls, the area now lacks a coherent cultural identity, particularly at night time. Although the area's theatres are considered within WCC's Theatreland Strategy, some theatres are lacking a strong public realm presence, in contrast to those in neighbouring Covent Garden. At night, the area is poorly lit; the existing lighting condition is inconsistent and without hierarchy. Listed monuments and historic retailers lie in darkness at night, while traffic signals and souvenir shops shine brightly.



St Mary-le-Strand church during the day and at night. (Photographs taken early 2014)

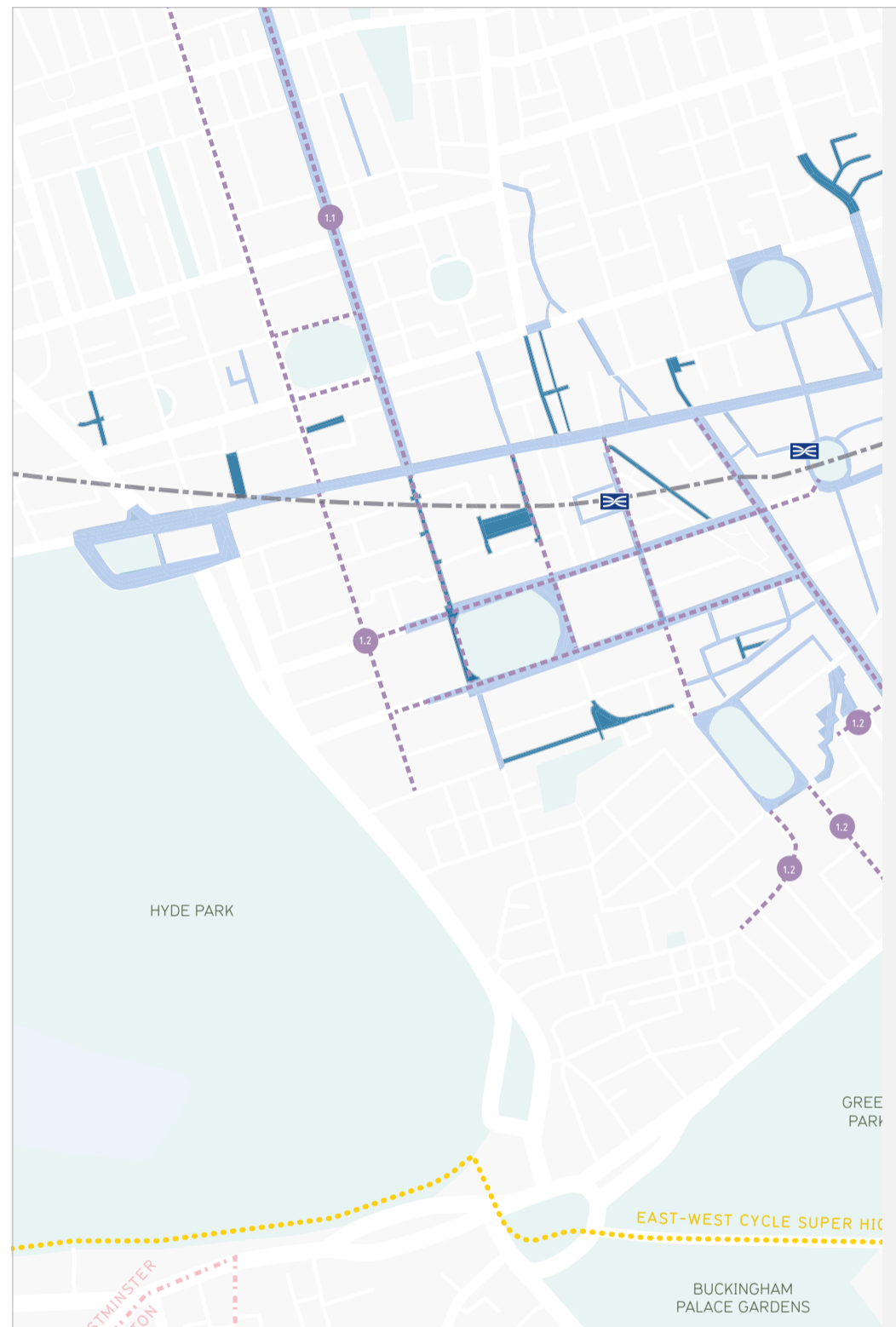
8 LONDON'S WEST END IS UNDERGOING HUGE DEVELOPMENT AND CHANGE

A large amount of development is taking place or is planned in and around the Northbank. Major infrastructure projects including Crossrail at Tottenham Court Road, TfL's east-west Cycle Superhighway, the proposed Garden Bridge and the potential Thames Tideway Tunnel, will have a direct impact on the area; as well as major developments at Arundel Great Court, 190 Strand and Bush House, with both King's College and LSE also having major strategic plans in place for their campuses. There is also a wider landscape of public realm upgrades across the West End; an area which is currently being redefined by the West End Partnership as 'the Core West End' to include the Northbank BID (*Emerging West End Partnership's Vision* to be issued Spring 2015).

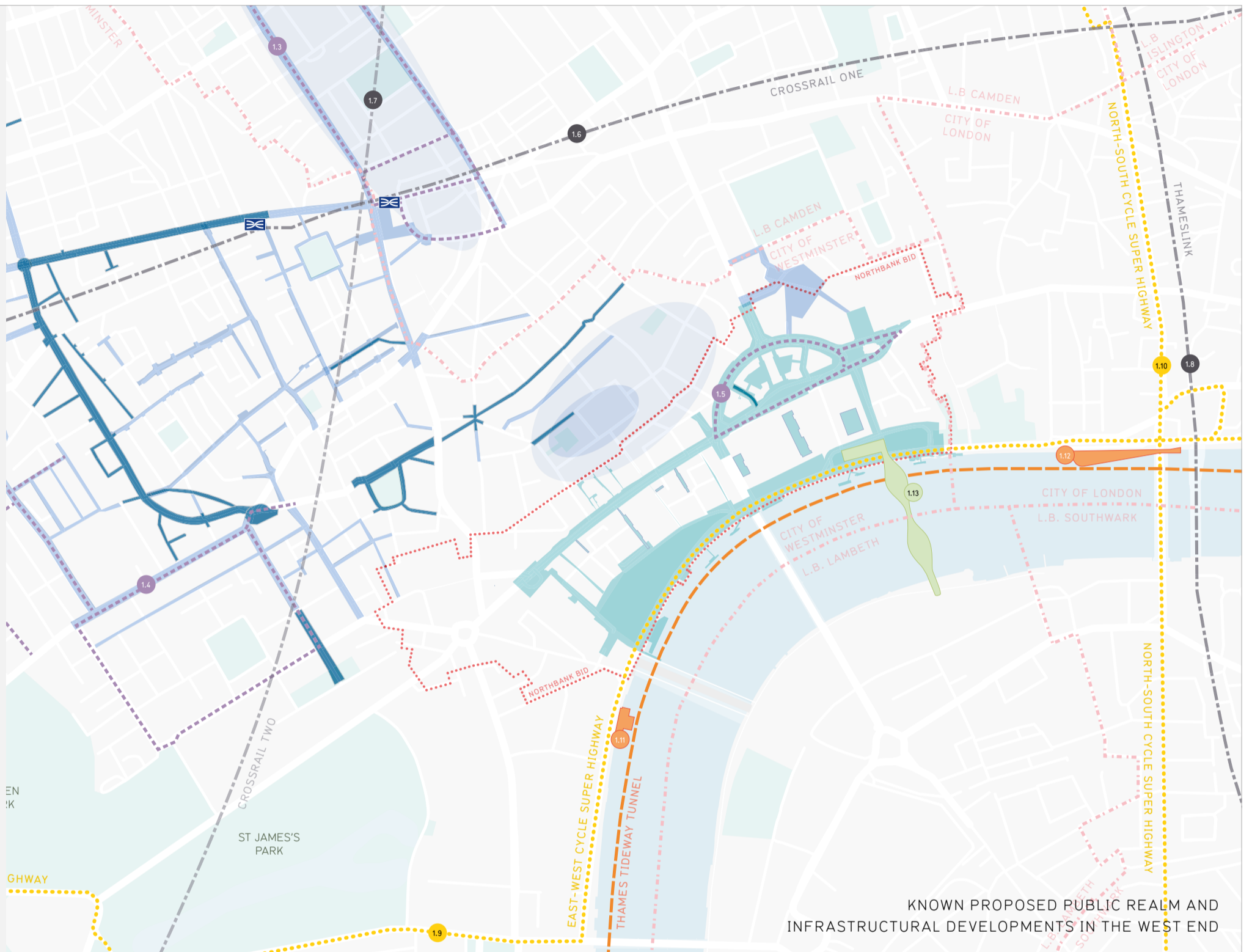
This new definition will aim to strengthen connections between the Northbank and the West End, and improve links between the river, Aldwych, Strand, Covent Garden, Trafalgar Square, Leicester Square, Soho, Oxford Circus, Regent Street, Bond Street, west Oxford Street, Mayfair and Marble Arch.

This map collates all known West End developments currently underway, recently completed, or planned/aspirational schemes. It also shows the BID's proximity to a number of other major planned infrastructure projects. These infrastructure projects do not just affect the West End, but act on a wider metropolitan scale. They include the proposed Garden Bridge, the east-west and north-south Cycle Superhighways, potential Thames Tideway Tunnel works (and the creation of two new public spaces along Victoria Embankment), both Crossrail 1 and 2 arriving at Tottenham Court Road, and upgrades to Thameslink services at Blackfriars.

Aldwych gyratory removal, Villiers Street, Charing Cross/Strand and Temple Place/Arundel Street are already currently being considered as part of the prioritisation decision-making for West End Partnership public realm projects.



PUBLIC REALM SURVEY
SUMMARY OF KEY FINDINGS



KNOWN PROPOSED PUBLIC REALM AND INFRASTRUCTURAL DEVELOPMENTS IN THE WEST END

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> ■ NORTHBANK BID SPACES ● NORTHBANK BID BOUNDARY <p>WEST END PUBLIC REALM DEVELOPMENTS</p> <ul style="list-style-type: none"> ■ Aspirational/planned/in construction ■ Recently completed | <ul style="list-style-type: none"> — TRAFFIC SCHEMES 1.1 Baker Street two-way (<i>Proposed</i>) 1.2 Westminster Mayfair two-way (<i>Aspirational</i>) 1.3 Camden West End Projects (<i>Proposed</i>) 1.4 Piccadilly two-way (<i>Complete</i>) 1.5 Aldwych gyratory (<i>Proposed</i>) <p>RAIL INFRASTRUCTURE</p> <ul style="list-style-type: none"> 1.6 Crossrail One (<i>2018</i>) 1.7 Crossrail Two (<i>Expected 2030</i>) 1.8 Thameslink Upgrades (<i>Ongoing</i>) | <ul style="list-style-type: none"> ● CYCLING INFRASTRUCTURE 1.9 East-west Cycle Superhighway (<i>Proposed</i>) 1.10 North-south Cycle Superhighway (<i>Proposed</i>) <p>THAMES TIDEWAY TUNNEL</p> <ul style="list-style-type: none"> 1.11 Victoria Embankment Foreshore (<i>Proposed</i>) 1.12 Blackfriars Bridge Foreshore (<i>Proposed</i>) <p>GARDEN BRIDGE</p> <ul style="list-style-type: none"> 1.13 Garden Bridge (<i>Proposed</i>) |
|---|--|---|

A VISION FOR THE NORTHBANK

The following section outlines the proposed Vision for the Northbank's public realm. It summarises the broader ambitions that have influenced the detailed public realm proposals. How and where these aspirations could be implemented has been identified in detail in the Public Realm Strategy, in the subsequent section (from page 22).

The Vision should be seen as a series of recommendations to be discussed further by the Northbank BID and key stakeholders.

This Vision is not only about the physical fabric of the built environment, but also considers how upgrades to the public realm could reinvent the public life of the district.



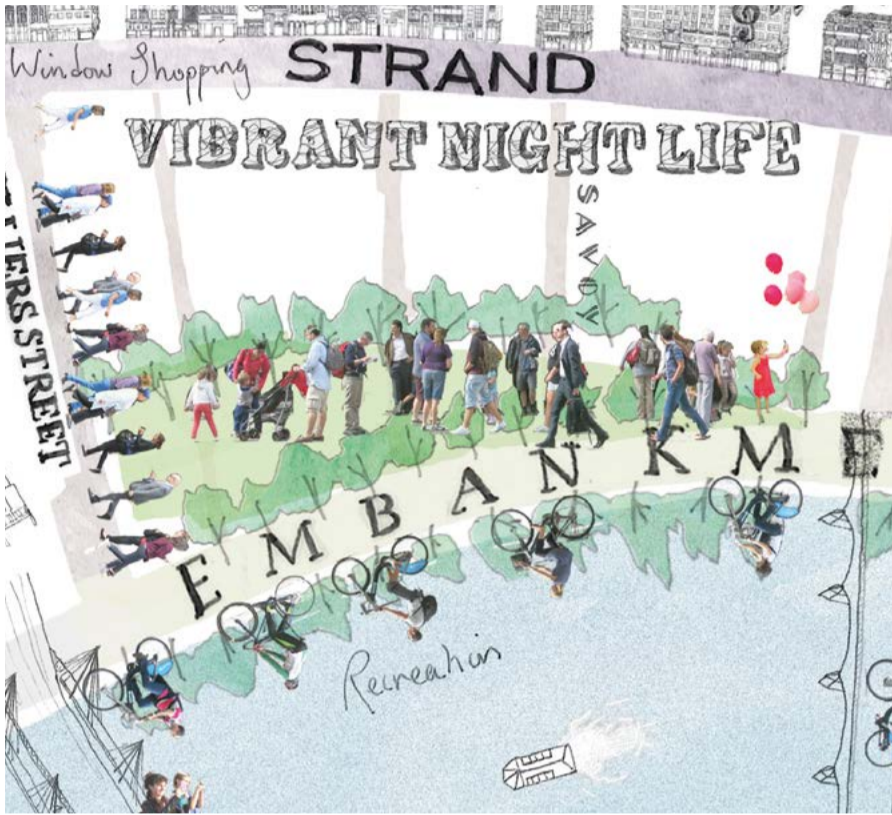
Improving the Northbank's public realm will enhance the area's remarkable existing assets, and ensure that streets and public spaces are welcoming, vibrant, well-connected, and encourage celebration of public life within the district.

There are six key aspects of the Vision:

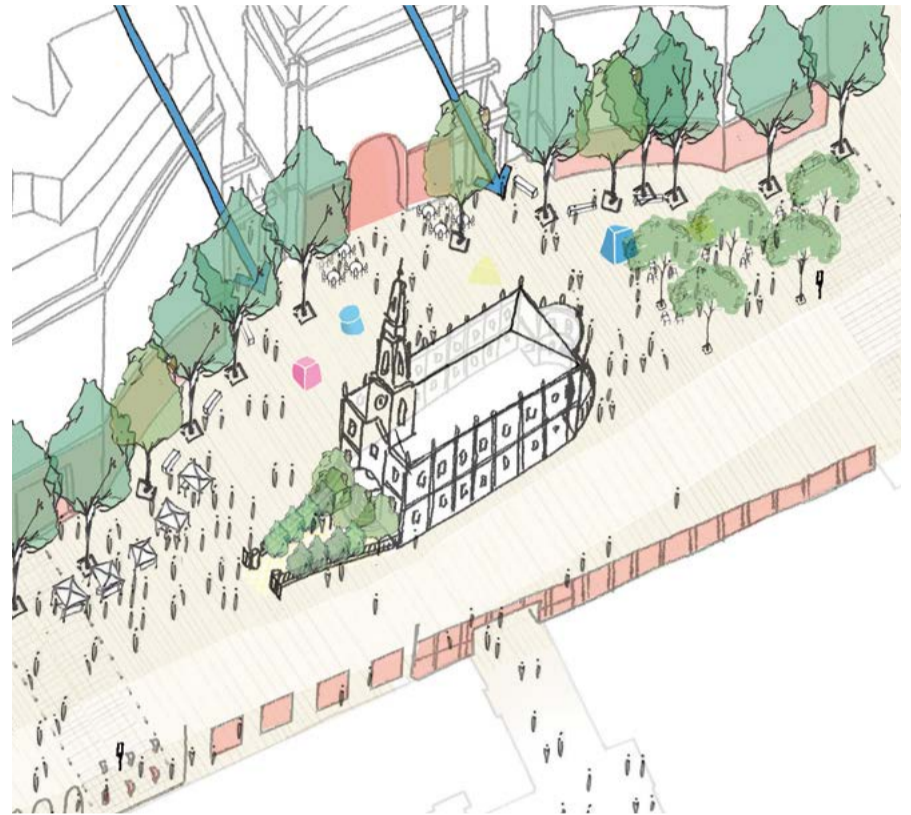
- 1 A WORLD-CLASS URBAN PROMENADE
- 2 SPACES FOR CREATIVE, CULTURAL AND INTELLECTUAL EXCHANGE
- 3 A CENTRE FOR VIBRANT NIGHT LIFE
- 4 WELCOMING PUBLIC SPACES THAT SUPPORT WORKING, STUDYING, VISITING AND LIVING
- 5 ENHANCED SETTINGS TO SIGNIFICANT HISTORIC ARCHITECTURE
- 6 A WELL-CONNECTED WEST END DISTRICT

A VISION FOR THE NORTHBANK

KEY ASPECTS



Celebrating the principal walking routes in the district – Victoria Embankment, Strand, Arundel Street and Villiers Street



Introducing a new public space around St Mary-le-Strand church at Aldwych to encourage public events held by King's College, Courtauld Institute, Somerset House, and LSE

1 A WORLD-CLASS URBAN PROMENADE

Reinvented metropolitan-scale public spaces will help to improve both the riverfront and the ceremonial route of Strand/Aldwych

Northbank contains several important and historic routes through the city, such as the ceremonial route along Strand/Aldwych, and Victoria Embankment along the river. These historic routes should be reinvented with an emphasis on place-making to regain their status as some of London's most significant urban promenades and to enhance them for non-vehicular modes of transport, recreation and leisure.

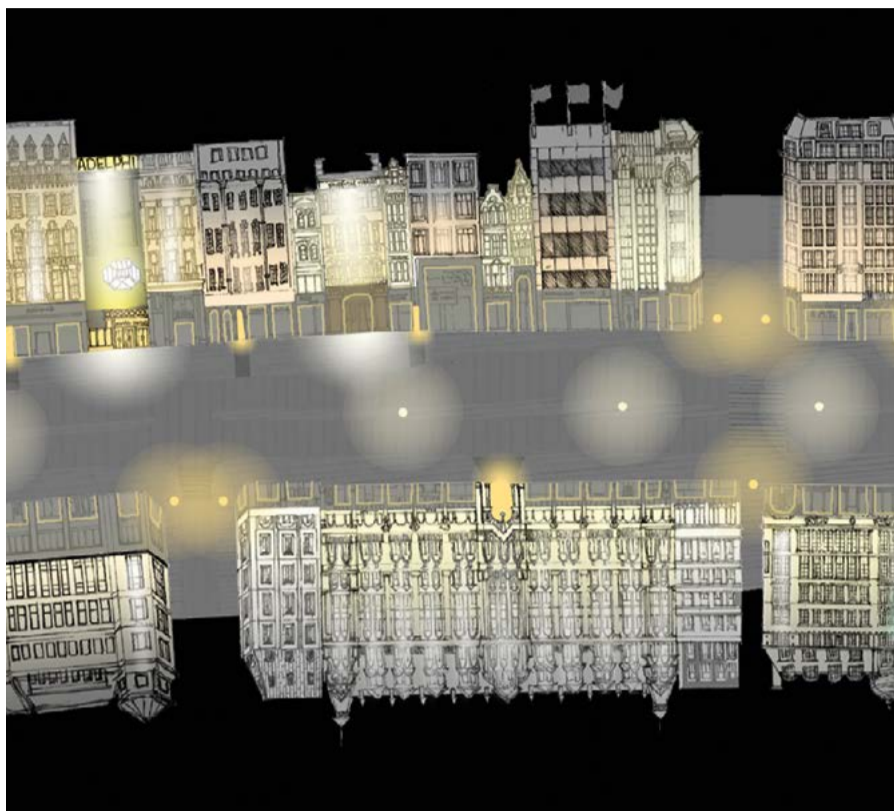
2 SPACES FOR CREATIVE, CULTURAL AND INTELLECTUAL EXCHANGE

A lively cultural programme will encourage the Northbank's institutions and organisations to celebrate their public life

Many institutions in the Northbank have compelling and outwardly engaging mission statements, which should be reflected in their activities and presence within the area. Somerset House is a positive example of an institution that has reinvented itself, from a building with an internalised focus to one that celebrates public life and creative exchange in the public realm. Other institutions in the district should be encouraged to follow suit.

A VISION FOR THE NORTHBANK

KEY ASPECTS



Introducing potential lighting upgrades on Strand, celebrating the architecture above ground level and reintroducing a coherence and hierarchy to lighting across the area



Enhancing the east-west Cycle Superhighway on Victoria Embankment to further invigorate public recreation around the river

3 A CENTRE FOR VIBRANT NIGHT LIFE

A reinvigorated night time economy will enliven the district and evoke the area's rich history of entertainment and celebration

The Northbank's history as a place for national celebration and one of London's most significant entertainment hubs, should be celebrated through the re-establishment of the district as a vibrant centre for night life and culture. The well-known theatres in the Northbank, its notable and historic hotels, restaurants, bars and night clubs should all be encouraged to have a greater presence in the public realm and to contribute to developing a coherent character for the area.

4 WELCOMING PUBLIC SPACES THAT SUPPORT WORKING, STUDYING, VISITING AND LIVING

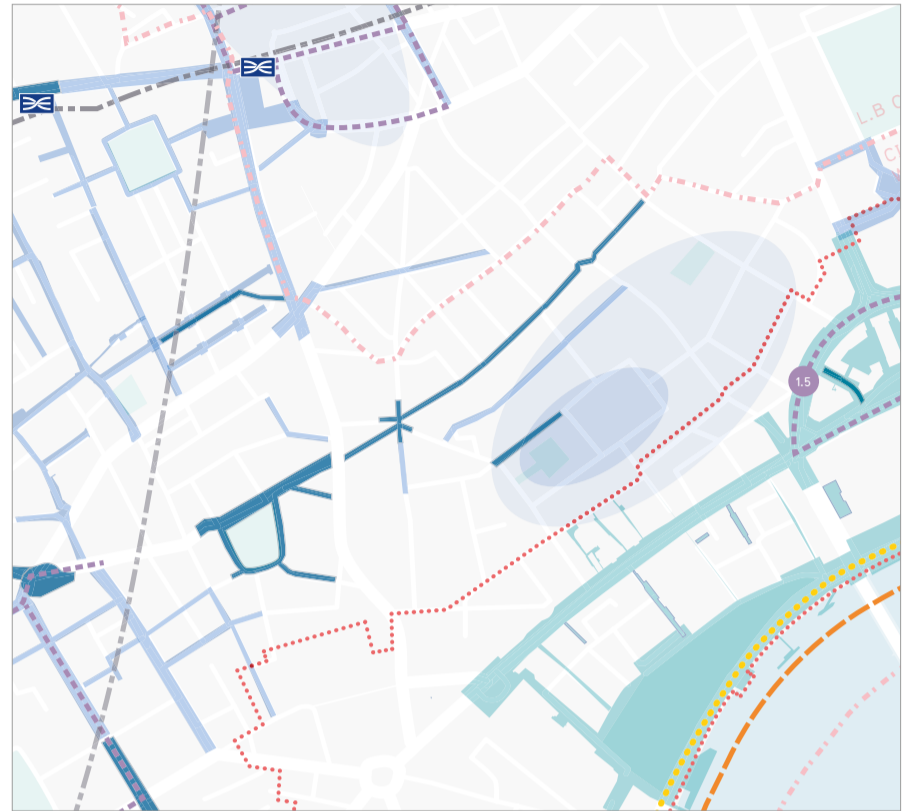
A network of accessible streets and spaces will ensure the Northbank serves diverse audiences and encourages public leisure, recreation and play

Visitors, workers, students, and residents use the public realm across the Northbank for a range of purposes, throughout the day and night. The area's public realm should therefore be flexible, welcoming and clearly defined. Alongside the functionality of these spaces, the public realm should also be designed to offer spaces for public leisure, recreation and play, and a space of respite in this congested area of central London.

A VISION FOR THE NORTHBANK KEY ASPECTS



Undertaking potential upgrades around St Mary-le-Strand church, pedestrianising the north side of the church, reducing clutter and reducing the impact of traffic



Connecting the Northbank with recently completed and proposed developments across the West End. For full details, see page 12-13

5 ENHANCED SETTINGS TO SIGNIFICANT HISTORIC ARCHITECTURE

The Northbank's historic urban fabric will gain a new prominence with an upgraded public realm, high quality and consistent materials, revived greenery and improved lighting

Historic tree-lined boulevards and gardens of metropolitan significance within the district should be celebrated and carefully managed for the future, while important architectural vistas and monuments should be free from clutter and surrounded by settings which enhance and promote their presence. A high quality background palette should support public realm upgrades.

6 A WELL-CONNECTED WEST END DISTRICT

A strategic approach to walking and cycling, that includes new wayfinding and improved crossings, will strengthen connections to the wider West End

As the West End is being redefined to include Aldwych and Strand, the Northbank should seize the opportunity to draw in a significant number of pedestrians and tourists walking between the South Bank and the wider West End. Strategic pedestrian connections must be considered as part of an evolving landscape of development, within the context of large scale infrastructure projects being implemented in the coming years; from the proposed Garden Bridge, to the potential Thames Tideway Tunnel, the east-west Cycle Superhighway, and nearby Crossrail and Thameslink developments.

PUBLIC REALM VISION EUROPEAN CASE STUDIES

The Northbank's Vision has been influenced by a series of precedent case studies. Across Europe, many cities have recently reinvented their riverfront public realm, and the Northbank should be inspired by the ambition, learning and successes that these case studies present.

Like London, many European cities also have rich cultural heritages built upon histories of maritime and shipping activities. Recently, there has been a trend to reclaim underused areas of these cities (including their riverbanks and harbours) for the use and enjoyment of today's urban citizens. The Northbank, with its proximity to the Thames, provides a valuable opportunity to realise similar ambitions here in London. Currently, there is growing momentum behind projects on the Thames including the potential Thames Baths, the proposed Garden Bridge, the potential Thames Tideway Tunnel, and planned improvements to river piers. This context provides an environment in which the Northbank's extensive river frontage could be reimagined as a much-loved urban waterside promenade.

The following case studies present a series of successful precedents within European cities. They are intended as inspiration for the Northbank's Vision, Strategy and projects.



LES BERGES DE SEINE, PARIS

The public park and promenade, *Les Berges de Seine*, along the Left Bank in Paris, runs for almost two and a half kilometres through the city, between the Pont de l'Alma and the Musee d'Orsay. The space was created by converting a former highway, built in the 1960s, which previously ran along this stretch of the Seine. Work began on this conversion in 2008, and the promenade was formally opened in 2013.

Now the area is home to exhibition spaces, five floating gardens located on a series of barges, performance and classroom spaces, events venues that can be loaned to citizens free of charge, playgrounds and sports facilities and a number of cafés and restaurants. Interestingly, there have been cafés along the river in this area since the nineteenth century, and a floating swimming pool existed on the Seine in the early twentieth century. *Les Berges de Seine*, and the return of cultural activity along the riverside, represent an explicit recognition of the role the Seine has played in the city's development and its rich artistic heritage.

In response to the dynamic nature of the river along which they are situated, *Les Berges de Seine* have been uniquely constructed, to be able to be dismantled and moved elsewhere within the space of 24 hours, in the event that the river rises too high.



LES BERGES DU RHONE, LYON

Before Paris' promenade upgrades along the Seine, the city of Lyon designed its own similar space for urban leisure, opened to the public in 2007. Along the banks of the Rhone, the city has created a 5km network of paths and a promenade; made possible by the reclamation of space formerly used for open-air car parking. *Les Berges du Rhone* feature a series of different landscapes along the river's length, to enable the spaces to be used for a range of different purposes. The area can therefore be used for cycling, walking, skating, sunbathing and play. There is also a designated sports facility zone along the Rhone, and an open-air grandstand for concerts and events.

The development of these spaces was regarded by the city as an opportunity to reunite Lyon with its river, and a range of 'lookout boxes' provides access up and down the banks, via a series of stairs and lifts. These lookout boxes also contain health services, information, food and beverage retailers, and sports equipment rental services.

PUBLIC REALM VISION EUROPEAN CASE STUDIES



LUNGO IL TEVERE, ROME

Since 2001, the city of Rome has put on the *Lungo il Tevere* (or 'Along the Tiber') annual festival. The night time festival sees almost a mile of stalls, shops, cafés and bars appear along the bank of the Tiber river, running from Ponte Palatino to Ponte Sisto. The festival runs every evening throughout the summer, providing opportunities for citizens to eat and drink, enjoy performances including a theatre festival, exhibitions and installations, and an open-air art gallery.



THE SPREE RIVERFRONT, BERLIN

The Spree river in Berlin circles the city's 'Museum Island', a collection of formal cultural institutions built in the nineteenth and early twentieth centuries. The river served to demarcate East and West Germany, and following reunification and the development of the masterplan for Museum Island, many of the areas along the Spree's riverbanks have been repurposed for less formal cultural and leisure use. Currently, there are bars, a floating pool aboard an old boat (the *Badeschiff*), a restaurant, clubs and public seating along the banks.

An ambitious plan has also been submitted to the German national urbanism fund to develop a new open-air swimming pool in one arm of the Spree, known as the *Flussbad*. The *Flussbad* would be used for swimming and sunbathing in the summer, and skating in the winter, whilst the surrounding banks could function as leisure space all year round; a place for citizens to walk, cycle and socialise.



BEACH BARS, HAMBURG

In 2003, in response to an unexpectedly hot summer, a group of entrepreneurial hospitality professionals imported sand to build improvised beaches along the Elbe river in Hamburg. The project was so popular with citizens, that the German city formalised the practice, and every April it imports thousands of tonnes of sand to rebuild a series of beach clubs or 'stradstands' for the summer. These beach clubs (there are now 15 throughout the city) have become a key part of the city's leisure and tourism offering, providing public spaces for citizens and visitors to relax, socialise, eat and drink.

One of the most popular beaches at Strand Pauli overlooks Hamburg's docks and the cargo ships which move in and out of them. This feature of the city reflects its heritage as a trading port, and has now become part of its identity as a destination for tourism and leisure.

PUBLIC REALM VISION EUROPEAN CASE STUDIES



OUTDOOR SWIMMING BATHS, ZURICH

The first beach along the river Limmat was established in Zurich in 1922. 'Mythenquai Beach' provided a sunbathing lawn, as well as opportunities for paddling and swimming in the river. Today Zurich has a range of different outdoor swimming spots, or '*badis*', along the river, each with their own characteristics. Many provide not only swimming and diving areas but also spaces for socialising and sunbathing, sports facilities – including a volleyball platform and boules courts, shops and places to eat and drink.

Today, many of the *badis* have a secondary function at night time, transforming into vibrant bars and restaurants, and even hosting an open-air cinema and a film festival.



PARQUE MADRID RÍO, MADRID

Madrid's River Park stretches along six kilometres of the Manzanares river, comprising 820 hectares of public space created by reclaiming the site of a former inner ring road. The park contains a network of walking and cycling routes, rowing lanes along the river, cultural and sporting facilities, kiosks, cafés and restaurants, an auditorium and 17 play spaces for children. In regenerating this space, the project aimed to enhance established pedestrian facilities and incorporate existing areas, as well as to open up new spaces.

The park has also been used to solve the challenge of reconnecting a city divided by water. A series of new footbridges has also been built within the park, to allow pedestrians to cross the river; increasing connectivity within Madrid.



FESTIVALS ALONG THE GARONNE, BORDEAUX

Much of the French city of Bordeaux is designated a UNESCO World Heritage Site. The 'Port of the Moon' area of the city sits along a bend in the river Garonne, containing numerous buildings and the old port, which are protected as UNESCO Historic Monuments. Each year a 1.2 mile stretch of the river is transformed into an event space to host either the city's Festival of the River, or its Festival of Wine (the two festivals take place on alternate years). During the festivals, the riverbank becomes home to activities and workshops, presentations and talks, exhibitions, concerts and even practical classes in activities like dancing.

In recent years the festival events have begun to spread from the riverbank into the wider city, with supporting events taking place in other areas across Bordeaux; linking the river with the rest of the city. Outside festival season, the riverbank is a popular route for walking and cycling, with cyclists using this stretch of the city to link up with nation-wide cycle routes beyond Bordeaux.

PUBLIC REALM STRATEGY

This section of the report summarises the Public Realm Strategy, explored in detail in the Compendium of projects that follows.

This Strategy provides an overall understanding of the public realm principles that have been proposed for 40 different spaces across the Northbank.

The principles have been analysed through the lens of four overarching themes, which reflect the primary issues and opportunities affecting the whole district. The overarching themes and public realm principles have been developed from evidence analysed in Publica's previous Public Realm Survey, along with information gathered from the aspirations of stakeholders within the district.

After presenting the overarching themes for public realm upgrades, this section contains an overview of the 40 spaces, grouped beneath the five geographical 'families'. All these spaces are then compared and analysed in a table on page 41. This collates and measures all the different spaces, in terms of project complexity, impact and timescale, providing a suggestion of priority projects that could be taken forward by the BID Board. Finally, this section ends with a series of conclusions and suggestions for possible next steps.



All the spaces in the Public Realm Strategy have been analysed using four key themes, listed below. These themes are overarching issues that affect most spaces in the district. They have arisen from analysis gathered as part of Publica’s previous Public Realm Survey, and are detailed overleaf. Four maps show how the implementation of the four overarching themes could look across the whole Northbank area. These maps draw together all the public realm projects and principles outlined in the Compendium as an illustrative diagram of what overall upgrades could look like.

Four overarching themes guiding the strategy:

- 1 MITIGATE THE IMPACT OF VEHICLES
- 2 UPGRADE THE PUBLIC REALM
- 3 CONNECT THE PUBLIC REALM
- 4 CELEBRATE PUBLIC LIFE

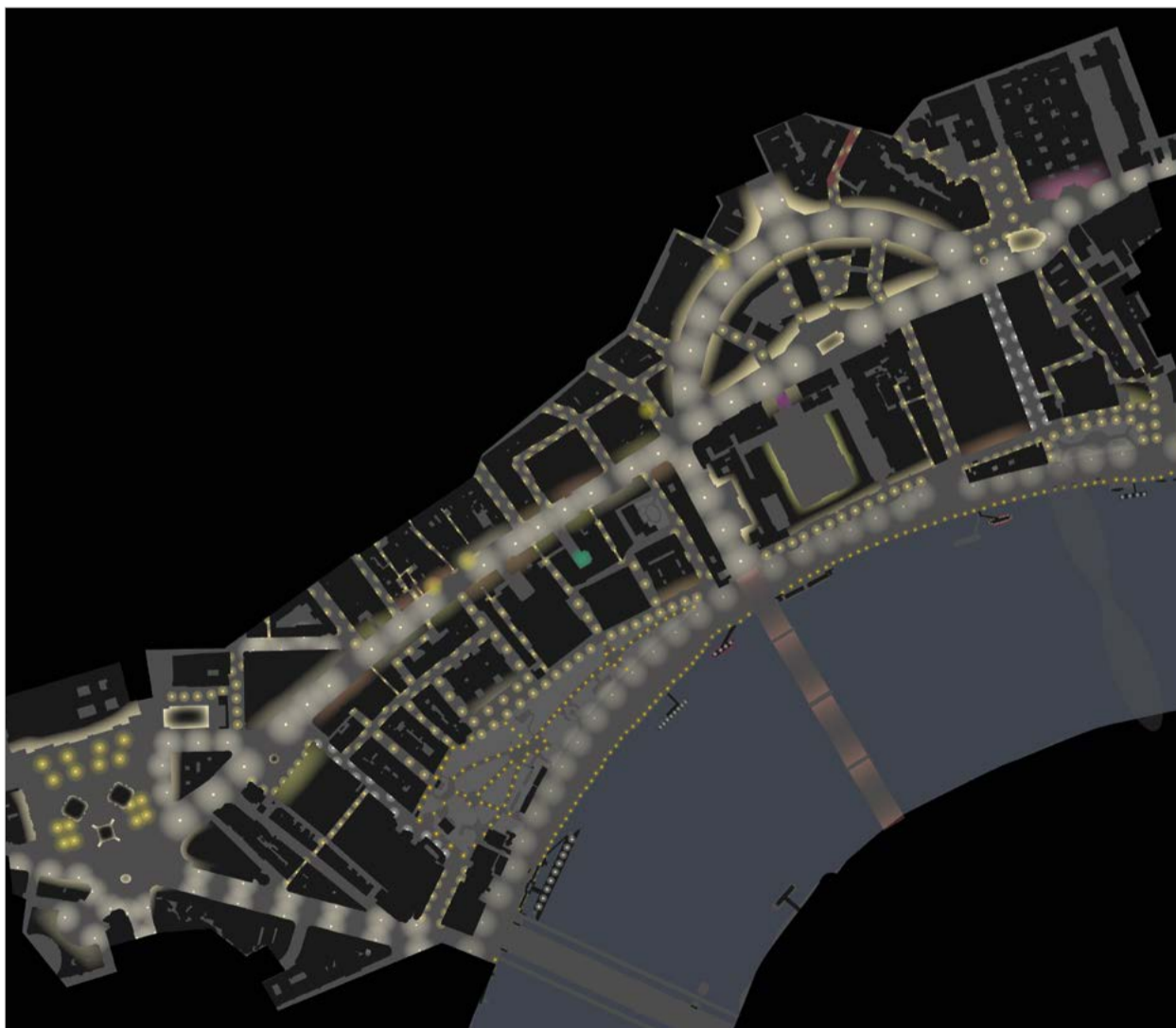
PUBLIC REALM STRATEGY

FOUR OVERARCHING THEMES



1 MITIGATE THE IMPACT OF VEHICLES

Future proposals and projects should consider creating a balance between the strategic function of the major transport arteries that run through the Northbank (such as Strand, Aldwych, Lancaster Place and Victoria Embankment) with the needs of pedestrians and cyclists in the area. The impact of vehicles could be mitigated through projects such as the removal of the Aldwych gyratory, and consolidation of bus routes, taxi ranks, and parking bays. Reducing the material impact of road surfaces can also support this aim, as the dominance of asphalt can signal vehicle priority. This indicative map shows how pedestrian materials could be increased throughout the district, alongside the creation of large, new pedestrianised spaces and shared surface treatments.



2 UPGRADE THE PUBLIC REALM

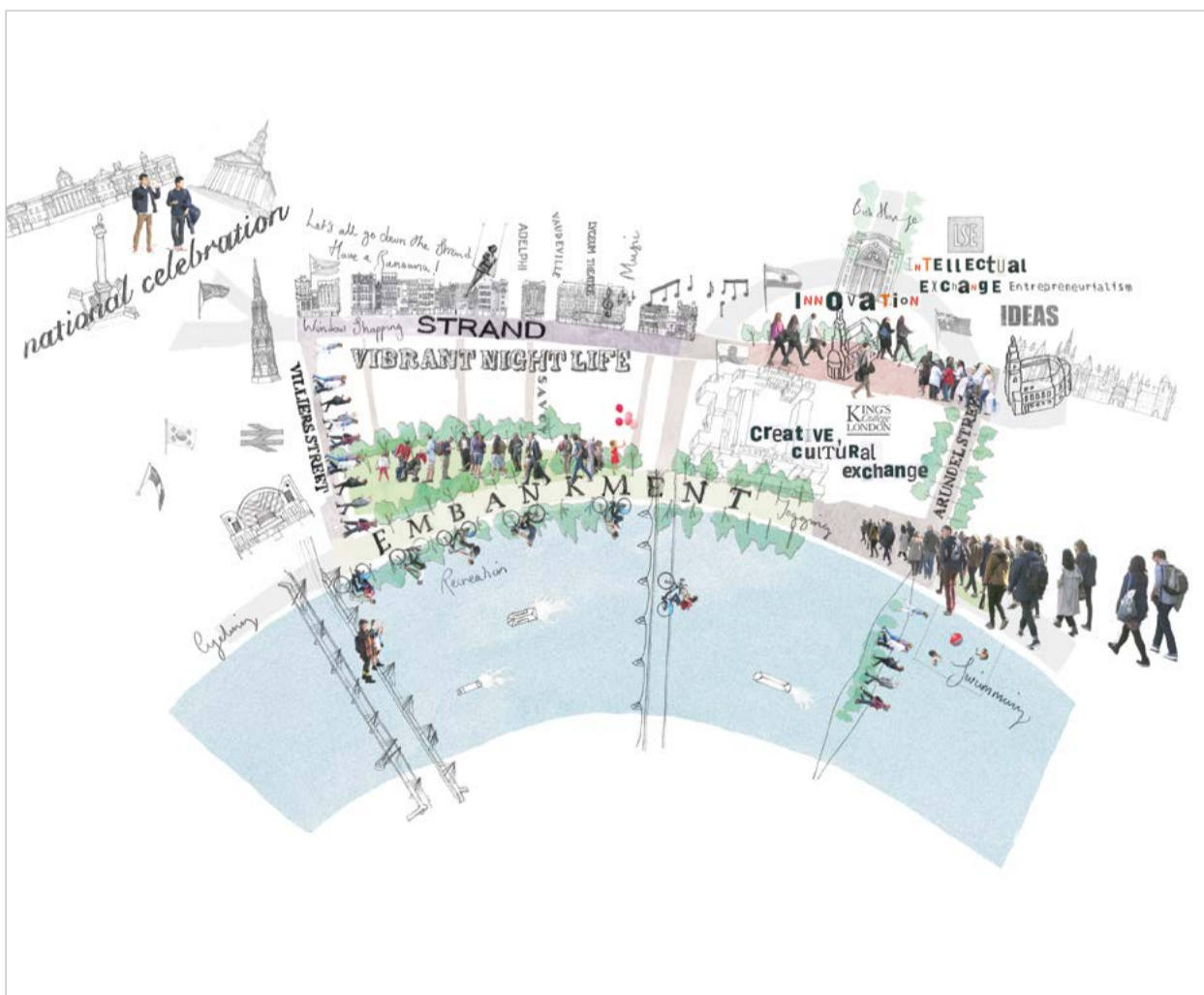
To showcase the Northbank's unique assets and enhance the experience of those using the public realm a number of upgrades is suggested. One key area for these upgrades is the material palette of the Northbank's public realm; this needs to be improved and made consistent across the district. Removal of street clutter and further greening (such as enhancing historic gardens and managing tree-lined boulevards) will also upgrade the public realm. Creating greater sympathy between street level shopfronts and the often overlooked yet notable architecture at high levels above them will help to develop a more coherent and distinct character for the district. As well as material upgrades, enhanced greenery and de-cluttering works, the public realm should be upgraded at night with a full lighting strategy. A number of lighting proposals outlined in the compendium of projects have been summarised in this indicative map, showing the potential character of district-wide lighting improvements. They aim to reinforce street hierarchies, strengthen the area's historic night time character and reilluminate significant historic monuments.

PUBLIC REALM STRATEGY
FOUR OVERARCHING THEMES



3 CONNECT THE PUBLIC REALM

As illustrated in this map, this strategy suggests upgrading a number of key north-south walking and cycling routes across the district, through improving crossings, materials, wayfinding and legibility of routes. Key routes strengthened by proposed projects include upgrades to the many passages between Covent Garden, Strand and Victoria Embankment. Strengthening and enlivening these routes would increase permeability between the river and Covent Garden, and help to celebrate the often hidden architectural assets within passages. Public realm upgrades taken forward will also benefit from building upon the opportunities offered by their proximity to the wider developments across the West End and further afield, ensuring that there are clear pedestrian links to new infrastructure provision, such as Crossrail at Tottenham Court Road station and Thameslink upgrades at Blackfriars.



4 CELEBRATE PUBLIC LIFE

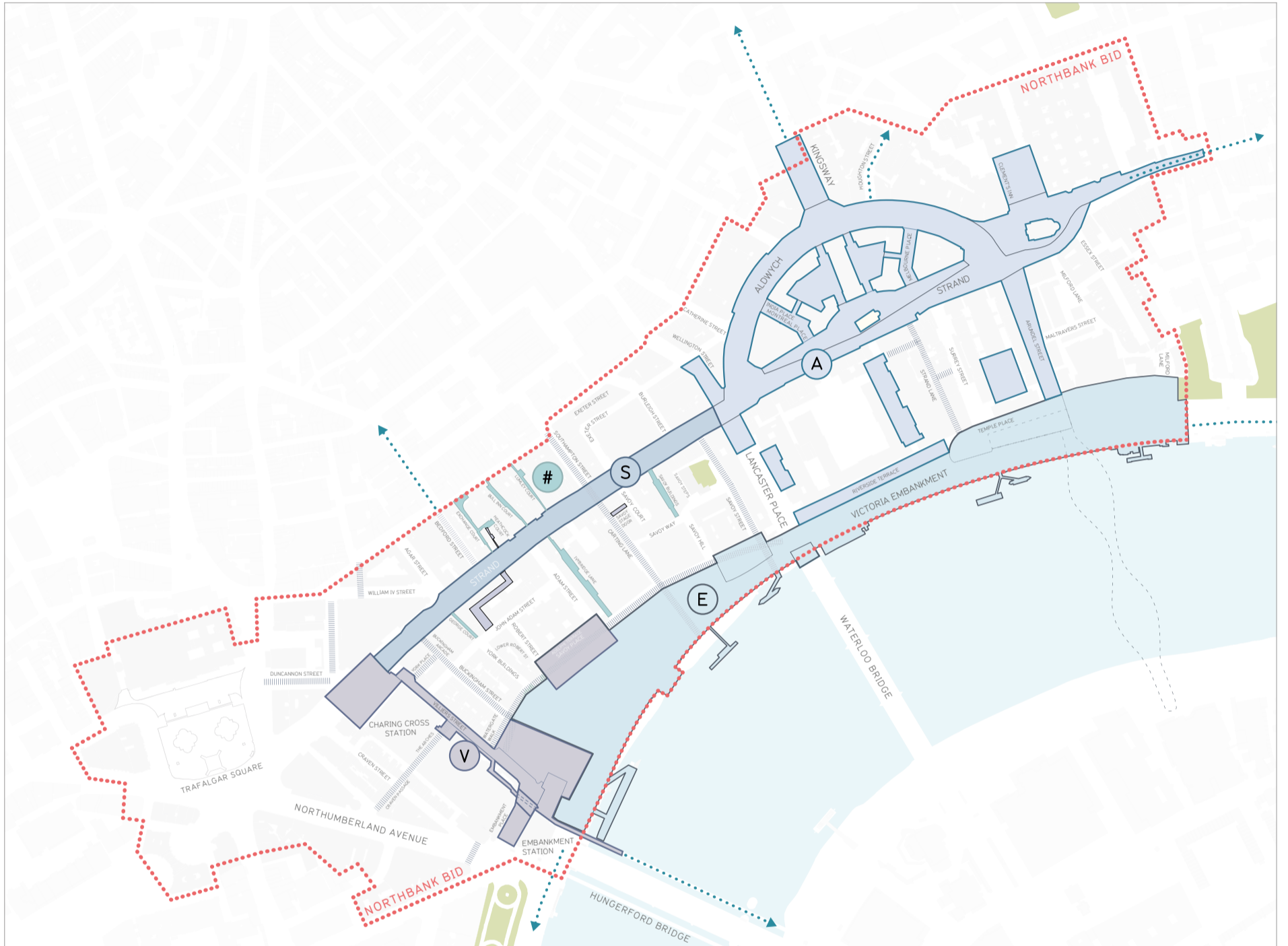
As part of the promenade between Strand and Victoria Embankment (shown on the drawing here), ideas for celebrating the public life of the cultural and civic institutions across the Northbank have been outlined in the compendium. This could be achieved by enhancing the vibrant nightlife of Strand, through providing metropolitan-scale public spaces for creative, cultural and intellectual exchange around Aldwych, and supporting leisure and recreation along the riverwalk. Somerset House presents a clear precedent that could inspire other institutions in the district. Designed by William Chambers in 1776 as Britain's first public office building, by the twentieth century Somerset House had an internalised life for the Inland Revenue, with a central courtyard filled with cars. This space has famously been reinvented into an "inspiring space for art, culture and creative exchange" (Somerset House Trust), and is now one of London's most vibrant and well-loved public spaces.

PUBLIC REALM STRATEGY FIVE GEOGRAPHICAL 'FAMILIES'

The Northbank BID covers a large footprint, with various different character areas with significant historic qualities and a diverse mix of users and building types. It is complex and varied, with many different spaces proposed for improvements, all with different stakeholders and considerations.

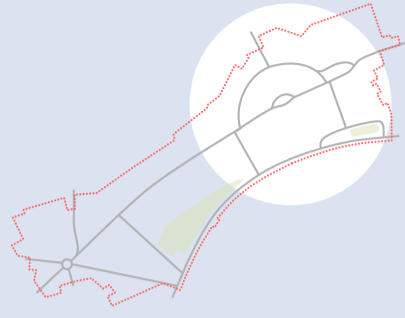
To give this report a coherent structure, the district has been divided into five geographical 'families' – Aldwych, Strand, Victoria Embankment, Villiers Street and the Northbank's lanes, courts and smaller spaces. These 'families' have been developed from areas identified as priorities in the BID Business Plan and are groups of connected spaces with similar traits and stakeholders. The 'families' also coincide with the Northbank BID's existing working groups at Aldwych, and Villiers Street, and the suggested new working group at Strand.

The compendium is summarised in this section, through an outline of the main principles proposed for each geographical 'family'.



Five geographical 'families' of spaces – identified as priorities by the Northbank BID – make up the five chapters of the compendium

- A ALDWYCH
- S STRAND
- E VICTORIA EMBANKMENT
- V VILLIERS STREET
- # LANES, COURTS AND SMALLER SPACES



ALDWYCH

REMOVING THE GYRATORY TO CREATE NEW METROPOLITAN-SCALE CIVIC SPACES AND STRENGTHENED ROUTES AND CONNECTIONS

Perhaps more than any other area within the Northbank, Aldwych is blighted by heavy traffic and a poor pedestrian environment. Over 20 listed buildings and monuments sit within a landscape of fast-flowing traffic, buses, parking, asphalt, and poor lighting. There are few pedestrian crossings and the public realm has a poorly defined identity with an inconsistent material palette.

The Compendium sets out a number of strategic options for traffic reconfigurations around Aldwych, alongside a series of principles for nine related spaces, that improve wider connections to the area and enliven undervalued streets and spaces around the eastern edge of the Northbank BID. Changes to the Aldwych gyratory could offer the greatest upgrade to this part of the district, leading to new metropolitan-scale public spaces, improved crossings and

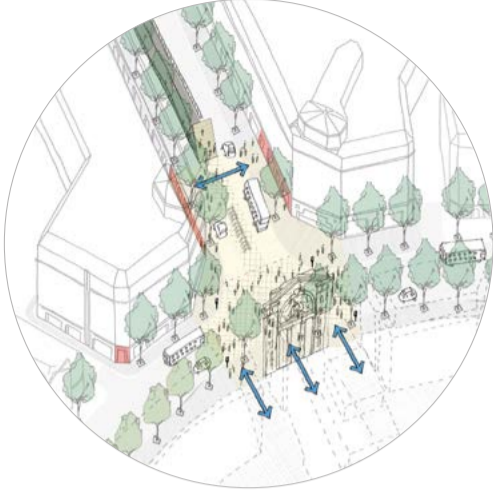
enhanced settings to the listed buildings around east Strand. Nevertheless, it is a complex long term project, involving many stakeholders and requiring further development and modelling by transport planners in consultation with WCC and TfL.

Aside from gyratory upgrades, there are many smaller public realm upgrades around Aldwych that could be completed independently, and their implementation could help to build momentum and support towards larger scale transport improvements. These include the creation of a new tree-lined boulevard on Arundel Street leading to the proposed Garden Bridge, encouraging public access to the Bush House courtyards, as well as improving connections between Somerset House and Covent Garden.

SUMMARY OF PROPOSALS

- Investigate options to remove or reconfigure the Aldwych gyratory, prioritising pedestrians and reducing the impact of traffic
- Create new civic spaces around St Mary-le-Strand and St Clement Danes churches, improving the setting of these two Grade I listed buildings, and providing a flexible space for cultural events
- Upgrade crossings to improve connections between Somerset House and Covent Garden, LSE and Kings College, and between Bush House and Kingsway
- Explore options to open Bush House courtyards to public access, by creating a public garden or flexible events space
- Build a new shared surface tree-lined boulevard along Arundel Street, strengthening the pedestrian link between the proposed Garden Bridge and Strand/Aldwych for the thousands of new visitors expected

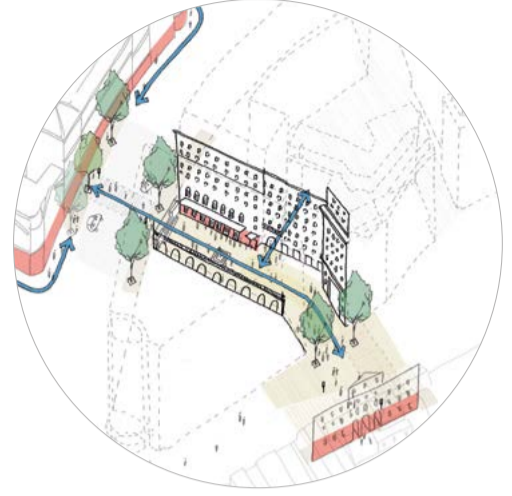
POTENTIAL UPGRADES



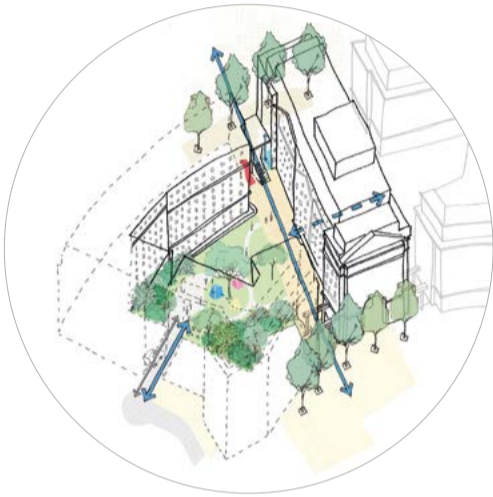
KINGSWAY - ALDWYCH JUNCTION:
Upgraded crossing and setting to Bush House



ARUNDEL STREET:
Green boulevard linking to the proposed Garden Bridge



INDIA PLACE-MONTREAL PLACE CROSSINGS:
Key connector to Covent Garden



BUSH HOUSE COURTYARD WEST:
Courtyard garden with public routes



ST MARY-LE-STRAND:
Flexible civic space for cultural events with improved north-south connections



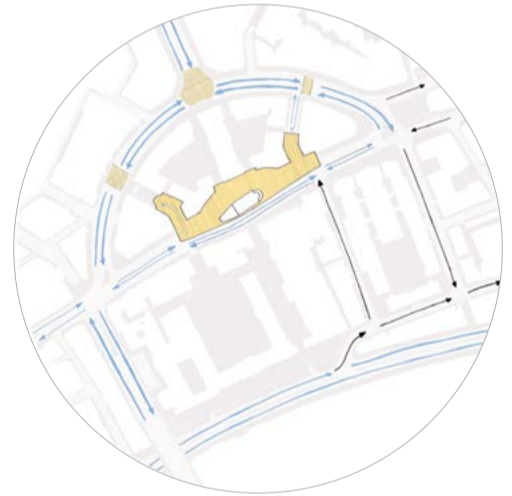
ST CLEMENT DANES:
Flexible civic space, improved settings



ALDWYCH EXISTING
TRAFFIC MANAGEMENT



OPTION 1:
Retain gyratory with improved crossings and new public space around St Mary-le-Strand church



OPTION 2:
Remove gyratory with improved crossings and new public space around St Mary-le-Strand church



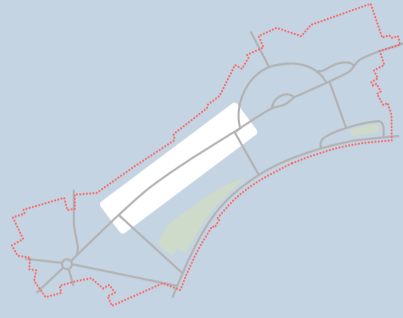
OPTION 3:
Remove gyratory and remove traffic from east Strand, except access for India Place and Somerset House, creating a new large pedestrianised space



OPTION 4:
Remove gyratory and remove traffic from east Strand, except buses and access vehicles, with a shared surface treatment across east Strand, allowing for temporary traffic closures of the whole space for special events



OPTION 5:
As option 4, but also developing new pedestrianised spaces around St Clement Danes church and Temple Place



STRAND

A REINVENTED, RECONNECTED,
AND RELIT HISTORIC ROUTE

Unlike the Crown Estate's Regent Street, which has recently been transformed, Strand is neither under a singular ownership nor was it conceived as a singular built form. Its unique character lies in the distinctive architecture above street level, its different scales and historic periods, and its varied retail. Any future works should balance the creation of a coherent identity with celebrating these qualities of variation and difference.

The Public Realm Strategy for Strand encompasses a shopfront and lighting strategy, improvement of connections to passages, and celebration of the historic and varied architecture that rises above ground level, with subtle shopfront and lighting enhancements that will encourage people to 'look up'.

SUMMARY OF PROPOSALS

- Commission a vibrant shopfront strategy that celebrates the exceptional architecture above ground level, and invigorates and declutters window displays at street level
- Improve north-south routes, to strengthen connections between Covent Garden and Victoria Embankment, through enhanced crossings, and more coherent and consistent signage, lighting and materials in the passages and lanes
- Commission a bold new lighting strategy that celebrates the architecture above street level, illuminates notable retailers, restaurants, hotels and theatres, and creates a clear visual hierarchy that signposts the entrances to passages and lanes, as well as lighting important historic monuments
- Encourage whole street events and the possibility of temporary traffic closures for parades and retail events. In particular, explore the possibility of developing events to celebrate Strand's rich musical and nightlife history and its role in the wider Northbank public realm and the urban promenade to Victoria Embankment

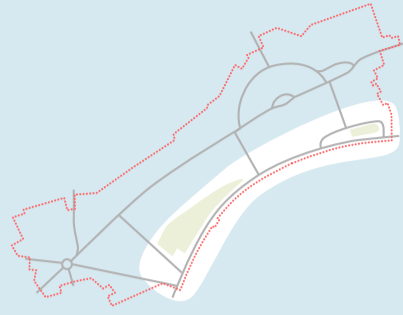
POTENTIAL UPGRADES



A strategic approach to shopfronts should be taken by ensuring that retail frontages relate to the exceptional architecture above



Improve north-south routes and connections from Strand by upgrading crossings, and strengthening wayfinding to the lanes and courts



VICTORIA EMBANKMENT

A PARK-LIKE URBAN PROMENADE
AND RECREATION SPACE FOR LONDON

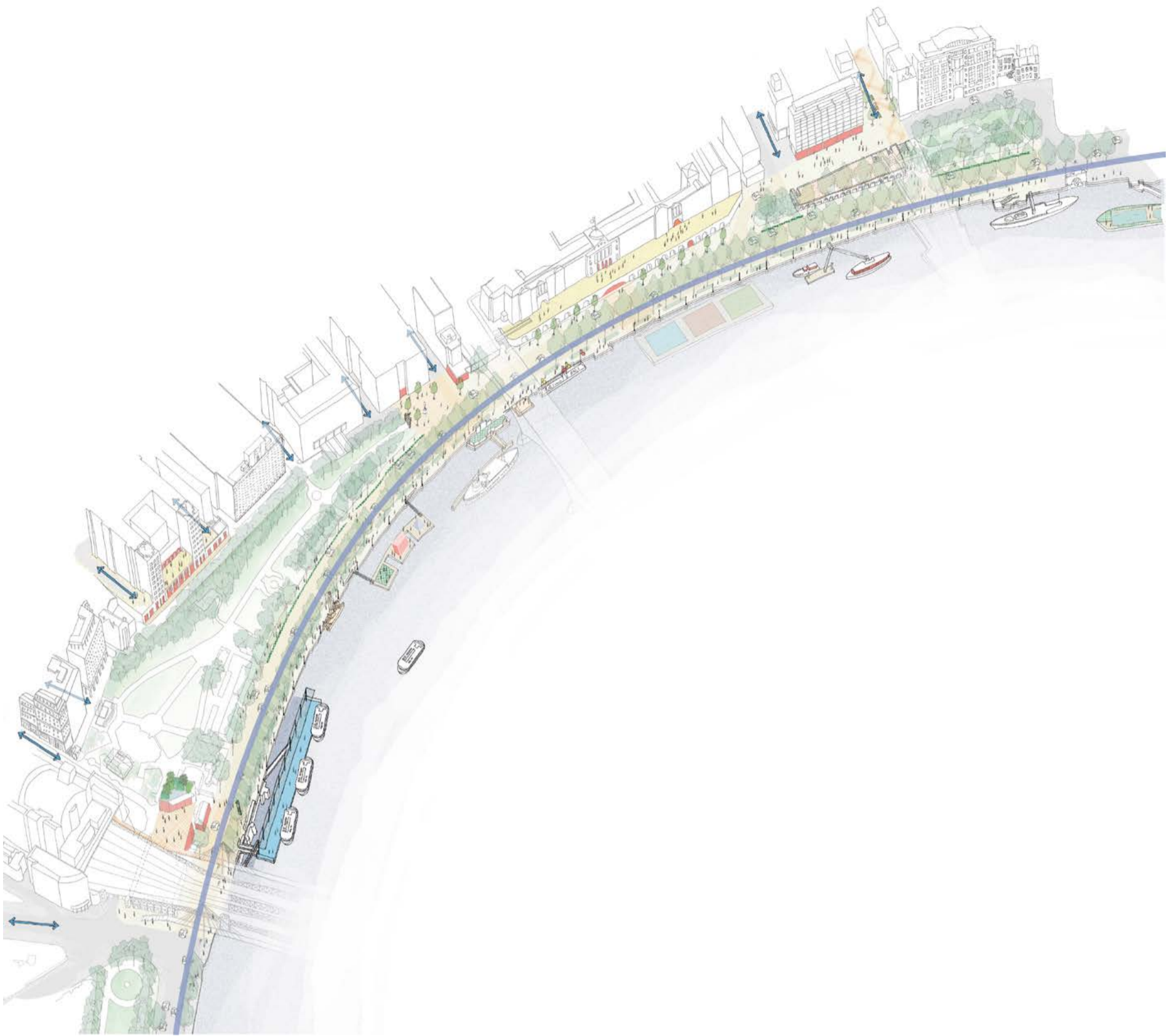
Victoria Embankment was originally imagined as a 'breathing space', where the tight passages south of Strand open up to broad vistas across the river and towards the City of London, alongside a formal procession of plane trees and Bazalgette's sequence of Victorian gardens. It was designed with the ambition to support public health and leisure, but has become overwhelmed by four lanes of heavy traffic adjacent to the riverwalk. At a time when other cities across the world are rethinking their riverfronts, and cycling and air quality issues rise up the political agenda, the pedestrian experience along Victoria Embankment is in great need of improvement.

With TfL's east-west Cycle Superhighway, the proposed Garden Bridge, the potential Thames Baths project, and new works underway at Savoy Pier and Embankment Pier, there is momentum for changes to London's north riverfront. The Northbank BID has the opportunity to build upon the momentum of the east-west Cycle Superhighway to develop Victoria Embankment as an important recreation space for Londoners and a unique asset in the capital. This could be pursued with more regular temporary traffic closures, material upgrades and smaller scale public realm improvements along the route. The Compendium proposes upgrades to the material palette of the riverwalk, as well as improvements to a number of specific spaces and connections leading to it.

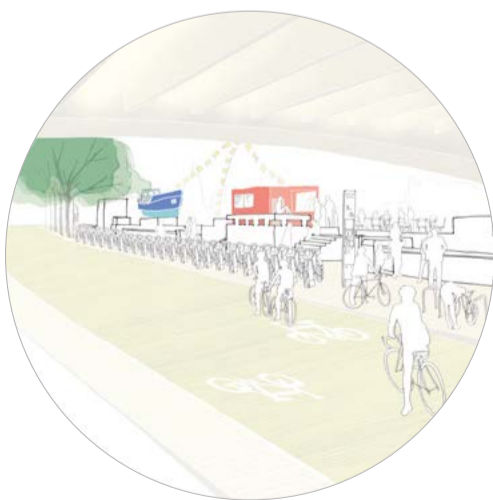
SUMMARY OF PROPOSALS

- Build upon the benefits of the arrival of the east-west Cycle Superhighway, by upgrading the riverwalk, encouraging more temporary closures to traffic and creating a softer material palette that feels more park-like
- Enhance a series of public spaces along the river, from a new public square outside the Institute for Electrical Engineers to a possible pedestrianised Temple Place at the landing of the proposed Garden Bridge
- Celebrate institutions on the river, such as the RNLI and the Institute for Engineering and Technology (IET), and encourage them to have a stronger presence in the public realm, through upgraded settings and public events
- Create a new cycle hub under Waterloo Bridge, supporting the east-west Cycle Superhighway with cycle facilities, new parking and potentially a sensitively-designed café kiosk
- Enhance the life on the river itself, by upgrading river piers alongside works to Embankment Pier and Savoy Pier. Encourage new temporary boats and stage temporary riverine events while recognising the important open space of the river

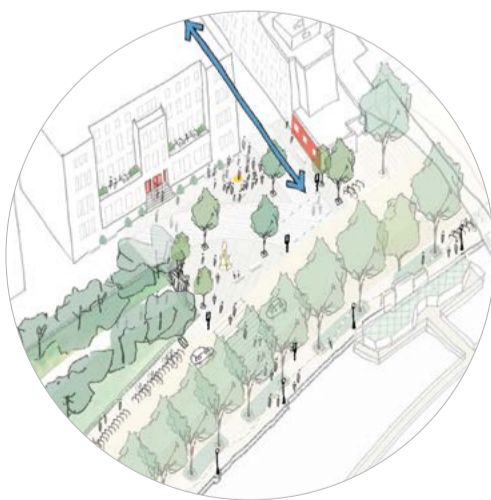
POTENTIAL UPGRADES



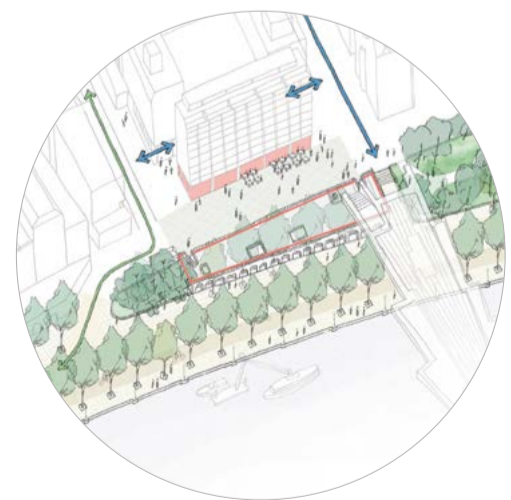
RIVER PROMENADE:
A recreation space for London with more temporary traffic closures and a park-like material treatment



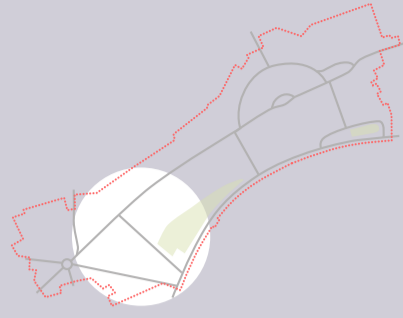
UNDER WATERLOO BRIDGE:
A cycle hub and reinvigorated RNLI station



VICTORIA EMBANKMENT GARDENS EAST:
New public space outside IET, improved entrance to gardens



TEMPLE PLACE:
Pedestrianised space to support the proposed Garden Bridge



VILLIERS STREET

A GATEWAY TO THE DISTRICT,
WITH DECLUTTERED AND UPGRADED PUBLIC SPACES

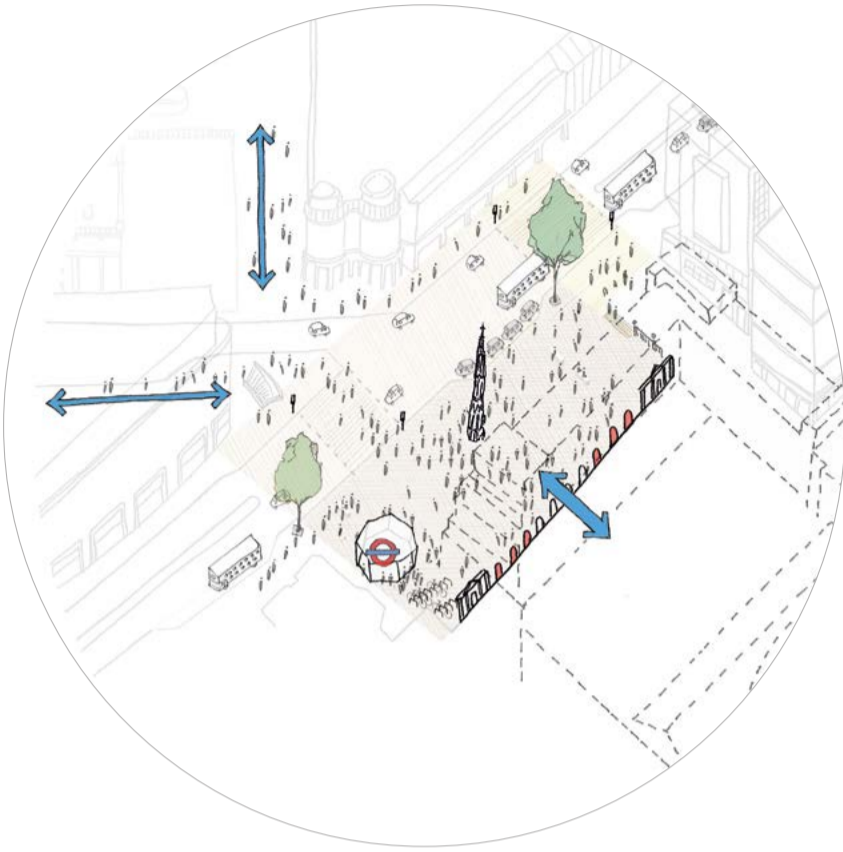
Villiers Street is an extremely busy pedestrian route with some of the highest footfall in central London. For many visitors and commuters, the area around Villiers Street is the primary gateway to the West End, Charing Cross and Embankment stations, Victoria Embankment Pier, and Trafalgar Square. In addition, 3,000 workers are based at PWC headquarters at 1 Embankment Place. However, the area around Villiers Street has poor paving that needs upgrading, and problems with litter and clutter. Charing Cross station forecourt is occupied by taxis, clutter and often refuse that surrounds the historic Queen Eleanor Memorial Cross. It does not provide a good connection to Duncannon Street and Trafalgar Square.

Within this area, Villiers Street, the west entrance to Victoria Embankment Gardens, the Adelphi Terrace and Charing Cross station forecourt are all priority projects that will have a significant impact on the public realm of the Northbank. All projects will require close dialogue with WCC and Historic England, as well as further discussions with the key stakeholders around each space to bring about improvements. These larger projects sit alongside a series of recommendations and principles for secondary streets and spaces, whose upgrade may provide 'quick wins' for the area and support the connectivity and setting of larger schemes.

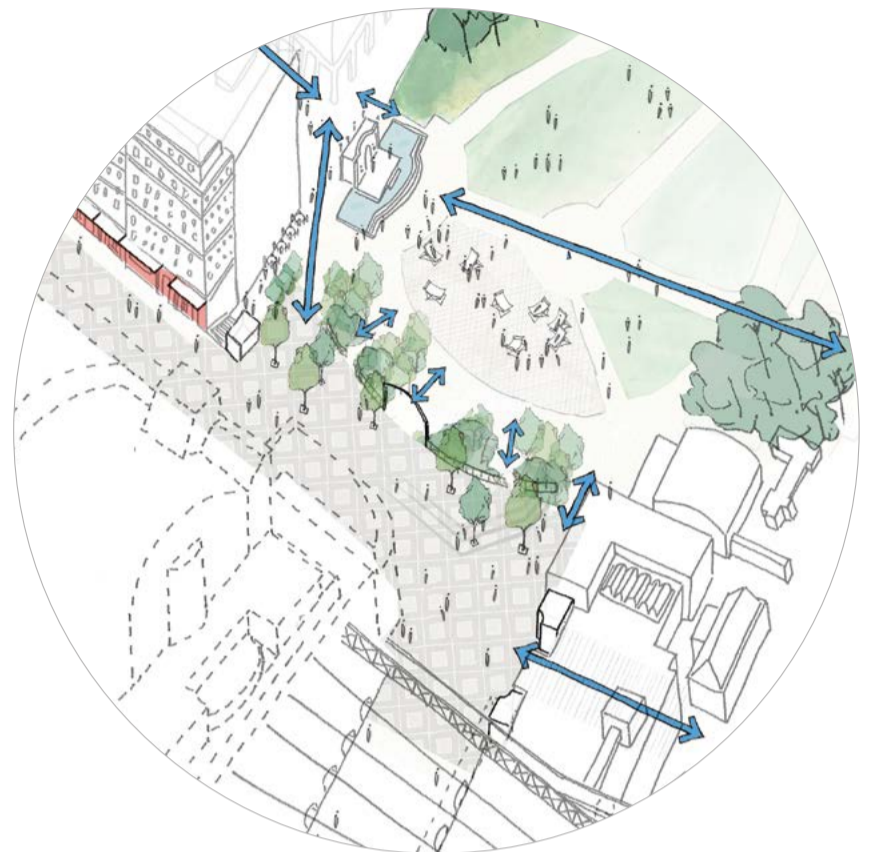
SUMMARY OF PROPOSALS

- Upgrade the materials on Villiers Street to tidy up an important gateway to the district as well as redesigning the west entrance to Victoria Embankment Gardens. Declutter the entrance to the gardens to clarify the gateway, while maintaining its important separation from the street
- Create a new civic square outside Charing Cross station, improving the setting for the Queen Eleanor Memorial Cross and strengthening connections between the station forecourt, Duncannon Street and Trafalgar Square
- Celebrate the public space outside at the Adelphi Terrace as a vibrant new pedestrianised asset, with fantastic river views
- Improve secondary connections around Villiers Street, upgrade useful alternative routes to Villiers Street and strengthen connections to Whitehall and Northumberland Avenue. This will include upgrades to Craven Passage, Embankment Place and the high-level walkway between Hungerford Bridge and Charing Cross station

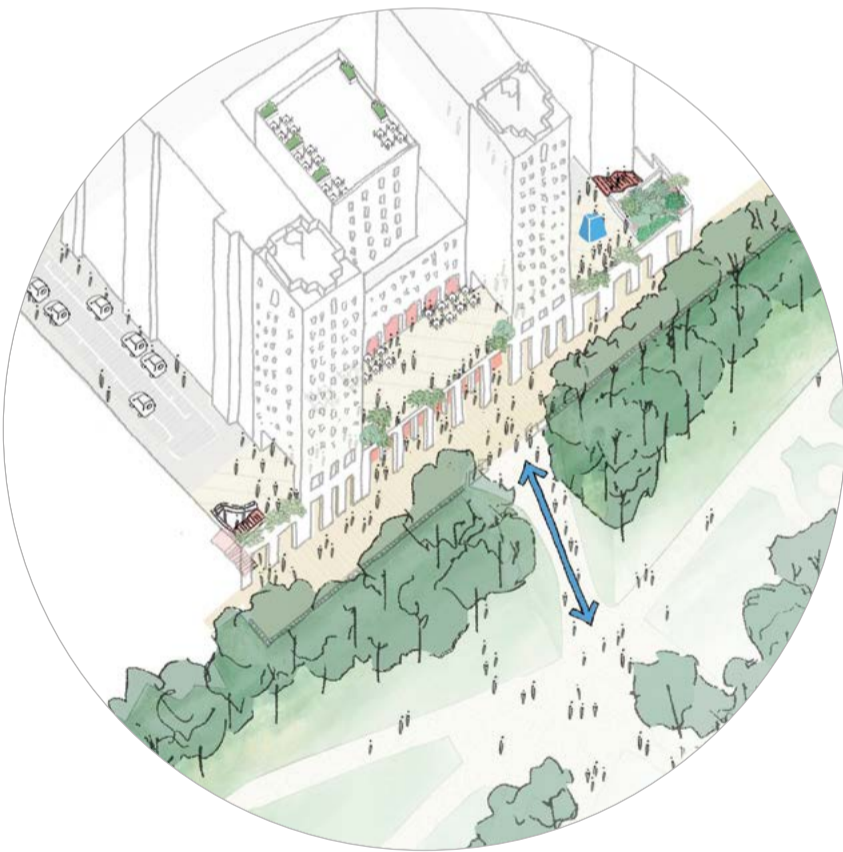
POTENTIAL UPGRADES



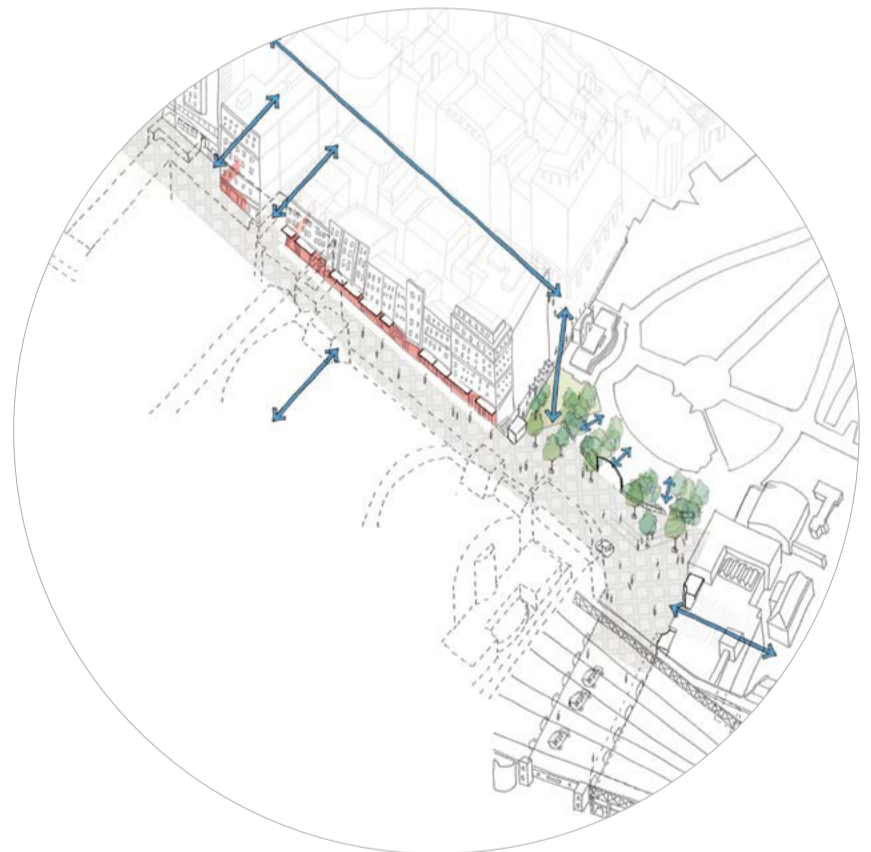
CHARING CROSS STATION FORECOURT:
Decluttered civic square



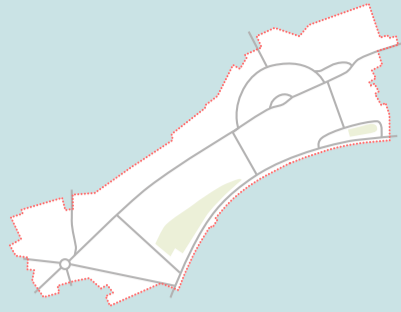
WEST ENTRANCE TO VICTORIA EMBANKMENT GARDENS:
A more coherent park entrance and station setting



ADELPHI TERRACE:
Pedestrianised public terrace
with upgraded connections to the gardens



VILLIERS STREET:
Repaved, decluttered, kiosk redesign



LANES, COURTS AND SMALLER SPACES

A NETWORK OF REACTIVATED HISTORIC PASSAGES, ENLIVENED WITH NEW USES, AND RECONNECTED WITH NEW MATERIALS AND IMPROVED ACCESSIBILITY

The Northbank's large city blocks, dramatic topography, railway arches and Seventeenth century terraces have created an extraordinary network of passages, lanes, courts and smaller spaces that are a latent asset in the district. Currently underused, hidden and confusing, they can be perceived as dangerous at night, and have a reputation as the location of anti-social activity. Nevertheless, across London and elsewhere similar passages are being upgraded, enlivened and celebrated as distinctive and valuable spaces.

Encouraging activity would help to change perceptions of the passages and perhaps the district as a whole. Small and practical changes

from upgrading lighting, to repositioning signage and introducing new crossings would provide attractive alternative routes for pedestrians. Other spaces could become sites for art installations and unusual temporary events, whereas in the long term some passages could be enlivened with active frontages and new uses.

The Northbank BID is well-placed to develop a programme of upgrades in the lanes, and although not as high-profile as some of the front spaces, their upgrade could greatly improve people's experience of the district, encourage connections and become a unique attraction in their own right.

SUMMARY OF PROPOSALS

- Upgrade 13 projects across the district to strengthen north-south connections between Covent Garden, Strand and Victoria Embankment, as well as improving links to Trafalgar Square and Whitehall
- Increase activity in these smaller spaces, to celebrate their unique character, improve safety and activate underused routes. Encourage new uses and increase active frontages as buildings around the passages are developed
- Upgrade materials, lighting, and signage to establish consistency and legibility, ensuring that routes are clearly integrated into the wider public street network
- Unlock gates to create new routes in locations such as William IV Street and activate and redesign the western end of Savoy Place
- Strengthen north-south cycle connections to Victoria Embankment's east-west Cycle Superhighway, such as on Savoy Street
- Commission artists to situate high profile and possibly temporary installations in the lanes and passages, encouraging more people to explore these hidden assets

POTENTIAL UPGRADES



13 projects identified across the Northbank's lanes, courts and smaller spaces



Improve cycle links along Savoy Street



Open the connection between William IV Street and Chandos Place



Upgrade Surrey Street and activate the lane with King's College student life



Connect Embankment Place to Whitehall with a new crossing on Northumberland Avenue



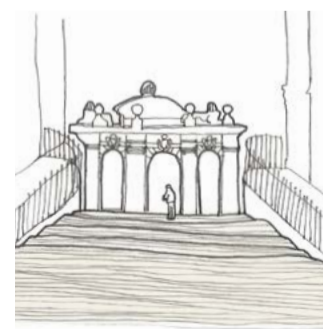
Upgrade materials on Adelaide Street



Activate a new route behind Victoria Embankment Gardens and Savoy Place



Relight, repave and activate frontages on York Place



Declutter the setting to the York Watergate and introduce a more direct route between Buckingham Street and Savoy Place

PUBLIC REALM STRATEGY OVERVIEW AND ANALYSIS

Within the five geographical ‘families’, 40 individual spaces have been identified across the district. Each of these spaces is analysed in detail in the Compendium that follows from page 44. This section provides a strategic overview of all proposals, with a tabulation of all 40 spaces outlined on page 41, and the 40 spaces located on the map opposite.

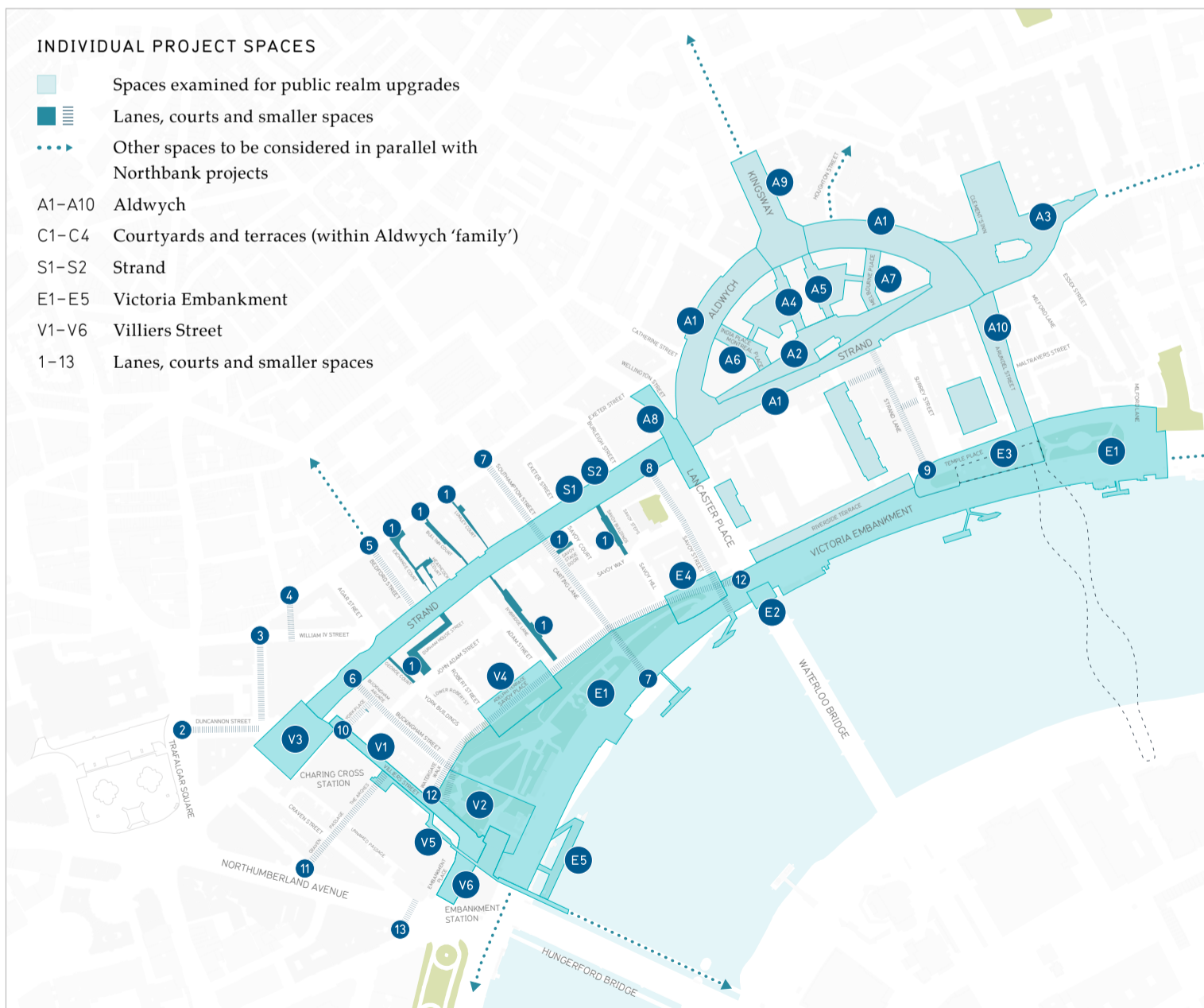
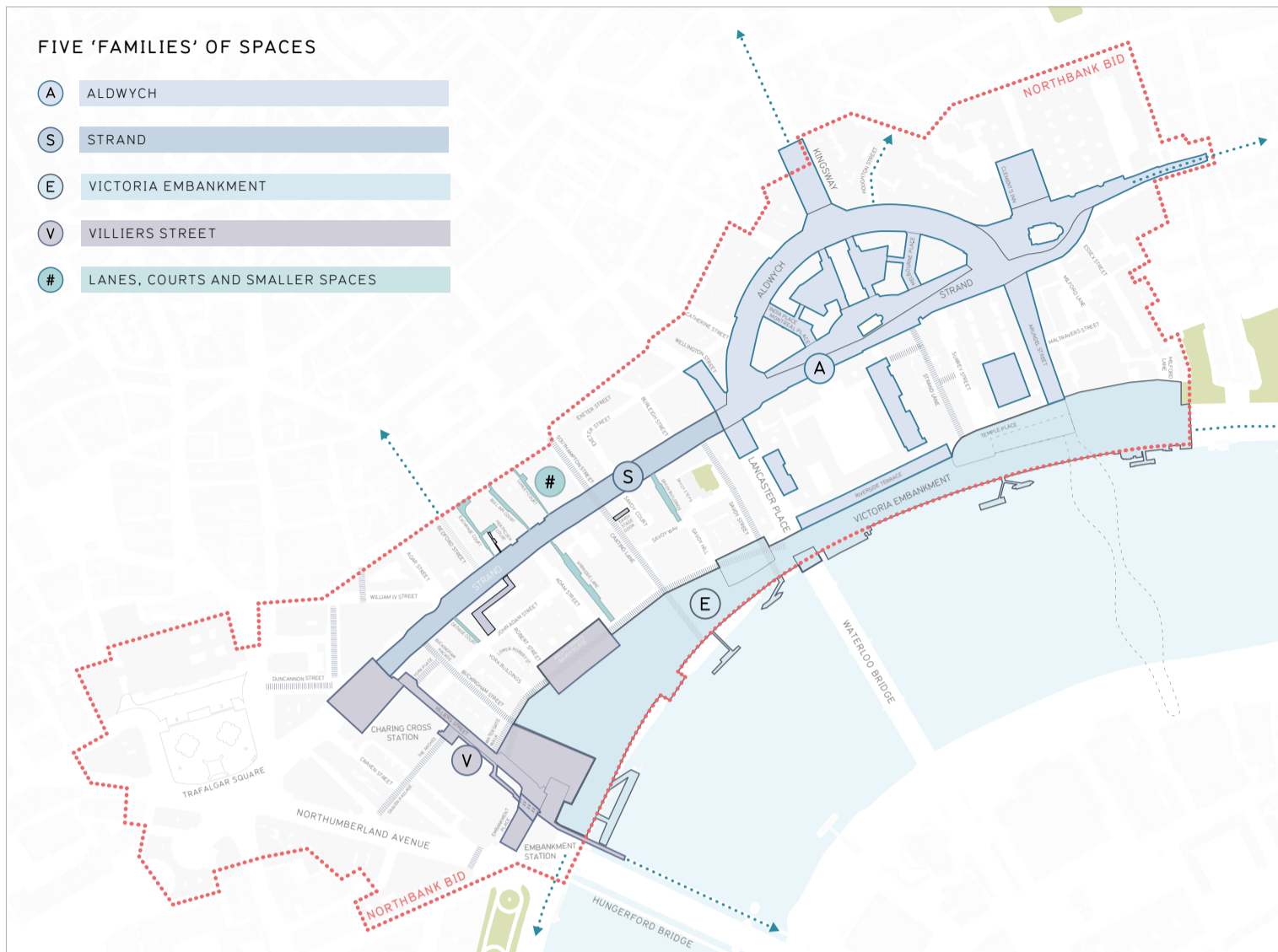
The table of spaces aids comparison between the different projects based on their perceived relative timescales, complexities and impacts. The key adjacent to the table identifies the criteria used to define the levels of impact, complexity, and possible timescale.

The table is intended to assist ongoing discussions regarding phasing and delivery, rather than presenting a value judgement on the merits of each project. The impact, complexity and timescale analysis has been developed from Publica’s extensive analysis of the Northbank area and should be used as a guide for further decisions by the BID Board. This analysis is based on information currently available and may shift as other developments come to the fore and feasibility studies are developed.

All spaces have been tabulated, with the exception of the courtyard spaces south of the Strand, described on page 68. These courtyard spaces are currently subject to development by various stakeholders. Their assessment is outwith the scope of this work.

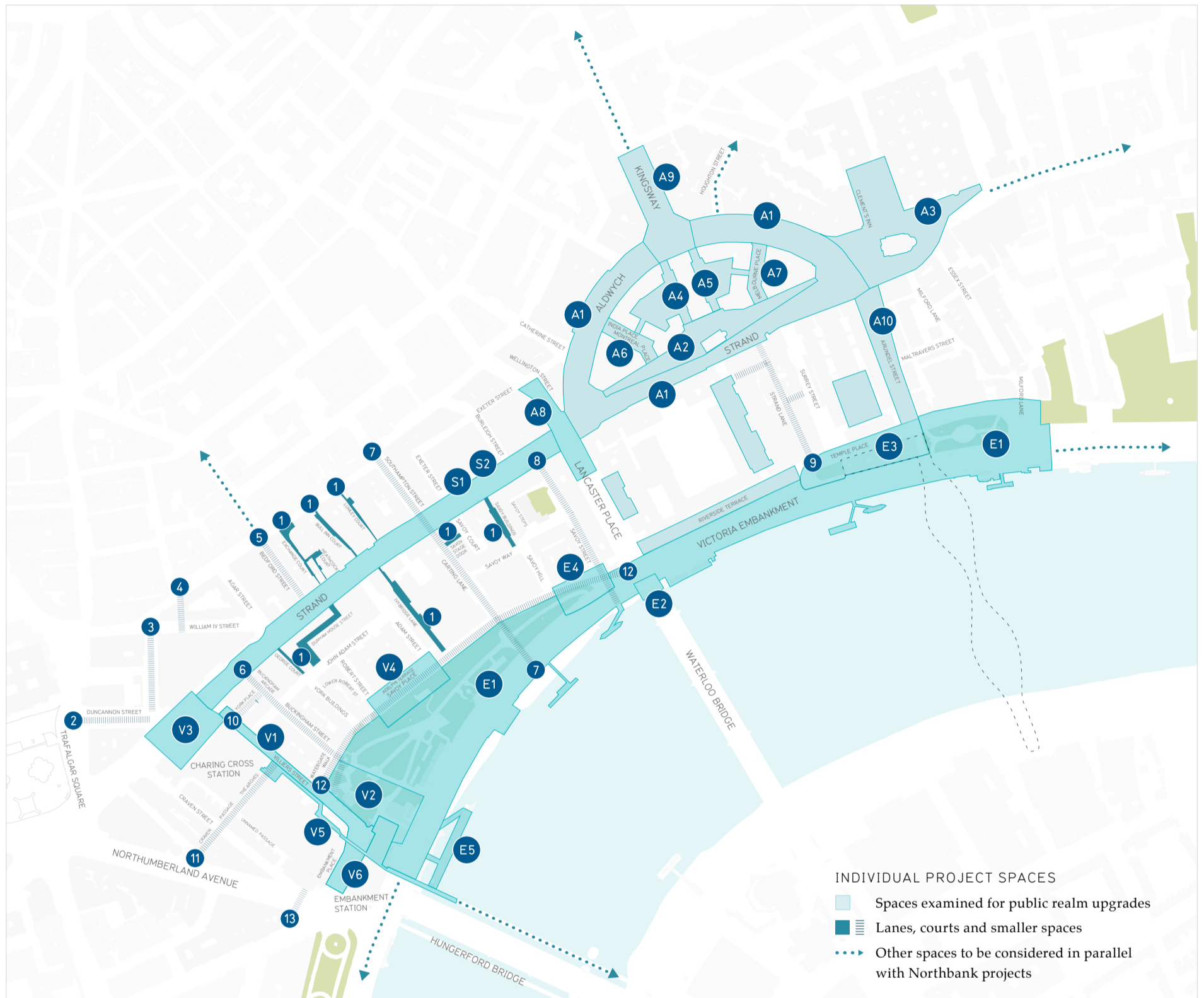
It may be possible to start work on major projects and make headway on a number of smaller projects simultaneously. The highlighted priority spaces should not be seen as the only important spaces in the Northbank.

A number of projects with a lesser foreseen impact may cumulatively help to build as much momentum as the single projects identified as priorities opposite. All projects outlined in this report will bring positive benefits to the Northbank district. All proposals will also be enhanced by incorporating WCC’s Westminster Way design guidelines from the outset, as well as considering other relevant policy documents.



PUBLIC REALM STRATEGY

PROJECTS OVERVIEW AND PRIORITIES



KEY FOR PROJECT MATRIX

IMPACT

What impact will public realm improvements in this space deliver for the Northbank as a whole?

- ● ● ● ● LOWEST IMPACT
- ● ● ● ● HIGHEST IMPACT
- ● ● ● ● eg: discrete projects that will have a cumulative effect on changing perceptions of the Northbank
- ● ● ● ● eg: small interventions that will impact on the atmosphere of a neighbourhood within the Northbank
- ● ● ● ● eg: projects that will enhance a wider area or improve connections into the Northbank
- ● ● ● ● eg: projects that, alone, would change wider perceptions of the Northbank
- ● ● ● ● eg: significant projects that would have a London-wide impact and attract large numbers of new visitors

COMPLEXITY

How difficult will the public realm improvements in this space be to deliver?

- ○ ○ ○ ○ LOWEST COMPLEXITY
- ○ ○ ○ ○ HIGHEST COMPLEXITY
- ○ ○ ○ ○ eg: the easiest projects to achieve. As with all projects, these projects will require consultation with WCC and other nearby stakeholders
- ○ ○ ○ ○ eg: projects including listed buildings or gardens. Changes will require more detailed consultation with WCC/Historic England. The project could also be affected by complex ownership issues and minor traffic changes
- ○ ○ ○ ○ eg: projects incorporating traffic changes or structural changes
- ○ ○ ○ ○ eg: projects activating new frontages that will require significant architectural changes
- ○ ○ ○ ○ eg: projects that affect wider strategic traffic issues, and/or will require significant rebuilding, and complex stakeholder negotiations

TIMESCALE

Short / medium / longer term

The timing and delivery of projects is dependent on many factors not least funding, other infrastructure works and developments. The timescales within this Strategy are based on Publica's initial estimations in Spring 2015 but may change after full feasibility studies.

Short term projects could be defined and pursued immediately, and have a scale, variables or stakeholders that make them possible within the next few years.

Medium term projects may have a longer lead time, be linked to other developments and plans or require approvals from various parties.

Longer term projects are likely to require a series of scoping, design, testing and approvals stages. Despite this, these projects may be progressed through their early stages as soon as possible.

N.B: This matrix is based upon qualitative findings, resulting from on site fieldwork, research, observations, and consultations held throughout the project, and not quantitative data. They are suggestions to be developed further by the BID Board. The projects have yet to be fully tested with Westminster City Council (WCC), Historic England, Port of London Authority (PLA) and Transport for London (TfL). They will require full consultation, feasibility testing (with transport, structural, and heritage analysis), and decisions regarding planning, phasing, funding and delivery.

* 10 PRIORITY PROJECTS THAT MIGHT BE CONSIDERED FOR IMMEDIATE ACTION

REF	DESCRIPTION	IMPACT	COMPLEXITY	POSSIBLE TIMESCALE	RELATED PROJECTS
* A1	ALDWYCH GYRATORY	●●●●●	○○○○○	Longer term	ST MARY-LE-STRAND, ST CLEMENT DANES, KINGSWAY, INDIA PLACE / MONTREAL PLACE, ARUNDEL STREET, TEMPLE PLACE
* A2	ST MARY-LE-STRAND	●●●●●	○○○○○	Medium term	ALDWYCH GYRATORY
* A3	ST CLEMENT DANES	●●●●●	○○○○○	Longer term	ALDWYCH GYRATORY
A4	BUSH HOUSE COURTYARD WEST	●●●●●	○○○○○	Medium term	INDIA PLACE / MONTREAL PLACE
A5	BUSH HOUSE COURTYARD EAST	●●●●●	○○○○○	Medium term	MELBOURNE PLACE
A6	INDIA PLACE / MONTREAL PLACE	●●●●●	○○○○○	Short term	ALDWYCH GYRATORY, BUSH HOUSE COURTYARD WEST
A7	MELBOURNE PLACE	●●●●●	○○○○○	Short term	BUSH HOUSE COURTYARD EAST
A8	WELLINGTON STREET	●●●●●	○○○○○	Short term	ALDWYCH GYRATORY
A9	KINGSWAY	●●●●●	○○○○○	Medium term	ALDWYCH GYRATORY
A10	ARUNDEL STREET	●●●●●	○○○○○	Medium term	TEMPLE PLACE, ALDWYCH GYRATORY
ALDWYCH STREET					
* S1	STRAND SHOPFRONTS AND CONNECTIONS	●●●●●	○○○○○	Short term	STRAND LIGHTING
* S2	STRAND LIGHTING	●●●●●	○○○○○	Short term	STRAND SHOPFRONTS AND CONNECTIONS
STRAND					
* E1	RIVER PROMENADE	●●●●●	○○○○○	Medium term	UNDER WATERLOO BRIDGE, TEMPLE PLACE, EAST ENTRANCE TO VICTORIA EMBANKMENT GARDENS, EMBANKMENT PIER
* E2	UNDER WATERLOO BRIDGE	●●●●●	○○○○○	Short term	RIVER PROMENADE
E3	TEMPLE PLACE	●●●●●	○○○○○	Medium term	ARUNDEL STREET, ALDWYCH GYRATORY, RIVER PROMENADE
E4	EAST ENTRANCE TO VICTORIA EMBANKMENT GARDENS	●●●●●	○○○○○	Medium term	RIVER PROMENADE, SAVOY STREET, SAVOY PLACE
E5	EMBANKMENT PIER	●●●●●	○○○○○	Short term	RIVER PROMENADE
VICTORIA EMBANKMENT					
* V1	VILLIERS STREET	●●●●●	○○○○○	Short term	WEST ENTRANCE TO VICTORIA EMBANKMENT GARDENS, EMBANKMENT PLACE, CHARING CROSS FORECOURT
* V2	WEST ENTRANCE TO VICTORIA EMBANKMENT GARDENS	●●●●●	○○○○○	Short term	VILLIERS STREET, SAVOY PLACE
* V3	CHARING CROSS STATION FORECOURT	●●●●●	○○○○○	Medium term	VILLIERS STREET
V4	ADELPHI TERRACE / VICTORIA EMBANKMENT 'BUND'	●●●●●	○○○○○	Short term	SAVOY PLACE
V5	HIGH LEVEL WALKWAY	●●●●●	○○○○○	Short term	
V6	EMBANKMENT PLACE	●●●●●	○○○○○	Short term	VILLIERS STREET
VILLIERS STREET					
* 1	ALLEYS, LANES AND COURTS	●●●●●	○○○○○	Short term	STRAND SHOPFRONTS AND CONNECTIONS
2	DUNCANNON STREET	●●●●●	○○○○○	Medium term	CHARING CROSS STATION FORECOURT
3	ADELAIDE STREET	●●●●●	○○○○○	Short term	
4	ROUTE BETWEEN WILLIAM IV AND CHANDOS PLACE	●●●●●	○○○○○	Short term	
5	BEDFORD STREET	●●●●●	○○○○○	Medium term	
6	BUCKINGHAM ARCADE / BUCKINGHAM STREET	●●●●●	○○○○○	Short term	STRAND SHOPFRONTS AND CONNECTIONS
7	SOUTHAMPTON STREET	●●●●●	○○○○○	Short term	STRAND SHOPFRONTS AND CONNECTIONS
8	SAVOY STREET	●●●●●	○○○○○	Short term	EAST ENTRANCE TO VICTORIA EMBANKMENT GARDENS, RIVER PROMENADE
9	STRAND LANE: KING'S COLLEGE COURTYARD	●●●●●	○○○○○	Medium term	
10	YORK PLACE	●●●●●	○○○○○	Short term	
11	THE ARCHES: CRAVEN PASSAGE	●●●●●	○○○○○	Short term	VILLIERS STREET
12	SAVOY PLACE	●●●●●	○○○○○	Longer term	EAST ENTRANCE TO VICTORIA EMBANKMENT GARDENS, VILLIERS STREET, WEST ENTRANCE TO VICTORIA EMBANKMENT GARDENS, ADELPHI TERRACE / VICTORIA EMBANKMENT 'BUND'
13	EMBANKMENT PLACE: WHITEHALL PLACE	●●●●●	○○○○○	Short term	EMBANKMENT PLACE
LANES, COURTS AND SMALLER SPACES					

PUBLIC REALM STRATEGY

CONCLUSIONS AND NEXT STEPS

A number of recommendations and next steps are proposed based on the Survey findings, and the design of the Vision and Strategy for the Northbank's public realm.

Initially, the BID Board is advised to discuss phasing and delivery of the Strategy and proposed projects. A series of priority projects could be selected using the guidance presented in the tabulated list of spaces on page 41. These priority projects should then be taken forward, with other projects potentially being developed in the future.

Space-by-space principles for these projects, outlined in the Compendium, should be considered with suggestions for overall improvements. These overall improvements include parking audits, transport studies, a lighting strategy, and the development of a cultural programme. They are identified opposite on page 43, in accordance with the four overarching themes guiding the Strategy.

Therefore, as well as selecting and developing priority projects for public realm improvements, it is recommended that the Northbank BID undertakes a number of overall studies and improvements that will benefit the district as a whole; for example, commissioning a transport management and modelling study. District-wide studies such as this will benefit individual space improvements, by providing additional technical analysis that will support the development of future proposals. However, overall strategies must also consider the principles outlined for individual spaces, to ensure there are no contradictions or conflicts. All proposals should be developed in consultation with WCC, TfL and in line with relevant policy documents.

The Northbank BID is a unique and important area of central London. The strategy calls for distinctive design proposals that are of the highest quality and that are led by first class practitioners. Consider, therefore, developing an ambitious procurement strategy that enables and encourages exceptional, bold and sensitive proposals to be commissioned for the area's streets and spaces. Consider, for example, partnering with cultural or educational institutions or running architectural competitions to identify the most appropriate practitioners for each project.

1 MITIGATE THE IMPACT OF VEHICLES

The key priorities are transport planning, commissioning a parking audit and analysing the requirements of buses, taxis and service vehicles.

- In consultation with WCC and TfL, transport planners should further assess the potential removal of the Aldwych gyratory and impact of Cycle Superhighway works, particularly the onward traffic impact for Strand. This analysis should include wider conversations about traffic in central London including a potential review of London buses, possible changes relating to the Congestion Charge and Ultra Low Emissions Zone (ULEZ). TfL has recommended that a traffic flow and demand study is commissioned. The Northbank BID's work on air quality monitoring around King's College should be utilised in making a case for transport improvements
- A full parking audit would assess where relocation might be possible, and how behaviour change could be encouraged. This should be carried out in consultation with WCC, TfL and stakeholders
- Taxi requirements for the Northbank should be audited and planned for alongside transport planning changes
- Servicing and vehicular access should be assessed, potentially restricting servicing hours or consolidating servicing vehicles for the district, as pioneered by the Crown Estate at Regent Street. Where changes are suggested, stakeholders should be consulted to ensure their access requirements are understood by proposals

2 UPGRADE THE PUBLIC REALM

The key priorities are WCC-approved material upgrades (including underground servicing provision), tree and landscape studies, upgrades to shopfronts, kiosks and riverboats, reduced street clutter, and improved lighting.

- Ensure that material upgrades can be developed in line with the Westminster Way and transport planning advice from TfL. Any material upgrades should also consider wider connections with WCC's Covent Garden material palette
- Work with WCC to ensure that all public realm works consider underground servicing provision. Consider introducing a conduit to consolidate all utilities along Strand/Aldwych, Arundel Street and Villiers Street. This would prevent utility companies causing unnecessary damage to public realm upgrades, saving money for repairs in the long term
- Continue commissioning landscape and horticultural advice to develop the district-wide tree strategy and replanting succession strategy. Employ a sensitive approach to greening across the district that is a fitting backdrop to important historic assets
- Alongside shopfront and retail strategies for Strand, adopt WCC shopfront policy (*Shopfronts, Blinds and Signs, 2004*), and employ a visual merchandiser to ensure that window displays are decluttered and engaging

- Encourage the upgrade and redesign of private riverboats and piers. Develop a ‘shopfront’ policy for riverboats and pier design with WCC and Port of London Authority
- Commission a full kiosk audit in collaboration with WCC’s current kiosk research and proposals for Villiers Street. This could be accompanied by an architectural competition to design new kiosks for Charing Cross
- Continue to declutter the pedestrian realm where possible, consulting with WCC to investigate which A-boards could be removed from public footways
- Ensure that any transport upgrades also declutter footways by working to reduce street signage as much as possible. Discuss the possibilities of introducing a Historic Core Zone (less traffic signage required) with WCC
- Collaborate with lighting researchers and designers at the Configuring Light research unit at LSE/King’s College to consider innovative approaches to lighting the district
- In collaboration with lighting researchers, commission a lighting consultant to develop a coherent and sensitive lighting survey and strategy for the Northbank
- Consider a series of temporary lighting events to build enthusiasm for wider lighting proposals

3 CONNECT THE PUBLIC REALM

The key priorities are pedestrian flow and demand studies, and a strategic approach to materials and wayfinding in consultation with WCC.

- Commission further pedestrian flow and demand studies to understand important desire lines in more detail. Consider detailed pedestrian counts and further analysis at key junctions, including a kerbside uses study around Aldwych bus stops
- Increase cycle-parking across the district, in particular along the Victoria Embankment’s proposed east–west Cycle Superhighway. Ensure cycle routes are clearly demarcated and strategic routes are not blocked by public realm upgrades or shared surface proposals. Consider the interface of all public realm upgrades between TfL’s east–west Cycle Superhighway and WCC’s cycle grid
- Commission a wayfinding strategy that considers the lanes and passages in particular, incorporating Legible London principles and signage, and that is in line with WCC policy
- Ensure that material upgrades are developed alongside WCC and TfL’s wider strategies for walking and cycling across the West End. This should coincide with connections to major new infrastructure and wider strategic proposals from the West End Partnership (see page 12)
- Employ a strategic approach to upgrading pedestrian crossings across the district, working with WCC and TfL, to encourage the increase in shared surfaces, and the reduction in asphalt

4 CELEBRATE PUBLIC LIFE

The key priority is the development of a cultural strategy, that celebrates and enlivens the river, as well as the area’s important institutions, theatres, and historic assets.

- Develop a district-wide cultural strategy that encourages public events in association with Northbank institutions and organisations. These events could be facilitated by the Northbank’s cultural and educational institutions, but should be designed with the primary objective of engaging the general public
- Build upon the popular existing public events programmes currently run by King’s College and LSE. Working alongside their respective masterplan proposals, encourage more events to have a stronger presence in the public realm
- Engage with the Lyceum, Adelphi, Savoy, Vaudeville, Playhouse, Novello, Aldwych and Duchess theatres to create a coherent theatreland identity, through lighting upgrades as well as potential street performances and events in line with WCC policy
- Engage with the Institute of Engineering and Technology on Savoy Place, to celebrate Michael Faraday through a series of events in the proposed new public space on Victoria Embankment (Victoria Embankment was the UK’s first electrically lit street)
- Celebrate London’s maritime history through animation of the riverfront, with a series of riverine events. These should include and celebrate the RNLI, and encourage them to contribute to events on Victoria Embankment
- Encourage the Royal Society of Arts (RSA) to collaborate with the Adelphi building, and explore the use of the Adelphi Terrace for possible open air debates related to their lively programme of lectures
- Lobby WCC and persuade those redeveloping buildings connected to lanes to activate frontages within passages. This would increase street life and activity in the narrow routes connecting to Strand

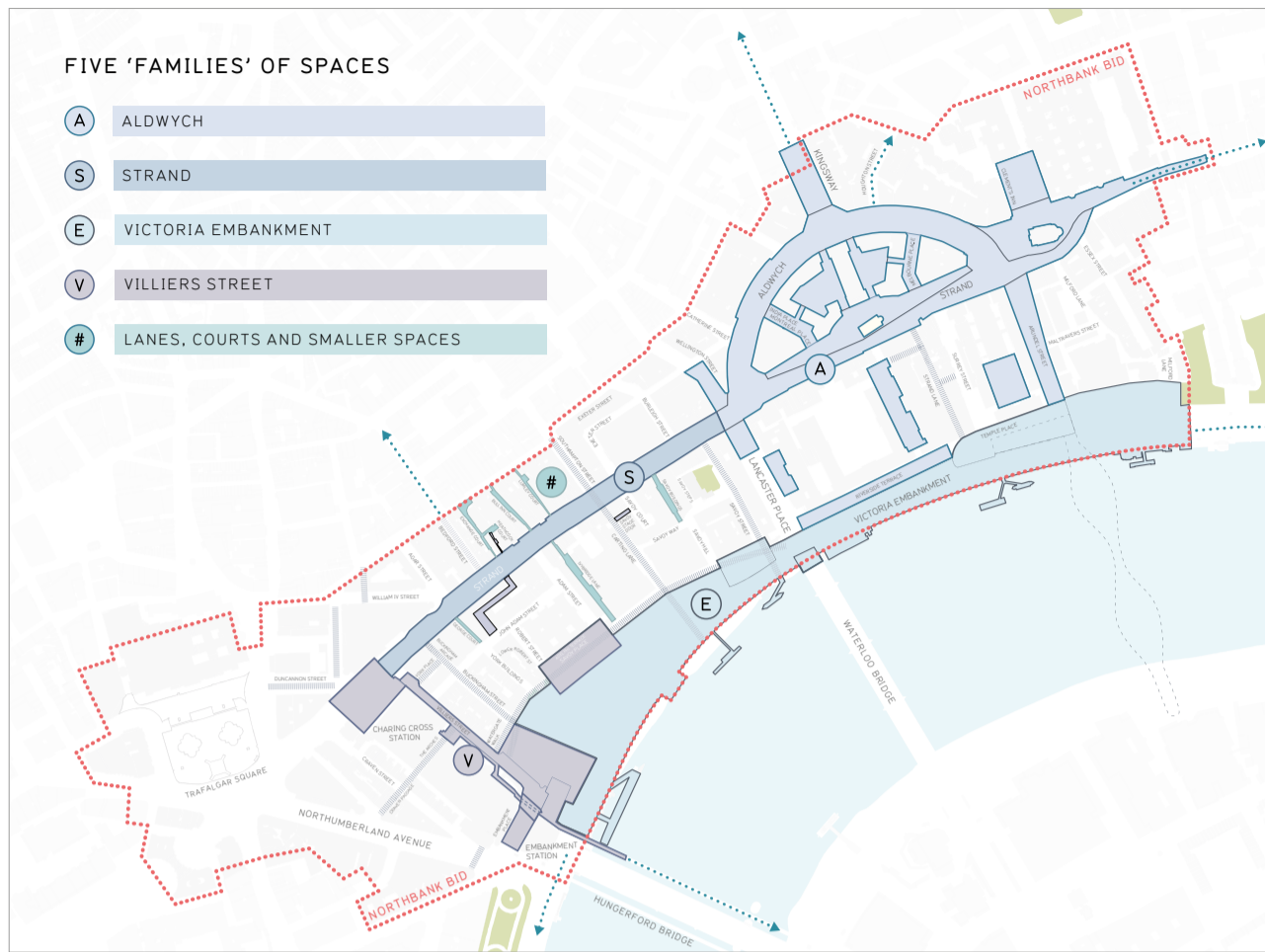
COMPENDIUM OF PROJECTS

This Compendium is a collation of principles for all 40 public spaces that have been identified for improvements. As outlined in the Public Realm Strategy, these principles have been examined under four overarching themes – mitigating the impact of traffic, upgrading the public realm, connecting the public realm and celebrating public life.

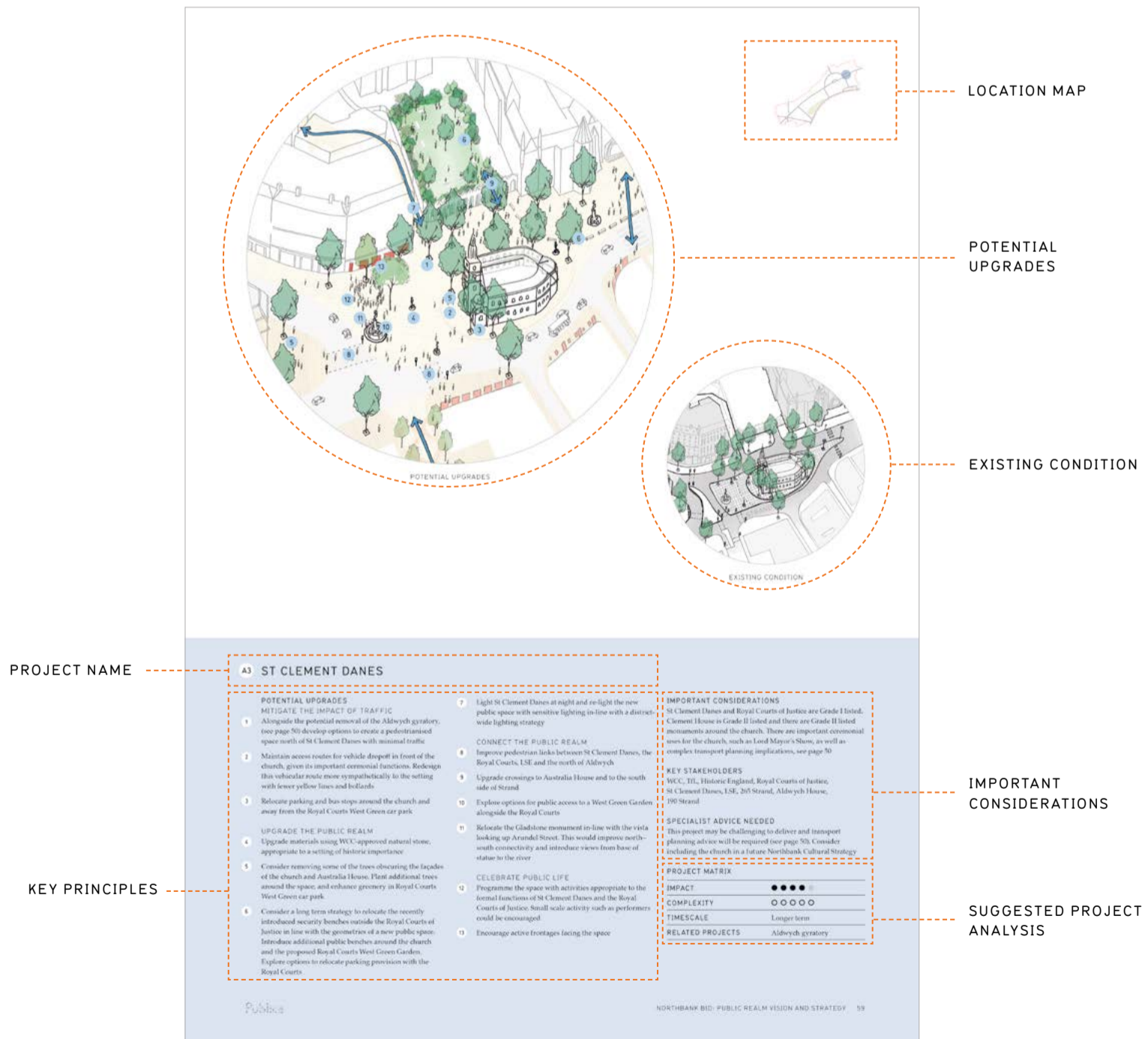
The 40 spaces have been divided into five chapters, in line with the five geographical ‘families’ illustrated opposite.

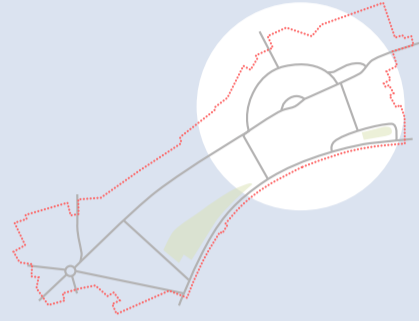
Each page is laid out in a similar way to allow easy comparison between spaces. This gives stakeholders the opportunity to clearly compare the principles and complexities of each proposal. Each page includes a location map, an illustration of the existing condition of the space, a diagram of potential upgrades, key principles, important considerations, as well as a graphic that illustrates Publica’s suggested analysis of each project. This analysis considers the impact, complexity and timescale of each project, as well as related projects that should be considered simultaneously. Each chapter also presents a series of precedents to inspire ambitious thinking and provide examples of similar projects.

The list of key considerations and stakeholders for each space provides an initial guide and is not comprehensive. The drawings in this report represent loose principles and not definitive designs. The ideas have yet to be fully tested with Westminster City Council (WCC), Historic England, Port of London Authority (PLA) and Transport for London (TfL). They will require full consultation, feasibility testing with transport, structural, and heritage analysis, and decisions regarding planning, phasing, funding and delivery, to be taken forward by the BID Board.



TYPICAL PAGE LAYOUT





COMPENDIUM OF PROJECTS
ALDWYCH



EXISTING CONDITIONS AND SITES
EXAMINED FOR UPGRADES

A ALDWYCH AREA

- A1 ALDWYCH GYRATORY
- A2 ST MARY-LE-STRAND
- A3 ST CLEMENT DANES
- A4 BUSH HOUSE COURTYARD WEST
- A5 BUSH HOUSE COURTYARD EAST
- A6 INDIA PLACE / MONTREAL PLACE
- A7 MELBOURNE PLACE
- A8 WELLINGTON STREET
- A9 KINGSWAY
- A10 ARUNDEL STREET
- C COURTYARDS

Perhaps more than any other area within the Northbank, Aldwych is blighted by heavy traffic and a poor pedestrian environment. Over 20 listed buildings and monuments sit within a landscape of fast-flowing traffic, buses, parking, asphalt, poor lighting and street clutter. There are few pedestrian crossings and the public realm has a poorly defined identity.

At the heart of Aldwych, Somerset House has proven that spaces filled with vehicles can be successfully reinvented to become vibrant public spaces, and fitting settings for London's finest architecture. With some of the nation's most important institutions at its heart, and growing momentum behind the proposed Garden Bridge, the recently completed Aldwych Quarter and proposed Arundel Great Court developments, there are many other public spaces with the potential to follow the example set by Somerset House.

This section of the Compendium seeks to analyse the complex strategic questions relating to transport planning around the gyratory, setting out a number of options that could be further developed. Secondly, the section provides key principles for nine projects around Aldwych that could be implemented independently of larger scale traffic works.

Improvements to the Aldwych gyratory could offer the greatest upgrade to this area, despite being a complex long term project, involving many stakeholders and close consultation with WCC and TfL. There are many smaller public realm upgrades around Aldwych that could be completed independently, and their implementation could help to build momentum and support towards the larger scale improvements.

PRECEDENTS



Brooklyn Book Festival, New York City



Somerset House Summer Series



Exhibition Road, South Kensington



St. Urbanus Kirchplatz, Gelsenkirchen, Germany



Guildhall Courtyard, City of London



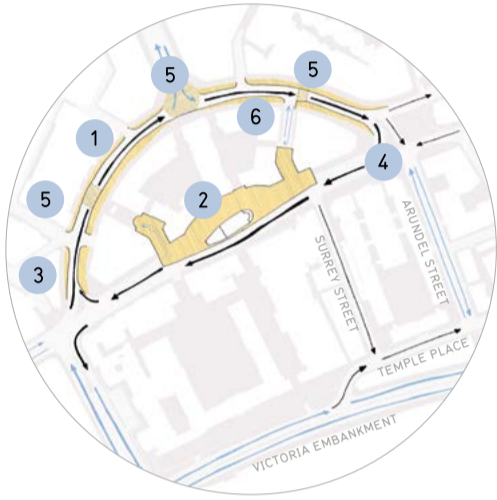
Postman's Park, City of London



EXISTING CONDITION

FAST-FLOWING GYRATORY TRAFFIC, PARKING AND LOADING, DIFFICULT PEDESTRIAN CROSSINGS

- 1 Fast flowing one-way traffic around the north of Aldwych
- 2 Slow moving bus traffic around the south of the 'D' (Strand /Aldwych)
- 3 Churches marooned between busy traffic flows
- 4 Parking, bus stands, taxi stands and bus stops all contribute to difficult crossing conditions
- 5 North-south buses travelling between Kingsway and Waterloo Bridge flow around the 'D'
- 6 Important ceremonial uses around this space, from the royal ceremonial route to the Lord Mayor's show



OPTION 1:

ONE-WAY GYRATORY WITH TRAFFIC CALMING, PART-PEDESTRIANISATION, IMPROVED CROSSINGS

- 1 One-way traffic retained around the Aldwych
- 2 New and re-paved pedestrian priority space north of St Mary-le-Strand with widened footways on south side of Strand where possible. This pedestrian priority space could be on either the north or south side of the church, subject to further testing.
- 3 Widened footways around Aldwych, and possibilities of space for cycle lanes or bus priority measures
- 4 Bus routes largely unaffected
- 5 Improved crossings at Kingsway, India Place and Melbourne Place
- 6 Vehicular access to Melbourne Place from Aldwych only



OPTION 2:

TWO-WAY TRAFFIC WITH TRAFFIC CALMING,
PART-PEDESTRIANISATION AROUND ST MARY-LE STRAND

- 1 Two-way traffic introduced around Aldwych
- 2 New and repaved pedestrian priority space north of St Mary-le-Strand
- 3 Only four east-west bus routes retained on the south side of the 'D'
- 4 Improved crossings at Kingsway, India Place and Melbourne Place
- 5 Vehicular access to Melbourne Place from Aldwych only
- 6 Reduce carriageway width and widen footways around Aldwych wherever possible

A1 ALDWYCH GYRATORY: STRATEGIC QUESTIONS

The following pages propose a number of ideas for changes to the Aldwych gyratory. These can be viewed as a potential sequence of phased propositions or independent proposals with varying impacts on traffic movements. They should be viewed as strategic questions at this early stage.

These options have not yet been modelled by transport planners, and are not intended as design propositions, but should be used to stimulate discussion around public realm priorities in the Aldwych area. They are to be further developed and discussed with key stakeholders, TfL and WCC. The options presented show potential pedestrianisation around the north side of St Mary-le-Strand, on account of daylight issues, architectural assets, strengthening pedestrian connections through to a potential new Bush House public courtyard, and creating a more direct traffic route. Options to pedestrianise the south side of St Mary-le-Strand church should also be explored as part of detailed design development.

Over the subsequent pages, the Aldwych gyratory has been analysed in detail, using a number of street sections and a survey of existing street clutter and objects in the public realm. Any future upgrades to the gyratory should consider all the detailed spatial implications of any decisions, alongside looking at the wider strategic scale.

IMPORTANT CONSIDERATIONS

Consider the traffic implications of other major projects in the West End with TfL, such as the east-west Cycle Superhighway. Consider the construction requirements of the proposed Garden Bridge, Thames Tideway Tunnel, and other major building sites, particularly at Arundel Great Court. All options and iterations will need to be agreed with TfL prior to finalising the study briefs.

WCC's Policy S41 should be considered as options are developed further. This prioritises pedestrian movement and the creation of a convenient, attractive and safe environment.

The retention of bus stand space around Aldwych is imperative and protected by the London Plan and the Mayor's Transport Strategy. Similarly the outcome of current Crossrail bus service impacts review should be taken into account as this may alter the number of bus movements in the area.

Any designs should support and encourage more cycling in line with London Cycle Design Standards (LCDS), delivering a high Cycling Level of Service (CLOS) score of at least 70% (as recommended by TfL). Cycling should be allowed along Strand, Aldwych and the key north-south connector between Melbourne Place, Surrey Street and Victoria Embankment.

Any cycling provision proposed on a shared surface treatment should be clearly marked and obviously recognisable to pedestrians, to prevent the replication of the problems currently seen at Wellington Street.

Consider alleviating congestion overground by encouraging north-bound private vehicle users to use the Strand Underpass

There are a large number of Grade I and Grade II listed buildings around Aldwych.

Public realm upgrades to Aldwych should include a consolidated underground servicing conduit system to aid maintenance, and improve the life-span of material upgrades. WCC can provide a plan showing the existing Aldwych pipe subway route.

Public realm upgrades to Strand should also consider the recent leasing of buildings in the Aldwych Quarter development by King's College. This change of use will expand the campus across the main road and increase the number of students crossing Strand.

KEY STAKEHOLDERS

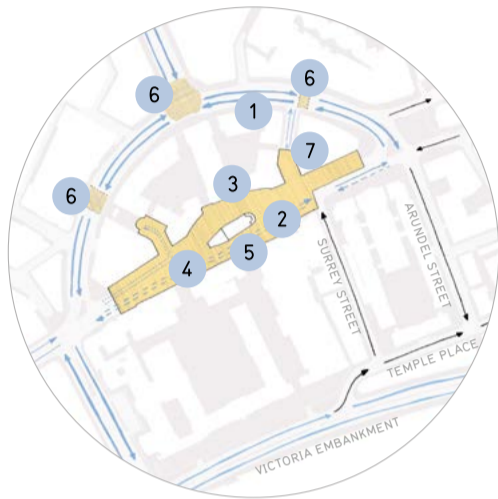
WCC, TfL, Historic England, Somerset House, King's College, Arundel Great Court, 190 Strand, St Mary-le-Strand, Aldwych Quarter, Waldorf Hilton Hotel, Delaunay, St Clement Danes, LSE, Aldwych House, Me Hotel, India House, Australia House, Aldwych Theatre, Novello Theatre, One Aldwych, Royal Courts of Justice, Garden Bridge Trust, consultation with neighbouring authorities - City of London and LB Camden, and other business and users around Aldwych/Strand



OPTION 3:

A LARGE SCALE CIVIC SPACE WITH FULL TRAFFIC CLOSURE - TWO-WAY TRAFFIC AROUND ALDWYCH, FULLY PEDESTRIANISED SOUTH SECTION

- 1 Two-way traffic introduced around Aldwych
- 2 New and re-paved pedestrian priority space north of St Mary-le-Strand with widened footways on south side of Strand where possible. This pedestrian priority space could be on either the north or south side of the church, subject to further testing.
- 3 No traffic allowed along Strand at Aldwych - except access to Somerset House, India Place and the important functions of the ceremonial route
- 4 Improved crossings at Kingsway, India Place and Melbourne Place
- 5 Vehicular access to Melbourne Place from Aldwych only
- 6 Reduce carriageway width and widen footways around Aldwych wherever possible



OPTION 4:

A LARGE SCALE CIVIC SPACE CLOSED TO TRAFFIC FOR SPECIAL EVENTS - AS OPTION 3 BUT WITH TEMPORARY CLOSURES

- 1 Two-way traffic introduced around Aldwych
- 2 Limited bus routes, access, and cycling only along the south side of the 'D' (Strand). This could be a great reduction from current traffic flows
- 3 New repaved pedestrian priority space around St Mary-le-Strand
- 4 Only four east-west bus routes
- 5 Temporary full pedestrianisation of south Aldwych encouraged for special events
- 6 Improved crossings at Kingsway, India Place and Melbourne Place
- 7 Vehicular access to Melbourne Place from north Aldwych only



OPTION 5:

A LARGE-SCALE CIVIC SPACE CLOSED TO TRAFFIC FOR SPECIAL EVENTS WITH FURTHER ADDITIONAL PEDESTRIANISED SPACES - AS OPTION 4, BUT WITH FURTHER PROJECTS AT TEMPLE PLACE AND ST CLEMENT DANES

ADDITIONAL TO OPTION 4:

- 1 Possible pedestrianisation north or south of St Clement Danes. See page 59
- 2 Possible pedestrianisation at Temple Place. See page 81

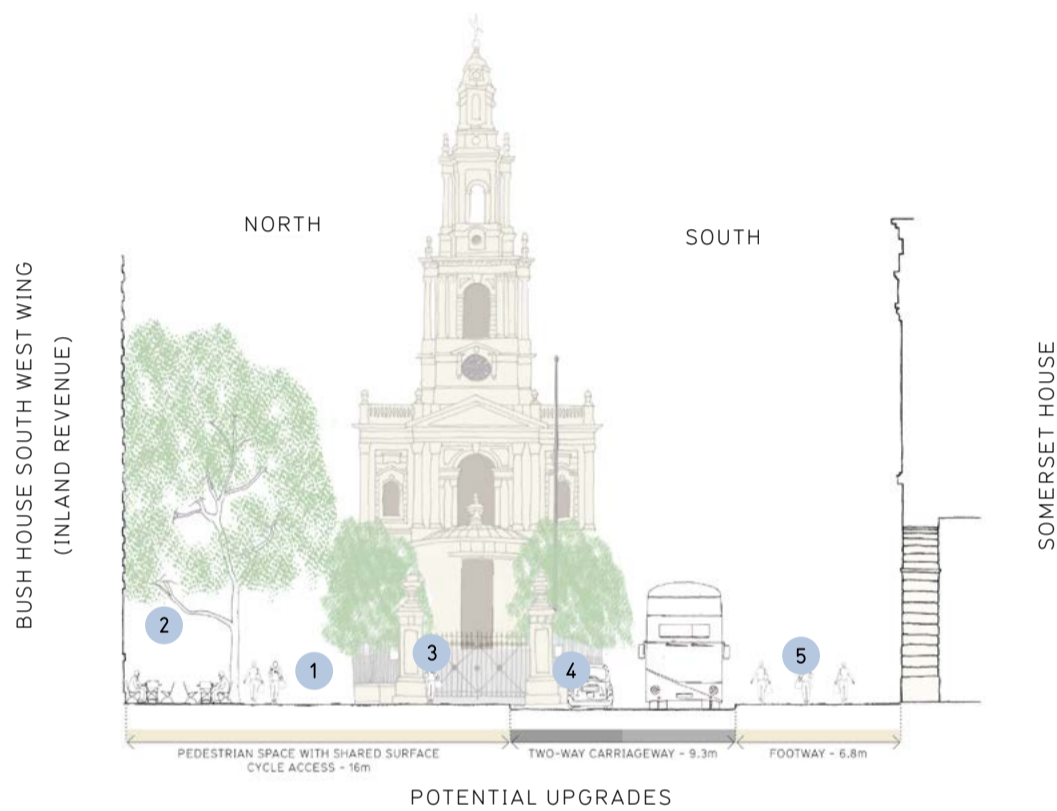
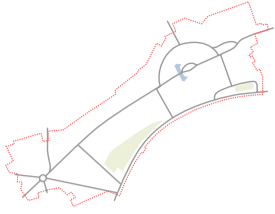
SPECIALIST ADVICE NEEDED

Transport modelling will be required, in line with wider strategic models being developed by TfL, considering bus, taxi, cycling, and servicing provision, as well as a comprehensive parking audit. A detailed kerbside activity study should be developed, as well as assessing key pedestrian desire lines.

It may be helpful to anticipate where the key pedestrian desire lines are likely to be in the future, with new developments and the arrival of the proposed Garden Bridge.

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Long term
RELATED PROJECTS	St Mary-le-Strand, St Clement Danes, Kingsway, India Place/Montreal Place, Arundel Street, Temple Place



A1 ALDWYCH GYRATORY: SOMERSET HOUSE SECTION

This page illustrates the possible spatial characteristics resulting from Option 2 of the traffic changes (as drawn on the previous page). This option has been chosen as an example of how reduced traffic flow could function around St Mary-le-Strand church, rather than as a presentation of a preferred option.

The drawing shows a cross-section through Strand outside the entrance to Somerset House, and in front of St Mary-le-Strand. This option pedestrianises the north side of the church, while allowing some traffic to remain travelling east-west along Strand.

These drawings illustrate the approximate distances and road widths required for traffic upgrades. For further detail on the key public realm principles for this space, see page 58.

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Create a pedestrian space on the north side of St Mary-le-Strand, outside the refurbished Aldwych Quarter. This space should be flexible and be able to host large-scale events with the surrounding institutions
- 2 Develop a long term strategy to encourage active frontages and outdoor seating around Bush House South West Wing
- 3 Re-locate cycle parking away from the Grade I listed church
- 4 Introduce two-way traffic south of the church for servicing access, taxis and east-west bus routes. There are four east-west bus routes. The reduction in traffic would make it easier for pedestrians to cross informally while retaining access to Somerset House, King's College etc.
- 5 Re-locate bus stops to reduce footway congestion. The south footway would remain the same width with some widening where possible



EXISTING CONDITION



POTENTIAL UPGRADES

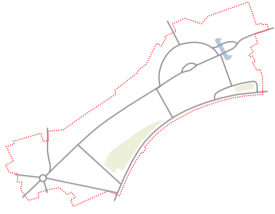
A1 ALDWYCH GYRATORY: ST MARY-LE-STRAND SECTION

This page illustrates the possible spatial characteristics resulting from Option 2 of the traffic changes (as drawn on p. 50). This option has been chosen as an example of how reduced traffic flow could function around the church, rather than as a presentation of a preferred option. The drawings show a cross-section through Strand at its wide point behind St Mary-le-Strand. This option pedestrianises the north side of the church, while allowing some traffic to remain travelling east-west along the Strand.

These drawings illustrate the approximate distances and road widths required for traffic upgrades. For further detail on the key public realm principles for this space, see page 58.

POTENTIAL UPGRADES MITIGATE THE IMPACT OF TRAFFIC

- 1 Create a pedestrian space on the north side of St Mary-le-Strand, outside the refurbished Aldwych Quarter. This space would be flexible and be able to host large-scale events for the surrounding institutions
- 2 Develop a long term strategy to encourage active frontages and outdoor café seating
- 3 Consider introducing moveable public seating, as well as more fixed public seating
- 4 Introduce two-way traffic south of the church for servicing access, taxis and some buses. There are four east-west bus routes. The reduction in traffic would make it easier for pedestrians to cross informally
- 5 Re-locate bus stops to reduce footway congestion. The south footway would remain the same width with some widening where possible



A1 ALDWYCH GYRATORY: ST CLEMENT DANES SECTION

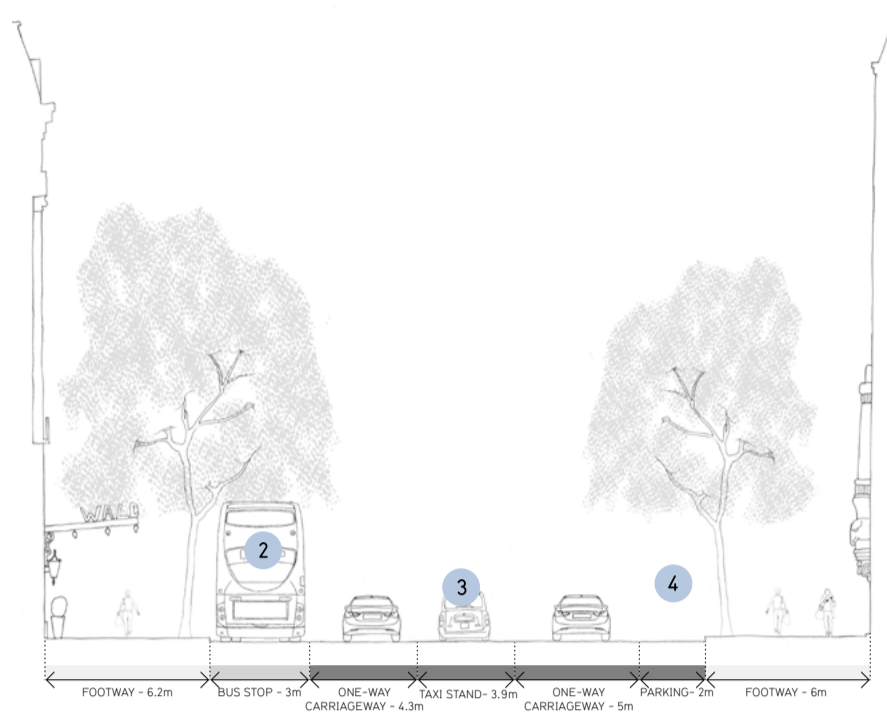
This page illustrates the possible spatial characteristics resulting from Option 5 of the traffic changes (as drawn on page 51). This option has been chosen as an example of how reduced traffic flow could function around the church, rather than as a presentation of a preferred option. These drawings show a cross-section through the Strand in front of St Clement Danes church. This option pedestrianises the north side of the church, while maintaining east-west traffic along the south side of the church.

These drawings illustrate the approximate distances and road widths required for traffic changes and public realm upgrades. For further detail on the key public realm principles for this space, see page 39.

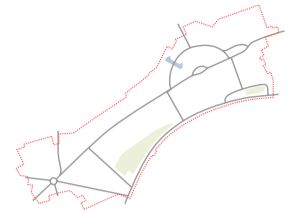
POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Create a pedestrian space on the north side of St Clement Danes, to improve the setting of the church, the Royal Courts of Justice and north-south connections to LSE via Clement's Inn. This space should be flexible and be able to host events associated with St Clement Danes' role as the RAF church, and others such as the Lord Mayor's Show
- 2 Develop a long term strategy to encourage active frontages and outdoor seating
- 3 Introduce two-way traffic along the south of St Clement Danes, re-locating taxi stands
- 4 Explore the possibility of reducing the carriageway width along Strand and widening footways outside 190 Strand



EXISTING CONDITION



POTENTIAL UPGRADES

A1 ALDWYCH GYRATORY: WEST SECTION

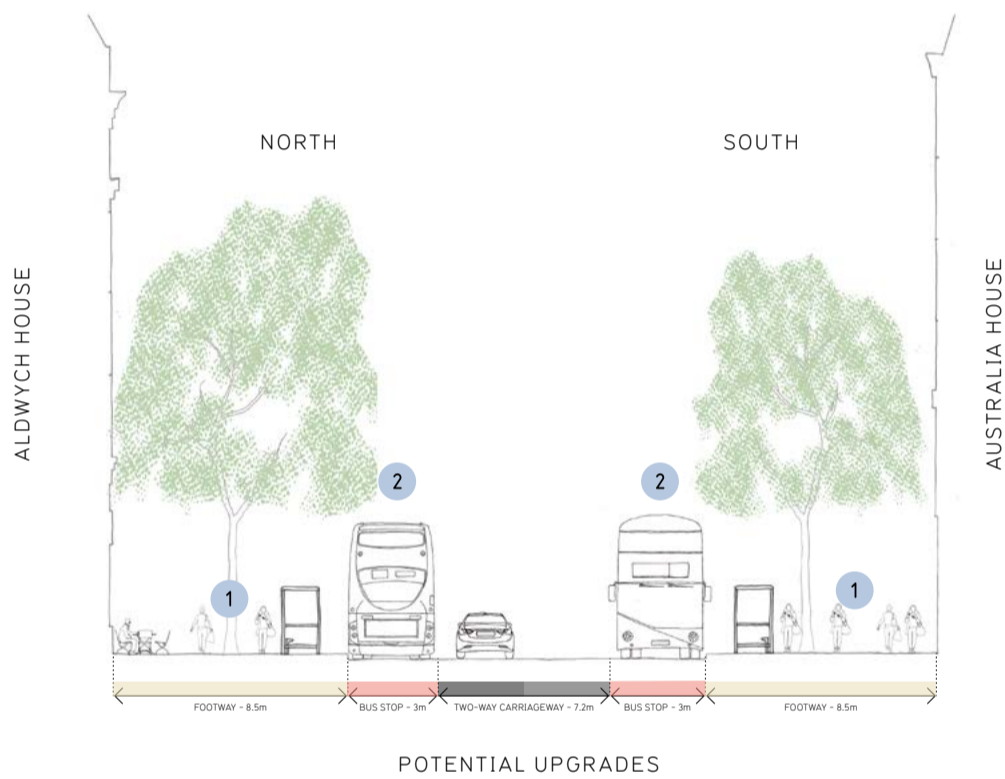
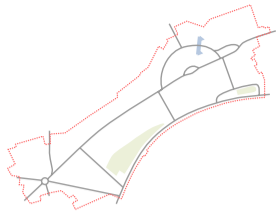
These drawings illustrate the possible spatial characteristics of Option 1 of the traffic changes (as drawn on page 50). This option has been chosen as an example of how reduced Aldwych carriageway widths could function, rather than as a presentation of a preferred option. The drawing shows a cross-section through the west segment of Aldwych between India House and the Waldorf Hilton Hotel. This option proposes retaining two lanes of one-way traffic with maximised footway widths.

These drawings illustrate the approximate distances and road widths required for traffic upgrades. For further detail on the key public realm principles for this space, see page 62.

POTENTIAL UPGRADES

REDUCE THE IMPACT OF TRAFFIC

- 1 Widen the footways to improve crossing and north-south pedestrian links
- 2 Relocate bus stop away the Waldorf Hilton Hotel main entrance. This would improve crossing to India Place
- 3 Relocate taxi stand that obscures sightlines when crossing between India House and the Waldorf Hilton Hotel
- 4 Relocate existing parking and drop off locations outside India House to Bush House Courtyard West



A1 ALDWYCH GYRATORY: EAST SECTION

These drawings illustrate the possible spatial characteristics of Option 2 of the traffic upgrades (as drawn on page 50). This option has been chosen as an example of how two-way traffic flow could function around Aldwych, rather than as a presentation of a preferred option. The drawings show a cross-section through the east segment of Aldwych between Aldwych House and Australia House. This option proposes introducing two-way traffic to Aldwych with some increased footway widths where possible.

These drawings illustrate the approximate distances and road widths required for traffic changes and public realm upgrades. For further detail on the key public realm principles for this space, see page 63.

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Widen the footways to improve crossing and north-south pedestrian links
- 2 Wider footways would alleviate congestion around the bus stop and may allow for a new westbound bus stop outside Australia House
- 3 Re-locate bus stand on the south side, to prevent standing buses travelling east crossing paths with stopping buses travelling west and creating a dangerous situation for cyclists and other traffic



EXISTING CONDITION (AS MAPPED IN FEBRUARY 2014)

- | | | | | | |
|--------------------|------------------|-----------------|--------------------|-------------------------|------------|
| • Street lamp | ⚡ Traffic light | ☎ Telephone box | 🚻 Toilet | 🛠 Market stall | 🌱 Planter |
| 📍 Lamp post | 🚶 Legible London | 🚲 Bike stand | 🚏 Bus stop | ☕ Cafe table and chairs | 🏛 Monument |
| 🚦 Street sign | • Bollard | 🗑 Bin | 🚲 Cycle hire stand | 📦 Service box | |
| 📍 Street sign post | ✉ Post box | 🗑 Sand bin | 📰 Newspaper stand | 🛋 Bench | |
| 📍 Belisha beacon | | 🚦 Signal box | 📰 A board | 🔌 Electric car charger | |

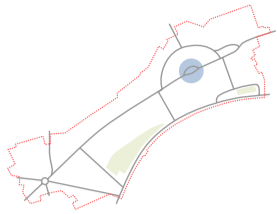
A1 ALDWYCH GYRATORY: STREET CLUTTER

Removing unnecessary objects in the public realm and clutter where possible will improve the setting of historic buildings, aid wayfinding, improve access and create more flexible public spaces. Pedestrianisation or part-pedestrianisation works would reduce the clutter along Strand at Aldwych, with the possible removal of traffic lights, street signs, bus stops and railings.

There are a number of objects in the public realm that will require consultation with stakeholders, from listed lampposts, to phone boxes, and signal boxes. The cost of their removal may not be worth the benefits of their withdrawal. However, there are a number of decluttering projects that could be easily implemented after further exploration by the Northbank BID.

POTENTIAL UPGRADES UPGRADE THE PUBLIC REALM

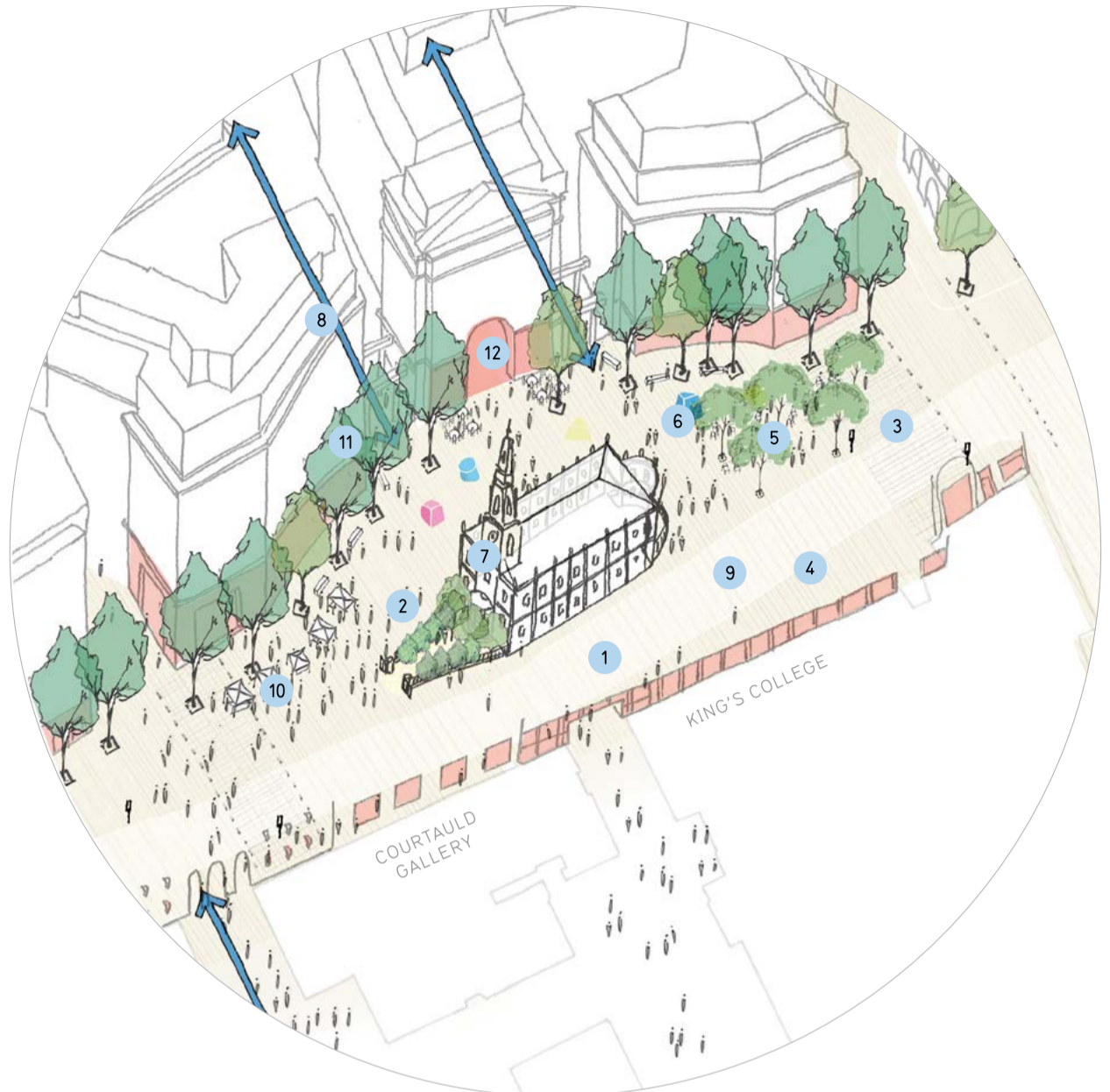
- 1 Consolidate street signage onto lampposts or other existing posts throughout the area
- 2 Remove bollards and railings, in particular away from key crossing locations, taking into account the security functions of certain bollards and their role in protecting the structural integrity of fragile basements from vehicle overruns
- 3 Re-locate bicycle racks away from listed building entrances, for example outside St Mary-le-Strand
- 4 Encourage shopowners to remove A-boards away from congested footways. A-boards are sometimes permitted on private forecourts, and WCC should be consulted to ascertain the precise boundaries of public highway. See WCC policy and maps for further information
- 5 Remove all unused posts



Scale comparison with Somerset House courtyard



EXISTING CONDITION



POTENTIAL UPGRADES

A2 ST MARY-LE-STRAND

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Develop options to remove the Aldwych gyratory (see page 30) to create a pedestrian priority space around the church with greatly reduced or minimal traffic
- 2 Explore options for relocation of parking and bus stops around the church and outside King's College

UPGRADE THE PUBLIC REALM

- 3 Upgrade materials using WCC-approved natural stone, appropriate to a setting of historic importance
- 4 Ensure the positioning of seating and planting responds to daylight conditions
- 5 Consider planting a grove of small trees behind the church and remove unhealthy trees on the south side of Strand. These trees will help to provide subtle delineation to the large space and should be carefully placed and managed so as not to obscure the Grade I listed church
- 6 Introduce new public seating (both fixed benches and moveable folding chairs e.g. Victoria BID chairs at Westminster Cathedral).
- 7 Upgrade lighting of St Mary-le-Strand and re-light the new public space in line with a district-wide lighting strategy. Aldwych should be architecturally lit and lower level street lighting may be introduced when the gyratory is removed

CONNECT THE PUBLIC REALM

- 8 Open new north-south pedestrian routes alongside Bush House courtyards. Upgrade crossing outside Somerset House
- 9 Encourage cycling through the south side of the space, although this activity should be clearly delineated to prevent pedestrian-cyclist conflict

CELEBRATE PUBLIC LIFE

- 10 Celebrate the public life of the institutions around Aldwych. Encourage public events and festivals
- 11 Carefully consider the management of the space. Events that require ticketing may not be appropriate
- 12 Develop a long term strategy to activate all frontages facing the space, including King's College, Courtauld Gallery, along with a possible shopfront strategy for east Strand retailers

IMPORTANT CONSIDERATIONS

There are large scale strategic transport planning implications for this space, see page 30

St Mary-le-Strand and Somerset House are Grade I listed, and there are a number of Grade II listed buildings—Bush House, Marconi House, India House, Australia House, Aldwych Underground Station, 152–153 Strand. Any new grove of trees planted must not obscure important views of the Grade I listed building

The proposed public space could be approximately 54m wide (at its maximum width). This is comparable to the width of Somerset House Courtyard. Both King's College and the Courtauld Institute are progressing proposals that will give the institutions more of a presence on Strand. Works to re-engage with Strand and King's College's have recently announced their leasing of buildings in the Aldwych Quarter development. This will greatly expand the King's College campus and increase the number of students crossing Strand

KEY STAKEHOLDERS

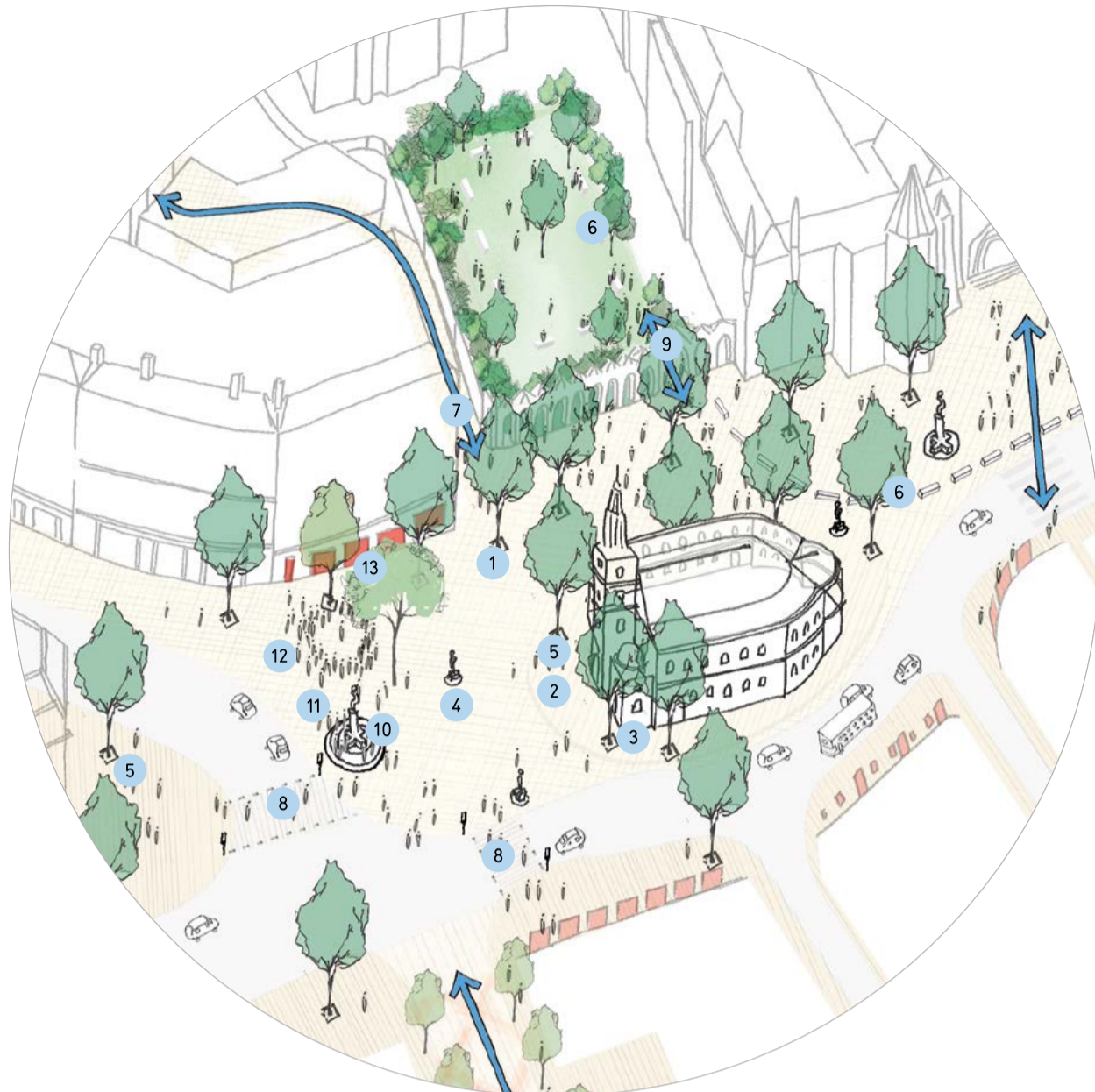
WCC, TfL, Historic England, Somerset House, King's College, St Mary-le-Strand, Arundel Great Court, Aldwych Quarter, Derwent (Bush House South West Wing), Marconi House, Australia House

SPECIALIST ADVICE NEEDED

Transport planning advice will be required (see page 50). A Northbank Cultural Strategy should be commissioned, with this space at its heart. Arboricultural advice will be needed for a potential small grove of trees behind the church

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Medium term
RELATED PROJECTS	Aldwych gyratory



POTENTIAL UPGRADES



EXISTING CONDITION

A3 ST CLEMENT DANES

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Alongside the potential removal of the Aldwych gyratory, (see page 50) develop options to create a pedestrianised space north of St Clement Danes with minimal traffic
- 2 Maintain access routes for vehicle dropoff in front of the church, given its important ceremonial functions. Redesign this vehicular route more sympathetically to the setting with fewer yellow lines and bollards
- 3 Relocate parking and bus stops around the church and away from the Royal Courts West Green car park

UPGRADE THE PUBLIC REALM

- 4 Upgrade materials using WCC-approved natural stone, appropriate to a setting of historic importance
- 5 Consider removing some of the trees obscuring the façades of the church and Australia House. Plant additional trees around the space, and enhance greenery in Royal Courts West Green car park
- 6 Consider a long term strategy to relocate the recently introduced security benches outside the Royal Courts of Justice in line with the geometries of a new public space. Introduce additional public benches around the church and the proposed Royal Courts West Green Garden. Explore options to relocate parking provision with the Royal Courts

- 7 Light St Clement Danes at night and re-light the new public space with sensitive lighting in-line with a district-wide lighting strategy

CONNECT THE PUBLIC REALM

- 8 Improve pedestrian links between St Clement Danes, the Royal Courts, LSE and the north of Aldwych
- 9 Upgrade crossings to Australia House and to the south side of Strand
- 10 Explore options for public access to a West Green Garden alongside the Royal Courts
- 11 Relocate the Gladstone monument in-line with the vista looking up Arundel Street. This would improve north-south connectivity and introduce views from base of statue to the river

CELEBRATE PUBLIC LIFE

- 12 Programme the space with activities appropriate to the formal functions of St Clement Danes and the Royal Courts of Justice. Small scale activity such as performers could be encouraged
- 13 Encourage active frontages facing the space

IMPORTANT CONSIDERATIONS

St Clement Danes and Royal Courts of Justice are Grade I listed. Clement House is Grade II listed and there are Grade II listed monuments around the church. There are important ceremonial uses for the church, such as Lord Mayor's Show, as well as complex transport planning implications, see page 50

KEY STAKEHOLDERS

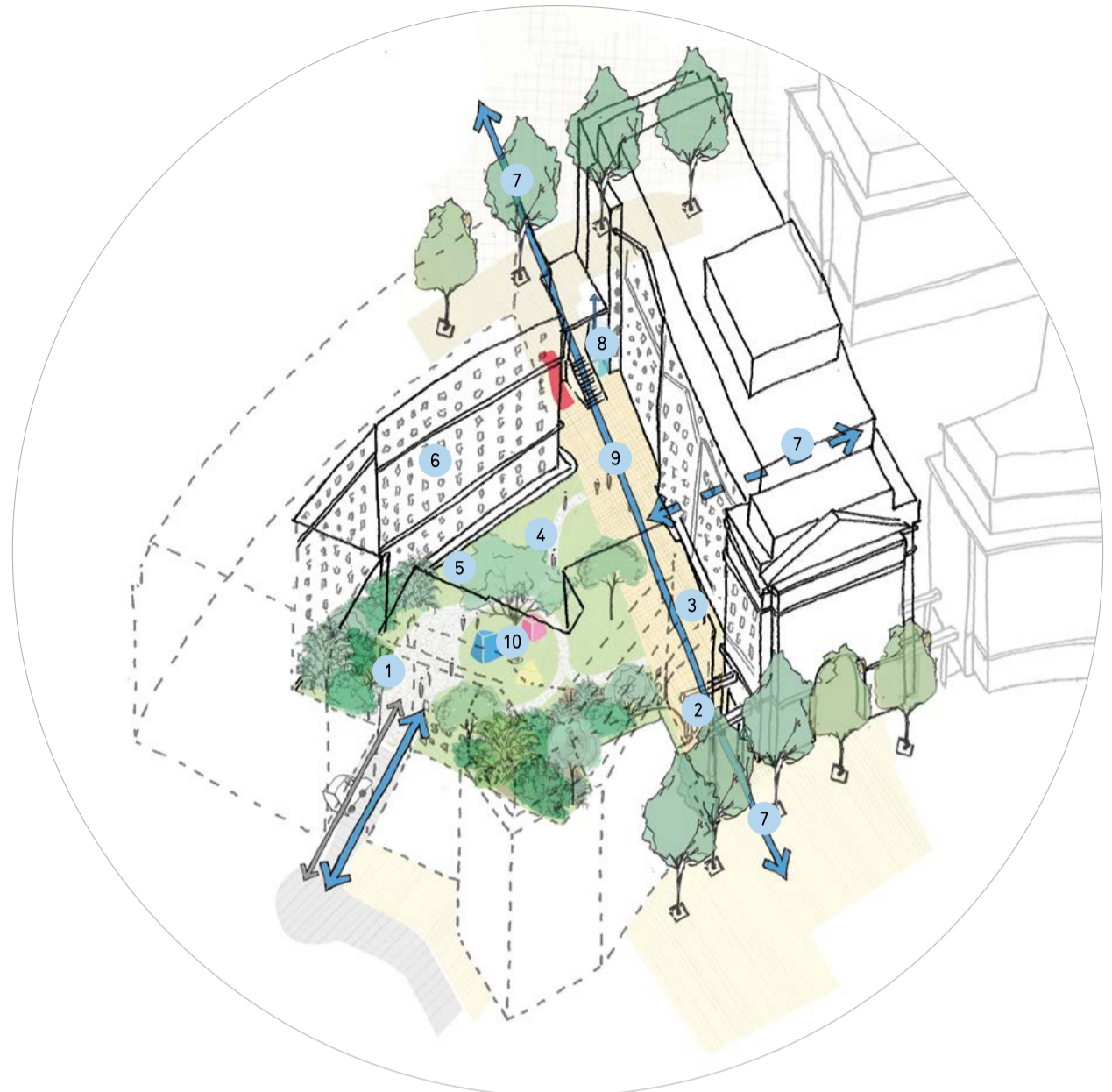
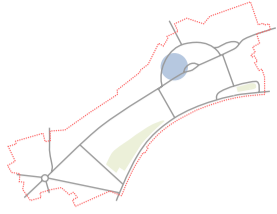
WCC, TfL, Historic England, Royal Courts of Justice, St Clement Danes, LSE, 265 Strand, Aldwych House, 190 Strand

SPECIALIST ADVICE NEEDED

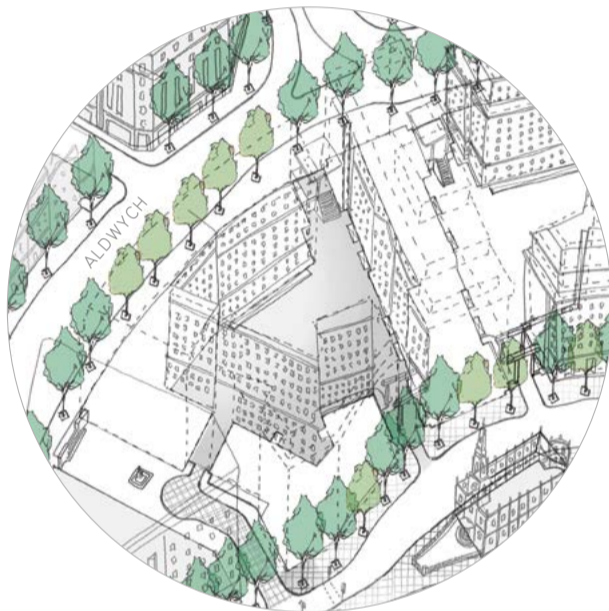
This project may be challenging to deliver and transport planning advice will be required (see page 50). Consider including the church in a future Northbank Cultural Strategy

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Longer term
RELATED PROJECTS	Aldwych gyratory



POTENTIAL UPGRADES



EXISTING CONDITION

A4 BUSH HOUSE COURTYARD WEST

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Explore options to reduce parking and servicing uses of the space. Potentially retain a small number of parking spaces in the north-east corner
- 2 Explore options to remove vehicular access from Strand

UPGRADE THE PUBLIC REALM

- 3 Upgrade materials for both a new garden space and a new pedestrian route
- 4 Consider introducing low level planting and trees, to develop the courtyard as a quiet amenity garden space
- 5 Introduce public seating in this new garden, considering daylight conditions
- 6 Consider a long term strategy to relocate the recently introduced security benches outside the Royal Courts of Justice in line with the geometries of a new public space. Introduce additional public benches around the church and the proposed Royal Courts West Green Garden. Explore options to relocate parking provision with the Royal Courts

CONNECT THE PUBLIC REALM

- 7 Enhance new north-south pedestrian connections, including onwads crossings to Kingsway and Covent Garden. Explore a long term strategy for possible east-

west connections through Bush House, or a direct entrance from Bush House onto the space

- 8 Consider access issues into the space, potentially introducing a lift alongside the stairs that lead from Aldwych
- 9 Cycling is not appropriate in this space due to the sudden level changes

CELEBRATE PUBLIC LIFE

- 10 Explore the potential for art, or play provision alongside smaller scale cultural events. This space should provide a contrasting and complementary experience to the east courtyard
- 11 Develop a robust management strategy for the space, ensuring that it is publicly accessible and welcoming. Consider developing a garden trust or a management model similar to that of St Andrew's Square in Edinburgh, which was upgraded by Edinburgh Council and Scottish Enterprise and maintained by the local BID
- 12 Potentially close the space at night

IMPORTANT CONSIDERATIONS

Consider security requirements for India House, as well as servicing and parking requirements for the Inland Revenue and India House. The management and maintenance strategy for the gardens must be robust

King's College have recently confirmed that they intend to lease Aldwych Quarter, including Bush House. Both Aldwych Quarter and King's College should be consulted in relation to any future public routes or public realm upgrades in the courtyard space

India House and Bush House are Grade II listed

KEY STAKEHOLDERS

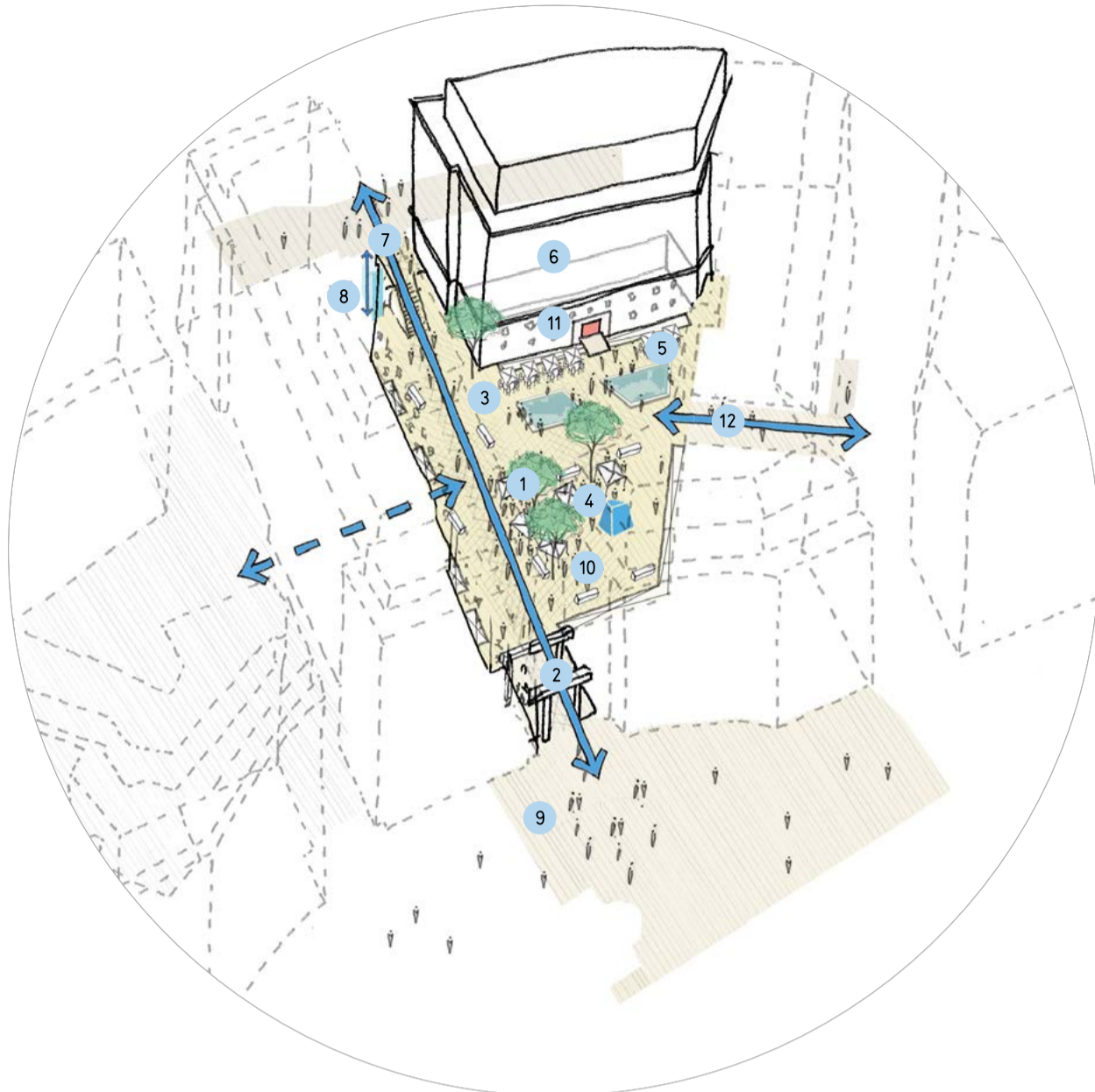
India House, Aldwych Quarter, Derwent / Inland Revenue, King's College, WCC, Historic England

SPECIALIST ADVICE NEEDED

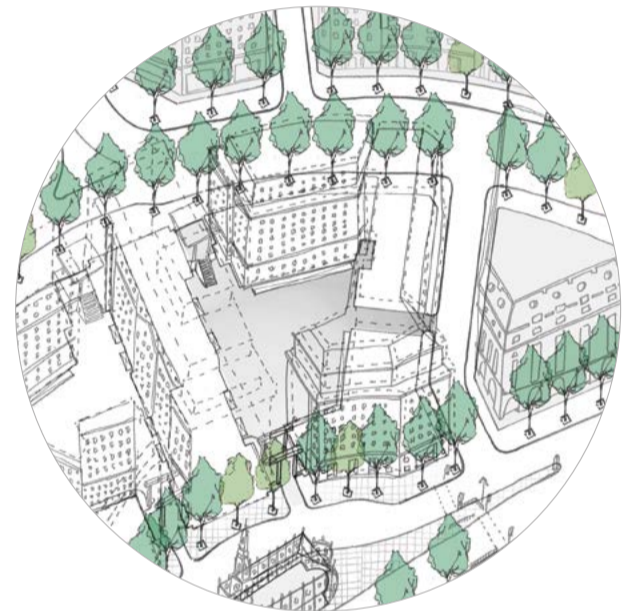
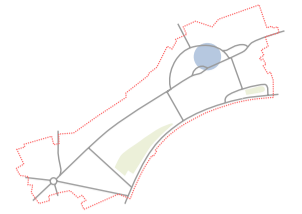
Arbicultural advice should be taken, particularly with regards to the overshadowed nature of the courtyard space. Consider commissioning public art or playable sculpture for the space

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ●
TIMESCALE	Medium term
RELATED PROJECTS	India Place / Montreal Place



POTENTIAL UPGRADES



EXISTING CONDITION

A5 BUSH HOUSE COURTYARD EAST

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Develop options to relocate parking and servicing away from the courtyard space. Consider restricted hours servicing access
- 2 Explore options to remove vehicular access from Strand

UPGRADE THE PUBLIC REALM

- 3 Upgrade materials for a new public hard landscaped space with high quality natural stone paving. Consider view of paving pattern from offices above
- 4 Consider introducing low level planting or water features to differentiate areas within the space and provide separation between the restaurant and the public space
- 5 Provide public seating alongside café or restaurant tables and chairs
- 6 It is anticipated that this space will generally be closed late at night, but consider a lighting strategy for winter evenings and for evening events

CONNECT THE PUBLIC REALM

- 7 Enhance new north-south pedestrian connections, especially between Arundel Great Court, King's College and LSE. Explore a long term strategy for east-west connections through Bush House, or a direct entrance from Bush House onto the space

- 8 Consider access issues into the space, potentially introducing a lift alongside the stairs that lead from Aldwych

- 9 Cycling is not appropriate in this space due to the sudden level changes

CELEBRATE PUBLIC LIFE

- 10 Similar to the St Mary-le-Strand space, this space could host events that celebrate the public life of the institutions around Aldwych. At other times, consider programming markets, film screenings, or music events, respectful to commercial office uses above
- 11 Consider options to activate the ground floor north elevation facing the space. Explore options with the Aldwych Quarter for a restaurant or similar with outdoor seating and possibly canopies to create a more intimate scale. This may be a longer term development
- 12 Potentially close the space at night

IMPORTANT CONSIDERATIONS

Work with the Aldwych Quarter to develop a phased strategy for public realm improvements and events, building upon their recently completed works. Consider King's College's recent leasing of buildings in the Aldwych Quarter development. Any upgrades or potential public routes should be developed in consultation with both Aldwych Quarter and King's College

Water features can be costly to maintain, and any new feature should be accompanied by an appropriate management plan. This is a private space so it will not be managed by WCC

Bush House is Grade II listed

KEY STAKEHOLDERS

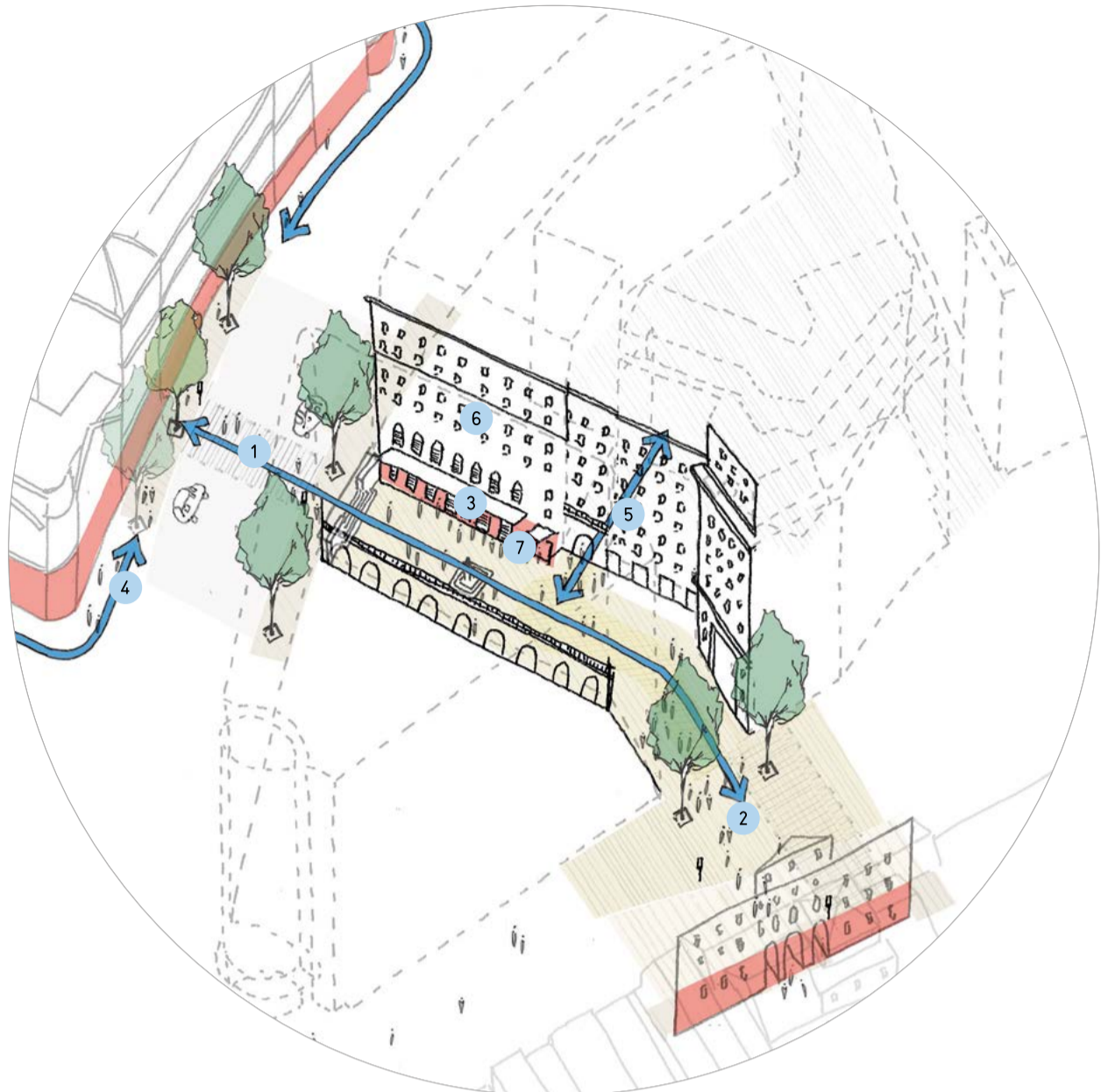
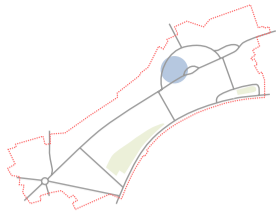
Aldwych Quarter, King's College, WCC, Historic England

SPECIALIST ADVICE NEEDED

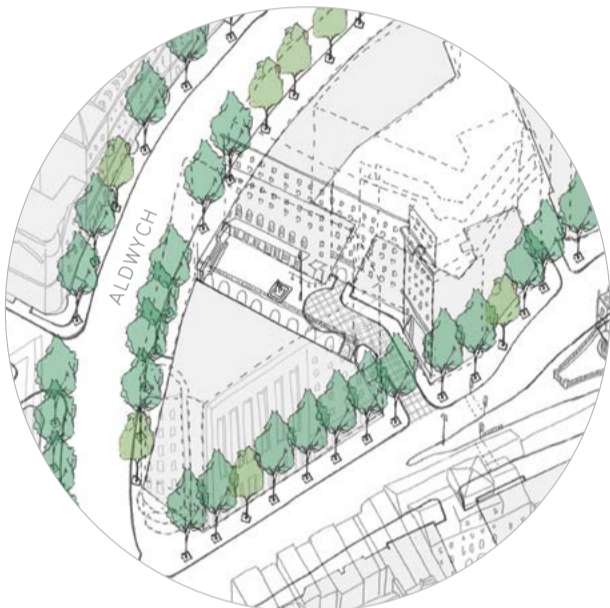
Consider consulting landscape design and public art advice for the courtyard space. Consider coordinating cultural programming advice with St Mary-le-Strand events

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Medium term
RELATED PROJECTS	Melbourne Place



POTENTIAL UPGRADES



EXISTING CONDITION

A6 INDIA PLACE

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Improve India Place crossings at Aldwych and Strand. At Aldwych, introduce a generous crossing to strengthen connections onwards to Covent Garden. Simplify and widen the crossing to Somerset House

UPGRADE THE PUBLIC REALM

- 2 India Place has recently been upgraded. Introduce material improvements to crossings including pedestrian-priority material treatments opposite the entrance to Somerset House
- 3 Upgrade frontages at the side entrance to the India High Commission. Currently the space is cluttered with barriers and temporary seating. When closed, there are large unsightly steel shutters

CONNECT THE PUBLIC REALM

- 4 Improve north-south connections between Somerset House and north Aldwych, as well as onward connections and wayfinding towards Covent Garden
- 5 Introduce new east-west public connections to the west courtyard in collaboration with courtyard upgrades, and potentially onwards through Bush House towards the east courtyard
- 6 Upgrade lighting, with particular consideration to its use as an important night time route.

CELEBRATE PUBLIC LIFE

- 7 Enhance the existing India House queuing system, developing a management strategy to improve the queuing experience and reduce waiting times

IMPORTANT CONSIDERATIONS

Crossing upgrades should be considered in line with wider Aldwych gyratory works (see page 50), but they could be implemented before larger scale works

Work closely with India House to upgrade the queuing system

India House and Marconi House are Grade II listed

KEY STAKEHOLDERS

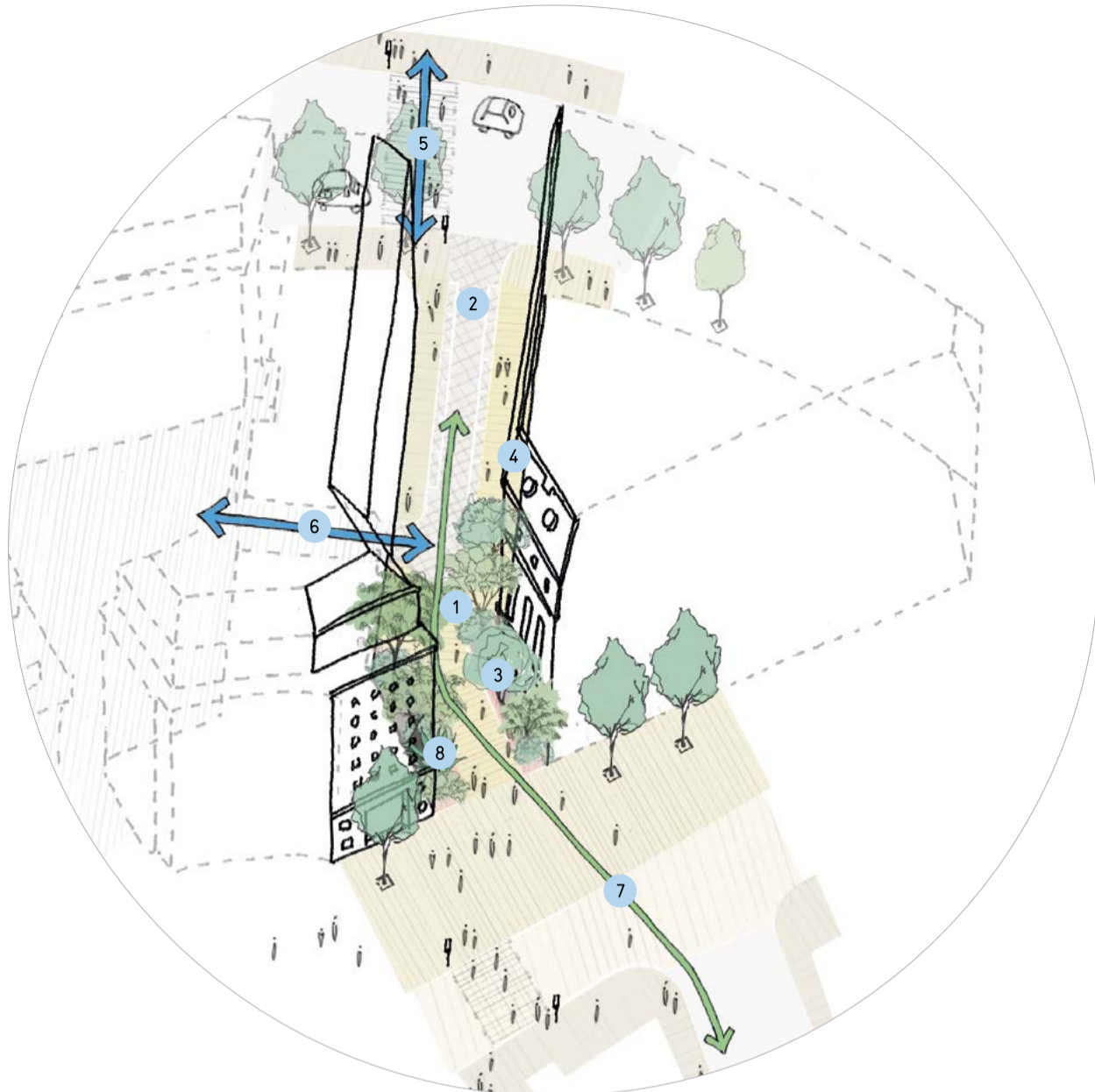
WCC, TfL, India House, MeHotel, Derwent (Inland Revenue), Somerset House, Waldorf Hilton Hotel

SPECIALIST ADVICE NEEDED

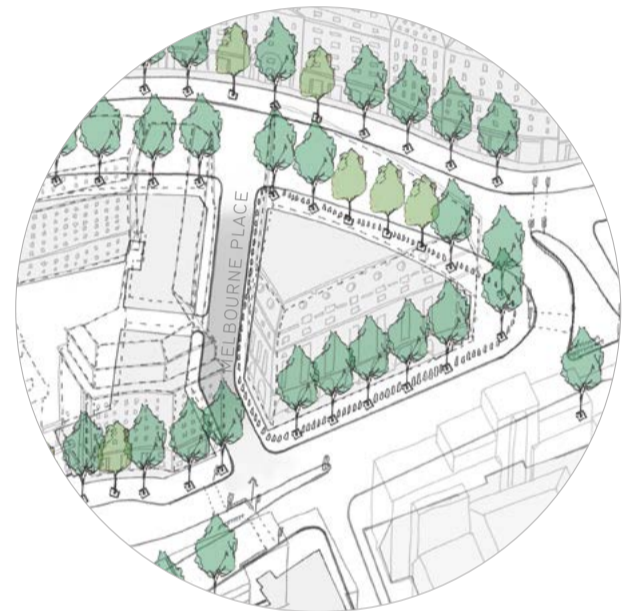
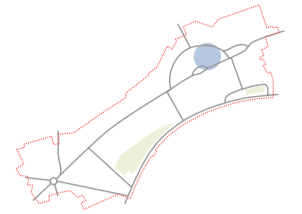
Transport planning advice will be required (see page 50). Consider employing a service designer to advise on upgrades to India House queuing system

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Aldwych gyratory, Bush House Courtyard West



POTENTIAL UPGRADES



EXISTING CONDITION

A7 MELBOURNE PLACE

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Close street to through-traffic. Allow vehicle access and retain parking at the north end of the street

UPGRADE THE PUBLIC REALM

- 2 Upgrade materials on carriageway and footways. Design new pedestrian space at south end of street. Consider similar approach to recent India Place upgrades and connections to new public space around St Mary-le-Strand
- 3 Enhance greenery at the south end of the street. If possible, create an Australian garden in collaboration with Australia House
- 4 Further celebrate the public frontage of Australia House by enlivening window displays

CONNECT THE PUBLIC REALM

- 5 Improve north-south connections between Arundel Great Court, King's College, LSE, Aldwych House, and Aldwych Post Office with a new crossing at Aldwych and upgraded crossing on Strand
- 6 Introduce new east-west public connections to east courtyard in collaboration with courtyard upgrades, and potentially onwards through Bush House to west courtyard

- 7 Strengthen this important cycle connection: the north-south connection from Aldwych to Surrey Street and onto the proposed Victoria Embankment east-west Cycle Superhighway. Consider introducing bicycle stands in this location. Ensure that any cycle route crossing the new civic spaces around St Mary-le-Strand are distinct and clearly visible to pedestrians

CELEBRATE PUBLIC LIFE

- 8 The Australian garden could help to celebrate the identity of Australia House in the public realm. Encourage Australia House to host cultural events in this new pedestrian space

IMPORTANT CONSIDERATIONS

Explore servicing and parking requirements with Aldwych Quarter and Australia House, as well as considering security requirements for Australia House. Crossing upgrades should be considered in line with wider Aldwych gyratory works (see page 50), but they could potentially be implemented before larger scale works

Any designs should support and encourage more cycling in line with London Cycle Design Standards (LCDS), delivering a high Cycling Level of Service (CLOS) score of at least 70% (as recommended by TfL). Australia House is Grade II listed

Public realm upgrades should consider King's College's recent leasing of buildings in the Aldwych Quarter development. Any upgrades to Melbourne Place should be developed in consultation with both Aldwych Quarter and King's College

KEY STAKEHOLDERS

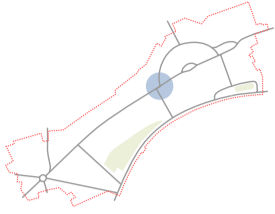
WCC, TfL, Australia House, Aldwych Quarter, King's College, Arundel Great Court, Aldwych House, LSE, Aldwych Post Office

SPECIALIST ADVICE NEEDED

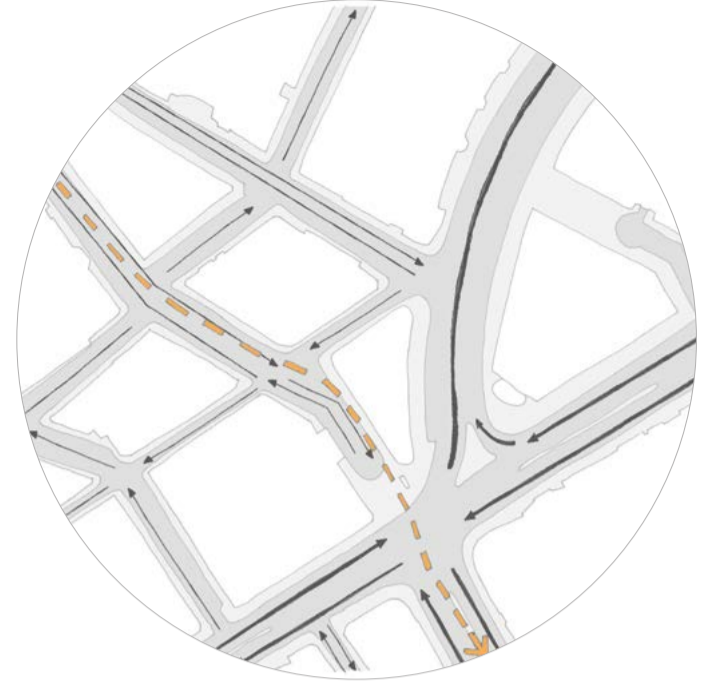
Arbicultural advice will be needed to develop proposals for a possible Australian garden. Consider commissioning a visual merchandiser or artist for Australia House window displays

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Bush House Courtyard East



EXISTING CONDITION: VIEW



EXISTING CONDITION: TRAFFIC LAYOUT



EXISTING ARRANGEMENT CAUSES CONFLICT BETWEEN VARIOUS USERS



EXISTING CLUTTER: KEY PAGE 57

A8 WELLINGTON STREET, LANCASTER PLACE

Although no serious accidents have been recorded at this location, Wellington Street is nonetheless an uncomfortable moment of conflict between cyclists and pedestrians. Street furniture and clutter have created a pinch point for cyclists and a squeezed public realm for other users.

There is little differentiation between the cycle route and the footway. The cycle crossing can go unnoticed by pedestrians, particularly the large numbers of tourists who use this street.

Visibility for cyclists and pedestrians is reduced due to the volume and location of clutter at the southern end of Wellington Street. Although the clutter can force cyclists to slow down and encourage pedestrians to take care, it can cause conflict, with bike stands overlapping the bike lane, tourists looking at the Legible London sign while standing in the bike lane, and pedestrians waiting to cross south.

Large areas of Wellington Street are underused. Vehicle space for taxis and servicing could be relocated to the top of the street and enable the creation of a new area of public realm to form an appropriate setting for the Lyceum Theatre and an enhanced entry point into Covent Garden.

POTENTIAL UPGRADES

- 1 Explore three different options for the Wellington Street cycle route:

Option 1

Retain cycle route on Wellington Street, but de-clutter, improve footways, and redesign junctions and service treatments. The cycle lane should be moved away from the centre of the space and designed to be more distinctive and recognisable to pedestrians. This is TfL's preferred option.

Option 2

Reroute the cycle lane away from Wellington Street east along the Aldwych and leading into Covent Garden via Catherine Street. This would require a contraflow section on the Aldwych. This option could be north-bound only.

Option 3

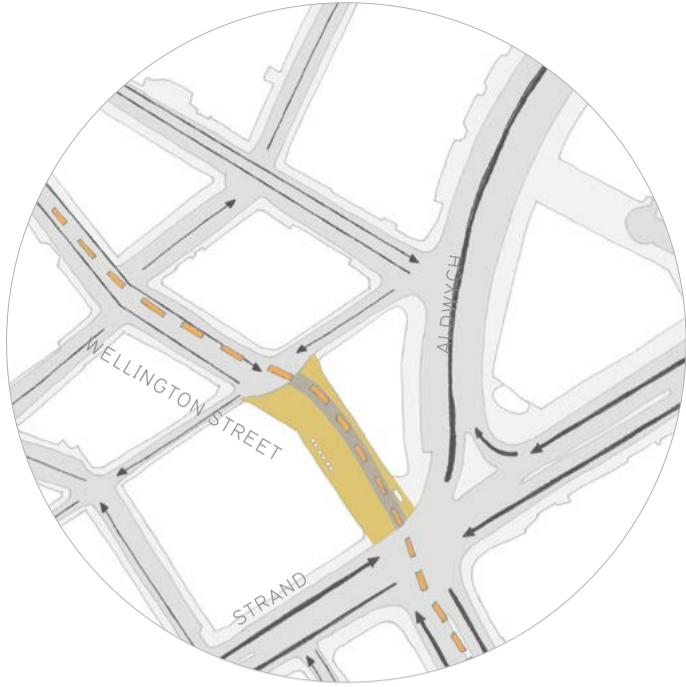
Re-route the cycle lane away from Wellington Street east along Strand, leading into Covent Garden via Burleigh Street and Exeter Street. This would require a contraflow along Burleigh Street and Exeter Street. This option could be south-bound only.

MITIGATE THE IMPACT OF TRAFFIC OPTION 1

- 2 Explore options to relocate parking and servicing away from Wellington Street and widen the footway outside the Lyceum Theatre. This could potentially be designed as a square in its own right, with the theatre as the focal point

UPGRADE THE PUBLIC REALM

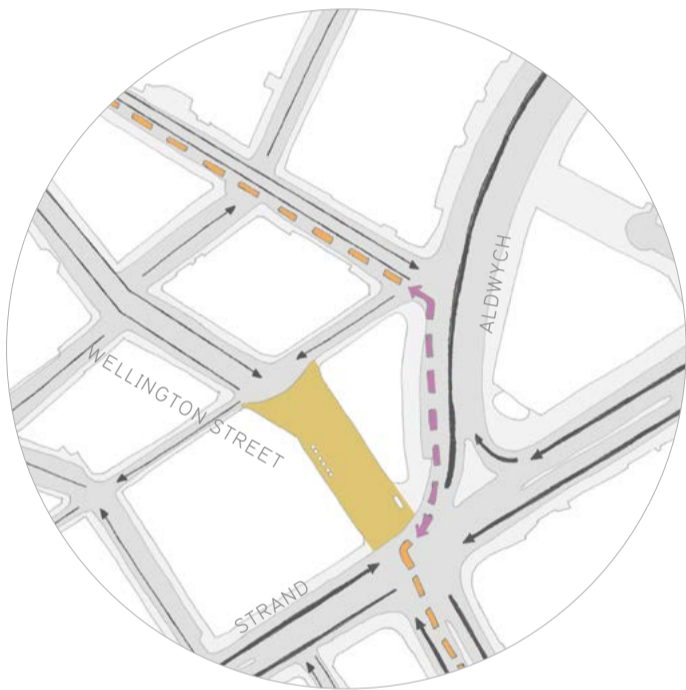
- 3 Upgrade footway materials outside the Lyceum Theatre and The Wellington pub
- 4 Clearly differentiate materials of pedestrian and cyclist space, while maintaining flush kerb lines along Wellington Street
- 5 Reduce clutter and relocate cycle parking away from The Wellington pub. Explore options to relocate these objects further up Wellington Street on the eastern side
- 6 Upgrade existing lighting to Wellington Street in line with district-wide lighting strategy. Any lighting proposals for Wellington Street should illuminate the cycle route and emphasise the Lyceum Theatre in accordance with WCC's Theatreland Strategy



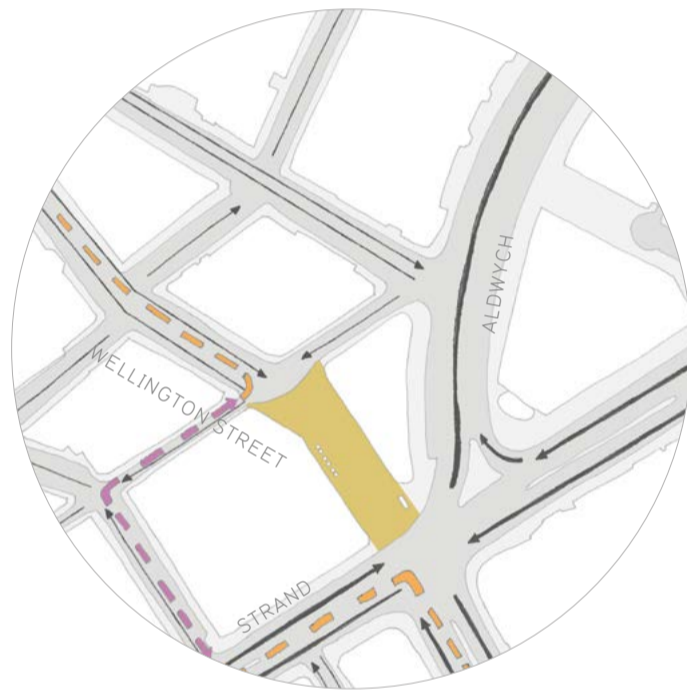
OPTION 1: IMPROVE EXISTING ROUTE



OPTION 1: POTENTIAL UPGRADES



OPTION 2: DIVERT ROUTE ALONG ALDWYCH AND CATHERINE STREET



OPTION 3: DIVERT ROUTE ALONG STRAND - BURLEIGH STREET - EXETER STREET

- 7 **CONNECT THE PUBLIC REALM**
Ensure that the bicycle route is much more clearly differentiated from the footway, to make it more visible to pedestrians
- 8 **CELEBRATE PUBLIC LIFE**
Celebrate the setting of the Lyceum Theatre and the public life surrounding the performances and the evening activities of the West End

IMPORTANT CONSIDERATIONS
There are ongoing discussions with WCC, TfL and other key stakeholders. Consider the knock-on implications of the proposed north-south Cycle Superhighway at Blackfriars Bridge. This may reduce north-south cycle traffic using Waterloo Bridge and Wellington Street. Any cycle proposals should support and encourage more cycling in line with London Cycle Design Standards (LCDS), delivering a high Cycling Level of Service (CLOS) score of at least 70% (as recommended by TfL).

The traffic light phasing and necessary street furniture may be awkward and will need to be designed to avoid further conflict

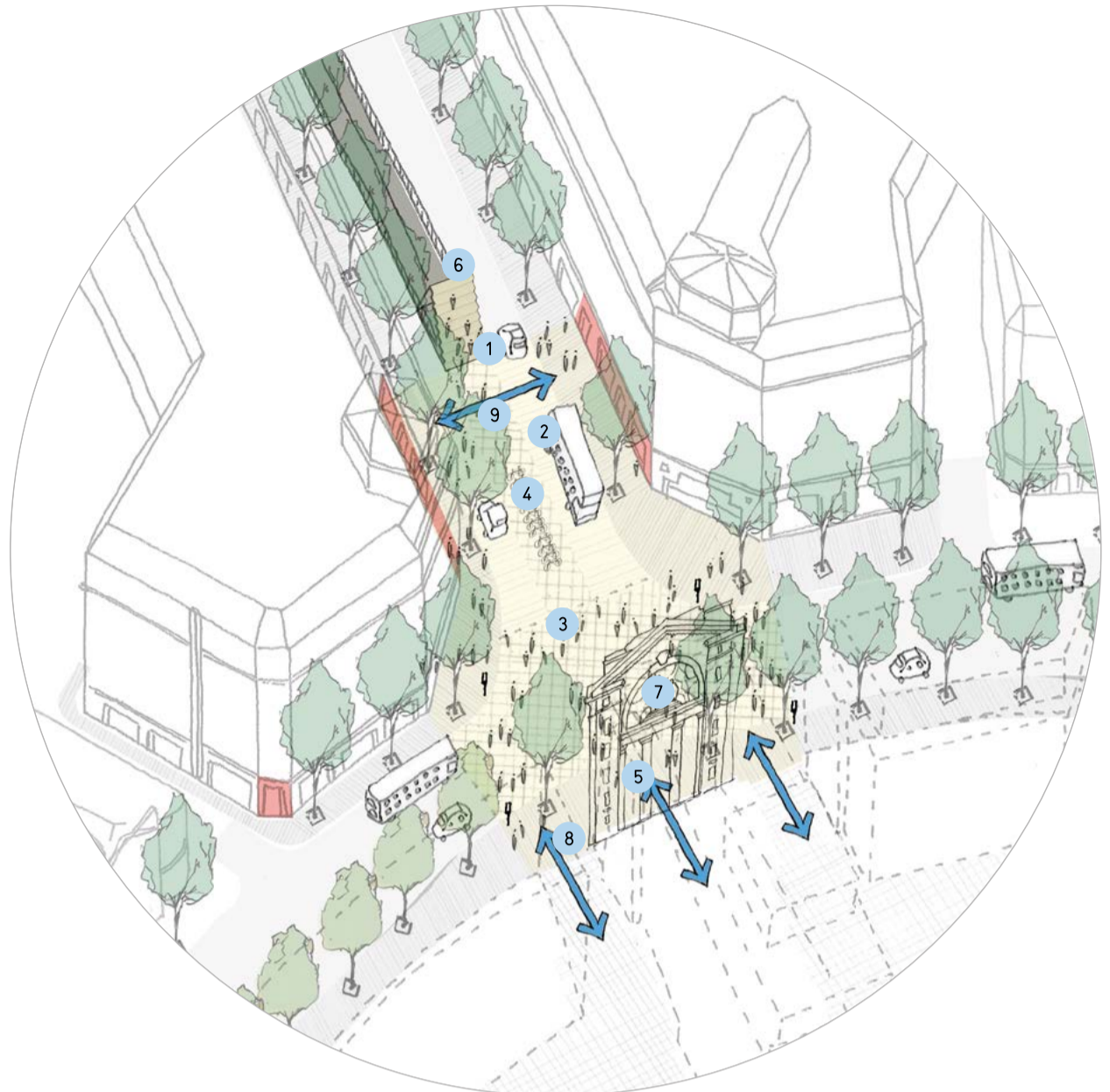
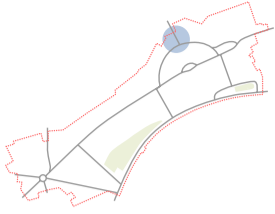
The Lyceum Theatre is Grade II* listed and One Aldwych is Grade II listed

KEY STAKEHOLDERS
WCC, TfL, The Wellington, Lyceum Theatre, One Aldwych, Cellar Door, London Cycle Campaign

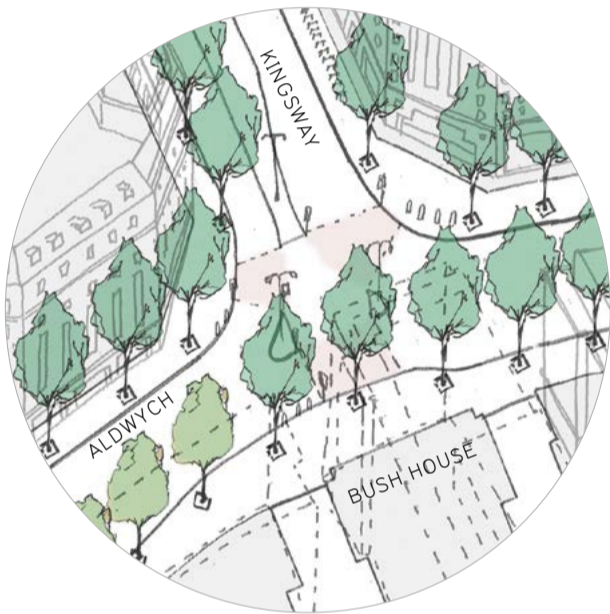
SPECIALIST ADVICE NEEDED
Further analysis required for this space, including pedestrian counts and detailed analysis at different times of day. A full servicing, parking and taxi audit should be developed to assess the impact of any pedestrianisation proposals. TfL Taxis team can advise on the needs of taxi customers

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Aldwych gyratory



POTENTIAL UPGRADES



EXISTING CONDITION

A9 STRAND UNDERPASS, KINGSWAY

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Remove any unnecessary barriers along the length of the central reservation to encourage crossing where possible
- 2 Create a raised table at the Kingsway-Aldwych junction and change the carriageway materials at this point to reduce the dominance of asphalt and encourage crossing. This could be coloured asphalt or a similar treatment to that used at Oxford Circus. Granite setts may be difficult to maintain here, with heavy flows and turning movements. Dropped kerbs may be easier to maintain than a raised table. Options should be explored with WCC.
- 3 Introduce an 'all red' pedestrian crossing phase to improve and encourage crossing in all directions

UPGRADE THE PUBLIC REALM

- 4 Upgrade materials to the carriageway and footways
- 5 Remove the central tree obscuring the Kingsway elevation of Bush House, to allow the façade of this Grade II listed building to be celebrated
- 6 Consider introducing a stepped viewing point or seating area at the centre of the space, to celebrate views north up Kingsway and south towards Bush House

- 7 Upgrade lighting, in line with a district-wide lighting strategy and building upon recent works at Aldwych Quarter

CONNECT THE PUBLIC REALM

- 8 Improve connections to the centre of Aldwych from Kingsway, especially between Kingsway and potential new north-south routes through Bush House courtyards.
- 9 Improve east-west connections at the south end of Kingsway, particularly improving crossings towards LSE

IMPORTANT CONSIDERATIONS

Crossing upgrades should be considered in line with wider Aldwych gyratory works (see page 50), but they could potentially be implemented before larger scale works

Public realm upgrades should consider King's College's recent leasing of Bush House. Any upgrades to should be developed in consultation with both Aldwych Quarter and King's College

Bush House is Grade II listed

KEY STAKEHOLDERS

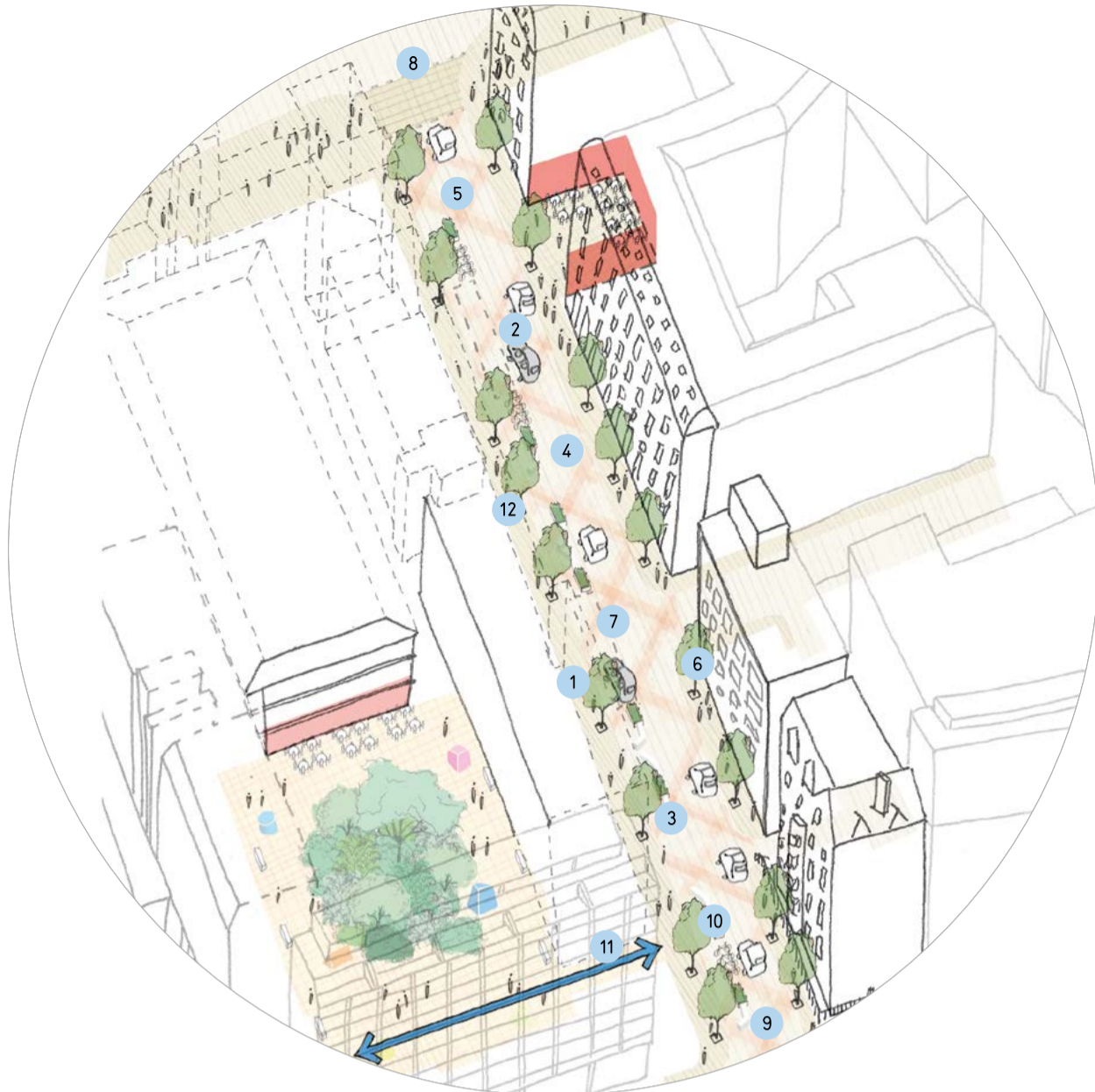
WCC, TfL, Aldwych Quarter, LSE, King's College, The Delaunay, One Kingsway

SPECIALIST ADVICE NEEDED

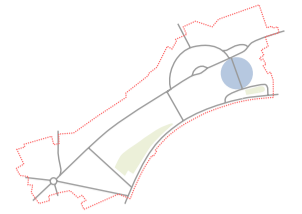
Transport planning advice will be required (see page 50). Arboricultural advice should be taken regarding the removal of the tree in front of Bush House

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Medium term
RELATED PROJECTS	Aldwych gyratory



POTENTIAL UPGRADES



EXISTING CONDITION

A10 ARUNDEL STREET

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Increase footways on the eastern side of the street, outside the proposed Arundel Great Court development, in coordination with wider Aldwych gyratory works
- 2 Retain motorcycle parking in the centre of the carriageway, but reduce its impact by introducing planters in the centre of the street and moving parking away from the top of the street
- 3 Relocate car parking where possible, particularly outside key entrances to new developments
- 4 Re-pave the street with a wall-to-wall shared surface treatment. Anticipate large numbers of visitors arriving from the proposed Garden Bridge and reduce the dominance of asphalt. Exhibition Road provides a precedent for this

UPGRADE THE PUBLIC REALM

- 5 Use high quality materials appropriate for a shared surface used by large vehicles at certain times. Consider laying materials with a distinctive pattern
- 6 Plant new trees along the length of the street to create a more distinctive tree-lined boulevard. These should be WCC street trees planted in the ground, not in raised tree pits
- 7 Add public seating and planters to the centre and eastern edges of the street

- 8 Alongside a distinctive lighting strategy for the street, light key vistas such as the Gladstone monument and the proposed Garden Bridge

CONNECT THE PUBLIC REALM

- 9 Upgrade Arundel Street to encourage pedestrian connections from the Victoria Embankment and potential Garden Bridge to Aldwych
- 10 Increase cycle parking provision

CELEBRATE PUBLIC LIFE

- 11 This shared surface space should improve the experience in the Northbank for visitors to the proposed Garden Bridge and act as a space to support innovation from future Arundel Great Court tenants
- 12 Amplify and encourage lively active frontages along the street

IMPORTANT CONSIDERATIONS

Upgrades should be considered in line with wider Aldwych gyratory works (see page 50), but they could potentially be implemented before larger scale works. The project should coordinate carefully with the construction of the proposed Garden Bridge and its opening in 2018. WCC should be consulted to explore timings and other public realm upgrades proposed in the vicinity

There are significant taxi flows on Arundel Street. There will need to be an approach that balances pedestrian priority against traffic flows

The design of this street should include a consolidated underground servicing conduit system to aid maintenance, and improve the life-span of material upgrades

KEY STAKEHOLDERS

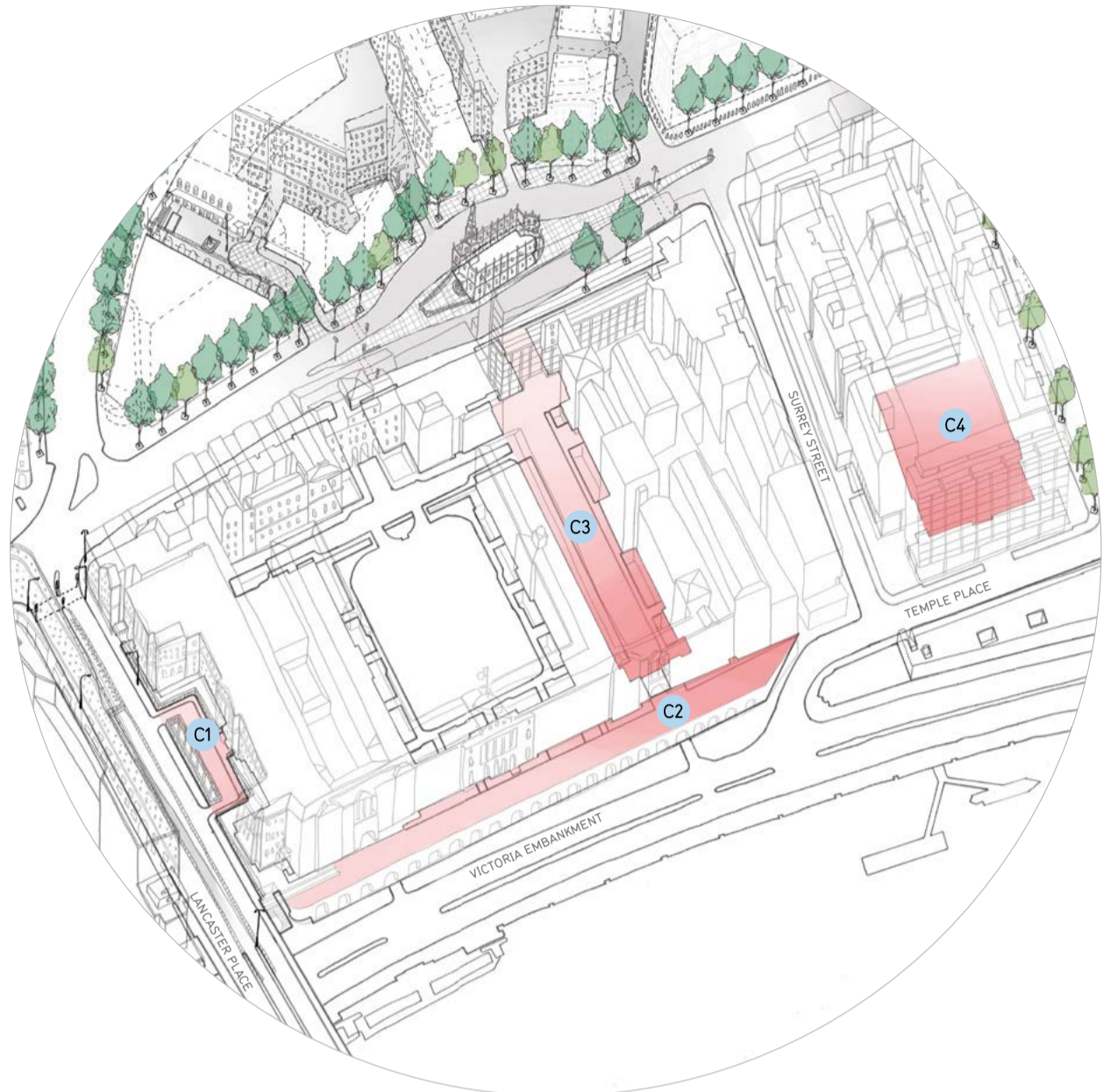
WCC, TfL, Arundel Great Court/Vinyl Factory, Garden Bridge Trust, 190 Strand, International Institute for Strategic Studies

SPECIALIST ADVICE NEEDED

Transport planning advice will be required (see page 50). Arboricultural and landscaping design advice should be taken and could be developed in harmony with the proposed Garden Bridge proposals

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Medium term
RELATED PROJECTS	Aldwych gyratory, Temple Place



EXISTING CONDITIONS

C COURTYARDS AND TERRACES

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

Aside from the spaces discussed in this Compendium, many other spaces are being developed concurrently by multiple stakeholders. A number of these are situated south of Aldwych, and will provide significant contributions to the public realm in this area.

Below is an outline of planned proposals for these spaces, as discussed with key stakeholders. The possible proposals for these spaces should be understood as part of all wider Aldwych strategies and any gyratory changes should also consider additional requirements, opportunities and constraints arising from these spaces.

- C1** SOMERSET HOUSE NEW WING FORECOURT
The New Wing has recently been upgraded, with a new entrance opened alongside the restaurant facing Lancaster Place. The forecourt provides a striking setting to the western façade of the Grade I listed building, with granite setts and historic railings
- C2** RIVERSIDE TERRACE EAST
King's College is currently exploring options to activate this side of the terrace with moveable chairs and a longer term vision to open a café kiosk within the existing structure on the terrace

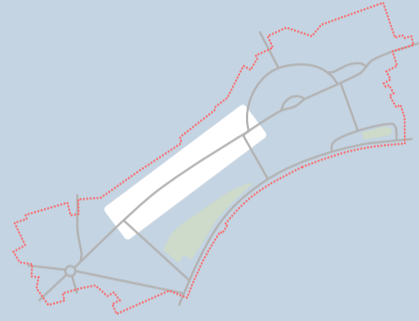
- C3** KING'S COLLEGE COURTYARD
As part of a new masterplan, King's College is planning to redevelop the entire courtyard space, supporting a new creative learning space and encouraging connections within the campus between Victoria Embankment and Strand
- C4** ARUNDEL GREAT COURT COURTYARD
Current proposals suggest a new public space in this part of the Arundel Great Court site, although specific proposals may change depending on proposed Garden Bridge works

IMPORTANT CONSIDERATIONS

Designs are currently being developed or have been recently completed by key stakeholders

KEY STAKEHOLDERS

Somerset House, King's College, Arundel Great Court, WCC



COMPENDIUM OF PROJECTS STRAND

EXISTING CONDITIONS



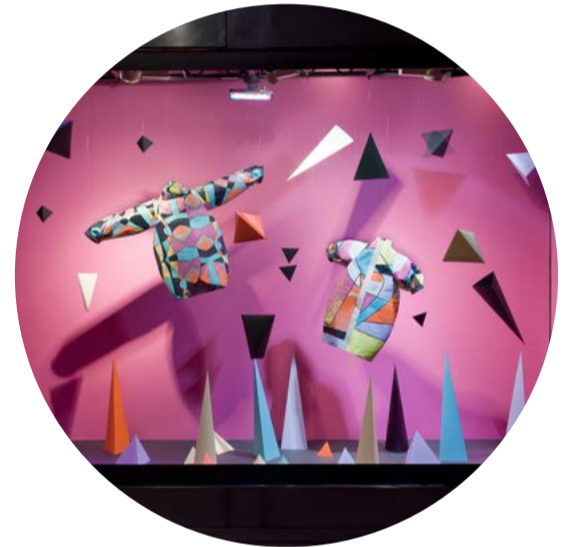
PRECEDENTS



Simpson's restaurant, Strand



Trafalgar Square, 1934



Selfridges window display, 2011

STRAND

Strand lies at the heart of the Northbank BID area. For many people it signifies the character of the district. Yet despite its listed buildings, famous institutions, historic shops, hotels and restaurants, as well as recent public realm upgrades, it is often perceived as cluttered, traffic clogged, dominated by ubiquitous high street retail and lacking a coherent identity. Historically, as in the famous song, Strand was a "place for fun and noise", a famous promenade of music halls and night life. It was also filled with varied and multiple retailers and busy with traffic. Today the signage of high street shops can overpower the unique retailers, while some specialist retailers have extensive yet disorderly displays that perhaps contribute to a feeling of clutter. These displays could be enhanced to celebrate the unique character of Strand and to highlight the many assets present on the street.

Unlike the Crown Estate's Regent Street, which has recently been transformed, Strand is neither under a singular ownership nor was it conceived as a singular built form. Its unique character lies in the distinctive architecture above street level, its different scales and historic periods, and its varied retail. Any future works should balance the creation of a coherent identity, with celebrating these qualities of variation and difference.

The public realm proposals for the Strand encompass a shopfront and lighting strategy to improve connections to passages, and to celebrate the historic and varied architecture that rises above ground level, with subtle shopfront and lighting enhancements that will encourage people to 'look up'.

Publica has recommended that a specific working group for Strand is formed by the Northbank BID. Shopfront and lighting works should be seen as a priority project, and despite complex ownership issues could be a relatively short term project with a significant impact. Many assets on Strand already exist, but can be amplified by relatively minor public realm works.

With the east-west Cycle Superhighway proposed for Victoria Embankment, there may be an increase in vehicle traffic along Strand. Although Strand is currently not as problematic as Victoria Embankment or Aldwych in terms of traffic flows, if significantly worsened it could have a negative effect on this important street. A traffic study could assist in understanding the composition of traffic in this area, as well as its origins and destinations, helping to inform more local measures.



Illuminated window display
National Postal Museum, NYC

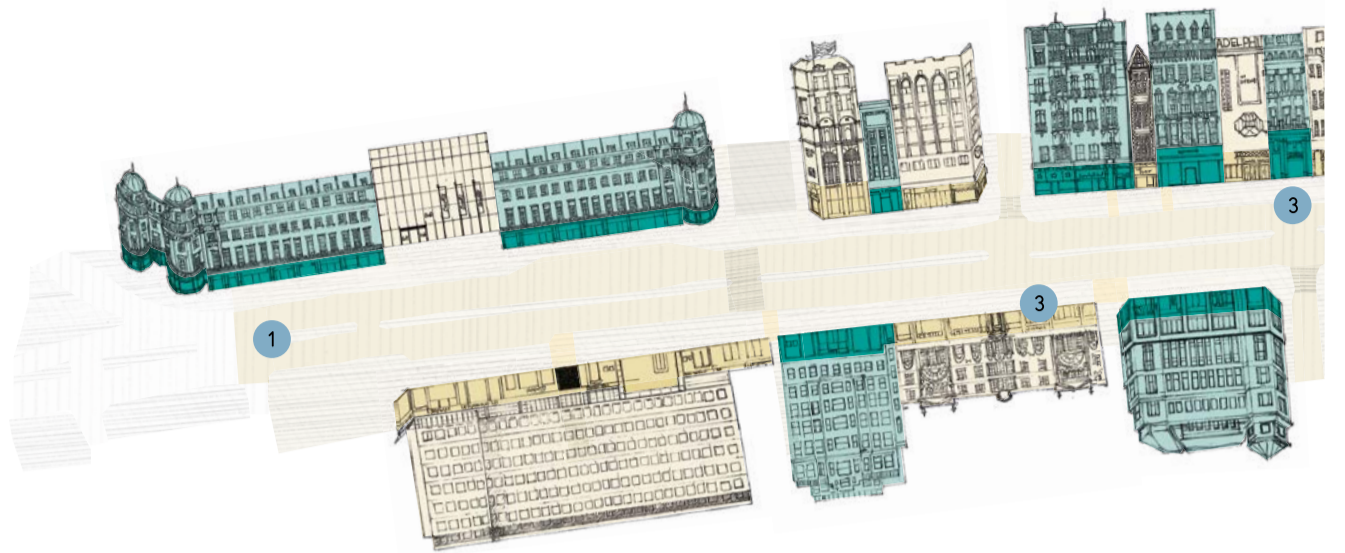


Christmas Windows,
Fortnum and Mason, Piccadilly, 2011

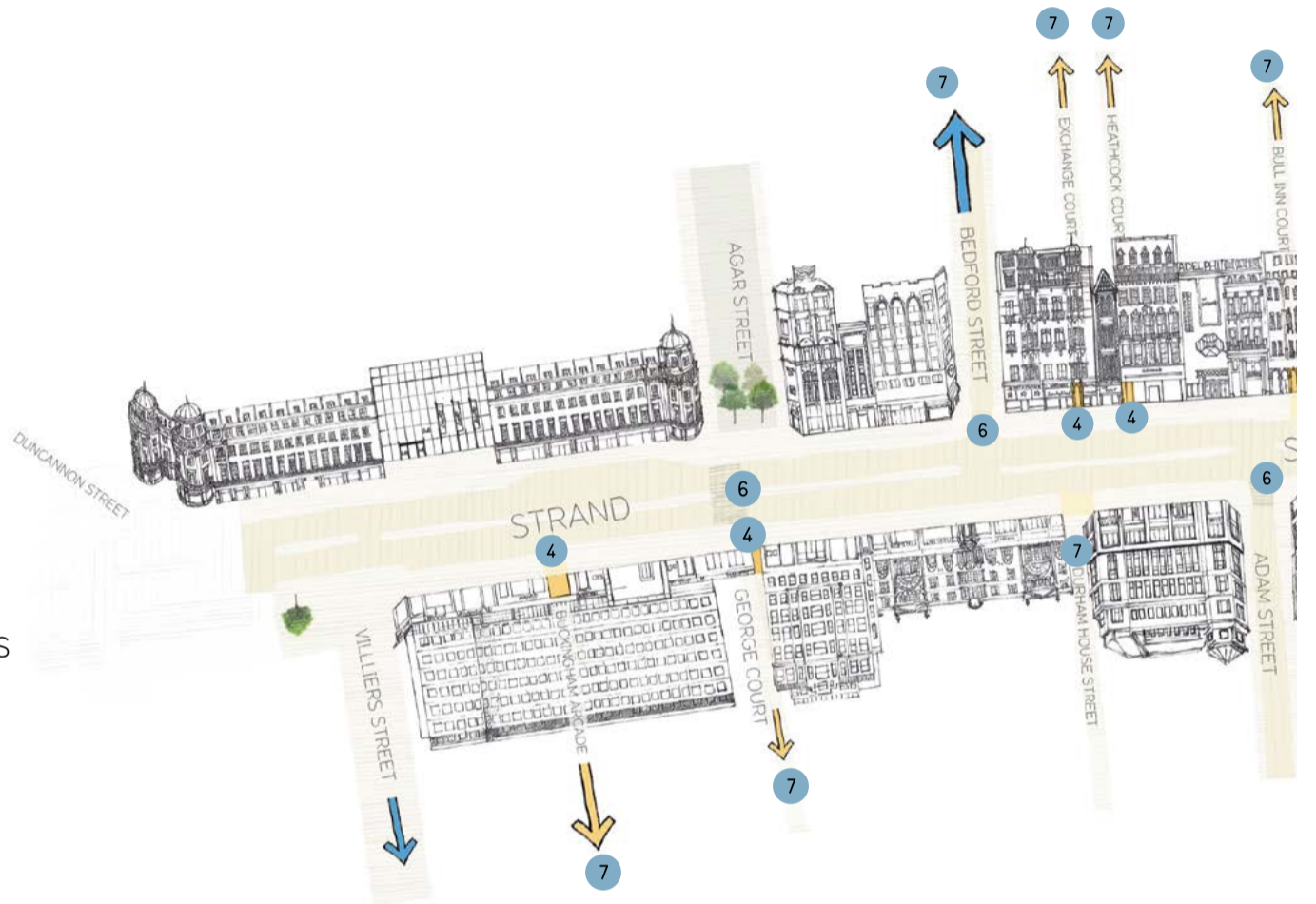


WCC Theatreland lighting strategy proposals
shown outside a Covent Garden theatre

SHOPFRONTS



ROUTES AND CONNECTIONS



S1 STRAND SHOPFRONTS AND CONNECTIONS

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Work with TfL to ensure that traffic is appropriately managed on Strand and it does not become overly dominated by vehicles as a result of changes elsewhere

UPGRADE THE PUBLIC REALM

- 2 Commission and implement a full shopfront strategy that responds to Strand's architectural rhythm above ground floor level. Use the distinctive architectural types to create a rhythm of shopfronts that celebrates and respects the extraordinary and varied architecture above
- 3 Consider the appointment of a visual merchandiser to work with retailers to improve window displays on behalf of the Northbank BID. This should help to visually declutter the public realm and build a stronger identity for specialist retailers and the street as a whole
- 4 Further upgrade materials and improve wayfinding throughout Strand, giving particular reference to routes off the Strand
- 5 Work with WCC to develop a long term consolidation strategy for underground services on Strand. This could prevent the street from being dug up so frequently by service providers and help to declutter and protect the recently laid Yorkstone from further damage

CONNECT THE PUBLIC REALM

- 6 Explore options for improving the existing crossings on Strand and ensure that opportunities for informal crossing are not reduced or hindered by planting
- 7 Upgrade the north-south connections to Covent Garden and Victoria Embankment. Make them more visible through material choices, lighting and reducing clutter

CELEBRATE PUBLIC LIFE

- 8 Encourage whole street events and the possibility of temporary traffic closures for parades and retail events. In particular, explore the possibility of developing events to celebrate Strand's rich musical and nightlife history and its role in the wider Northbank public realm, and the urban promenade to Victoria Embankment

IMPORTANT CONSIDERATIONS

There are complex and varied building ownerships along Strand that should not be underestimated. Shop owners should be encouraged to make changes through shopfront guidelines and pilot project examples

TfL has noted that it would welcome the opportunity to work with WCC to review Strand bus stop and design arrangements

The design of this street should include a consolidated underground servicing conduit system to aid maintenance, and

improve the life-span of material upgrades

There are a number of Grade II and II* listed buildings

KEY STAKEHOLDERS

WCC, Historic England, Savoy Hotel, Strand Palace Hotel, Land Securities, Coutt's, Simpson's, Stanley Gibbons, Adelphi Theatre, Vaudeville Theatre, Zimbabwe House, Network Rail-Charing Cross, plus many other individual shop owners, businesses and landlords

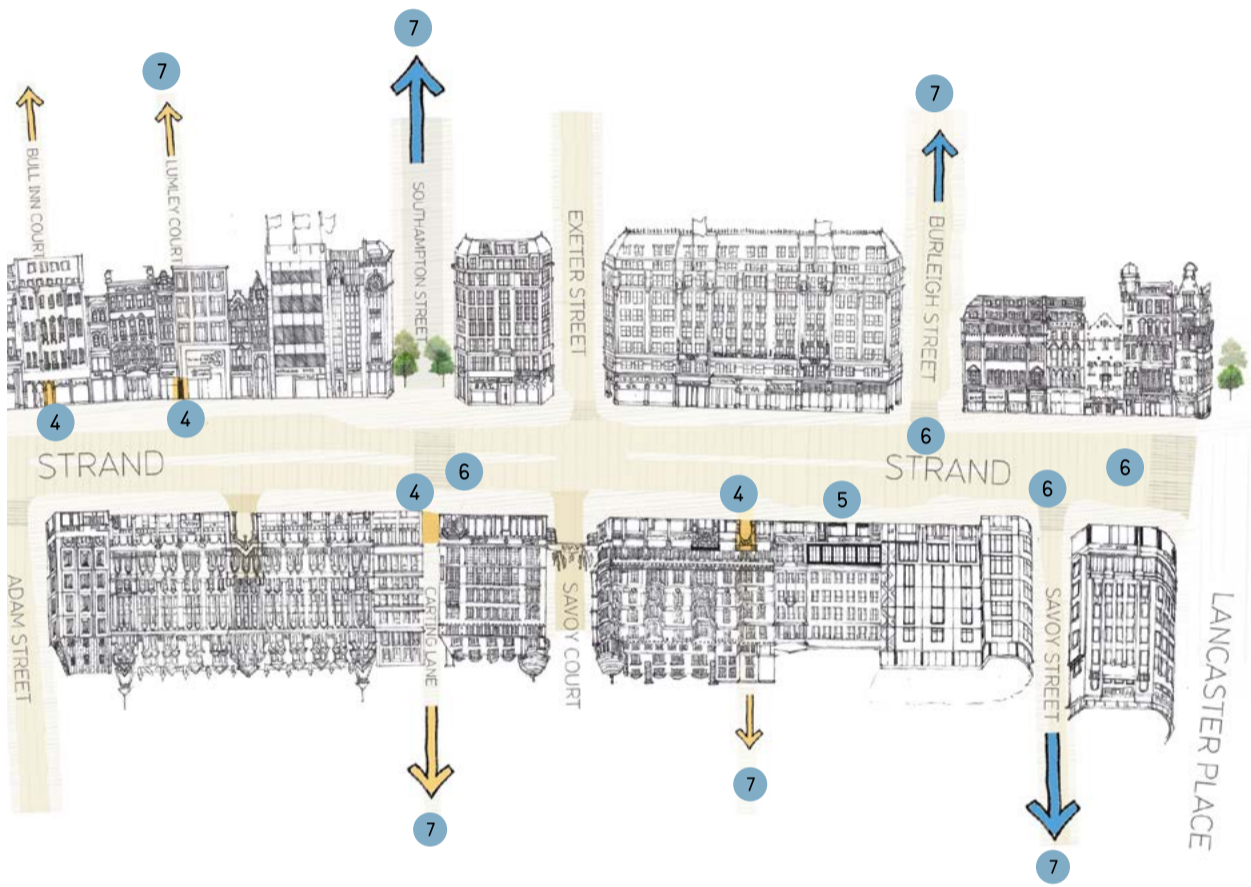
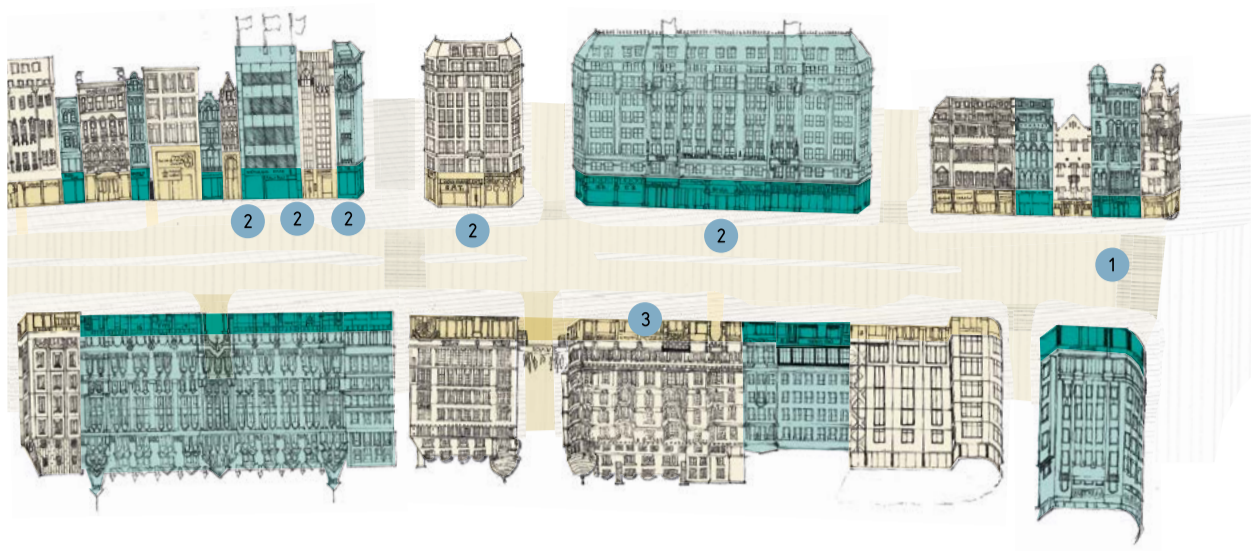
SPECIALIST ADVICE NEEDED

Architectural design advice should be commissioned to develop a full shopfront strategy

A visual merchandiser could be appointed by the Northbank BID to make suggestions on how to improve window displays

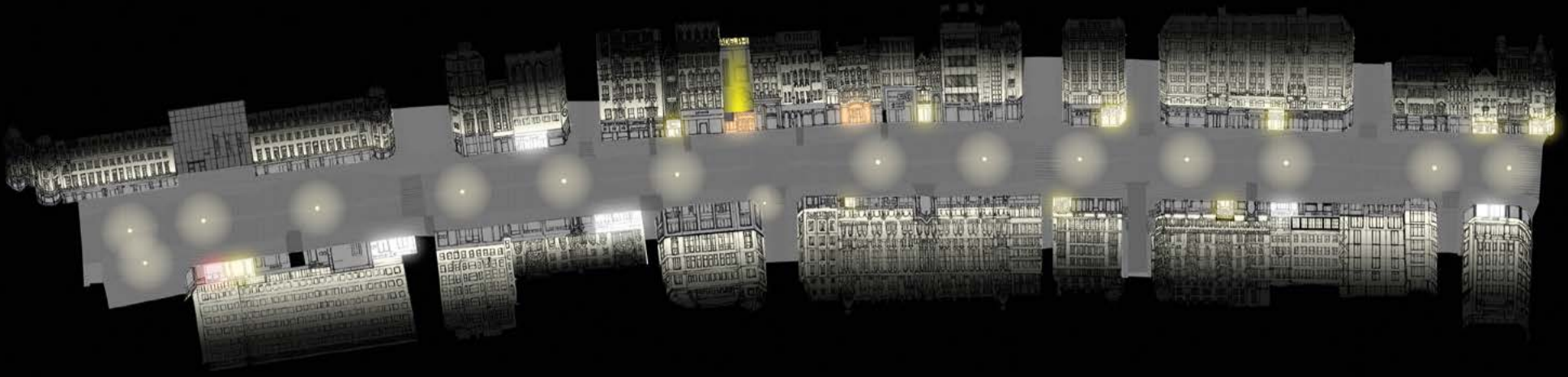
PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Strand lighting

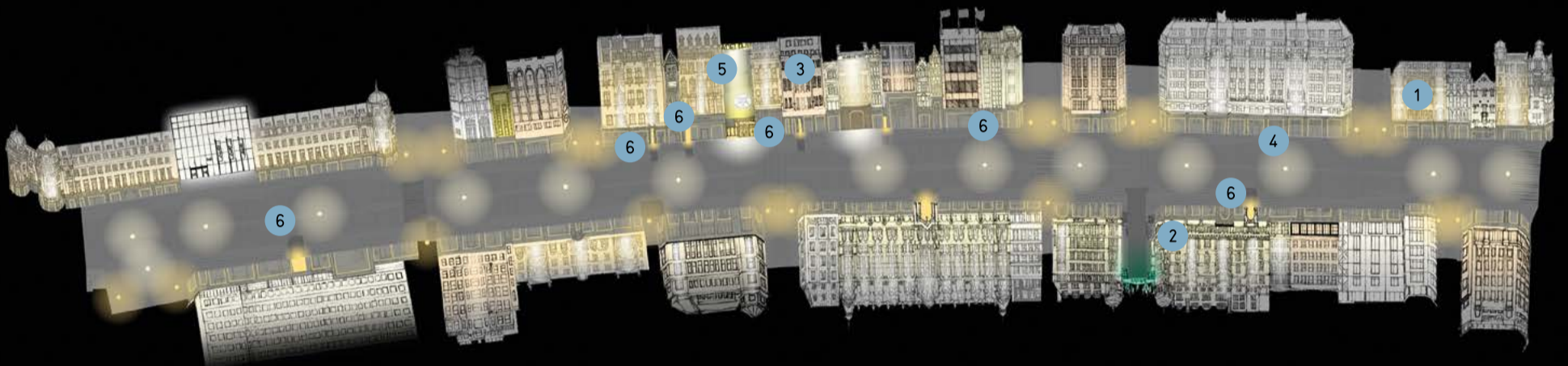


EXISTING GROUND FLOOR
LAND USE (DETAIL)

OVERALL IMPRESSION OF EXISTING LIGHTING ON THE STRAND



POTENTIAL IMPRESSION OF NEW LIGHTING FOR THE STRAND



S2 STRAND LIGHTING

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Ensure that the focus of lighting is on the buildings rather than the carriageway while maintaining necessary lighting levels

UPGRADE THE PUBLIC REALM

- 2 Work with WCC and Historic England to ensure that street lighting is sensitive to the architecture of Strand
- 3 Commission a lighting strategy that celebrates and highlights Strand's high quality, diverse architecture and building rhythms
- 4 Ensure that shop frontages at ground level are not overbearing with their window lighting. Instead adopt a subtle shopfront framing to allow the architectural lighting to become the focus
- 5 Explore feature lighting for certain frontages and architectural details that would benefit from intricate or bold lighting

CONNECT THE PUBLIC REALM

- 6 Ensure that routes to Strand are appropriately lit to enable them to be safe and active routes at all times where appropriate

CELEBRATE PUBLIC LIFE

- 7 Ensure that any lighting is flexible enough to be appropriate or adaptable for various programmes and events that could take place on Strand

- 8 Celebrate the theatres, historic music halls and the public life associated with this important night time hub. Ensure that theatres are lit in accordance with WCC's Theatreland Strategy

IMPORTANT CONSIDERATIONS

There are complex and varied building ownerships along Strand

KEY STAKEHOLDERS

WCC, Historic England, Savoy Hotel, Strand Palace Hotel, Land Securities, Coutt's, Simpson's, Stanley Gibbons, Adelphi Theatre, Vaudeville Theatre, Zimbabwe House, Network Rail-Charing Cross, plus many other individual shop owners, businesses and landlords

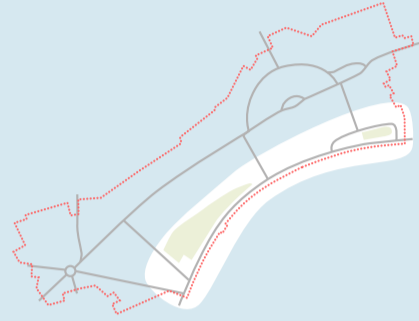
SPECIALIST ADVICE NEEDED

A lighting designer should be commissioned to develop a full lighting strategy

Consider developing ideas with lighting researchers at LSE and King's College (Configuring Light)

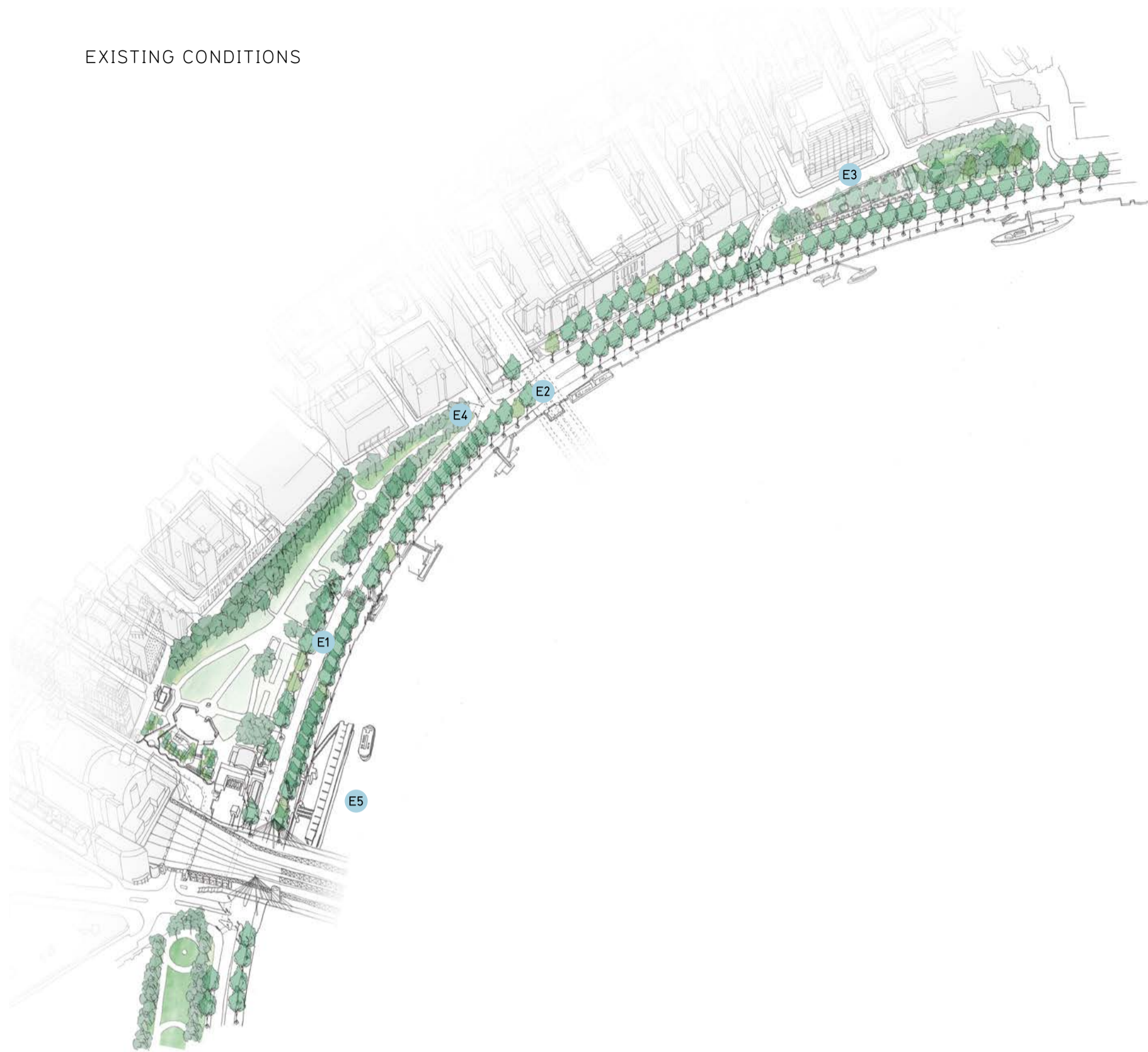
PROJECT MATRIX

IMPACT	● ● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Strand shopfronts and connections



COMPENDIUM OF PROJECTS
VICTORIA EMBANKMENT

EXISTING CONDITIONS



VICTORIA EMBANKMENT

Victoria Embankment was originally imagined as a 'breathing space', where the tight passages south of Strand open up to broad vistas across the river and towards the City, alongside a formal procession of plane trees and Bazalgette's sequence of Victorian gardens. It was designed with the ambition to support public health and leisure, but has become blighted by four lanes of heavy traffic adjacent to the riverwalk. At a time when other cities across the world are rethinking their riverfronts, and cycling and air quality issues rise up the political agenda, the pedestrian experience along Victoria Embankment promenade is in great need of improvement. With potential changes and new attractions at the potential Thames Baths Project, the proposed Garden Bridge and new works underway at Savoy Pier and Embankment Pier, there is a momentum for changes to London's north riverfront. The proposed east-west Cycle Superhighway will contribute towards this, and the Northbank BID has the opportunity to build upon this momentum to develop Victoria Embankment as an important recreation space for Londoners and a unique asset in the capital. This could be pursued with more regular temporary road closures, material upgrades and smaller scale public realm improvements along the route.

As with Aldwych, there are a number of smaller projects that could be developed and implemented in parallel to a larger scale project (Victoria Embankment promenade). These smaller projects would be aided by improvements to the promenade, but could also help to build momentum for larger scale improvements or further temporary road closures. These could include the creation of a new public space outside the Institution of Engineering and Technology, improvements to Temple Place and upgrades to the space underneath Waterloo Bridge.

PRECEDENTS



Floating arts centre (Louis Kahn),
Port Isabel, Texas



East Bayfront waters edge promenade, Toronto



Streets closed to traffic for three
Saturdays in August, NYC



Les Berges du Rhône, Lyon

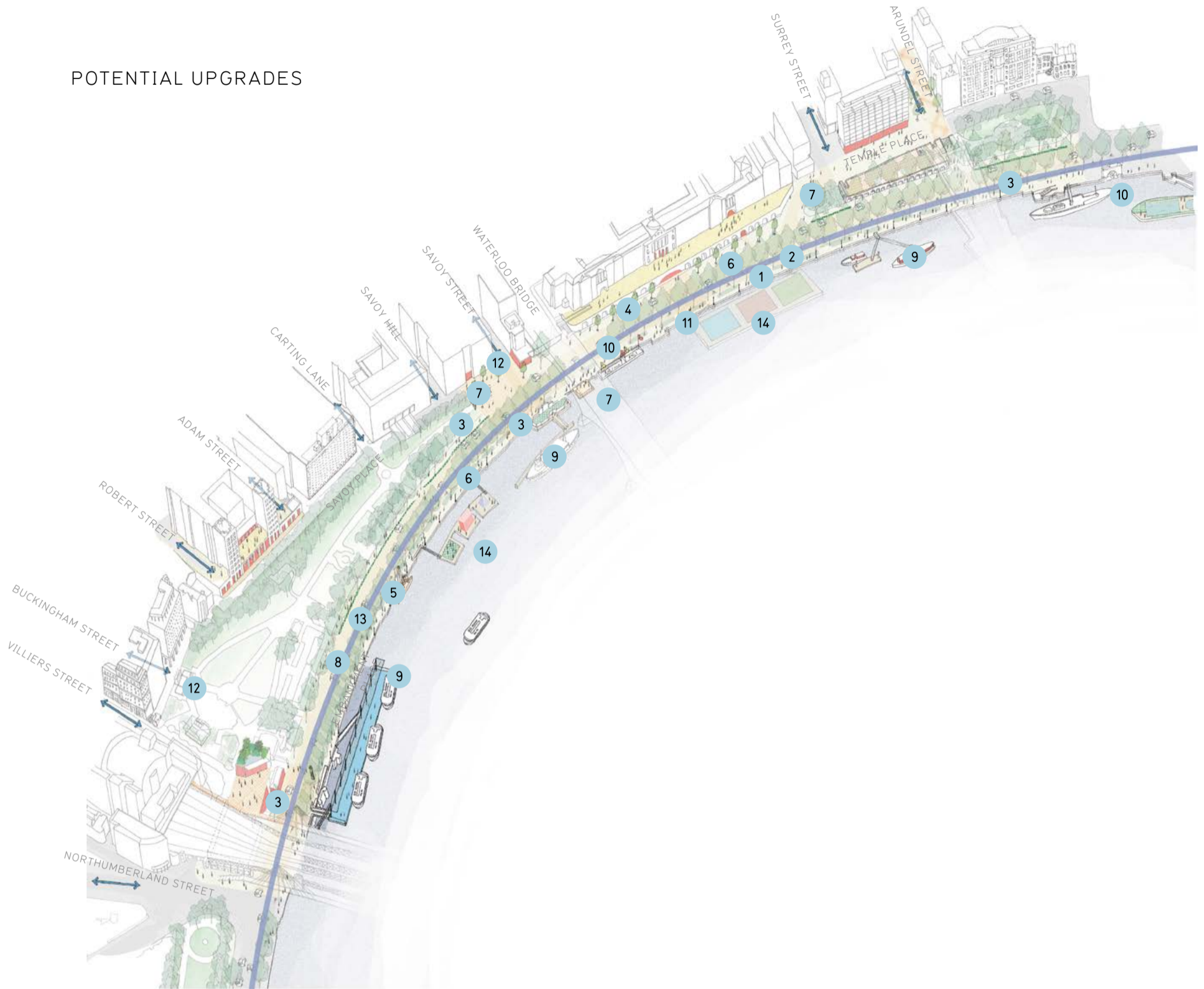


Las Ramblas, Barcelona



Landscaping on the South Bank

POTENTIAL UPGRADES



E1 VICTORIA EMBANKMENT PROMENADE

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Support the development of the east-west Cycle Superhighway, as a way of reducing traffic dominance on the Victoria Embankment and to relocate coach parking away from the Northbank riverwalk
- 2 Resurface the carriageway along this section of Victoria Embankment to reduce the expanse of grey asphalt and help to change perceptions of Victoria Embankment as a traffic space. Consider light/buff/coloured tarmac. The Mall provides a precedent for this
- 3 Improve crossings along the length of Victoria Embankment and explore options to introduce new crossings. Consider relocating the crossing outside Cleopatra's Needle to the end of the Carting Lane route up to Strand
- 4 Explore options for additional temporary road closures, alongside those for major events – Sundays in summer, for example

UPGRADE THE PUBLIC REALM

- 5 Resurface the carriageway with light/buff/coloured tarmac. Change riverwalk footway material to a park-like surface, consider hoggin or water-bound path surface. Also consider an appropriate light/buff/coloured surface for the Cycle Superhighway

- 6 Enhance planting along the length of the promenade. Consider introducing low level planting to create a soft barrier between pedestrians, cyclists and traffic. The promenade should be seen as a park-like recreation space for London. Consider replanting certain trees (such as outside Somerset House) as part of a full and detailed tree succession strategy
- 7 Upgrade and enhance a number of specific spaces along the route (outlined in detail over the following pages)
- 8 Upgrade and repair existing seating
- 9 Upgrade all river piers alongside proposed works for Embankment and Savoy piers
- 10 Enhance existing lighting in line with a district-wide lighting strategy. Retain and upgrade the romantic strings of lights. Ensure that the lighting strategy supports the idea of a pedestrian environment over a traffic route. Develop ideas with the Institute for Engineering and Technology to celebrate Victoria Embankment as the first electrically lit street, as part of its Faraday memorial activities

CONNECT THE PUBLIC REALM

- 11 Build upon the new east-west connections from the potential Cycle Superhighway plus develop north-south cycle connections into the Northbank, as well as introducing further cycle parking along the new route

- 12 Improve north-south pedestrian routes up to Strand, Aldwych and onwards towards Covent Garden and Holborn

CELEBRATE PUBLIC LIFE

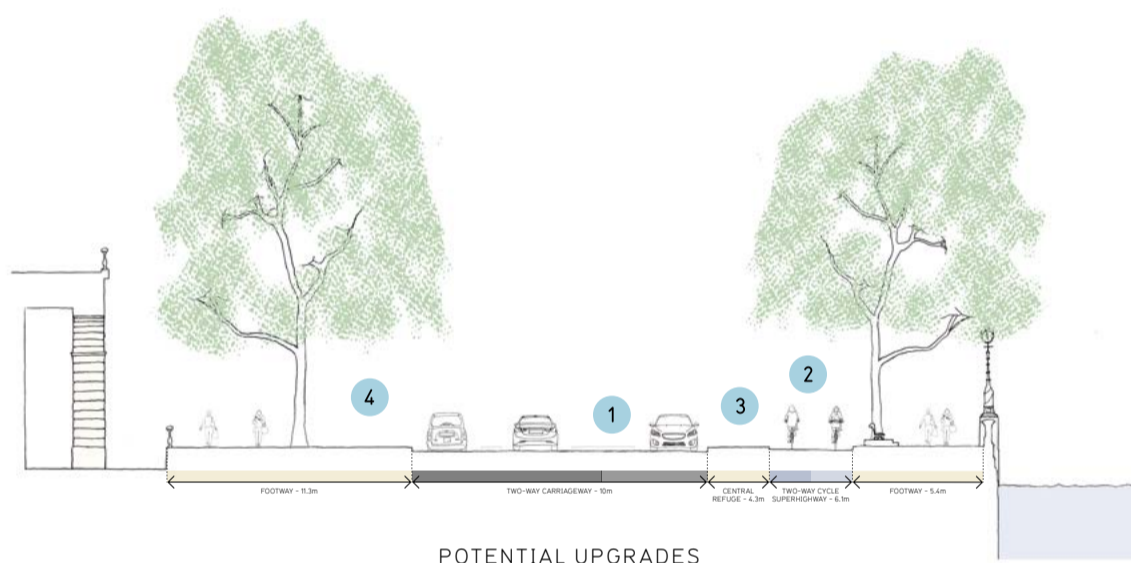
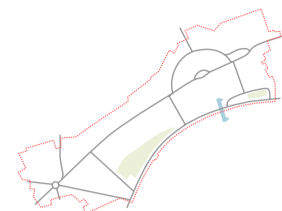
- 13 Work with existing institutions along this stretch of Victoria Embankment to help programme and support a series of temporary road closures; RNLI, IET, Savoy Hotel, Somerset House, Arundel Great Court, Adelphi etc.
- 14 Celebrate the life of the river in the Northbank. Work with the PLA to encourage new boats, support upgraded piers, stage temporary riverine events, host performances etc.

IMPORTANT CONSIDERATIONS

Work with TfL to explore the possibilities for incorporating Northbank promenade ideas into potential east-west Cycle Superhighway works

Consider the implications of the proposed Garden Bridge, the potential Thames Tideway Tunnel and Arundel Great Court developments, Embankment Pier and Savoy Pier works, particularly in relation to construction phases and Temple Place proposals

Ensure that any proposals or works do not interrupt major events, such as the London Marathon, the Lord Mayor's Show,



SOMERSET HOUSE SECTION

or New Year's Eve Fireworks, while recognising its important role as a route of public protest

Any further encouragement of new boats and civic life on the river should be temporary and balanced with the enhancement of the river's open space. The river forms the Blue Ribbon Network, and has important conservation area and heritage features. This is explained in detail in WCC's Policy S37 and London Plan Policy 7.27

A number of Grade I and II listed buildings, as well as Grade II* listed gardens

KEY STAKEHOLDERS

TfL, WCC, Historic England, Port of London Authority, Institute for Engineering and Technology, Somerset House, PWC, Network Rail, Garden Bridge Trust, British American Tobacco, Arundel Great Court, Two Temple Place, Middle Temple, Thames Baths Project, Adelphi Building – Blackstone

SPECIALIST ADVICE NEEDED

Transport planning advice will need to be taken to develop the idea of temporary closures. The tree strategy commissioned by the Northbank BID should be completed and include a full succession strategy. Other specialist advice recommended includes a lighting strategy, landscape design and historic landscaping advice, as well as play and programming advice

PROJECT MATRIX

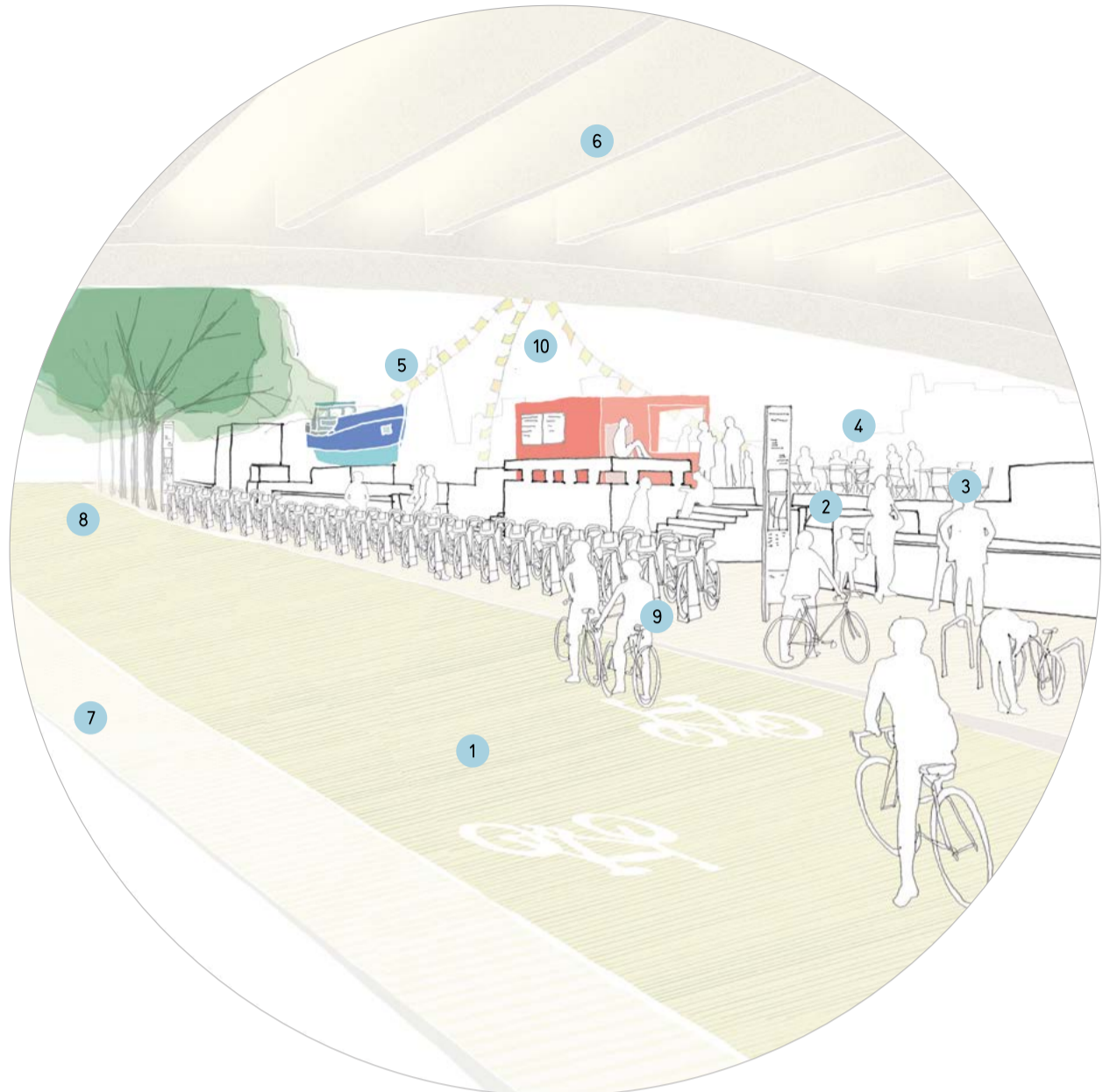
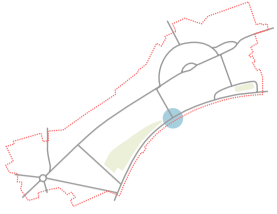
IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Medium term
RELATED PROJECTS	Under Waterloo Bridge, Temple Place, East Entrance to Victoria Embankment Gardens, Embankment Pier

Above, these drawings show a cross-section through Victoria Embankment outside Somerset House, drawn to illustrate the possible spatial characteristics of TfL's proposed east-west Cycle Superhighway.

They illustrate the approximate distances and road widths required for traffic upgrades. For further detail on the key public realm principles for Victoria Embankment Promenade, see the previous page.

POTENTIAL UPGRADES REDUCE THE IMPACT OF TRAFFIC

- 1 The TfL cycle proposals suggest a significant reduction in carriageway width. At this point, the existing carriageway is approximately 16m wide, with the proposed plans reducing this to roughly 10m. (Please note that proposed distances shown here are indicative diagrams estimated by Publica rather than exact TfL figures)
- 2 The proposed cycle route could create a substantial buffer between the riverwalk and the carriageway, with a large increase in distance between pedestrians and vehicles
- 3 The proposed cycle route would allow for two way cycling segregated from vehicles by a wide central refuge
- 4 The footway outside Somerset House remains the same width. This appears to be more than sufficient for current pedestrian demand



POTENTIAL UPGRADES



EXISTING CONDITION

E2 UNDER WATERLOO BRIDGE

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Build upon TfL's proposed east-west Cycle Superhighway works by creating a cycle hub under Waterloo Bridge. This would help to change perceptions of Victoria Embankment from being like a motorway to being associated with cycling and pedestrian promenading
- 2 The potential Cycle Superhighway would increase the distance between the underside of Waterloo Bridge and the carriageway

UPGRADE THE PUBLIC REALM

- 3 Upgrade paving materials on the existing concrete plinth, in keeping with the Grade II* listed modernist bridge
- 4 Rebuild public seating, and consider introducing moveable public seating perhaps associated with a new café kiosk. Introduce additional bicycle parking
- 5 Improve the visibility of the RNLI station, celebrate this unique point of interest. Ideas include a historic lifeboat, flags or public realm events
- 6 Commission a strong architectural lighting strategy to highlight the dramatic concrete structure on the underside of the Grade II* listed bridge

CONNECT THE PUBLIC REALM

- 7 Improve vertical connections between Waterloo Bridge and the Victoria Embankment, with upgraded stairwells and improved onward cycle connections at Savoy Street
- 8 The Cycle Superhighway would strengthen east-west connections along the riverwalk for both cyclists and pedestrians

CELEBRATE PUBLIC LIFE

- 9 Encourage and welcome users of the potential east-west Cycle Superhighway to occupy this space as a key cycle hub for central London
- 10 Celebrate the public life of the RNLI, potentially with future events and a stronger presence in this space

IMPORTANT CONSIDERATIONS

This project would be greatly benefited by TfL's proposed works to the east-west Cycle Superhighway, although it could be implemented before larger scale works. Waterloo Bridge is Grade II* listed

KEY STAKEHOLDERS

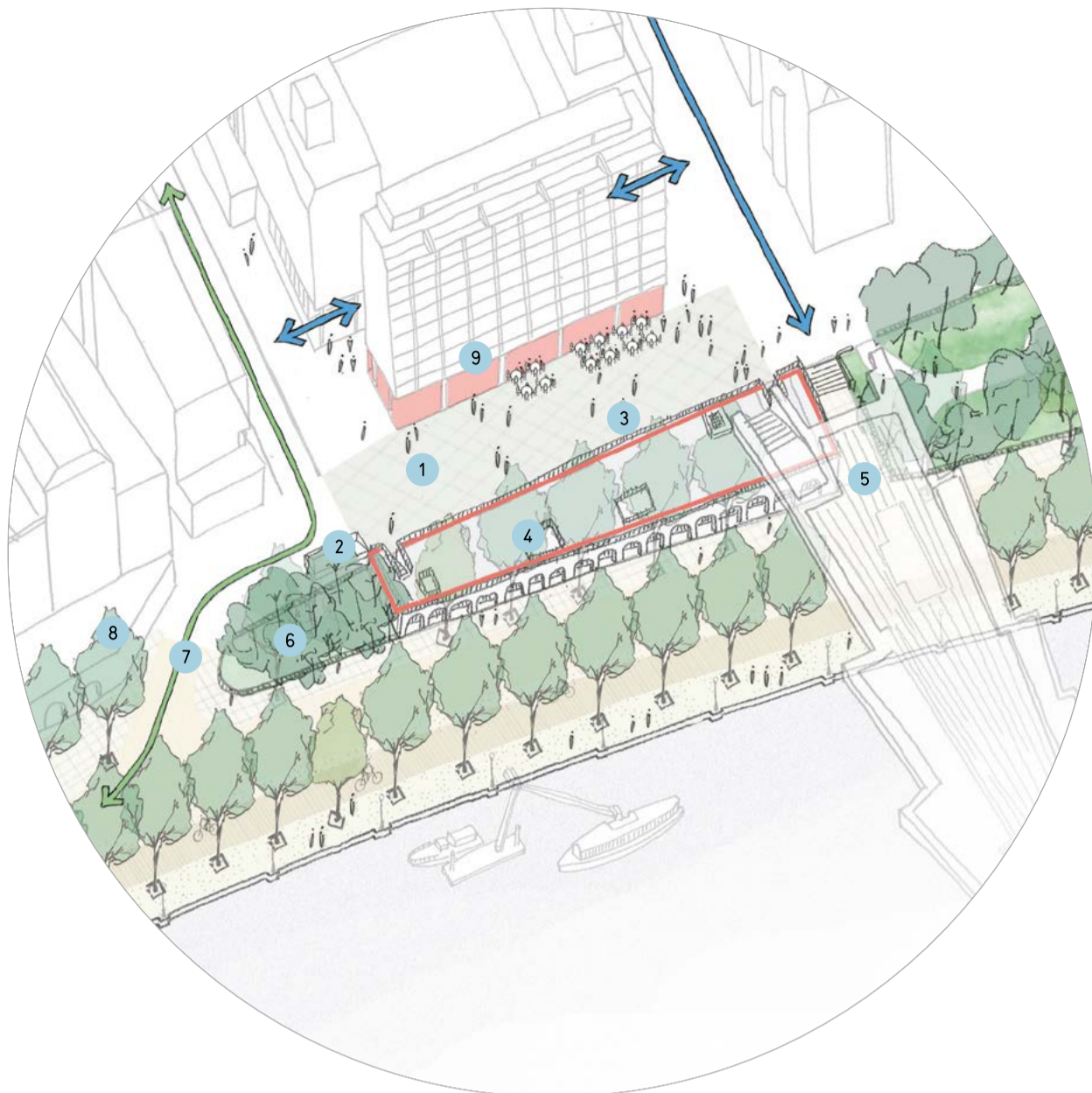
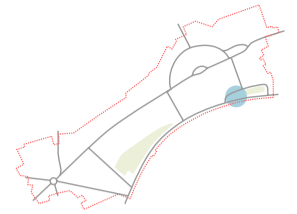
WCC, TfL, Historic England, RNLI, One Embankment, Somerset House, Institute for Engineering and Technology (IET)

SPECIALIST ADVICE NEEDED

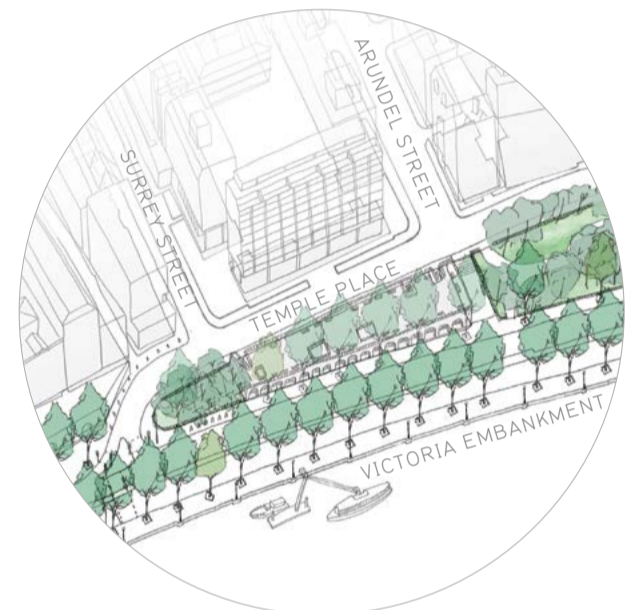
Lighting design advice should be taken, alongside a potential architecture competition to design a kiosk appropriate to the dramatic undercroft of the listed bridge. Specialist cycle advice should be taken to ensure the appropriate provision of facilities

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	River promenade



POTENTIAL UPGRADES



EXISTING CONDITION

E3 TEMPLE PLACE / TEMPLE ROOF TERRACE

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Remove traffic from Temple Place, create a pedestrian-priority space to the south of Arundel Great Court
- 2 Relocate parking, ensuring that taxi provision is maintained at the Grade II listed cabman's shelter

UPGRADE THE PUBLIC REALM

- 3 Upgrade materials at Temple Place
- 4 Explore further options to upgrade Temple Station roof alongside plans for the proposed Garden Bridge
- 5 Upgrade Temple Station forecourt alongside plans for the proposed Garden Bridge. Declutter and repave
- 6 Consider the educational value of the garden at the end of Temple Station in relation to the proposed Garden Bridge. The diverse plant life could be retained as a specific habitat. The appearance and function of this space may be affected by proposals linked to the Garden Bridge

CONNECT THE PUBLIC REALM

- 7 Improve cycle connections up Surrey Street from the potential east-west Cycle Superhighway
- 8 Explore options for a high level link from Temple Station roof to Somerset House terrace. This would be a long term project with complex restrictions relating to the Grade I

listing of Somerset House and the vertical and horizontal distances separating the two terraces

CELEBRATE PUBLIC LIFE

- 9 Activate the south frontage of Arundel Great Court to enliven the new pedestrianised space at Temple Street

IMPORTANT CONSIDERATIONS

Any public realm upgrades to this area should be coordinated with Garden Bridge proposals, which are currently in development. This space should also consider the impact of the potential Arundel Great Court construction works alongside TfL's east-west Cycle Superhighway and any potential Thames Tideway Tunnel works. Any pedestrianisation of Temple Place must work alongside potential Aldwych traffic upgrades. The requirements of the Lord Mayor's Show must be considered. Explore options for ground level activation of Arundel Great Court with the Vinyl Factory. This is an important taxi hub, with a Grade II listed cabman's shelter. Taxi provision must be retained or relocated.

Temple Gardens is Grade II* listed and the Brunel Monument is Grade II listed

KEY STAKEHOLDERS

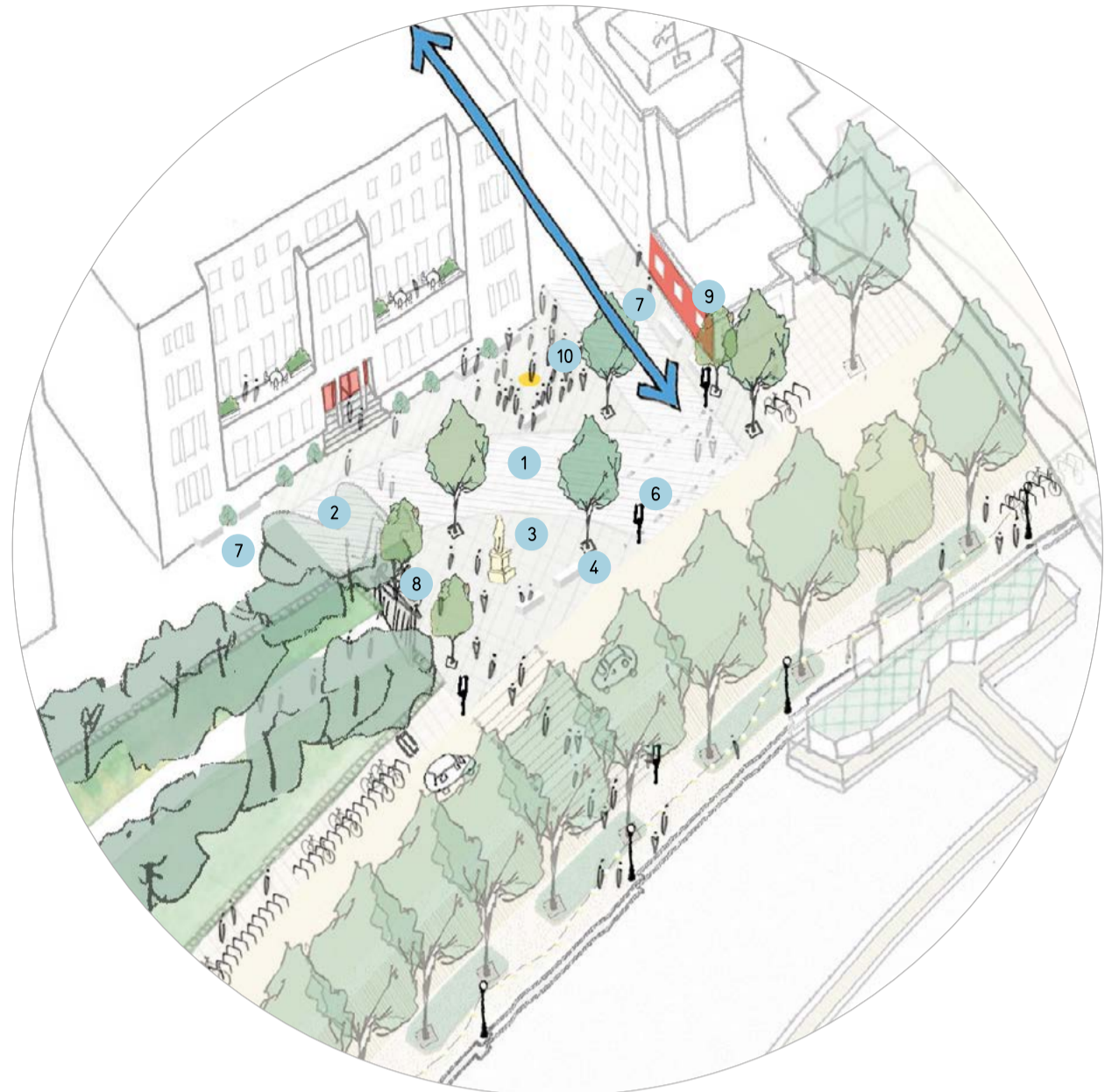
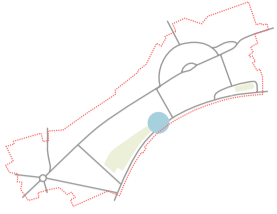
WCC, TfL, Arundel Great Court, Garden Bridge Trust, Temple Station (LUL), LTDA, British American Tobacco, International Institute for Strategic Studies

SPECIALIST ADVICE NEEDED

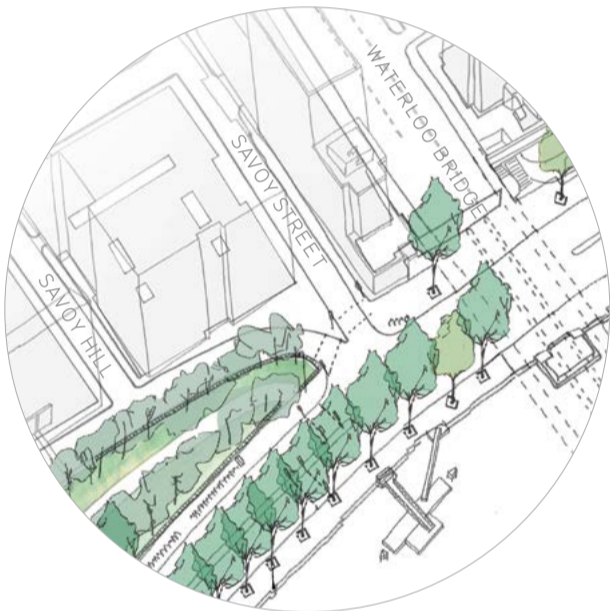
Transport planning advice will be required (see page 50), as well as a full parking and taxi audit. TfL Taxis team can advise on the needs of taxi customers

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Medium term
RELATED PROJECTS	Arundel Street, Aldwych gyratory, River promenade



POTENTIAL UPGRADES



EXISTING CONDITION

E4 EAST ENTRANCE TO VICTORIA EMBANKMENT GARDENS

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Resurface streets to create a pedestrian priority space whilst maintaining vehicular access to the Savoy Hotel
- 2 Relocate parking where possible

UPGRADE THE PUBLIC REALM

- 3 Consider introducing a Faraday statue into a new hard landscaped pedestrian priority space at the request of IET and after further consultation with WCC. Redesign east entrance to the park to increase its prominence from Victoria Embankment riverwalk
- 4 Introduce fixed public seating
- 5 Plant trees within the new hard landscape and introduce additional low level planting, building upon existing IET greenery
- 6 Relight the space, respecting the quiet night time condition, working within the overall lighting strategy for Victoria Embankment

CONNECT THE PUBLIC REALM

- 7 Improve north-south connections on Savoy Street and behind the Victoria Embankment Gardens to Savoy Hill
- 8 Improve east-west connections through the gardens by making the eastern entrance more visible

CELEBRATE PUBLIC LIFE

- 9 Explore options to activate a frontage at the base of Brettenham House
- 10 Work with IET to encourage active uses of the space, potentially relating to the neighbouring Institute's activities

IMPORTANT CONSIDERATIONS

Vehicular access should be retained to Savoy Place, Savoy Hotel, and Savoy Street. Consider the important role of Savoy Street in the cycle network, as a key north-south connection to the proposed east-west Cycle Superhighway

KEY STAKEHOLDERS

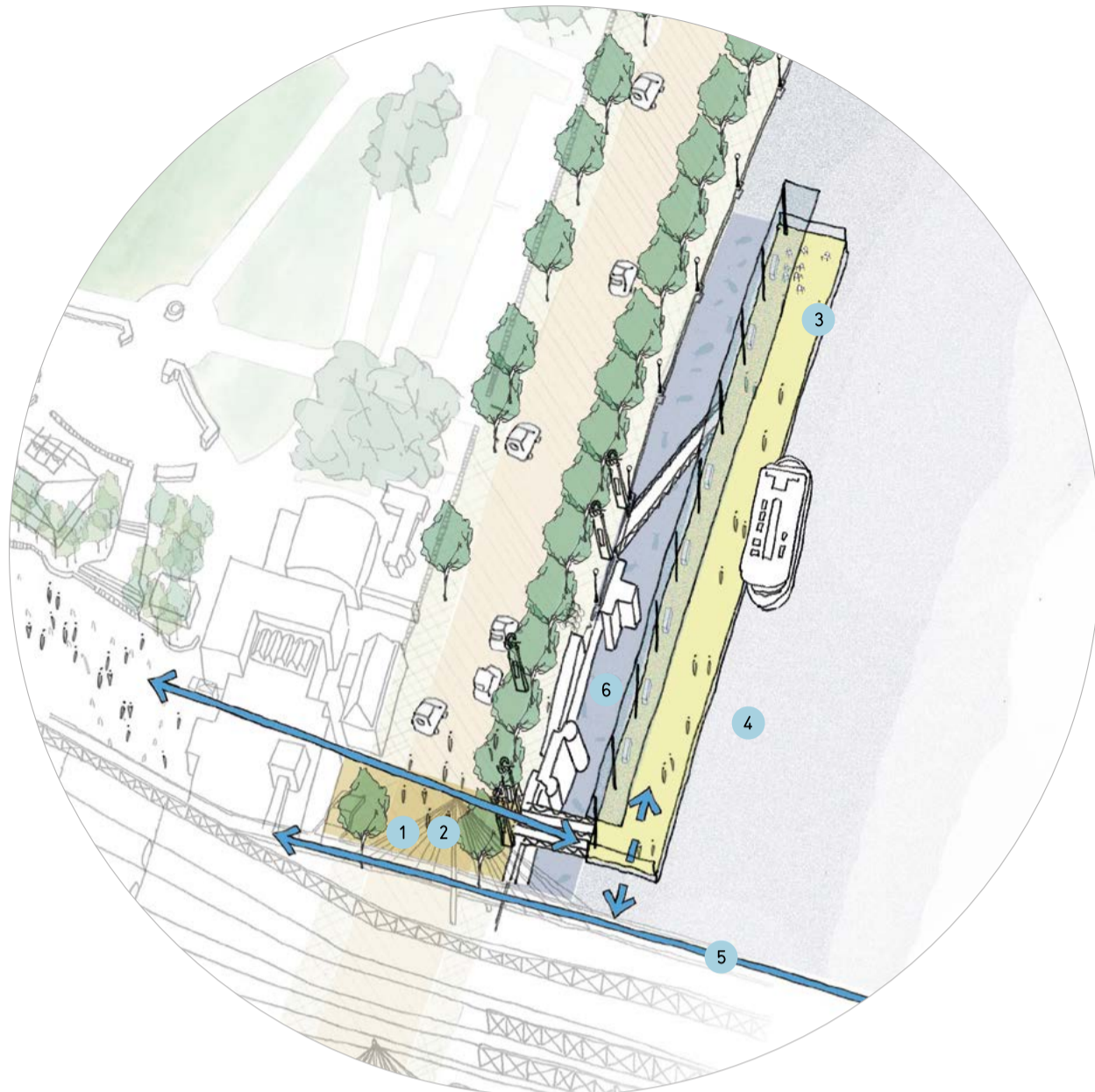
WCC, TfL, Institute for Engineering and Technology (IET), Savoy Hotel, Historic England, Brettenham House

SPECIALIST ADVICE NEEDED

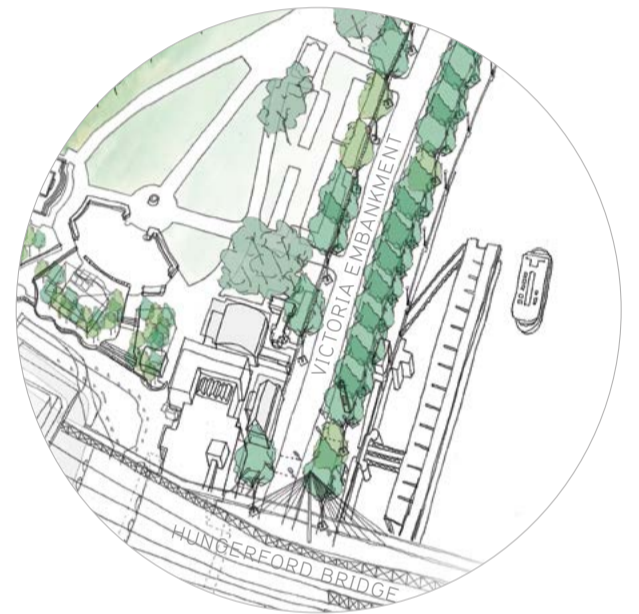
Landscape design advice will be required for any major changes to the park, as well as a heritage landscape assessment. A full parking audit will be required for any relocation of existing spaces

PROJECT MATRIX

IMPACT	●●●●●
COMPLEXITY	○ ○ ○ ● ○
TIMESCALE	Medium term
RELATED PROJECTS	River promenade, Savoy Street, Savoy Place



POTENTIAL UPGRADES



EXISTING CONDITION

E5 EMBANKMENT PIER

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Upgrade existing crossing between Embankment station and Embankment Pier, simplifying and widening this key connection

UPGRADE THE PUBLIC REALM

- 2 Upgrade materials at crossing, marking a wider and more distinct crossing point
- 3 Alongside TfL's current redesign of the pier, encourage increased public seating, improved connectivity, and consider the important views of the pier from Hungerford Bridge

CONNECT THE PUBLIC REALM

- 4 Improve north-south connections between the pier and Embankment station
- 5 Explore options to connect the pier directly to Hungerford Bridge. This could be a long term aspiration

CELEBRATE PUBLIC LIFE

- 6 Develop TfL plans to engage with London Zoo to create a biodiverse fish habitat alongside the pier

IMPORTANT CONSIDERATIONS

Consider changes already proposed by TfL and the potential development of the Bateaux London boat

Changes to Victoria Embankment crossings have wider transport planning implications

Any vertical connection between Hungerford Bridge and Embankment Pier would be a highly complex project, and is suggested as a long term aspiration to improve connectivity to river transport

KEY STAKEHOLDERS

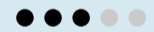
TfL, WCC, Bateaux London, London Zoo (advice potentially being sought for a new fish habitat)

SPECIALIST ADVICE NEEDED

Transport planning advice will be required for crossing improvements. Structural analysis will be required for a vertical connection between Hungerford Bridge and the pier

PROJECT MATRIX

IMPACT



COMPLEXITY

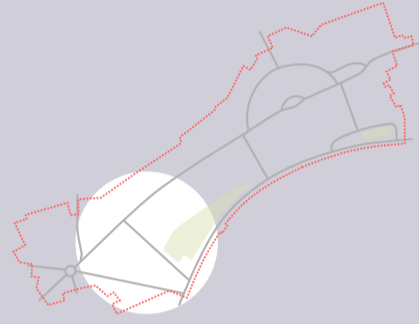


TIMESCALE

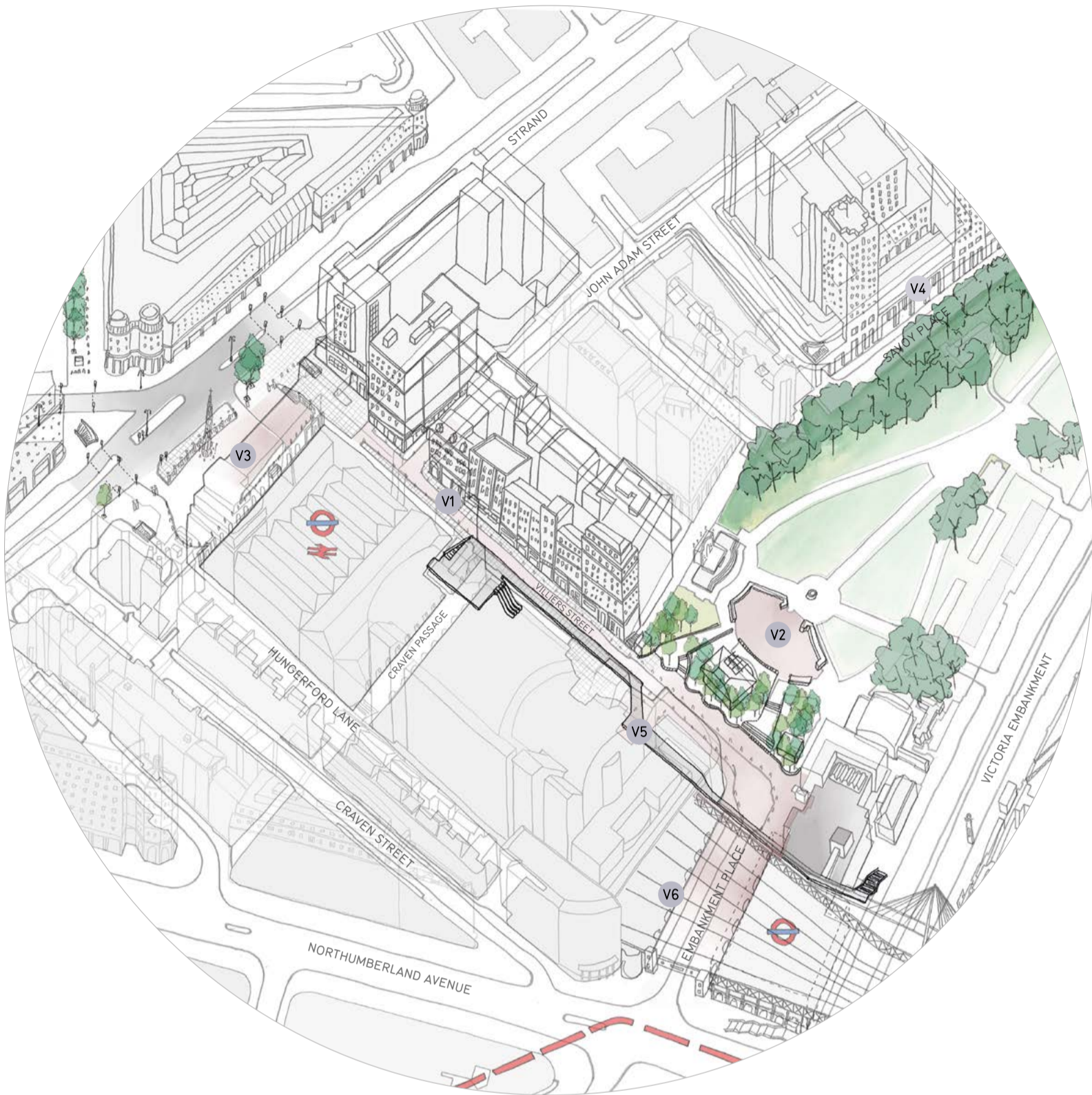
Short term

RELATED PROJECTS

River promenade



COMPENDIUM OF PROJECTS
VILLIERS STREET



EXISTING CONDITIONS AND SITES
EXAMINED FOR UPGRADES

VILLIERS STREET

Villiers Street is an extremely busy pedestrian route with among the busiest footfall in central London. For many visitors and commuters, the area around Villiers Street is the primary gateway to the West End, Charing Cross and Embankment Stations, the Victoria Embankment Pier, and Trafalgar Square. In addition, 3,000 workers are based at PWC headquarters at 1 Embankment Place. However, the area around Villiers Street has poor paving that needs to be upgraded, and problems with litter and clutter. Charing Cross station forecourt is filled with taxis, clutter and often refuse, that surround the historic Queen Eleanor Memorial Cross. It does not provide a good connection to Trafalgar Square.

Within this area, Villiers Street, the west entrance to Victoria Embankment Gardens, the Adelphi Terrace and Charing Cross station forecourt are all priority projects that will have a significant impact on the public realm of the Northbank. All projects will require close dialogue with WCC and Historic England, as well as further discussions with the key stakeholders around each space to bring about improvements. These larger projects sit alongside a series of recommendations and principles for secondary streets and spaces, whose upgrades may provide 'quick wins' for the area and support the connectivity and setting of larger schemes.

PRECEDENTS



Købermagergade, Copenhagen



Les Berges du Rhône, Lyon



New Street, Brighton



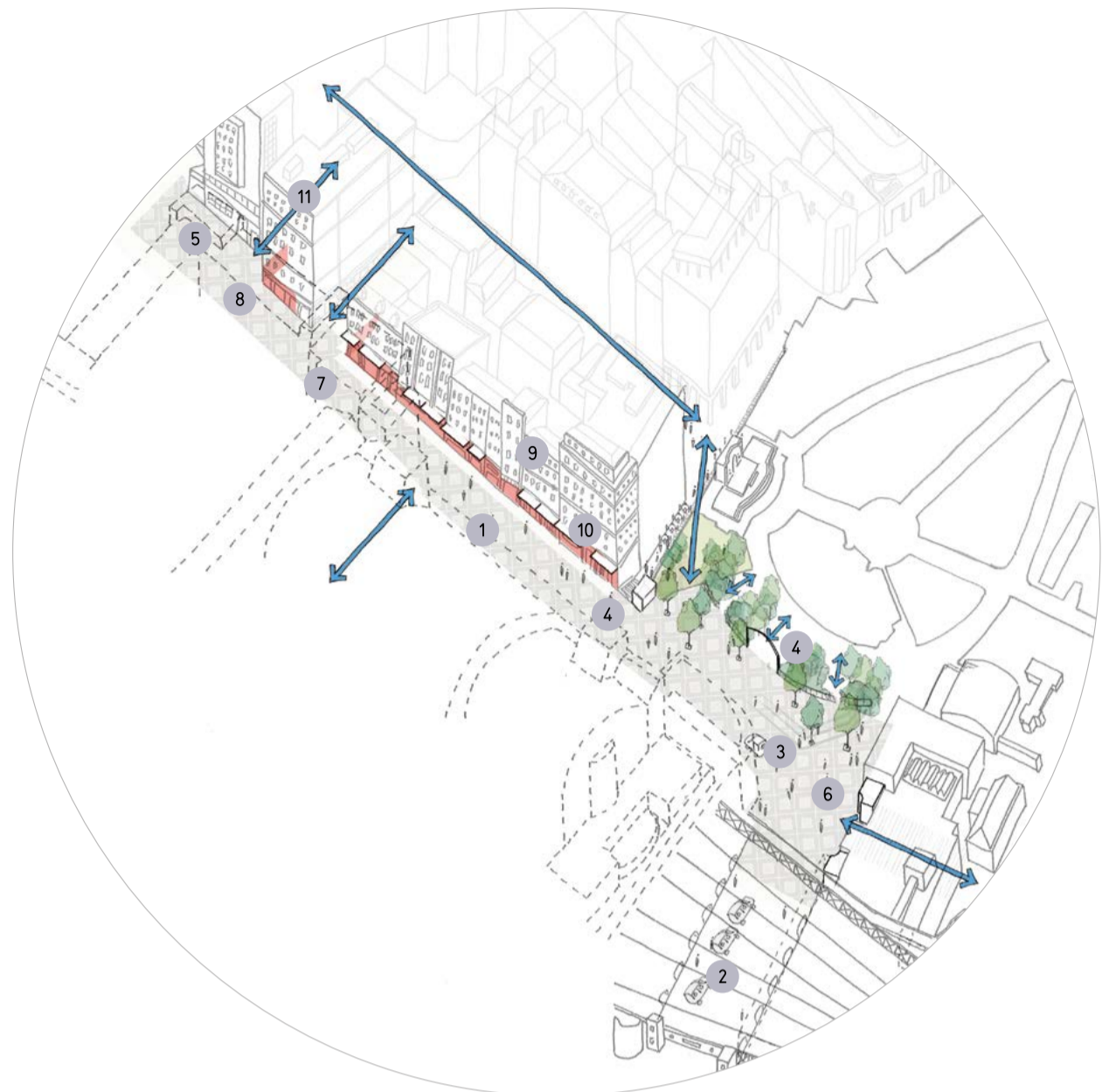
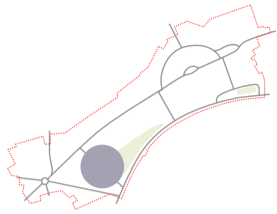
Landscaped garden, Tamachi, Tokyo



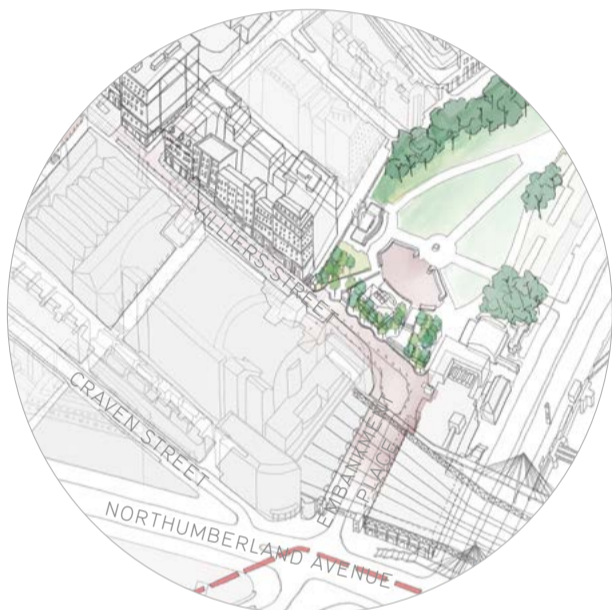
Paving designed by Roberto Burle Marx, Rio de Janeiro



Place d'Armes, Montreal



POTENTIAL UPGRADES



EXISTING CONDITION

V1 VILLIERS STREET

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Consider controlling servicing hours and service consolidation in coordination with businesses on Strand. Also explore options with WCC to remove evening traffic if possible
- 2 Introduce taxi consolidation at Embankment Place (See page 94)

UPGRADE THE PUBLIC REALM

- 3 Upgrade the paving materials, which are in poor condition and inconsistent. Replace with high quality natural stone, perhaps with a pattern that can be maintained and is distinctive. Consider a wall-to-wall single surface treatment with necessary differentiation for the visually impaired
- 4 Commission a structural survey of the historic vaults underneath the street prior to removing bollards
- 5 Remove stairways to subway at the top of Villiers Street, in line with Charing Cross works
- 6 Relocate kiosks within new kiosk structures (currently being explored by TfL and WCC)
- 7 Continue to develop strategies for waste management
- 8 Upgrade setting to the park, (see opposite page). Provide seating, while considering night time issues. Maintain disabled access and retain Urilift provision

- 9 Commission a lighting strategy that celebrates the energy of this busy street and is appropriate for its lively night time usage

- 10 A shopfront strategy could be considered as part of a longer term vision

CONNECT THE PUBLIC REALM

- 11 Improve east-west connections along York Place, John Adam Street and Watergate Walk to encourage movement away from the heavily congested Villiers Street

CELEBRATE PUBLIC LIFE

- 12 Encourage activity in the lanes and alleys off Villiers Street (see page 104–105)
- 13 Continue to encourage street performance outside Embankment station

IMPORTANT CONSIDERATIONS

Bollard removal may be difficult due to fragile historic basements

The street has complex servicing requirements and waste and litter are currently being investigated by the BID

The paving pattern shown above is indicative and not an actual design. Any pattern must bear in mind WCC's maintenance strategy. The design of this street should include a consolidated underground servicing conduit system to aid maintenance, and improve the life-span of material upgrades

Removal of evening traffic would need full support of local leaseholders and occupiers, as well as an understanding of the significance of maintaining important taxi provision

The Victoria Embankment Gardens are Grade II* listed and the Charing Cross Hotel is Grade II listed

KEY STAKEHOLDERS

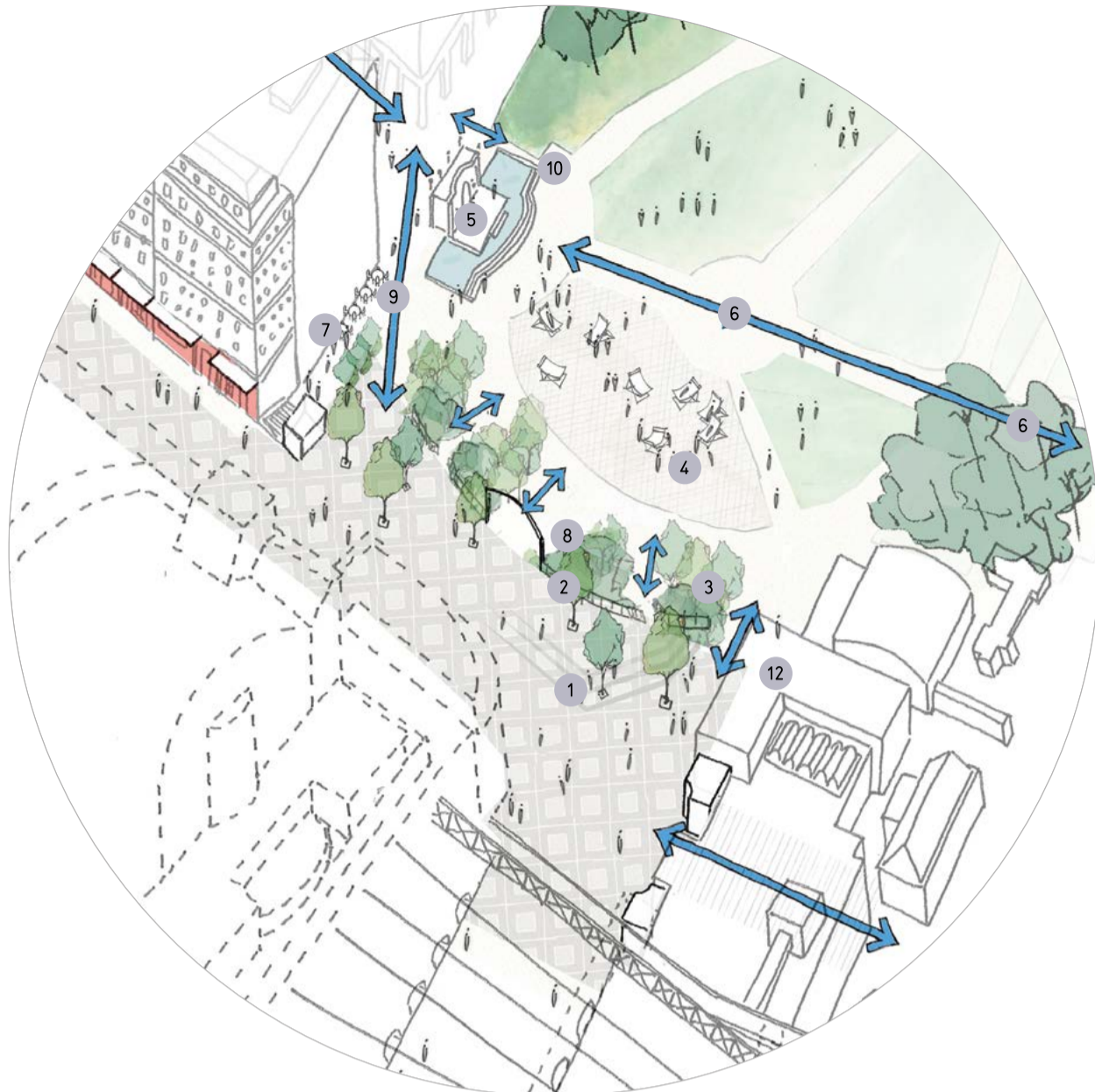
WCC, PWC, JLL, Network Rail, TfL/LUL, Historic England

SPECIALIST ADVICE NEEDED

A structural survey of basements should be considered to assess the impact of bollard removal. Arboricultural and landscape design advice should be taken to assess changes to the Victoria Embankment Gardens. Further analysis will be required at the north of Villiers Street to explore the requirements for crossings. This should include pedestrian counts and detailed analysis at different times of day

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	West Entrance to Victoria Embankment Gardens, Embankment Place, Charing Cross (station) forecourt



POTENTIAL UPGRADES



EXISTING CONDITION

V2 WEST ENTRANCE TO VICTORIA EMBANKMENT GARDENS

POTENTIAL UPGRADES

UPGRADE THE PUBLIC REALM

- 1 Upgrade paving, particularly around the entrance to the gardens, coordinating with Villiers Street upgrades
- 2 Relocate railings and simplify their design. This would reinstate the historic pathway design. Explore options with WCC for the removal of the bandstand
- 3 Enhance existing planting. Consider setting some trees in a hard landscape, to create a clear separation between the gardens and Villiers Street. Removing a tree central to the entrance may be desirable and help to open up the gateway into the Victoria Embankment Gardens
- 4 Repave the hard space within the gardens. Retain and upgrade popular deckchairs. Install power access for temporary staging, performances, markets and events
- 5 Upgrade the setting of the York Watergate and improve sightlines to it from Victoria Embankment. Discuss options with WCC and Historic England, such as the possibility of installing a water feature or pond or using the York Watergate as a bandstand venue
- 6 Remove hedges and granite plinth in the western edge of the gardens to improve the setting of the York Watergate and sightlines from the Victoria Embankment entrance
- 7 Relight the entrance to the gardens. Commission a lighting strategy that is appropriate to the night time uses

on Villiers Street while maintaining the soft lighting atmosphere of Victoria Embankment

CONNECT THE PUBLIC REALM

- 8 Improve connections into the park, by reducing railings and simplifying the design of the steps
- 9 Upgrade the connection to Buckingham Street (see page 102–103), while also strengthening the axis from Victoria Embankment to the York Watergate

CELEBRATE PUBLIC LIFE

- 10 Encourage a lively programme of performances and events to be staged in the York Watergate, or hosted on temporary performance stages using the York Watergate as a dramatic backdrop
- 11 Ensure the space continues to be flexible to accommodate large scale events and large crowds of people as part of potential Victoria Embankment temporary road closure proposals
- 12 Explore long term options with LUL relating to the redesign of the substation building and/or new uses around the LUL structures (a café unit or similar)

IMPORTANT CONSIDERATIONS

The removal of the bandstand will need to be discussed with WCC and Historic England. Tree roots are potentially contained within steps at the front of the gardens. Ensure any works do not significantly disturb important roots

A water feature would require an adequate management plan from the Parks managers

Temporary public events in the gardens would require adequate utilities provision, which should be integrated into any public realm upgrades

WCC have suggested that the 'bund' should remain for historic design reasons, and could be more attractively planted

The garden needs to remain able to be closed at dusk

Victoria Embankment Gardens are grade II* listed

KEY STAKEHOLDERS

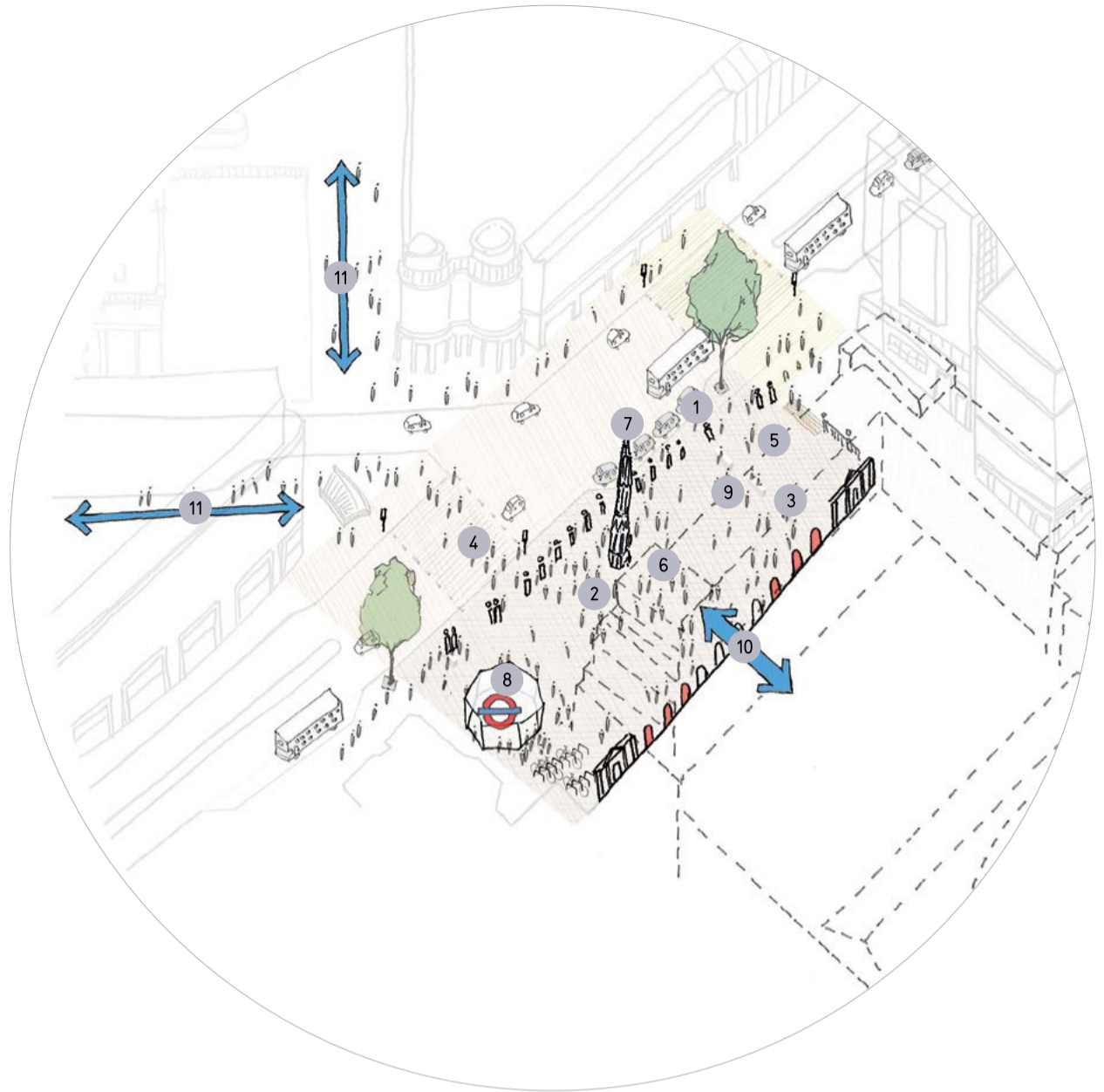
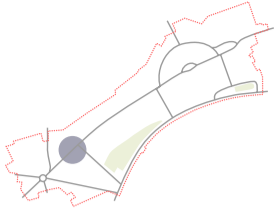
WCC, Historic England, TfL/LUL, PWC, Adelphi Building (Blackstone)

SPECIALIST ADVICE NEEDED

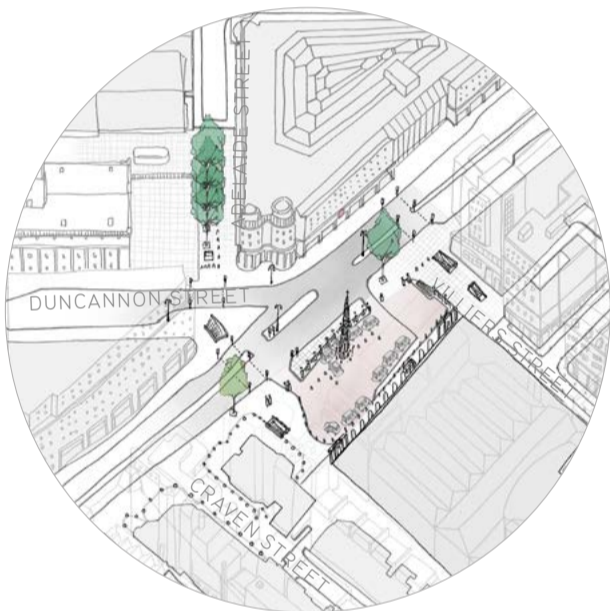
Historic landscape advice will need to be sought, along with detailed landscape design and horticultural advice

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Villiers Street, Savoy Place



POTENTIAL UPGRADES



EXISTING CONDITION

V3 CHARING CROSS STATION FORECOURT

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Explore options to reconfigure taxi provision, relocating waiting to a new lay-by off Strand. Taxi demand must be retained, and designs should be further developed in consultation with WCC and TfL
- 2 Liaise with Network Rail to explore the potential for relocating car parking bays away from the forecourt
- 3 Remove painted traffic lines and declutter traffic signage where possible
- 4 Improve crossing to Duncannon Street by widening the crossing and changing carriageway materials to a pedestrian priority surface

UPGRADE THE PUBLIC REALM

- 5 Maintain historic granite setts where possible, consider relaying to improve access, and explore possibilities with WCC to extend granite setts across the carriageway. This must be carefully engineered to suit the heavy vehicle flows along Strand
- 6 Declutter the setting of the Queen Eleanor Memorial Cross. Explore options with WCC to remove or part-remove railings, balancing the need to improve pedestrian connectivity while retaining the historic memory of the separation between the forecourt and the street
- 7 Light the Queen Eleanor Memorial Cross and upgrade

lighting to the forecourt as part of a district-wide lighting strategy

- 8 Commission an architect to design a structure that could provide a new entrance to the underground network and house kiosks at street level

- 9 Provide new public seating

CONNECT THE PUBLIC REALM

- 10 Proposals would help to improve connections between the station and Trafalgar Square
- 11 Upgrade crossings to Adelaide Street and Duncannon Street. This could improve further onward connections to Covent Garden and the West End

IMPORTANT CONSIDERATIONS

Charing Cross station is an important location for transport interchange and accessible and efficient interchange between modes should be enhanced where possible. This includes convenient interchange between rail, Underground, bus and taxi provision. Improvements in the Charing Cross area should recognise its primary role as a key rail terminus and a gateway to the Northbank. Works to upgrade the station are proposed by Network Rail, and are potentially due on site in mid 2016. The forecourt currently provides an important taxi stop for the station and Charing Cross Hotel. Parking spaces in the forecourt are currently required for National Rail contractors,

but these could potentially be relocated as part of a wider Northbank parking audit

The Queen Eleanor Memorial Cross is Grade II* listed and the Charing Cross Hotel is Grade II listed. There is no information within this listing regarding the forecourt railings. Although there are railings in historic images, there are photos from the 1970s and 1980s showing no railings in place, suggesting the current railings are not original

KEY STAKEHOLDERS

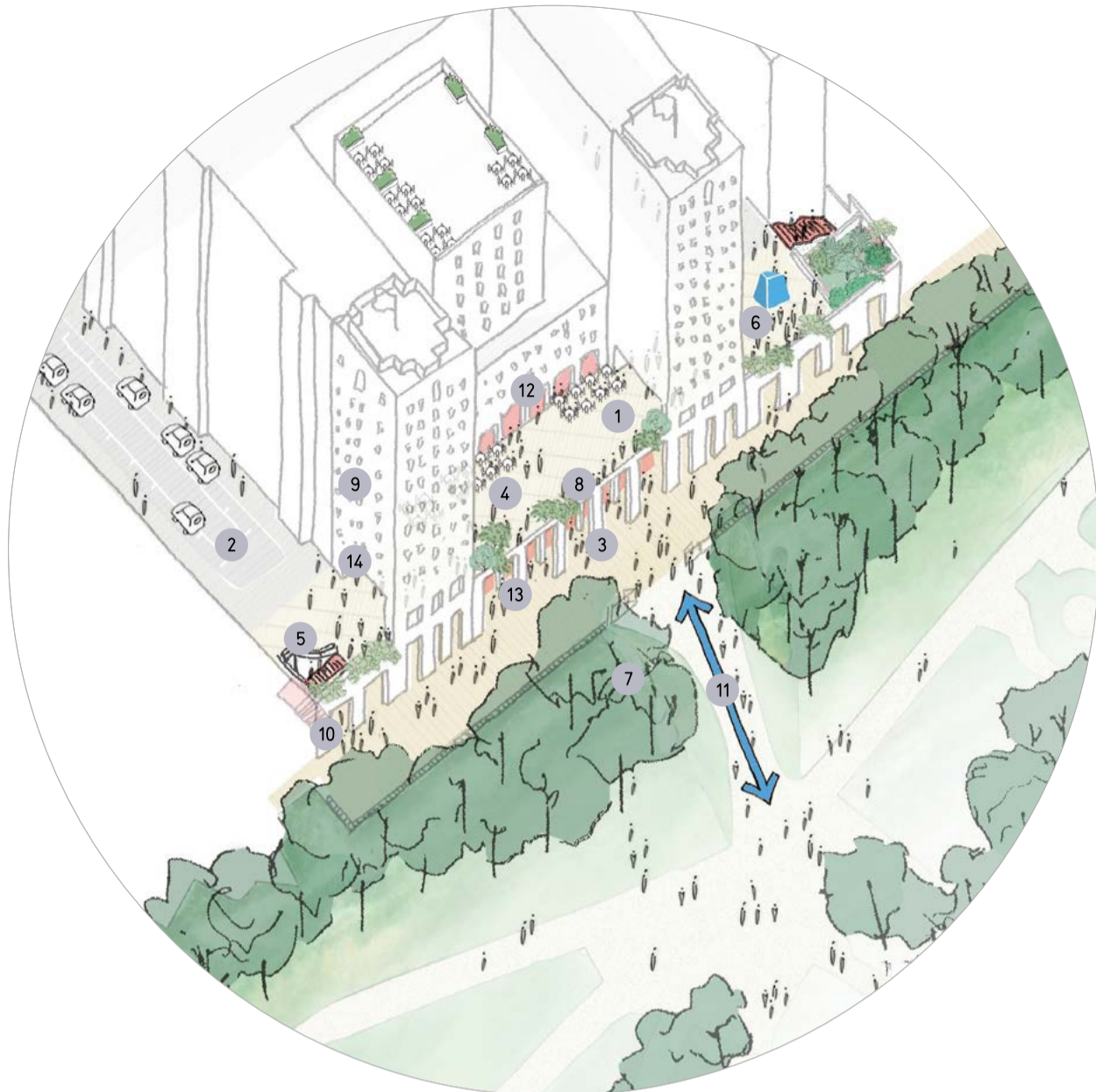
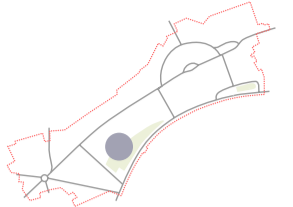
WCC, TfL, Network Rail, Historic England, Coutt's Building

SPECIALIST ADVICE NEEDED

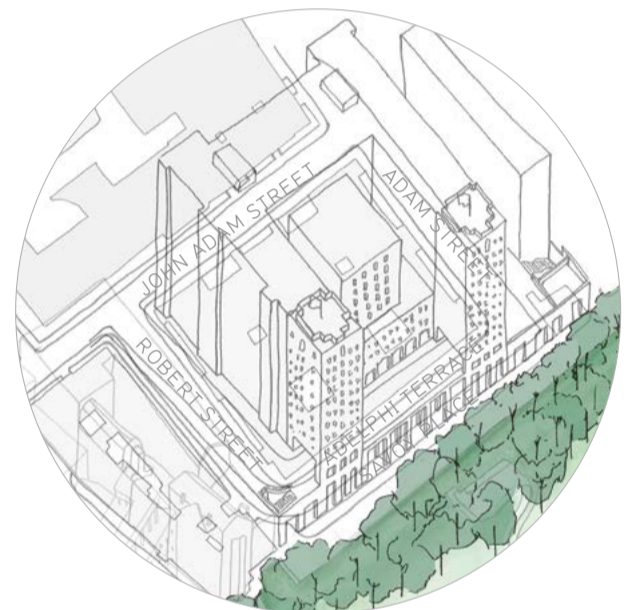
An audit of parking and taxis will be required, as well as advice taken from an access consultant. TfL Taxis team can advise on the needs of taxi customers. Consider commissioning an architect to design a new entranceway to the underground station

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Medium term
RELATED PROJECTS	Villiers Street



POTENTIAL UPGRADES



EXISTING CONDITION

V4 ADELPHI TERRACE / VICTORIA EMBANKMENT GARDENS 'BUND'

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Consider removing vehicular access to the Adelphi Terrace, maintaining access-only traffic on Adam Street and Robert Street
- 2 Relocate parking and motorcycle parking away from the Adelphi Terrace, while retaining parking on Adam Street and Robert Street
- 3 Reduce the vehicular servicing function of the Savoy Place lower ground floor colonnade with a longer term strategy to activate these frontages

UPGRADE THE PUBLIC REALM

- 4 Resurface the pedestrianised terrace with natural stone. Consider a wall-to-wall pedestrian treatment
- 5 Upgrade the materials of the stairwells linking the Adelphi Terrace to Savoy Place. Consider an artist commission for walls and possibly paving
- 6 Consider introducing public art to the Adelphi Terrace. Potentially locate a new sculpture at the end of Adam Street to terminate the view from Strand
- 7 Enhance greening along the 'bund' of Victoria Embankment Gardens
- 8 Introduce new public seating along the terrace

- 9 Further enhance existing lighting, considering careful lighting of vertical connections and lower level at Savoy Place

CONNECT THE PUBLIC REALM

- 10 Improve vertical connections through upgrades to stairwells
- 11 Improve north-south routes from Victoria Embankment Gardens and, in the long term, introduce new east-west connections with Villiers Street along Savoy Place

CELEBRATE PUBLIC LIFE

- 12 Activate river frontage of the Adelphi Building, possibly with a restaurant or café usage
- 13 Activate ground floor frontage of the Adelphi Building, as part of a long term strategy to activate Savoy Place and open up an east west connection
- 14 Explore the possibilities for the RSA to host some events in this space

IMPORTANT CONSIDERATIONS

There are upgrades to the Adelphi Terrace currently proposed by Blackstone. Encourage any proposals to be 'future proof' for later developments

Victoria Embankment Gardens are Grade II* listed, and the Adelphi Building is Grade II Listed

KEY STAKEHOLDERS

WCC, Adelphi Building – Blackstone, Historic England, RSA

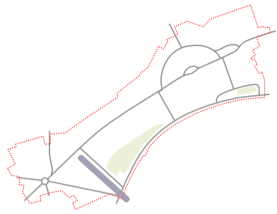
SPECIALIST ADVICE NEEDED

Historic landscape and horticulture advice should be taken if any changes to the Victoria Embankment Gardens are proposed. A full parking and servicing audit will be required for any pedestrianisation proposals. Structural advice may be needed for works to the Victoria Embankment Gardens' 'bund'.

Consider a possible art commission for the terrace's vertical stairwells

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Savoy Place



POTENTIAL UPGRADES



EXISTING CONDITION

V5 HIGH-LEVEL WALKWAY ALONGSIDE CHARING CROSS

POTENTIAL UPGRADES

UPGRADE THE PUBLIC REALM

- 1 Upgrade existing materials that are poor quality and inconsistent. Consider commissioning an artist to create a treatment for the route in its entirety. Celebrate the drama of the location alongside the train platforms and high up above Villiers Street
- 2 Commission a coherent lighting strategy for the route. Examine the current opening hours and explore the possibility of extending access
- 3 Widen the walkway at its midpoint, consider introducing moveable public seating. Celebrate the views onwards to St Pauls, down into the Victoria Embankment Gardens and onto Villiers Street. Extended sections of the High Line, New York City offer precedent for this
- 4 Upgrade the market at the Charing Cross station entrance. Consider reducing the number of stalls and introducing café tables and chairs
- 5 Celebrate the views overlooking Villiers Street by working with Villiers Street upgrades to design a distinctive paving pattern

- 6 Explore a long term strategy to create a public connection to Embankment Station roof. This might be activated with a restaurant pavillion, greenery, and public seating. It would open up views across the river and towards the City of London

CONNECT THE PUBLIC REALM

- 7 Upgrade connections to Charing Cross station. Consider direct access to Charing Cross platforms, and improve sightlines into the station concourse
- 8 Upgrade connections from the high walk down to Villiers Street. Consider new vertical connections from a potential Embankment station roof terrace into the Victoria Embankment Gardens and down to Villiers Street

IMPORTANT CONSIDERATIONS

There are a number of different owners along the length of the route.

It will be complex to activate the roof of Embankment Station, and this should be considered a long term project

KEY STAKEHOLDERS

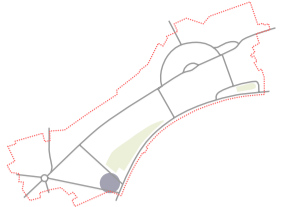
Network Rail, JLL, PWC, LUL, WCC

SPECIALIST ADVICE NEEDED

Consider a potential art commission to enliven the walkway. Any works to Embankment Station roof will require detailed structural analysis

PROJECT MATRIX

IMPACT	● ● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	N/A



POTENTIAL UPGRADES



EXISTING CONDITION

V6 EMBANKMENT PLACE

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Widen footways and resurface carriageway. Consider using granite setts or similar
- 2 Redesign taxi rank: consider three options as shown overleaf

UPGRADE THE PUBLIC REALM

- 3 Commission a shopfront strategy to enliven frontages
- 4 Upgrade lighting under the railway bridge, consider possible art commission

CONNECT THE PUBLIC REALM

- 5 Improve onward crossing across Northumberland Avenue towards Whitehall (see page 108)
- 6 Redesign of taxi ranks may improve the cycle connection by allowing new space for bicycle parking

CELEBRATE PUBLIC LIFE

- 7 Celebrate the specialist retailers located along Embankment Place - Action Bikes and Ocean Leisure. Encourage the space to become a hub for cyclists. Introduce bicycle parking and encourage retailers to activate blank frontages

IMPORTANT CONSIDERATIONS

Embankment Place is an important taxi location for Embankment Station. TfL are currently exploring options for upgrades to this space

KEY STAKEHOLDERS

WCC, Network Rail, Action Bikes, Ocean Leisure, other retailers

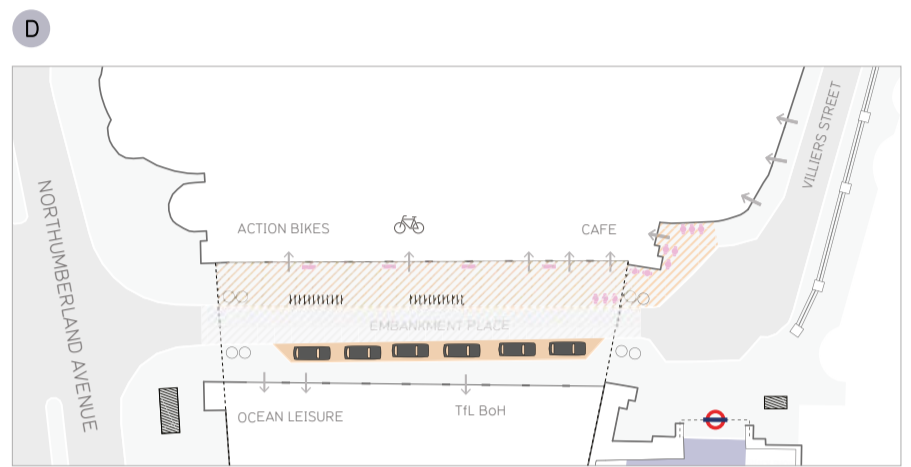
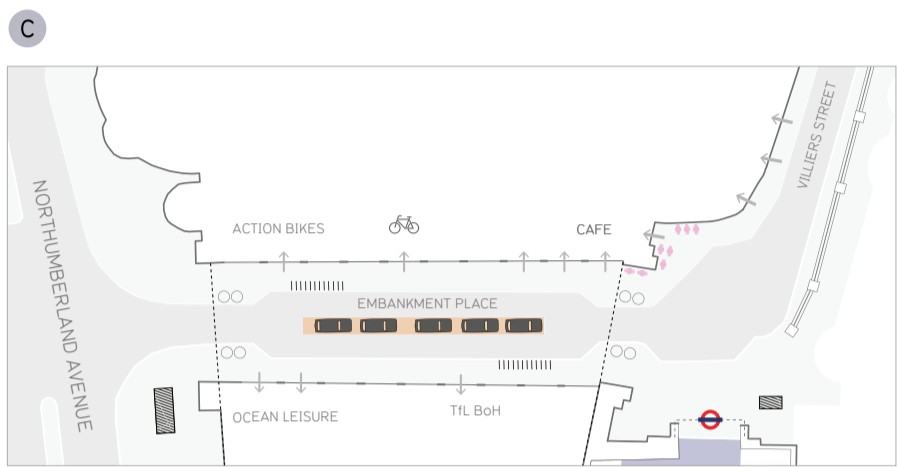
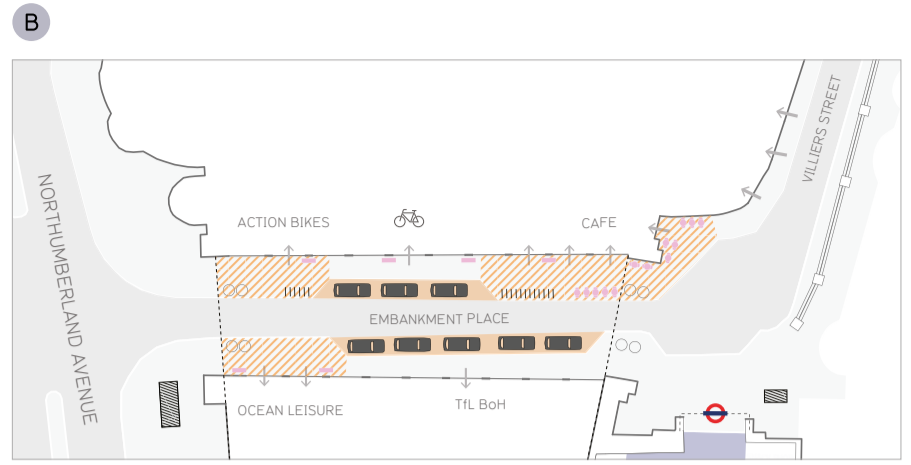
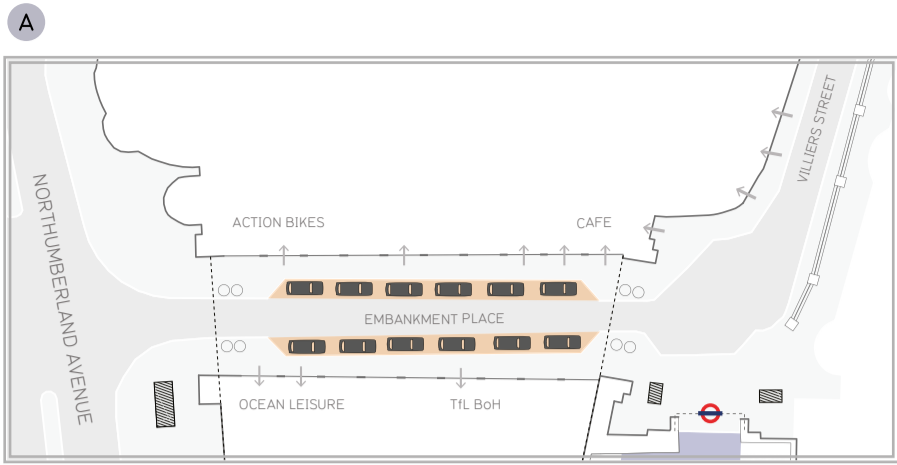
SPECIALIST ADVICE NEEDED

Transport planning advice will be required to examine taxi provision. TfL Taxis team can advise on the needs of taxi customers

Shopfront design advice should be taken as well as possible lighting and art commissions

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Villiers Street



V6 EMBANKMENT PLACE: TAXI OPTIONS

A EXISTING CONDITION: TWO LANES

PROS

- High capacity

CONS

- Reduced footway space
- Obstruction of retail façades
- Obstruction of views through to Northumberland Avenue from Villiers Street station exit

B OPTION 1: TWO-SIDED WITH INCREASED PAVEMENT SPACE

PROS

- Helps to create retail outdoor space
- Views into Embankment Place free from stationary vehicles
- Increases pedestrian space

CONS

- Obstruction of views through Embankment Place
- Reduced capacity

C OPTION 2: CENTRAL BERTH WITH WIDENED PAVEMENTS

PROS

- Generous pedestrian space
- Clear hierarchy of retail space and through routes
- Open views through Embankment Place

CONS

- Low capacity

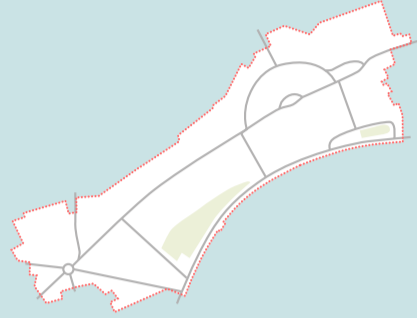
D OPTION 3: SINGLE-SIDED, INCREASING VISIBILITY OF THE RETAIL AND RECLAIMING PEDESTRIAN AND CYCLING SPACE

PROS

- Pedestrian priority
- Clear priority of taxi queue
- Clarity of routes through Embankment Place on both sides

CONS

- Less clear retail hierarchy
- Lower capacity



COMPENDIUM OF PROJECTS
LANES, COURTS & SMALLER SPACES

SITES EXAMINED FOR UPGRADES



LANES, COURTS AND SMALLER SPACES

SMALLER PASSAGES AND LANES

- 1 LANES, ALLEYS, AND COURTS

KEY ROUTES AROUND STRAND

- 2 DUNCANNON STREET
- 3 ADELAIDE STREET
- 4 ROUTE BETWEEN WILLIAM IV STREET AND CHANDOS PLACE
- 5 BEDFORD STREET
- 6 BUCKINGHAM ARCADE / BUCKINGHAM STREET
- 7 SOUTHAMPTON STREET
- 8 SAVOY STREET
- 9 STRAND LANE

KEY ROUTES AROUND VILLIERS STREET

- 10 YORK PLACE
- 11 ARCHES - CRAVEN PASSAGE
- 13 SAVOY PLACE - WATERGATE WALK
- 14 EMBANKMENT PLACE - WHITEHALL PLACE

The Northbank's large city blocks, range of side streets, dramatic topography, railway arches and seventeenth century terraces have created an extraordinary network of passages, lanes, courts and smaller spaces that are a latent asset in the district. Currently underused, hidden and confusing, they can be perceived as dangerous at night, and have a reputation for anti-social behaviour. Nevertheless, across London and elsewhere similar passages are being upgraded, enlivened and celebrated as distinctive and valuable spaces.

Encouraging activity here would help to change perceptions of the passages and perhaps the district as a whole. As buildings are redeveloped, ground floors and frontages should be reviewed to create active frontages wherever possible. This could, in the long term, create an active series of backstreets akin to Melbourne's lanes. Small and practical changes from upgrading lighting, to repositioning signage and introducing new crossings would also help to provide attractive alternative routes for pedestrians. Other spaces could become sites for art installations and unusual temporary events.

The Northbank BID is well-placed to develop a programme of upgrades in the lanes, and although not as high-profile as some of the 'front spaces', their upgrade could greatly improve people's experience of the district, encourage connections and become a unique attraction in their own right.

PRECEDENTS



Lancashire Court, W1



Lancashire Court, entrance from New Bond Street



Whitcomb Court, WC2



Martin Creed installation at the Scotsman Steps, Edinburgh



Dover Yard, W1



National Gallery, The Grand Tour, 2007

EXISTING CONDITIONS



1 Savoy Stage Door



2 Savoy Buildings



3 Ivybridge Lane



4 Heathcock Court



5 Bull Inn Court



6 Lumley Court



7 Exchange Court



8 George Court



9 Durham House Street



10 Craven Street

1 LANES, ALLEYS, COURTS

A number of small lanes, alleys and courts lead to Strand from Covent Garden and Victoria Embankment. Although these routes are less strategically important than other spaces analysed in this section, they could nonetheless benefit from material upgrades or a programme of art commissions. This might encourage more people to explore them and reveal their special qualities, as a unique collection of spaces. These lanes, alleys and courts are a striking asset for the Northbank and should be celebrated and improved.

These smaller spaces could all benefit from material upgrades, art commissions or lighting upgrades. Art commissions might be temporary and could be a high profile and potential 'quick win' project to encourage people to explore a hidden asset. Increasing activity across the Northbank lanes would improve their safety and help to reduce anti-social behaviour.

Many of these lanes have important back of house functions, from servicing yards, to bin stores and hotel laundry spaces. These functions will need to be retained, but the spaces could be redesigned and decluttered to encourage pedestrian routes. In the longer term, as buildings are redeveloped, ground floors and frontages should be reviewed to create active frontages wherever possible. This could, in the long term, create an active series of backstreets akin to Melbourne's lanes.

- 1 Alongside the Savoy Theatre stage door is a small, rarely used gated connection between Carting Lane and the Savoy Hotel's entrance
- 2 An alley with an ornate entrance on Strand; dark and filled with servicing and laundry vents from the Savoy Hotel
- 3 The oldest route in the area other than Strand, this is now a locked servicing space between Savoy Place and Strand
- 4 Small, gated section of Exchange Court. Well-maintained, it is predominantly used as the entrance to an office building
- 5 A relatively well used alley connecting Strand and Maiden Lane. At its Strand opening is the Adelphi Theatre's pub the Nell Gwynne Tavern
- 6 A narrow and little used court between Strand and Maiden Lane. The entrance on the Strand is just 80cm wide
- 7 A narrow but well used connection between Strand and Maiden Lane. Currently partially obstructed by the construction site for a residential development
- 8 A small, stepped pedestrian court connecting Strand and John Adam Street. Halfway down is Retro Bar
- 9 The entrance provides a striking view of the Royal Society of Arts, but the character of the space is compromised by the blank return frontage of the neighbouring retail unit
- 10 The steeply sloping north end of Craven Street is a pedestrianised thoroughfare that currently contains TfL Cycle Hire and is prone to flooding. The adjacent Boots frontage is blank and does not help to encourage pedestrian use of this important route to the river

PRECEDENTS



King's Cross Picnic, 2012



Water slide, Park Street, Bristol, May 2014



Lullaby Factory, Great Ormond Street, WC1



Unruly Mannequins, Besançon, France by Mark Jenkins



Delirious Frites, Old Quebec City, 2014, Passages Insolites (Unusual Passages) exhibition



Sydney Laneways



Sydney Laneways



Cliveden House slide, Temporary exhibition at National Trust property in Buckinghamshire



Melbourne Laneways

IMPORTANT CONSIDERATIONS

Any opening of lanes or lighting proposals should consider safety issues and night time uses. This project could be complex to negotiate with large numbers of adjoining landowners. Ivybridge Lane is permanently closed to the public, so any opening should be discussed in detail with WCC and Shell Mex House. The opening of some lanes could initially be trialled for temporary events

There are a number of listed buildings fronting the Northbank's lanes, alleys and courts

KEY STAKEHOLDERS

WCC, Historic England, various owners in different lanes

SPECIALIST ADVICE NEEDED

Artist commissions should be considered in these spaces, as well as engaging programming and play advice

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Strand shopfronts and connections

2 DUNCANNON STREET

POTENTIAL UPGRADES

CONNECT THE PUBLIC REALM

- 1 Alongside the potential removal of the Aldwych gyratory, (see page 50) develop options to create a pedestrianised space north of St Clement Danes with minimal traffic

MITIGATE THE IMPACT OF TRAFFIC

- 2 Reduce the width of the carriageway by widening footways. Use more pedestrian-appropriate materials in the carriageway to reduce the expanse of asphalt at this important pedestrian connection to Trafalgar Square and the West End

- 3 Retain bus stop and parking capacity while reducing carriageway width

UPGRADE THE PUBLIC REALM

- 4 Use high quality natural stone approved by WCC

IMPORTANT CONSIDERATIONS

There are bus stops, parking bays and loading bays on this street. TfL has suggested the opportunity to explore access only for sustainable modes of transport, such as bus lanes.

Duncannon Street provides the setting to Grade I listed St Martin in the Fields church, and its listed railings, and Grade II* listed South Africa House and 434-437 Strand. There is also a Grade II listed telephone kiosk

KEY STAKEHOLDERS

WCC, TfL, Historic England, St Martin in the Fields, Golden Cross House, South Africa House

SPECIALIST ADVICE NEEDED

Transport planning advice, and full parking and servicing audits, will be required for any changes to the bus stops, parking bays or loading bays

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Medium term
RELATED PROJECTS	Charing Cross station forecourt

3 ADELAIDE STREET

POTENTIAL UPGRADES

UPGRADE THE PUBLIC REALM

- 1 Upgrade paving materials with high quality natural stone approved by WCC. Use a consistent wall-to-wall treatment, perhaps with a subtle pattern

- 2 Remove clutter, in particular manage waste behind St Martin in the Fields church. If successful, extend the Northbank BID's waste management project on Villiers Street to Adelaide Street

- 3 Explore options for the removal of bollards in front of 434-437 Strand

- 4 Upgrade frontages on 434-437 Strand, in particular the entrance to Charing Cross station subway and explore options to activate other blank frontages

IMPORTANT CONSIDERATIONS

Adelaide Street provides the setting to Grade I listed St Martin in the Fields church and its railings, Grade II* listed 434-437 Strand and St Martin in the Fields secondary school. There is also a Grade II listed drinking fountain

KEY STAKEHOLDERS

WCC, Historic England, St Martin in the Fields, 434-437 Strand, the Connection

SPECIALIST ADVICE NEEDED

A structural survey may be required for the removal of bollards

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	N/A

4 ROUTE BETWEEN WILLIAM IV STREET AND CHANDOS PLACE

POTENTIAL UPGRADES

CONNECT THE PUBLIC REALM

- 1 Remove gates and permanently open this pedestrian route between William IV Street and Chandos Place. This used to be a route through the former Charing Cross Hospital. This route leads directly from the Charing Cross station subway exit marked 'Covent Garden', so would aid connections and wayfinding. Liaise with WCC and the Metropolitan Police to discuss an onward management strategy for this space

UPGRADE THE PUBLIC REALM

- 2 Repave passageway with high quality natural stone and ensure that the route is well-lit at night, in a way that is appropriate to its historic setting

- 3 Consider an art commission or green wall to encourage people into the newly opened route. The former Charing Cross Hospital is Grade II listed so this will require collaboration with WCC, alongside careful management and liaison with long-standing tenants, the Metropolitan Police

IMPORTANT CONSIDERATIONS

Any changes should ensure that the security of the police station is not compromised by any public realm upgrades

This route provides the setting for the Grade II listed former Charing Cross Hospital, and leads to the Grade II* listed 434-437 Strand

KEY STAKEHOLDERS

Metropolitan Police, WCC

SPECIALIST ADVICE NEEDED

An art or greenery commission could be considered

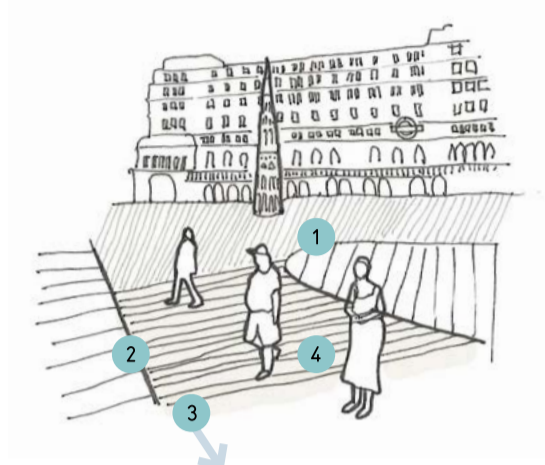
PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	N/A

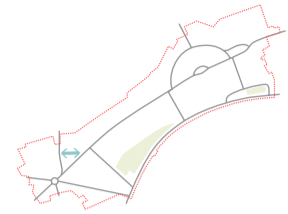
DUNCANNON STREET



EXISTING CONDITION



POTENTIAL UPGRADES



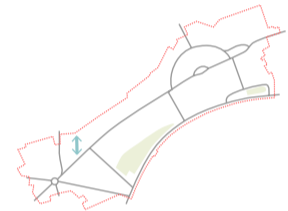
ADELAIDE STREET



EXISTING CONDITION



POTENTIAL UPGRADES



ROUTE BETWEEN WILLIAM IV STREET AND CHANDOS PLACE



EXISTING CONDITION



POTENTIAL UPGRADES



5 BEDFORD STREET

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Upgrade paving materials with high quality natural stone approved by WCC. Use a consistent wall-to-wall treatment, perhaps with a subtle pattern

UPGRADE THE PUBLIC REALM

- 2 Upgrade paving materials—footways are currently asphalt. Use natural stone in accordance with WCC policy
- 3 Consider simple shopfront improvements while maintaining and celebrating the variety of retail on the street

CONNECT THE PUBLIC REALM

- 4 Public realm upgrades may encourage more people to use this key pedestrian route between the Northbank and Covent Garden

IMPORTANT CONSIDERATIONS

Bedford Street is not a priority project but should be upgraded before any works to neighbouring Agar or Burleigh Streets take place. 1–5 Chandos Place and 44 Bedford Street are Grade II listed, and a number of lampposts are also listed. Any upgrades to Bedford Street should be considered for the entire length of the street, leading towards Garrick Street and St Paul's Church

KEY STAKEHOLDERS

WCC, Capco

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Medium term
RELATED PROJECTS	N/A

6 BUCKINGHAM ARCADE

POTENTIAL UPGRADES

CONNECT THE PUBLIC REALM

- 1 Consider allowing this route to be accessible at all times as part of a longer term strategy to activate all the passages south of Strand. This would require the redesign of the ramp space at the top of Buckingham Street. Explore options with Land Securities to increase the size of the arcade opening on the south side of the passage as part of any redevelopment of the building. Current proposals for this space could be further developed as part of a longer term strategy for this space and its function as well as its appearance.

UPGRADE THE PUBLIC REALM

- 2 Land Securities have recently received planning permission to upgrade paving and lighting
- 3 Potentially commission an artist to redesign one of the blank frontages
- 4 Remove hanging street signage and place on the side of the passage, as is typical in Westminster
- 5 Consider a longer term strategy to introduce a new micro retail unit or cash machines into the passageway, to bring activity and new uses into the space

IMPORTANT CONSIDERATIONS

Land Securities have recently received planning permission to upgrade this space. Any proposals should use typical Westminster signage and materials, to ensure the route is clearly recognisable as a public connection

KEY STAKEHOLDERS

WCC, Land Securities, Sainsbury's, Natwest

SPECIALIST ADVICE NEEDED

Consider commissioning an architect to design a narrow shopfront unit within the space, and an artist to redesign one of the blank shopfronts. Consider further work with a lighting designer to upgrade lighting in this space, using fittings that are in line with the overall lighting strategy for Strand

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Strand shopfronts and connections

6 BUCKINGHAM STREET

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Consider pedestrianising the southern end of Buckingham Street, retaining parking and loading along the rest of the street, and retaining some vehicular access to buildings at the southern end of the street

CONNECT THE PUBLIC REALM

- 2 Reconstruct the setting of the Grade I listed York Watergate, considering a stepped pedestrian space leading down from Buckingham Street, encouraging people to use this route into Victoria Embankment Gardens and revealing the gate from the north

UPGRADE THE PUBLIC REALM

- 3 Declutter lower Buckingham Street. Reposition the lamppost and railings away from the view towards the York Watergate
- 4 Develop a lighting strategy for the York Watergate in line with a wider lighting strategy for the district

IMPORTANT CONSIDERATIONS

Ensure that works proposed do not interfere with listed historic basements, or the vaults of Gordon's Wine Bar.

Buckingham Street provides the setting to the Grade I listed York Watergate, as well as a series of handsome Grade II* listed

17th–18th century townhouses. The railings suggested to be reconfigured are Grade II listed, so a significant case for the improved setting of the York Watergate will need to be made

KEY STAKEHOLDERS

WCC, Historic England, landowners and tenants on Buckingham Street, Gordon's Wine Bar

SPECIALIST ADVICE NEEDED

Structural analysis of 17th century basement vaults will be required to rebuild steps leading to the York Watergate. A full parking and servicing audit will be required to assess the impact of removing spaces at the end of the street

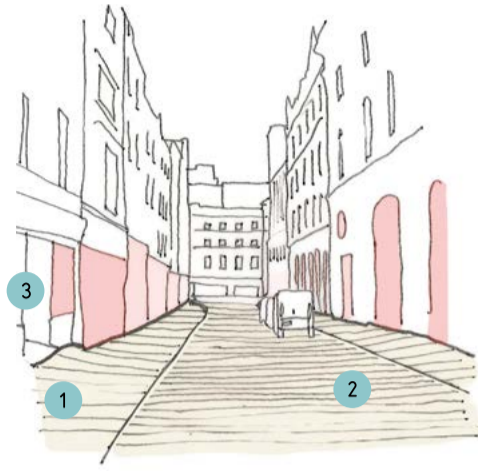
PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Strand shopfronts and connections

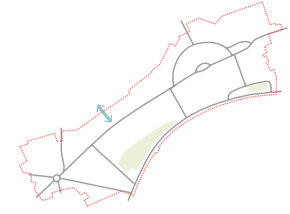
BEDFORD STREET



EXISTING CONDITION



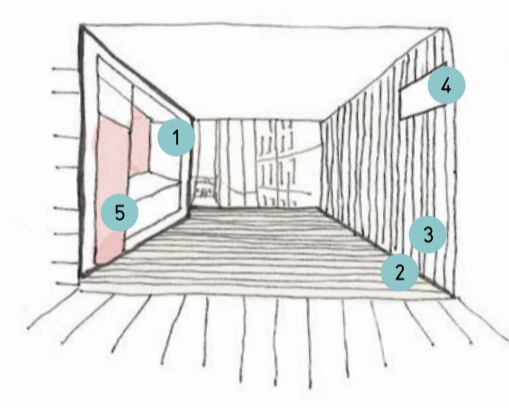
POTENTIAL UPGRADES



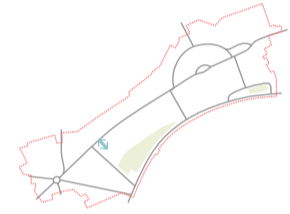
BUCKINGHAM ARCADE



EXISTING CONDITION



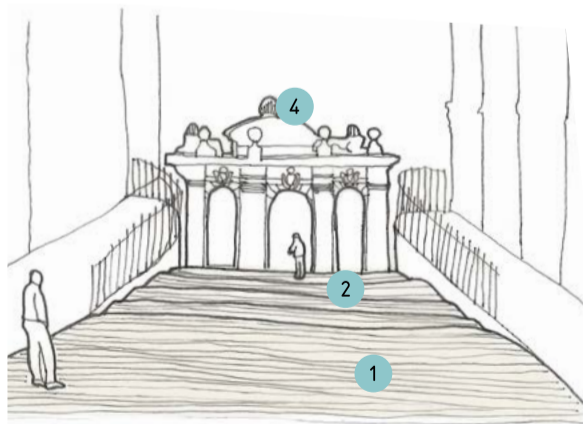
POTENTIAL UPGRADES



BUCKINGHAM STREET



EXISTING CONDITION



POTENTIAL UPGRADES



7 SOUTHAMPTON STREET

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Widen Strand footway further up into Southampton Street, creating a larger pedestrian space around the junction with Strand. Maintain fire path access

UPGRADE THE PUBLIC REALM

- 2 Relocate bicycle parking further up Southampton Street, to create a clutter-free junction between Southampton Street and Strand. Retain symmetrical phone boxes and trees which act as a gateway

IMPORTANT CONSIDERATIONS

This is an important north-south route between Covent Garden and the river, leading from Covent Garden to Carting Lane and towards Victoria Embankment Gardens. It should be as de-cluttered as possible to provide unobstructed sightlines to aid wayfinding. This will also improve pedestrian comfort as large tour groups frequently use this important crossing on Strand. The clear fire path should be maintained and bicycle parking capacity must not be reduced

KEY STAKEHOLDERS

WCC, Capco

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Strand shopfronts and connections

8 SAVOY STREET

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Widen footways, especially alongside the recently opened Queen's Chapel of the Savoy churchyard

UPGRADE THE PUBLIC REALM

- 2 Upgrade paving materials in line with WCC policy, using natural stone—Yorkstone or similar
- 3 Discuss options for activating ground floor frontages with Brettenham House

CONNECT THE PUBLIC REALM

- 4 Strengthen the role of Savoy Street as a key north-south cycle route connecting Strand with the east-west Cycle Superhighway

IMPORTANT CONSIDERATIONS

The junction between Savoy Street and the east-west Cycle Superhighway should be carefully designed as part of Superhighway works. It is an important north-south connecting route from the Superhighway. Any cycle proposals should

support and encourage more cycling in line with London Cycle Design Standards (LCDS), delivering a high Cycling Level of Service (CLOS) score of at least 70%

The railings around the Chapel gardens are Grade II listed, and the Queen's Chapel of the Savoy is Grade II* listed

KEY STAKEHOLDERS

WCC, TfL, Brettenham House, Queen's Chapel of the Savoy, Duchy of Lancaster, Institute of Engineering and Technology (IET), Historic England

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	East Entrance to Victoria Embankment Gardens, River promenade

9 STRAND LANE

POTENTIAL UPGRADES

CONNECT THE PUBLIC REALM

- 1 Explore options with King's College to develop Strand Lane as a potential student hub and reconnect it with wider campus life

UPGRADE THE PUBLIC REALM

- 2 Upgrade footway materials as part of a strategy to reactivate this street
- 3 Upgrade the setting of the 'Roman Bath', a National Trust owned Seventeenth century cistern

CELEBRATE PUBLIC LIFE

- 4 Explore options to activate frontages, perhaps with Student Union or night time uses

IMPORTANT CONSIDERATIONS

At present, King's College is not planning to undertake work on Strand Lane as part of proposed campus redevelopments. The above proposals could be explored by King's College as part of longer term strategy for the Strand Campus

This street will have a new significance with its proximity to the proposed Garden Bridge, but it should be an important student hub rather than a key public route

St Clement's Watch House, the early Seventeenth century cistern to Old Somerset House (aka the 'Roman Bath'), the Union Society, King's College, and the former Queen's and Norfolk Hotels are all Grade II listed

KEY STAKEHOLDERS

King's College, WCC

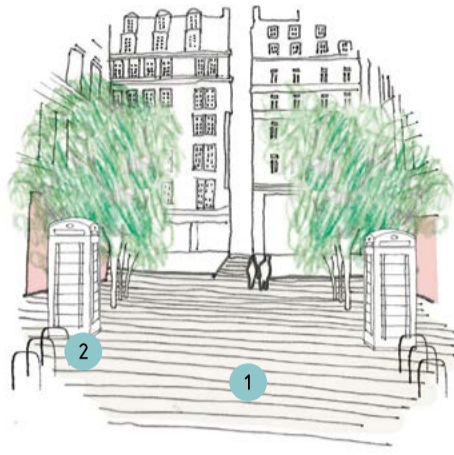
PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Medium term
RELATED PROJECTS	N/A

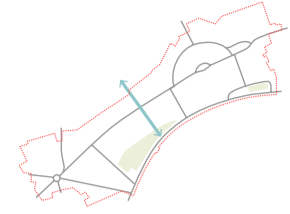
SOUTHAMPTON STREET



EXISTING CONDITION



POTENTIAL UPGRADES



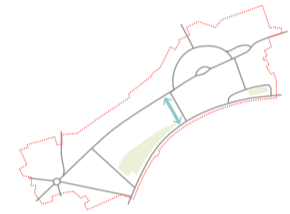
SAVOY STREET



EXISTING CONDITION



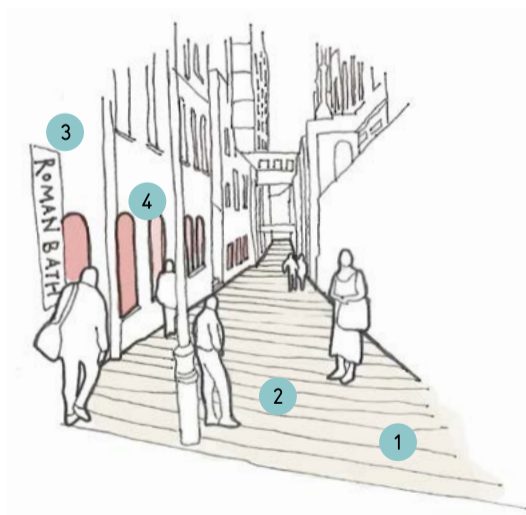
POTENTIAL UPGRADES



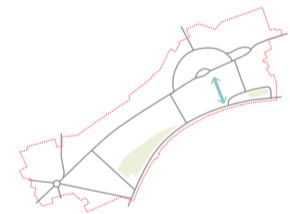
STRAND LANE



EXISTING CONDITION



POTENTIAL UPGRADES



10 YORK PLACE

POTENTIAL UPGRADES

UPGRADE THE PUBLIC REALM

- 1 Upgrade paving materials, alongside a maintenance strategy
- 2 A lighting scheme by Land Securities with historic fixtures has recently received planning approval from WCC. This lighting strategy for the street should be bright yet appropriate to the historic character of the lane
- 3 Discuss options with the new Five Guys restaurant to activate a window facing York Place. This adds a level of passive surveillance to the street and could discourage anti-social behaviour
- 4 Explore the possibility of opening the courtyard at the base of Charing Cross Hotel. This space could be activated by a coffee kiosk and café tables and chairs

IMPORTANT CONSIDERATIONS

This space has been described by the Metropolitan Police as a crime location, and this should be considered with any further design development. Rather than gating this public route, steps should be taken to activate the space as much as possible to help prevent anti-social behaviour

If the courtyard underneath the Charing Cross Hotel is activated, alternative fire escape routes from the hotel may need to be provided

KEY STAKEHOLDERS

Land Securities, Network Rail, Five Guys, other neighbouring landowners

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	N/A

11 THE ARCHES: CRAVEN PASSAGE

POTENTIAL UPGRADES

UPGRADE THE PUBLIC REALM

- 1 Upgrade shopfronts and reduce unnecessary or unsightly clutter, particularly in the entrance from Villiers Street. Retain activity and encourage further street life, chairs and tables etc.
- 2 Redesign lighting to create a softer atmosphere which befits the historic setting of the railway arches

IMPORTANT CONSIDERATIONS

Consider the varying user groups using this space at different times of day. Heaven night club is an important London night time destination and music venue, while workers and visitors use the passage during the day

KEY STAKEHOLDERS

WCC, Heaven night club, other retailers within the arches, Network Rail, PWC, JLL

SPECIALIST ADVICE NEEDED

Commission shopfront and lighting strategies to upgrade the material treatments of this space

PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Villiers Street

12 SAVOY PLACE

POTENTIAL UPGRADES

CONNECT THE PUBLIC REALM

- 1 Consider a long term strategy to open up an east-west pedestrian route between Watergate Walk and Savoy Place. This will require substantial works to the listed Victoria Embankment Gardens and some active frontages along Savoy Place

UPGRADE THE PUBLIC REALM

- 2 Upgrade footway materials
- 3 Begin discussions with landowners along the route to explore the possibility of opening active frontages

IMPORTANT CONSIDERATIONS

Creating a new route between Watergate Walk and Savoy Place will require significant consultation with WCC and Historic England as it will redefine the north edge of the Victoria Embankment Gardens. Any new connection should be developed alongside encouraging more active frontages along this route, to ensure it is a lively and safe passage at night

KEY STAKEHOLDERS

WCC, Historic England, Adelphi Building - Blackstone, Savoy Hotel, Shell Mex House, IET, other landowners along the route

SPECIALIST ADVICE NEEDED

Landscaping advice will be required for any changes to the gardens, in consultation with WCC and Historic England

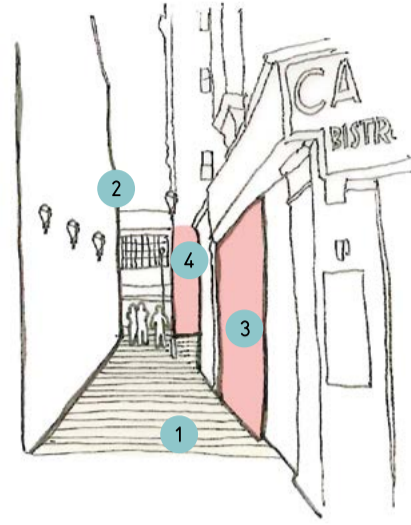
PROJECT MATRIX

IMPACT	● ● ● ● ●
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Longer term
RELATED PROJECTS	East Entrance to Victoria Embankment Gardens, Villiers Street, West Entrance to Victoria Embankment Gardens, Adelphi Terrace / Victoria Embankment 'bund'

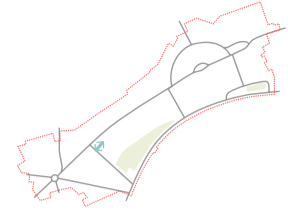
YORK PLACE



EXISTING CONDITION



POTENTIAL UPGRADES



THE ARCHES: CRAVEN PASSAGE



EXISTING CONDITION



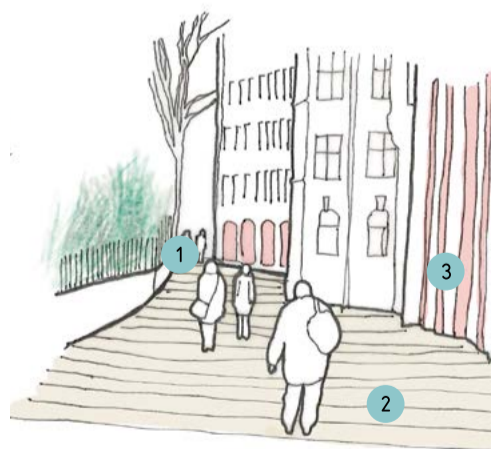
POTENTIAL UPGRADES



SAVOY PLACE



EXISTING CONDITION



POTENTIAL UPGRADES



13 EMBANKMENT PLACE: WHITEHALL PLACE

POTENTIAL UPGRADES

MITIGATE THE IMPACT OF TRAFFIC

- 1 Liaise with TfL to consider a new pedestrian crossing at the south end of Northumberland Avenue where informal crossing currently occurs

UPGRADE THE PUBLIC REALM

- 2 Consider upgraded crossing materials, including coloured tarmac, to make it a stronger pedestrian route

CONNECT THE PUBLIC REALM

- 3 Upgrade this crossing to improve and encourage pedestrian connectivity between the Northbank and Whitehall

IMPORTANT CONSIDERATIONS

Northumberland Avenue is a key strategic vehicle route, as well as an important connector to the east-west Cycle Superhighway; any new crossing should consider the strategic implications on the cycle and road networks

The Playhouse Theatre is Grade II listed

KEY STAKEHOLDERS

TfL, WCC, Corinthia Hotel, Playhouse Theatre

SPECIALIST ADVICE NEEDED

Transport planning advice should be taken to assess the wider network impact of a new crossing at this important strategic link

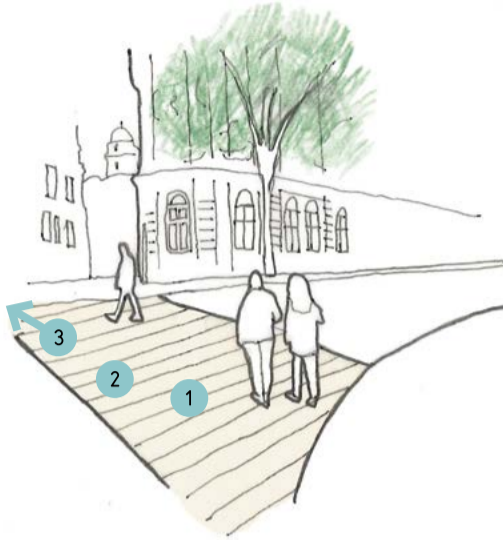
PROJECT MATRIX

IMPACT	● ○ ○ ○ ○
COMPLEXITY	○ ○ ○ ○ ○
TIMESCALE	Short term
RELATED PROJECTS	Embankment Place

EMBANKMENT PLACE: WHITEHALL PLACE



EXISTING CONDITION



POTENTIAL UPGRADES



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The contents of this report have been developed in consultation with Westminster City Council and Transport for London.

This report is the result of on-street surveys, fieldwork and desk based research undertaken between January and December 2014. All maps using Ordnance Survey digital mapping as base information Crown Copyright City of Westminster LA100019597.

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