

# Waterloo

## Street Improvements The Cornwall Area & Hercules Road



Engagement Report:  
Period from 15 September to 20 October 2023

1. Overview

2. Recommendations

3. Next Steps

# 1. Overview

This document summarises the engagement in Waterloo which took place between 15 September and 20 October 2023.

- Cornwall Road Pavement Widening
- Cornwall Road/Stamford Street Healthy Street Improvements
- Roupell Street Healthy Street Improvements
- Windmill Walk Healthy Street Improvements
- Hercules Road Healthy Street Improvements



# Introduction

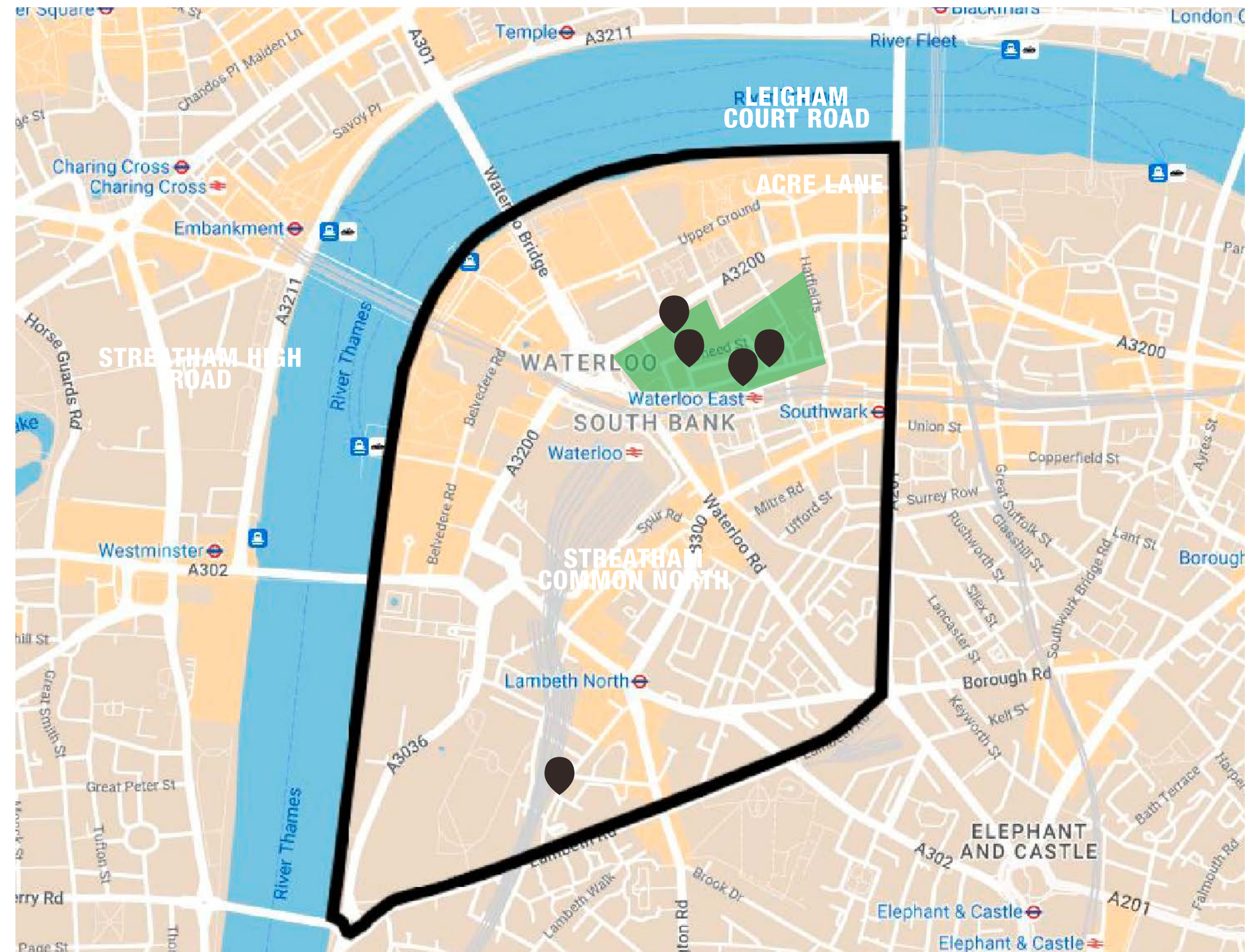
## WHAT IS HAPPENING

Lambeth is committed to creating streets and neighbourhoods that are healthy, safe, inclusive, pleasant, climate resilient, and that support active travel. Enabling the community to walk, wheel and cycle more benefits public health and wellbeing. These are part of Lambeth's Climate Action Plan objectives to become a net zero compatible and climate resilient borough by 2030.

We want to make Waterloo a world class place for local residents, businesses and visitors to travel through or spend time in. We have developed proposals to deliver this vision.

## THIS REPORT LOOKS AT THE FOLLOWING PROJECTS:

- Cornwall Road Pavement Widening
- Cornwall Road/Stamford Street Healthy Street Improvements
- Roupell Street Healthy Street Improvements
- Windmill Walk Healthy Street Improvements
- Hercules Road Healthy Street Improvements





# Lambeth Strategies

## LAMBETH'S CLIMATE ACTION PLAN

In 2021, Lambeth's citizen's assembly published recommendations for all in the borough to tackle the climate emergency. Building upon the recommendations with help from organisations across the borough, Lambeth published its Climate Action Plan in 2022. A key outcome for transport is the need to decrease motor traffic by 27% by 2030

## LAMBETH'S FUTURE NEIGHBOURHOODS 2030 STRATEGY

This strategy aims to enable businesses, cultural institutions and residents to support the transition to a net zero neighbourhood by 2030, in accordance with the borough's Climate Action Plan and the wider Waterloo and South Bank 2030 Strategy. The Steering Group for the project includes representatives from SoWN's Environment Group, South Bank BID, WeAreWaterloo BID and Lambeth Council.



Lambeth

## LAMBETH'S 2019 TRANSPORT STRATEGY SETS OUT THE PRIORITIES FOR THE LOCAL TRANSPORT NETWORK

### SUSTAINABLE GROWTH:

For Lambeth to continue to thrive we need new homes, jobs and investment in our borough. We need to ensure this growth is not car-led.

### INCLUSIVE AND ACCESSIBLE:

Many of our roads have been designed without considering the needs of people who aren't drivers. We need to make it easier for people walking, wheeling and cycling.

### EFFICIENT AND CONNECTED:

We know we have limited space and as we plan for the future, we need quick and reliable routes to travel around Lambeth. We need to take advantage of new technology.

### ACTIVE AND SAFE:

Transport is both a cause and a potential solution to public health issues. By discouraging traffic we can reduce road danger, the risk of poor health due to pollution and encourage daily exercise.

### CLEAN AIR AND CARBON NEUTRAL:

We need to move swiftly towards carbon neutrality by 2030 to respond to the climate emergency we face.

## LAMBETH'S 2022 WATERLOO AND SOUTH BANK FUTURE NEIGHBOURHOODS 2030 STRATEGY



To establish what environment issues need to be tackled in Waterloo and South Bank.

Climate Inclusion and Growth Directorate



To accelerate the status of Waterloo and South Bank as a net zero neighbourhood.



To co-create this strategy and action plan with local communities



To create a costed action plan which can be used to bid for future funding

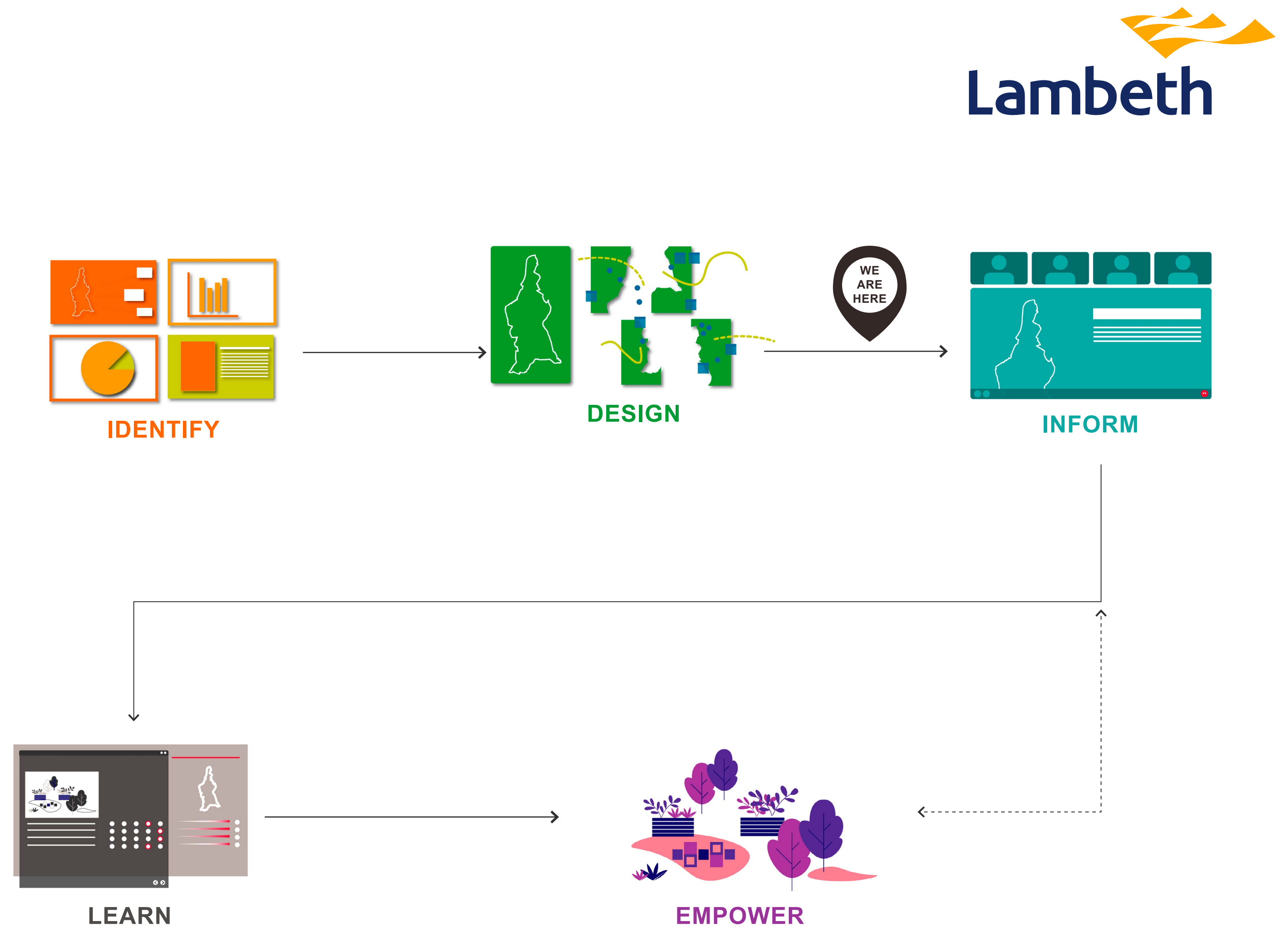
Waterloo Street Improvements

# Engagement Approach

## COMMUNITY STREET DESIGN ENGAGEMENT PROCESS

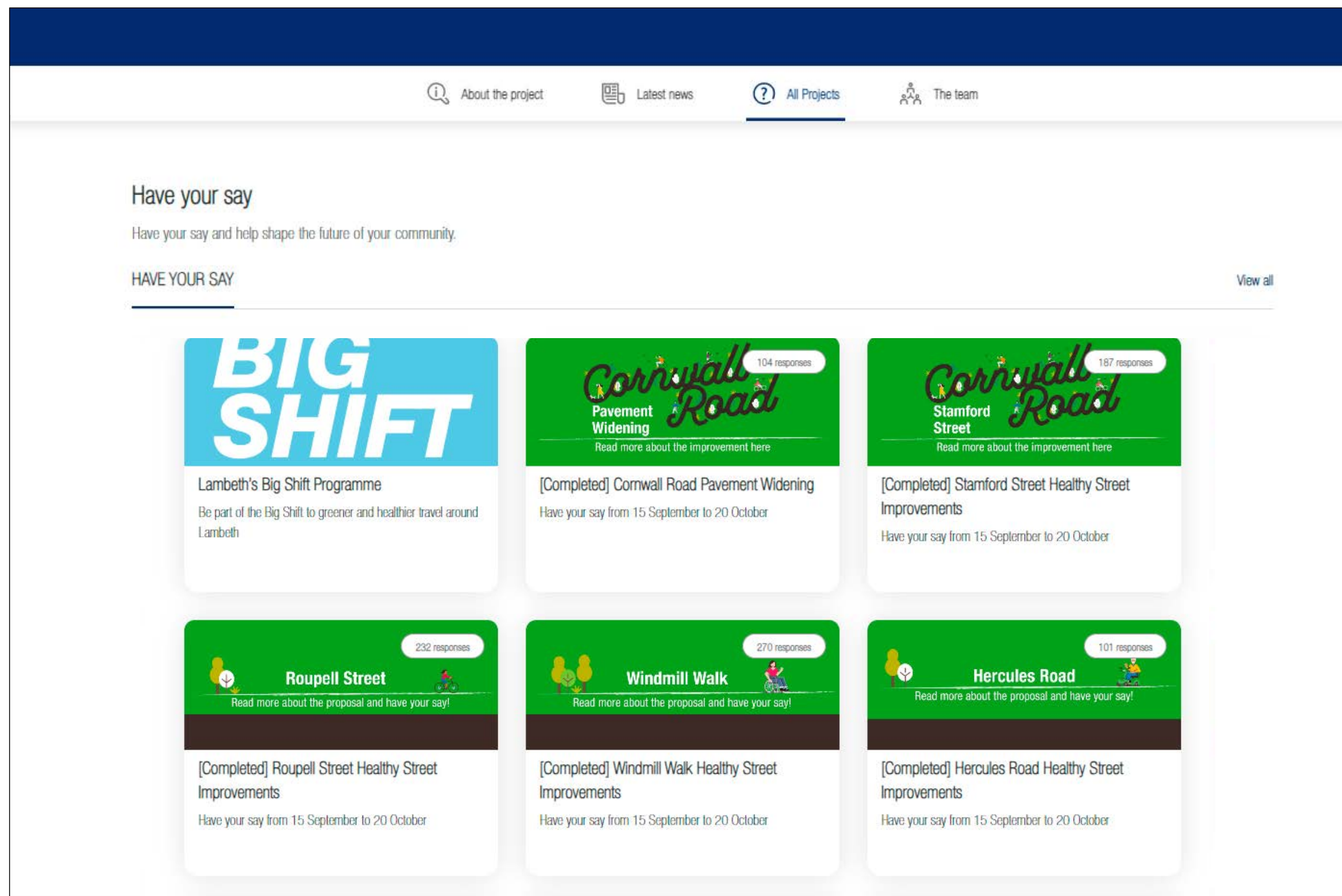
Lambeth Council prioritises collaboration, experimentation, and imagination to involve all local people and organisations in the design process. We use 5 core principles to engage with the borough's diverse range of stakeholders:

- Identify: Scoping out a project area, conducting initial research, identifying issues and opportunities with local people
- Design: Collaborative process working with local people to develop imaginative ideas that can be tested to improve the public realm
- Inform: Sharing clear information at regular intervals. Ensuring we are transparent on timelines and decision processes.
- Empower: Upskilling individuals and community groups to take ownership of the development, use and maintenance of different projects.
- Learn: Evaluating projects and ideas including through 'formal consultation'



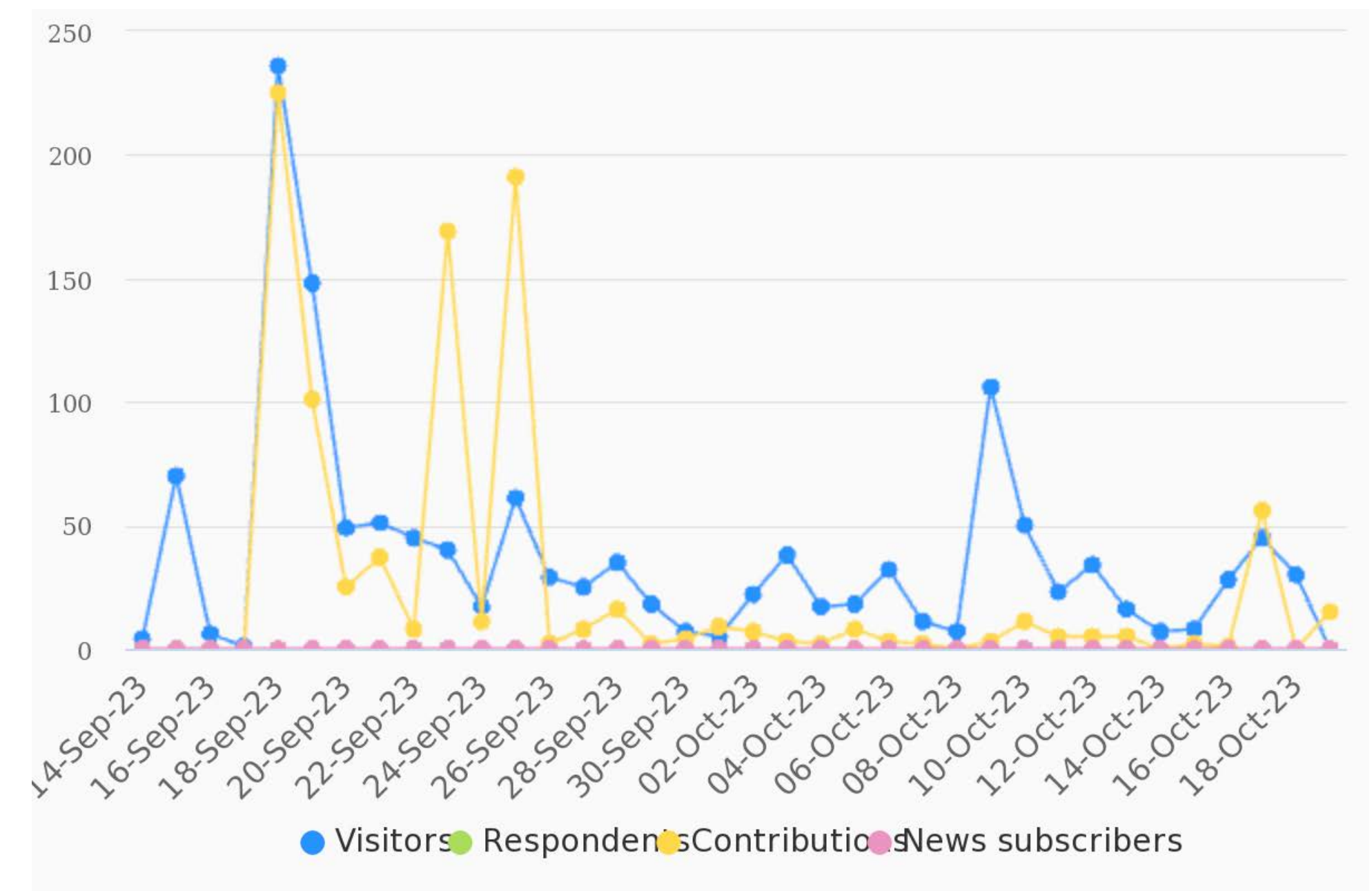


# Survey on Commonplace



The Council launched the design proposals and surveys on 15 September 2023 and closed on 20 October 2023. During this period, Commonplace had:

- 1339 visitors
- 169 respondents
- 936 contributions
- 122 new subscribers



# Meetings with local stakeholders

## From Lambeth Estate Resident Association (LERA) members:

- No public seating/tables by the King's Arms pub
- Adding new street trees on Windmill Walk would harm conservation area visually
- Potential to improve the Windmill Walk railway bridge
- Cornwall Road pavement widening to be outside St Patrick's Nursery, not the White Hart
- Traffic not seen as a major concern
- Residents are not overly dependent on their cars
- Two-way bicycling seen as dangerous to pedestrians, as it tends to make cyclists go faster, making it feel quite hazardous to cross the road.

*"Cars are not actually historically accurate to the early 1800s, so the parking detracts from the historical nature of the conservation area."*

*"Trees will block the unique and irreplaceable views and vistas of our conservation area."*

## From The Warehouse:

- No pavement widening around the pubs on Cornwall Road
- There is a lot of large deliveries to The Warehouse. Access to the Warehouse by car is essential as many visitors have a lot of large and heavy materials. Furthermore, there are a few businesses on Theed Street that will be impacted by the changes as they rely on deliveries
- No changes needed to the conservation area as might cause issues with The English Heritage Group
- Supports the improvements proposed for Hercules Road

## Petition from Roupell Street Residents:

- No changes needed due to future inconvenience caused to residents' vehicle journeys and this being a conservation area

## From The White Hart

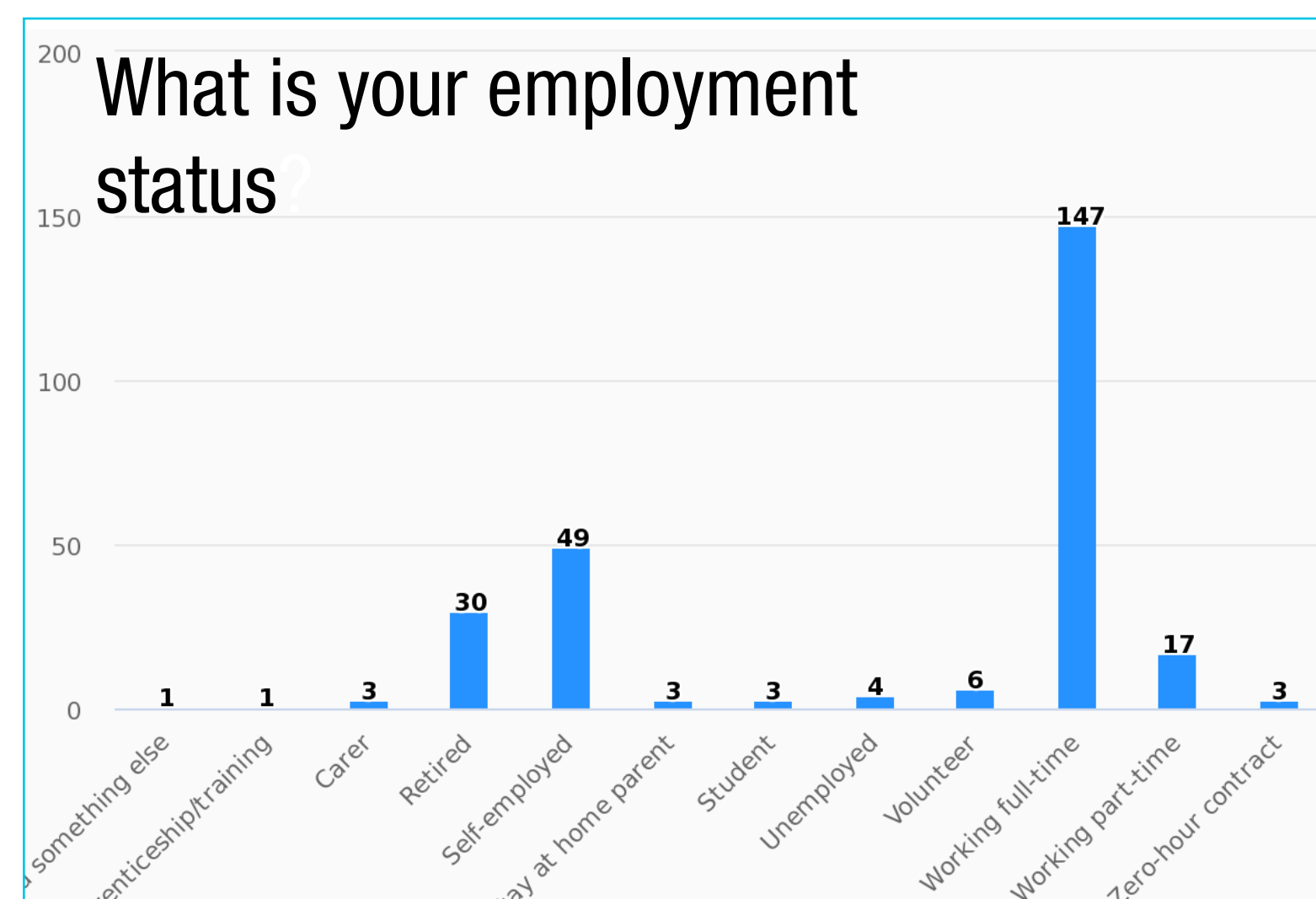
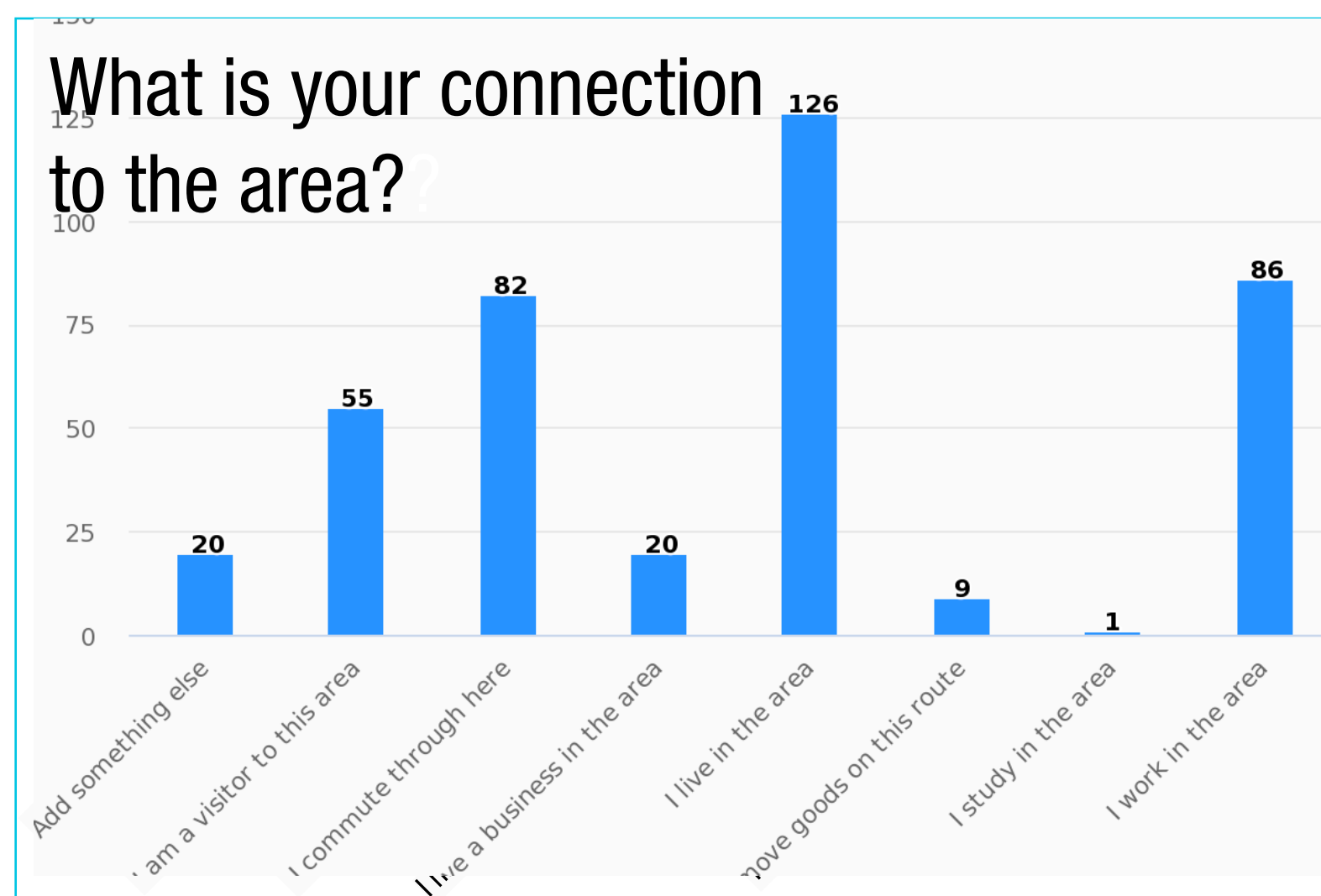
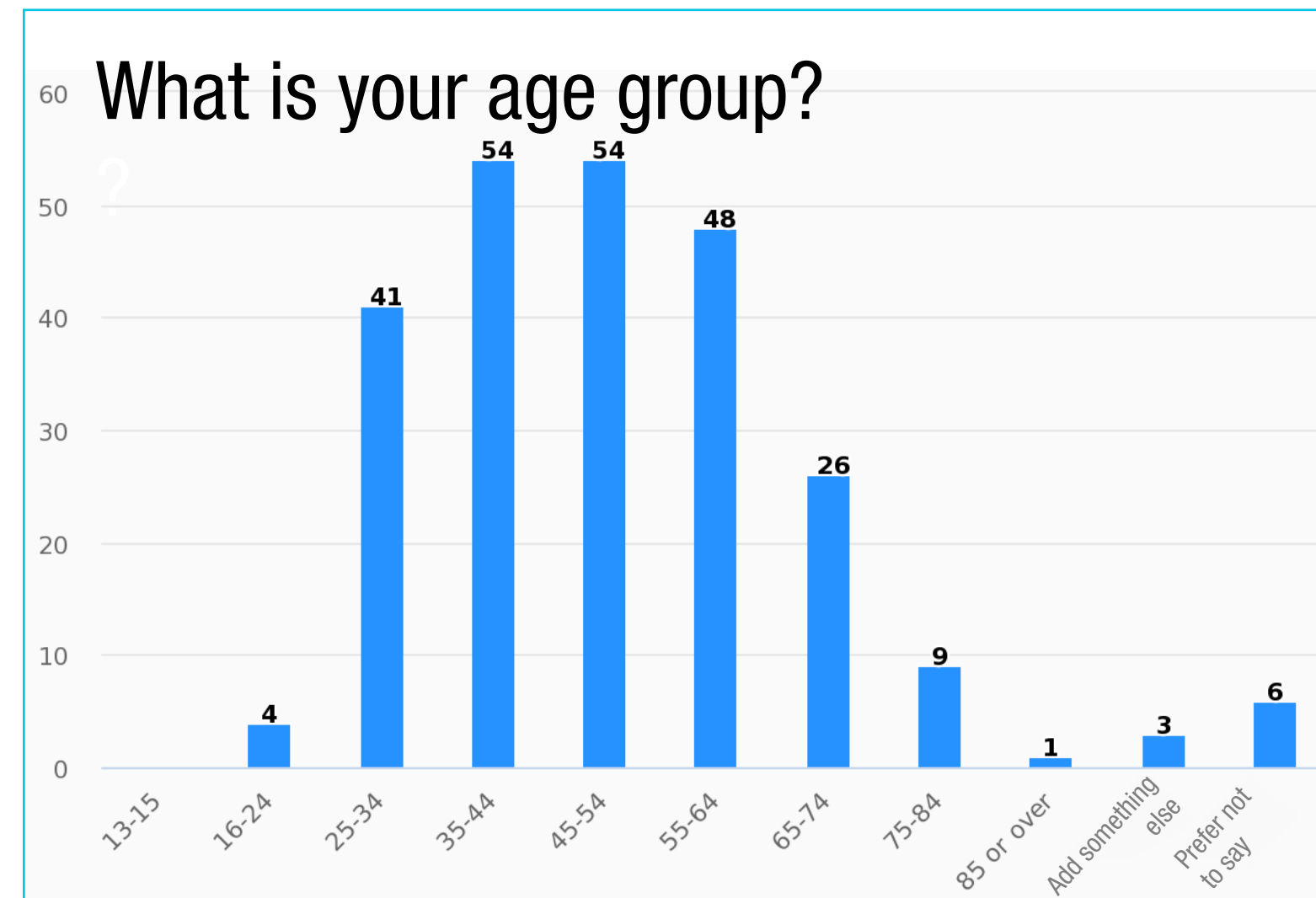
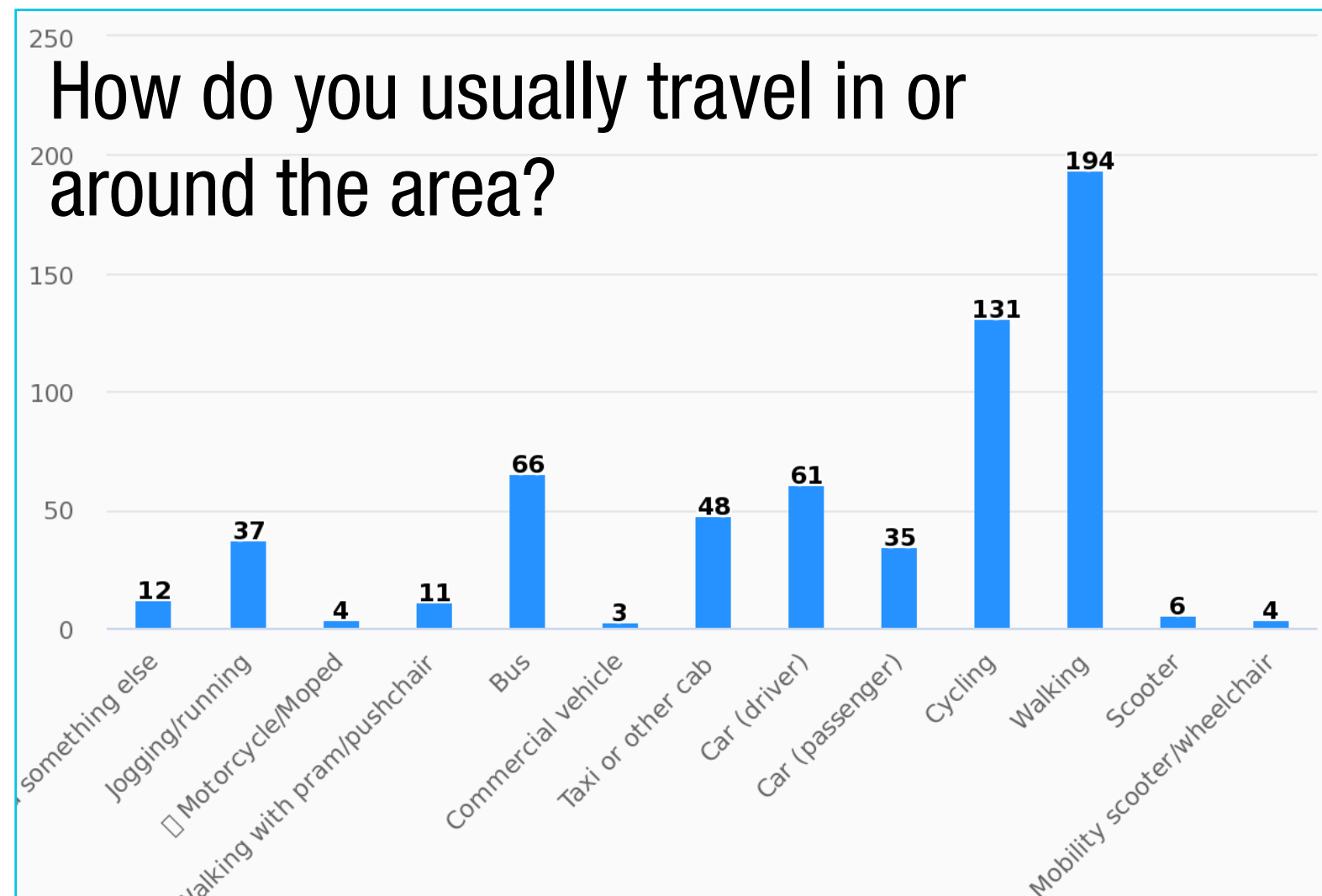
- Changes would not affect deliveries
- As per the licensing rules, the space outside of the White Hart is exclusively used by The White Hart
- For safety reasons, consider including a barrier to separate the space used by the pub from the carriageway
- Consider including clear distinction between the pavement used by pedestrians and the space used for the pub
- Is there potential to introduce better lighting?
- No public seating

## Petition from Hatch Row Cooperative housing:

- No changes needed due to future inconvenience caused to residents' vehicle journeys and this being a conservation area



# About the Respondants



## 2. Recommendations

Recommendations for each scheme will be considered and incorporated into the next design phase.

Internal Lambeth teams have been engaged on the designs, including the Highway, Refuse, Filming and Planning teams. The feedback includes comments related to heritage and conservation.

Lambeth will also consider local suggestions for more schemes, including greening on different sections of Windmill Walk, greening on the eastern side of Roupell Street and improving the railway arches.



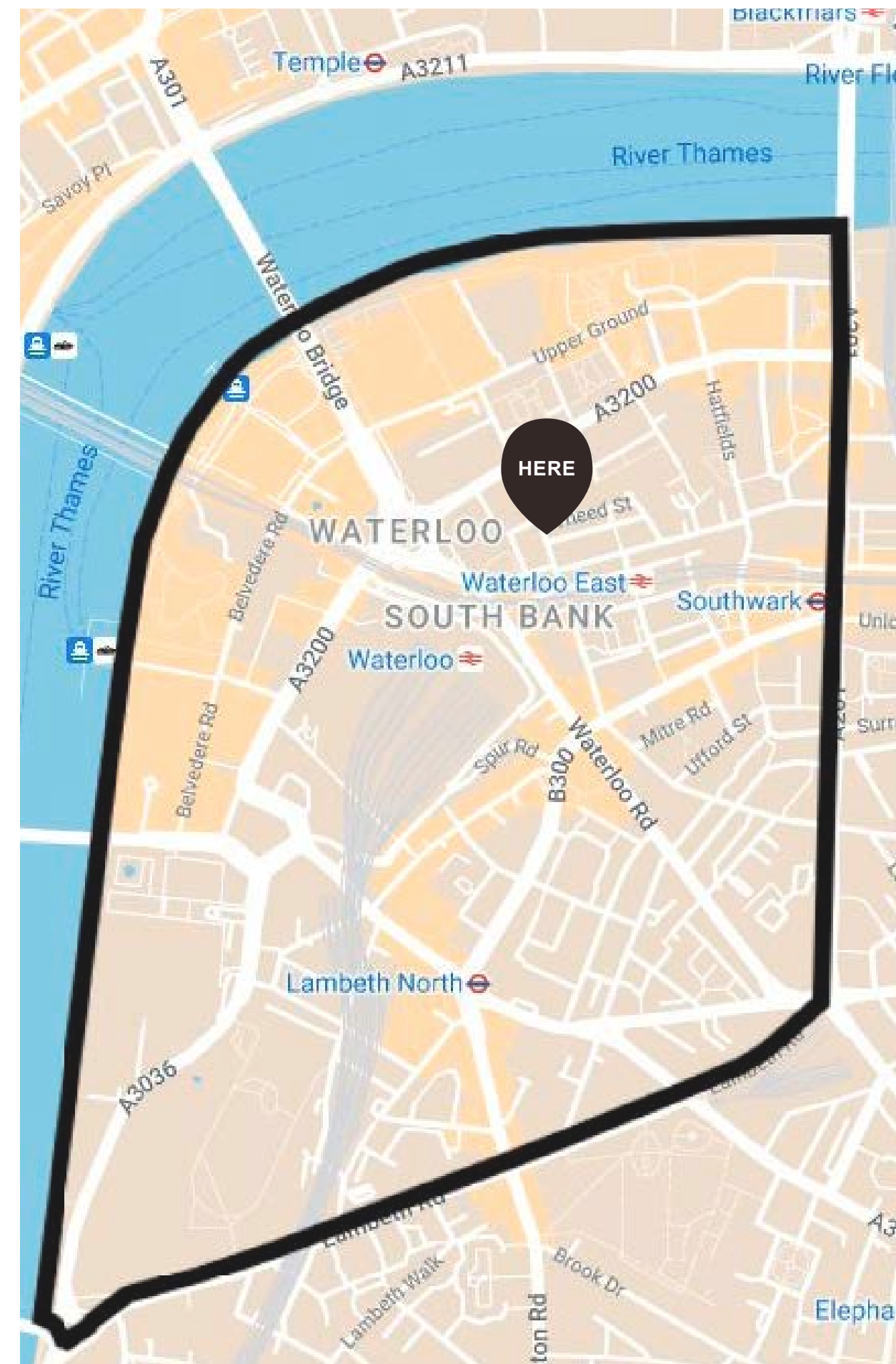
# Cornwall Pavement Widening

## DESIGN PROPOSAL:

During the Covid-19 pandemic, a section of carriageway was converted to pedestrian space to slow traffic and give The White Hart more space to trade outside. Whilst this intervention has been made permanent, we now want to formalise the pavement widening with proper materials.

We are proposing to:

- Widen the pavement to create more space for pedestrians and slow traffic
- Add tree planting and greening to the area
- Create space for pedestrian and potential commercial activity
- Bring the entire buildout to pavement level to improve accessibility



### Cornwall Road Pavement Widening contributions



**79**  
Comments

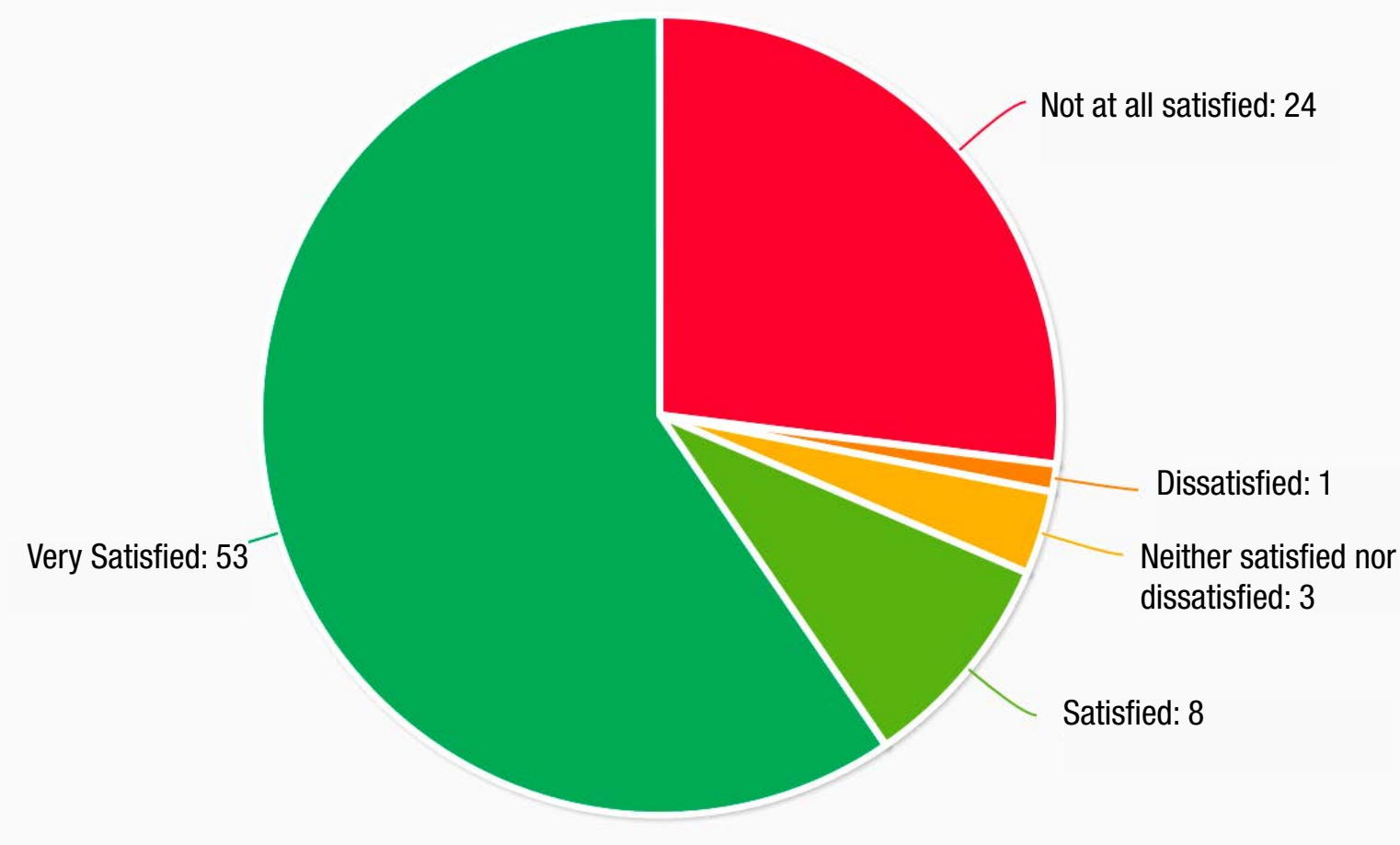


**25**  
Reactions to comments

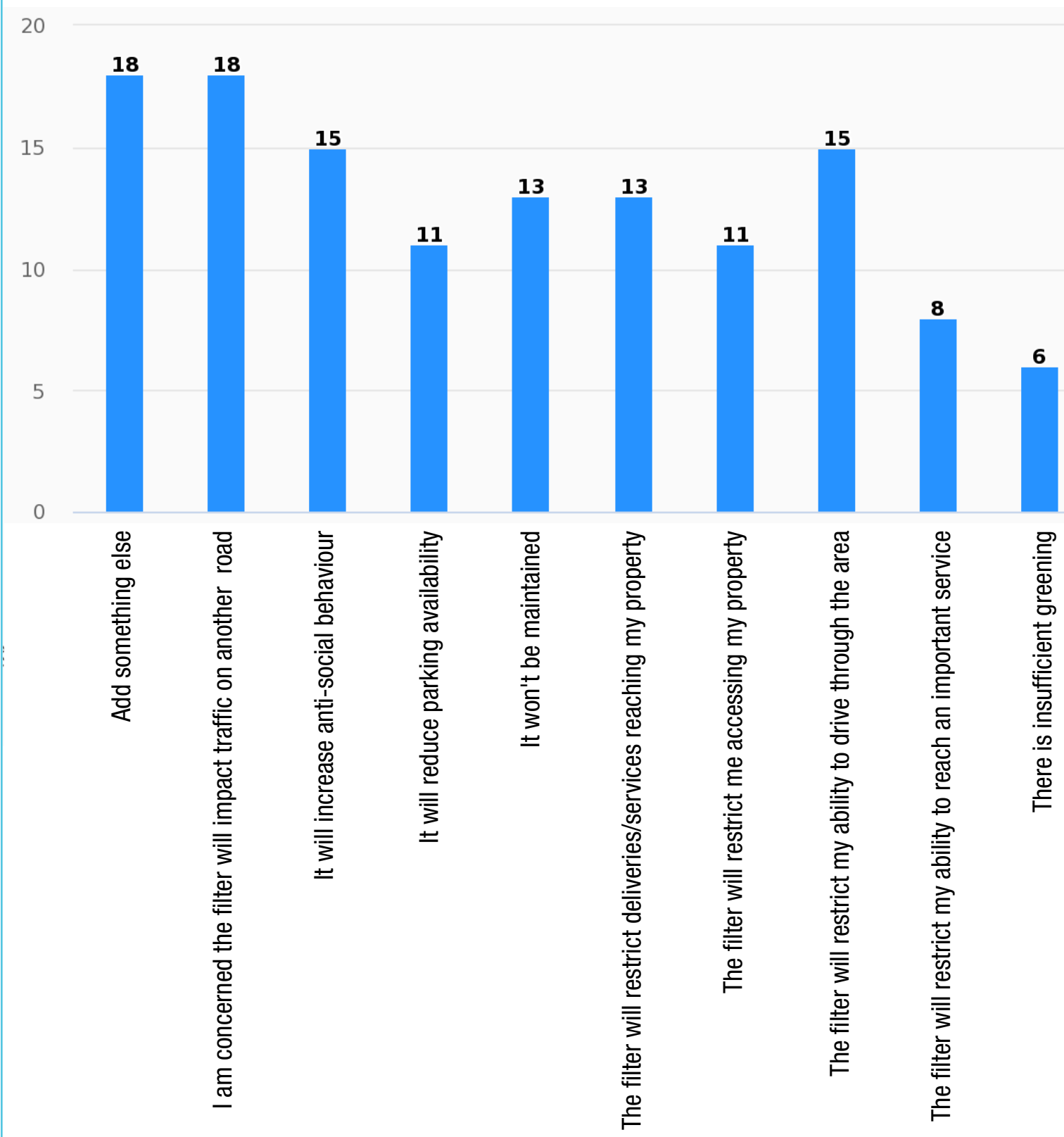


# Key Findings & Recommendations

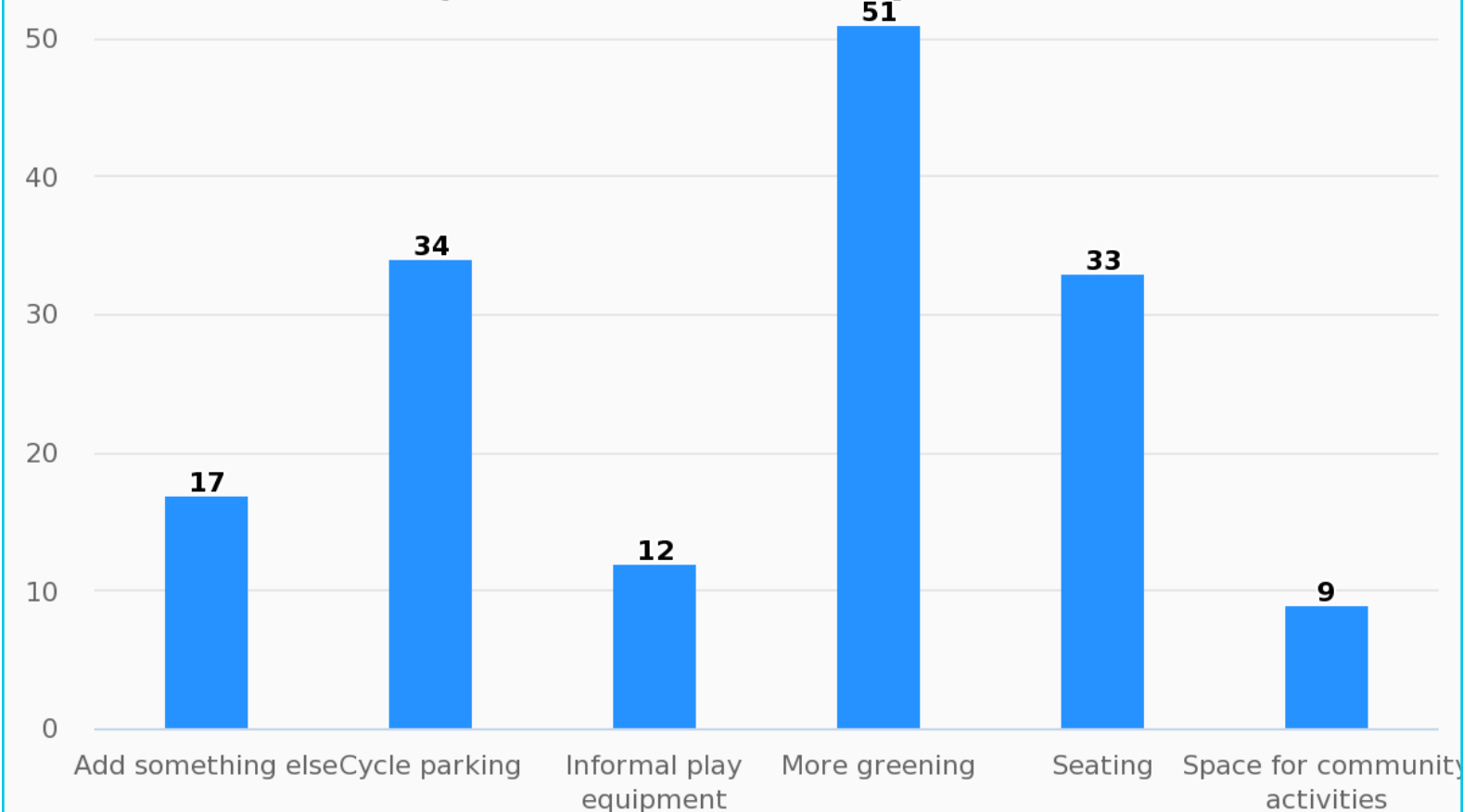
## How satisfied are you with the proposal?



## If you are not happy with the current proposal, please tag why?



## How would you like this space to be used?



### WHAT RESPONDENTS SAID:

" I would like to see it on the other side of the road by the nursery. "

"I would be inclined to close the road completely, and turn the whole space into a park."

"his proposal would make it difficult for cycles as cars will always insist on right of way on such a narrow road."

"The drinking island on Cornwall Road is an unnecessary impediment in the way of delivery vehicles that are then forced into narrow residential streets."

"As per the licensing rules, the space outside of the White Hart is exclusively used by The White Hart"

### RECOMMENDATIONS

- Greening design to be reviewed
- Consider pavement widening on both sides of the road. Implement a raised table as an alternative to slow traffic
- Declutter the pavement and encourage informal crossing due to low vehicle volumes and speeds
- No public seating
- Explore possibility to install electric sockets to improve lighting





# Cornwall Road/Stamford Street Healthy Street Improvements Lambeth

## DESIGN PROPOSAL:

During the Covid-19 pandemic, a "no motor vehicles" traffic restriction was implemented to reduce the level of through traffic using Cornwall Road to go around the Waterloo Roundabout. A one-way traffic restriction was implemented to still provide access to local residents and businesses. This also helped reduce traffic volumes on the Cycleway 10. Whilst this intervention has been made permanent, we now want to formalise the traffic restriction with proper materials and explore if it should become a two-way traffic restriction to further reduce through traffic from using Cornwall Road.

We are proposing to:

- Transition from a one-way traffic restriction to a two-way closure to vehicle traffic
- Retain cycling movements in both directions
- Add dropped kerbs on both sides
- Create a pocket park with more tree planting, greening and potential for dedicated seating area on both sides
- Pedestrian crossing to be retained and raised to pavement level

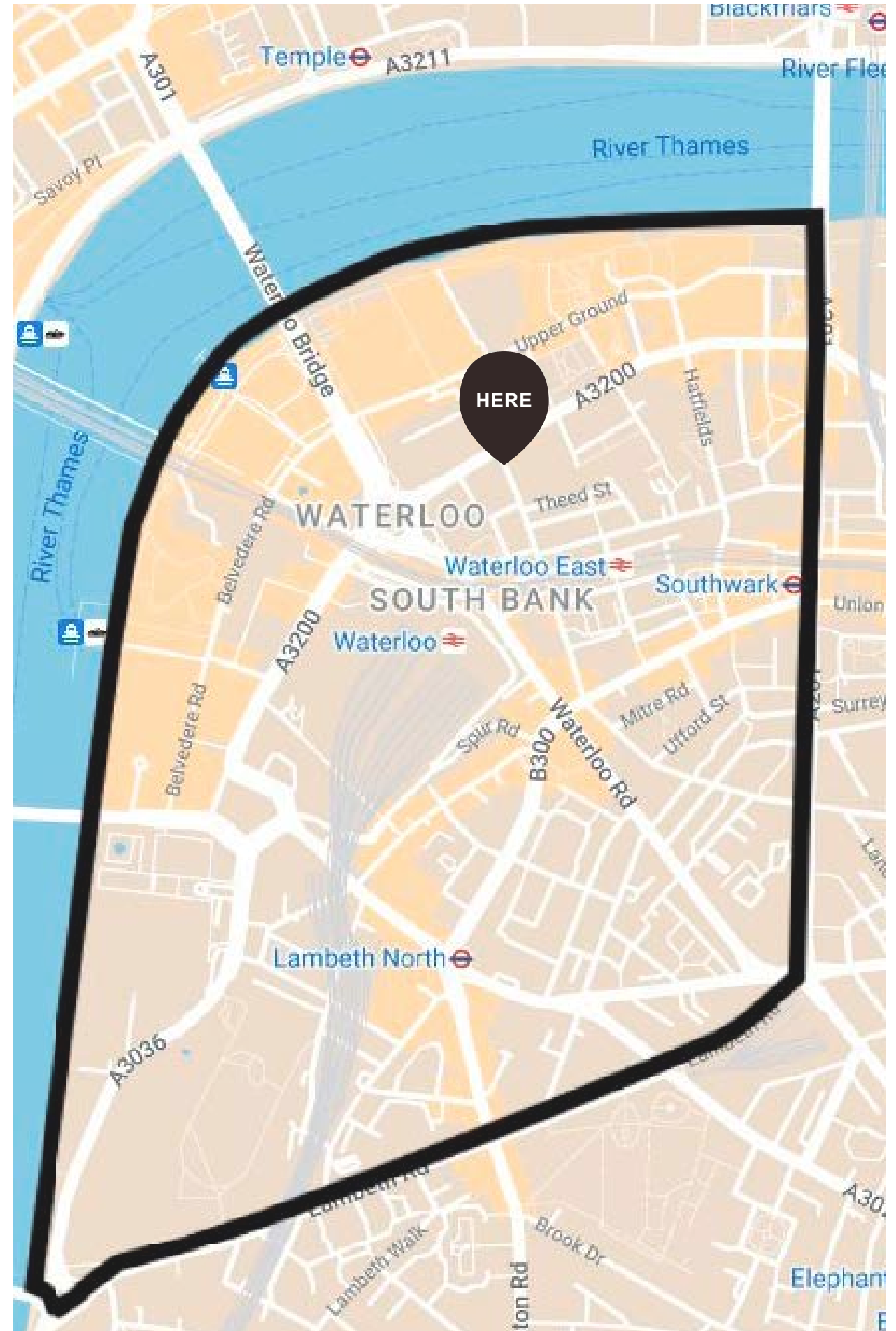
Stamford Street Healthy Street Improvements contributions



79  
Comments



108  
Reactions to comments

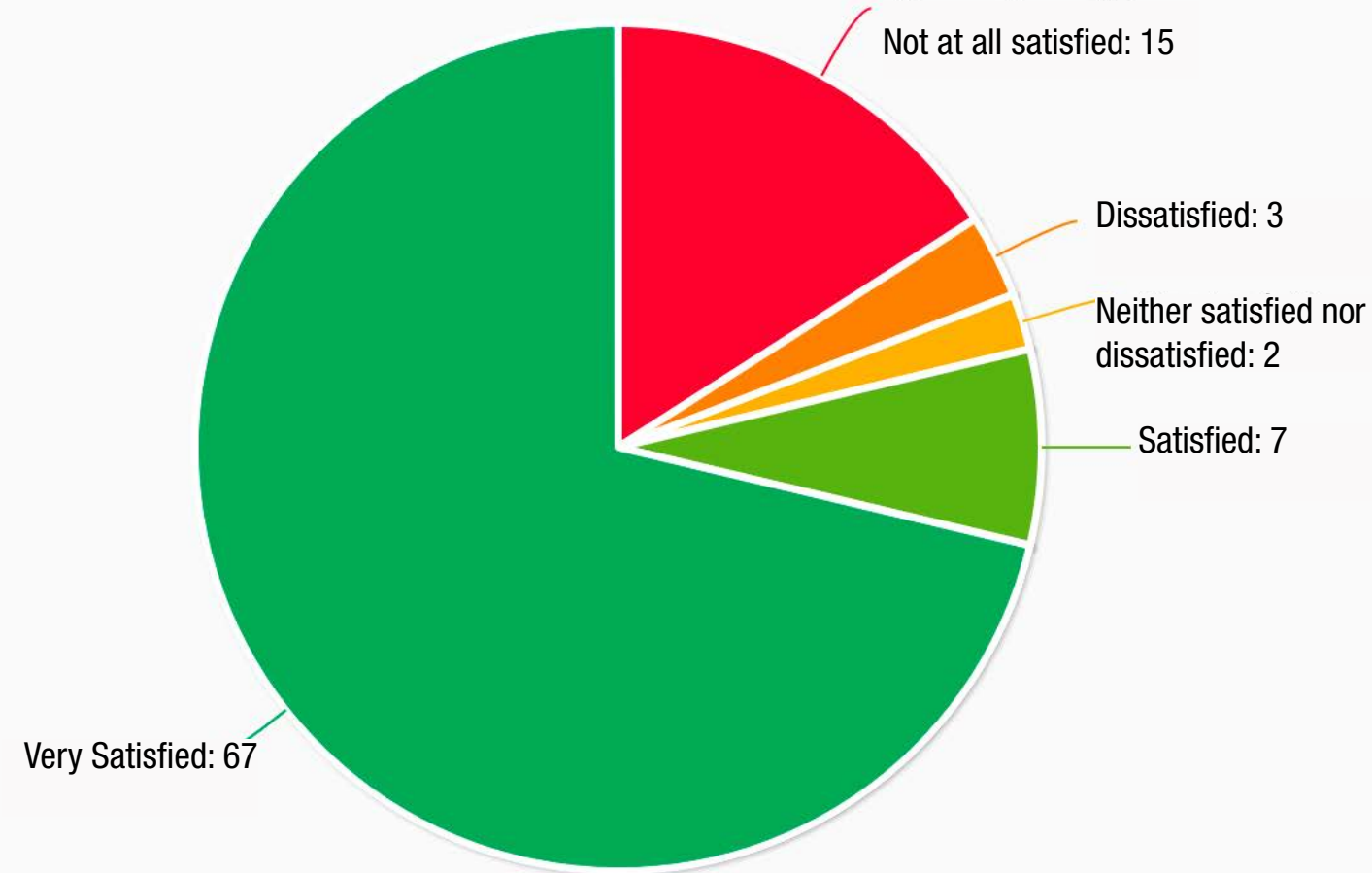


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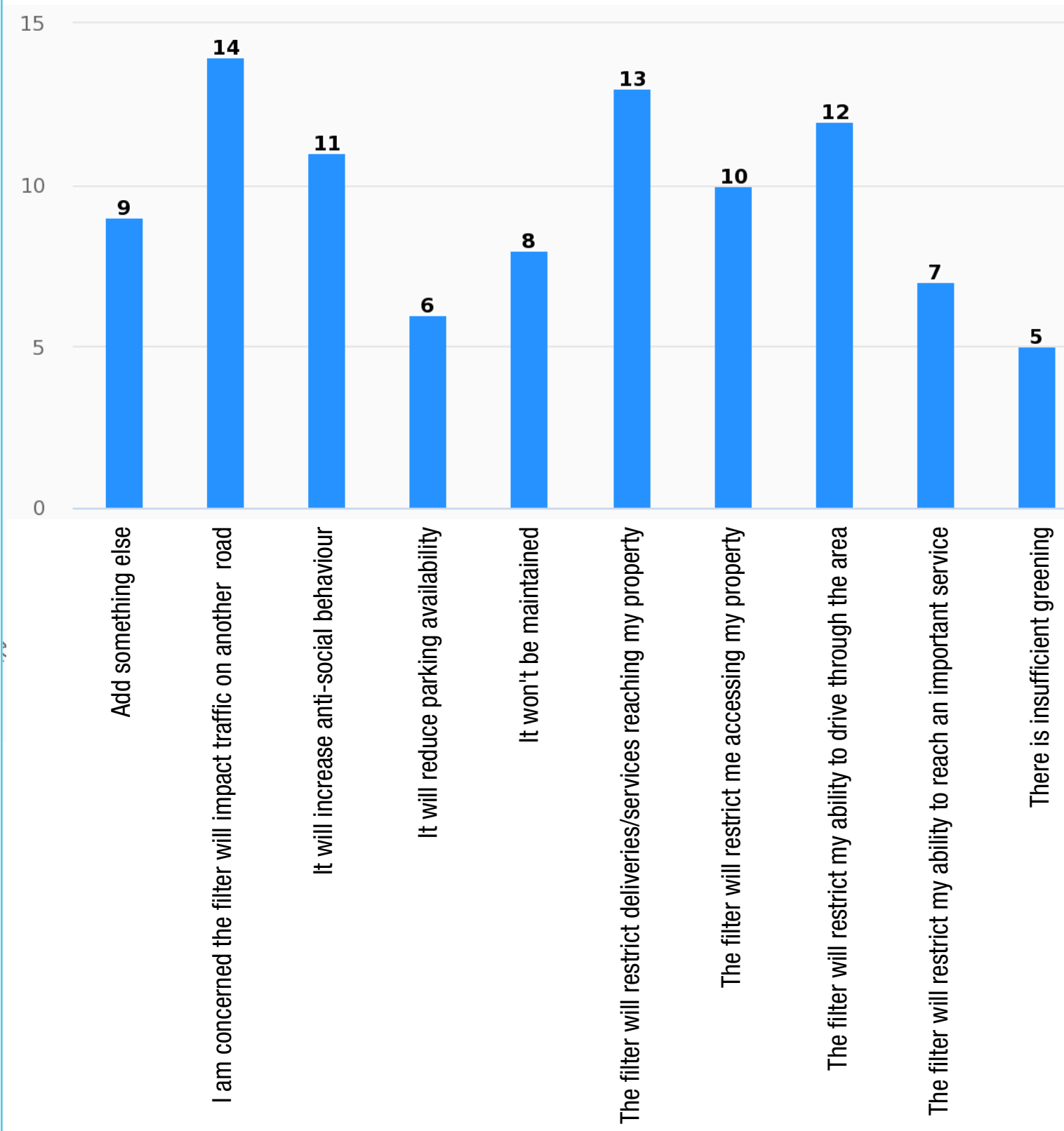


# Key Findings & Recommendations

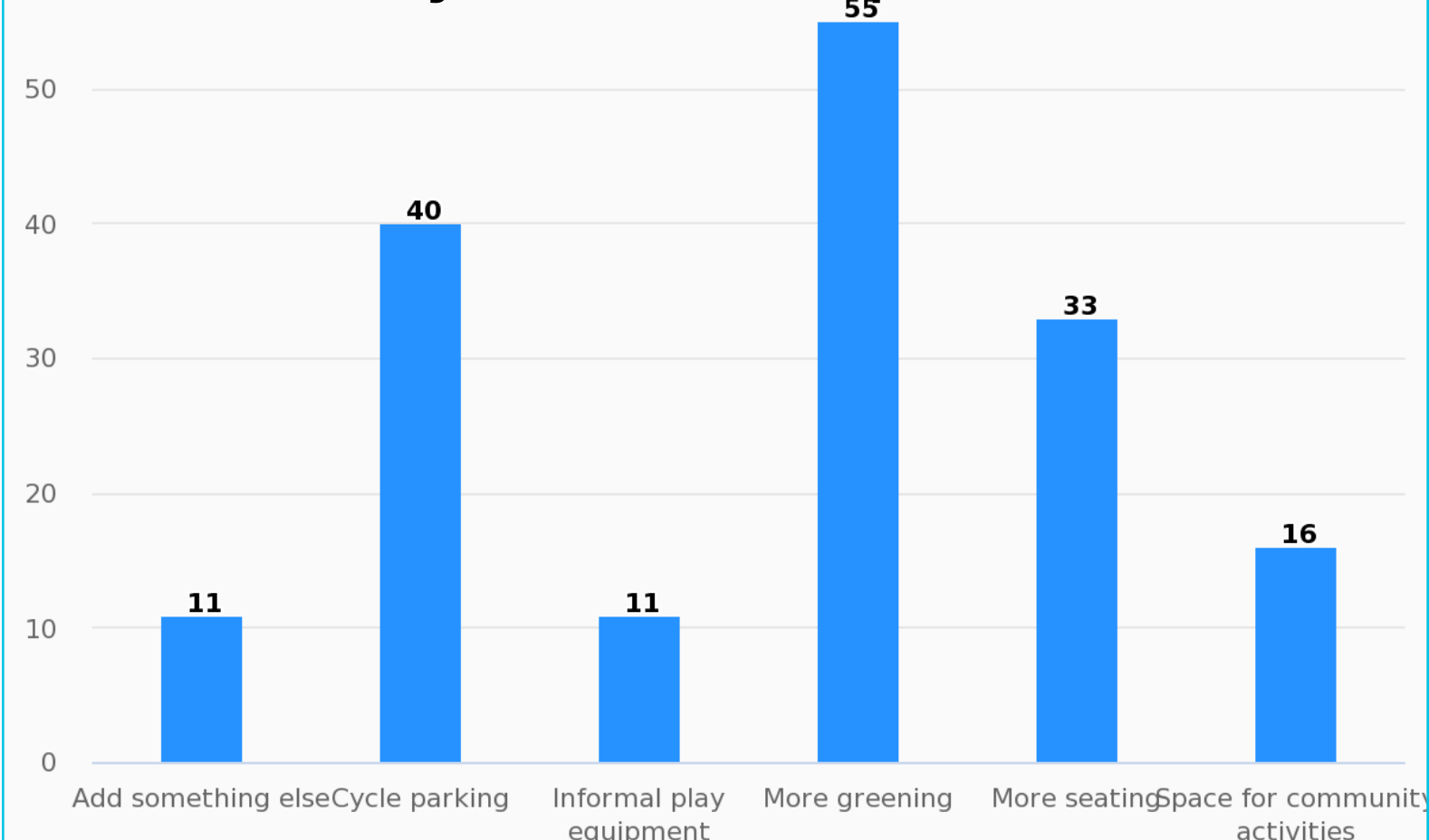
## How satisfied are you with the proposal?



## If you are not happy with the current proposal, please tag why?



## How would you like this space to be used?



### WHAT RESPONDENTS SAID:

"We need better pavements, more greening with trees planted into the ground and more traffic calming measures. When the road is not busy it is used as a racing track."

"I live on Cornwall Road and very much support this proposal. It will prevent rat-running traffic in both directions, make the street much better as a cycle way and pedestrian route and increase the greening of the street in line with the objective of the neighbourhood plan."

"Make them twice as long." "The street could fit more greenery."

"It would be good to have safe features for cyclist wanting to turn right down Cornwall from Stamford."

"Retain traffic lights coming out of Cornwall Road otherwise it won't be possible for cyclists to safely turn right onto Stamford Street"

### RECOMMENDATIONS

- Scheme not to be extended further further South due to EV charging point at this location
- Replace "no motor vehicles" signs on poles by bollards with smaller signs.
- Material choices to be in accordance with conservation requirements
- Explore possibility of installing a "cycle only" signal head to improve safety for cyclists



# Roupell Street Healthy Street Improvements

## DESIGN PROPOSAL:

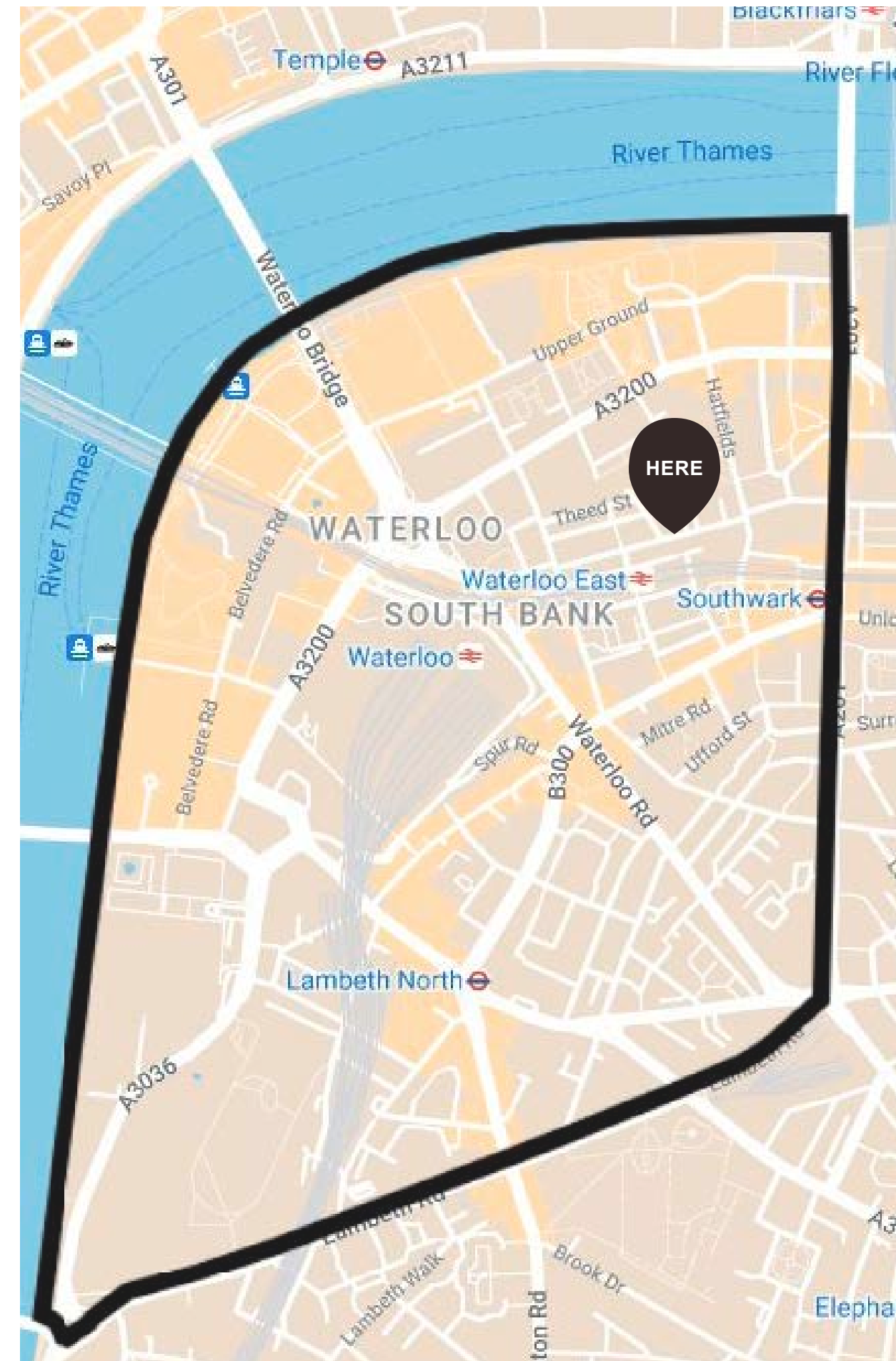
Roupell Street is a popular walking route, historically significant and used for many different purposes, including filming.

At the same time, a route for west to east through traffic has been identified in the area, using Exton Street, Whittlesey Street, and Roupell Street.

In order to remove through traffic here, a "no motor vehicles" traffic restriction is proposed on Roupell Street. We are however mindful of the potential heritage and conservation impacts of any changes to the carriageway, footways and public realm. As a result, this proposal is subject to change.

We are proposing to:

- Add more tree planting and greening
- No through traffic for motor vehicles
- Retain access for emergency vehicles
- Retain two-way cycling



Roupell Street Healthy Street Improvements contributions



**114**  
Comments



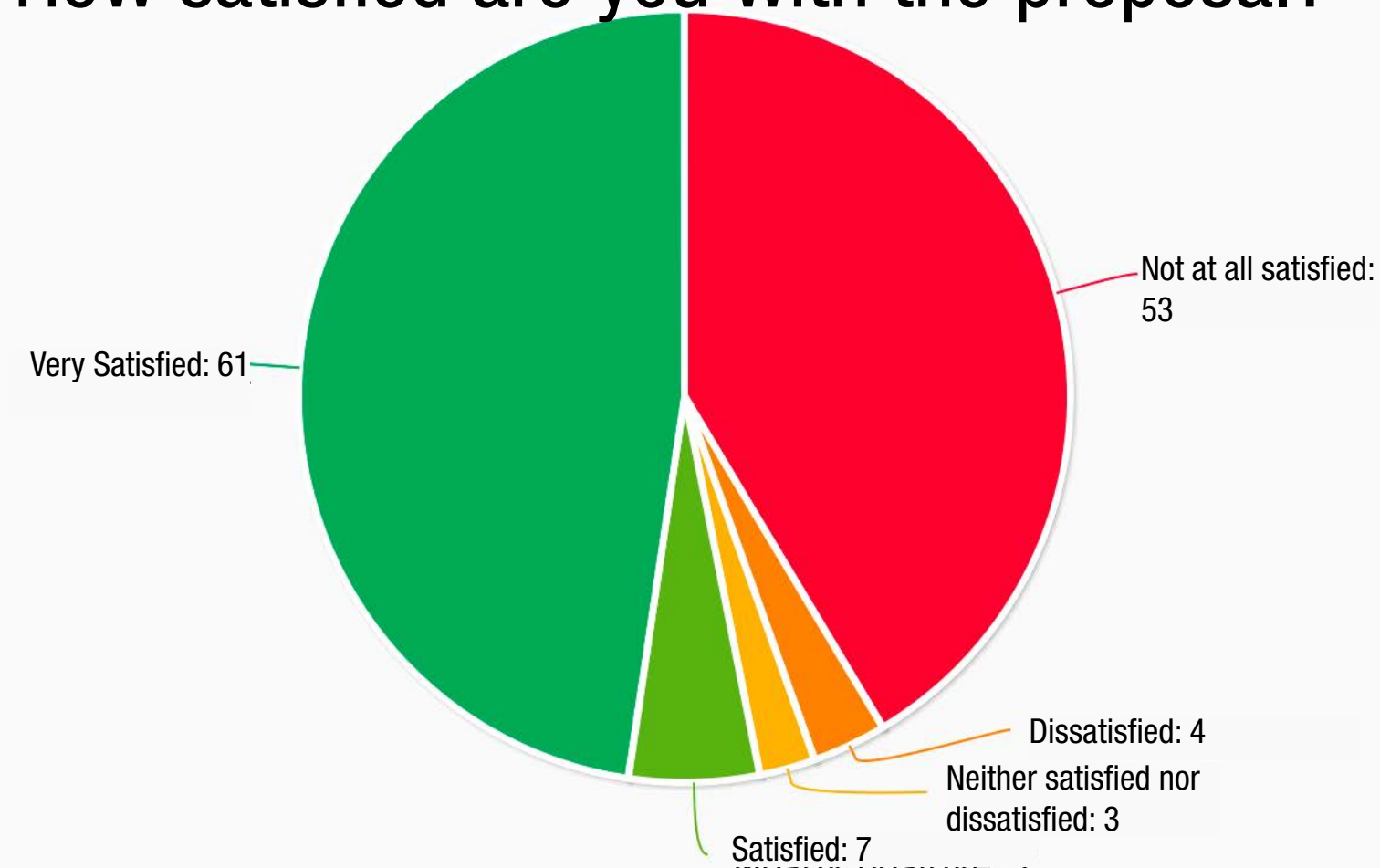
**118**  
Reactions to comments



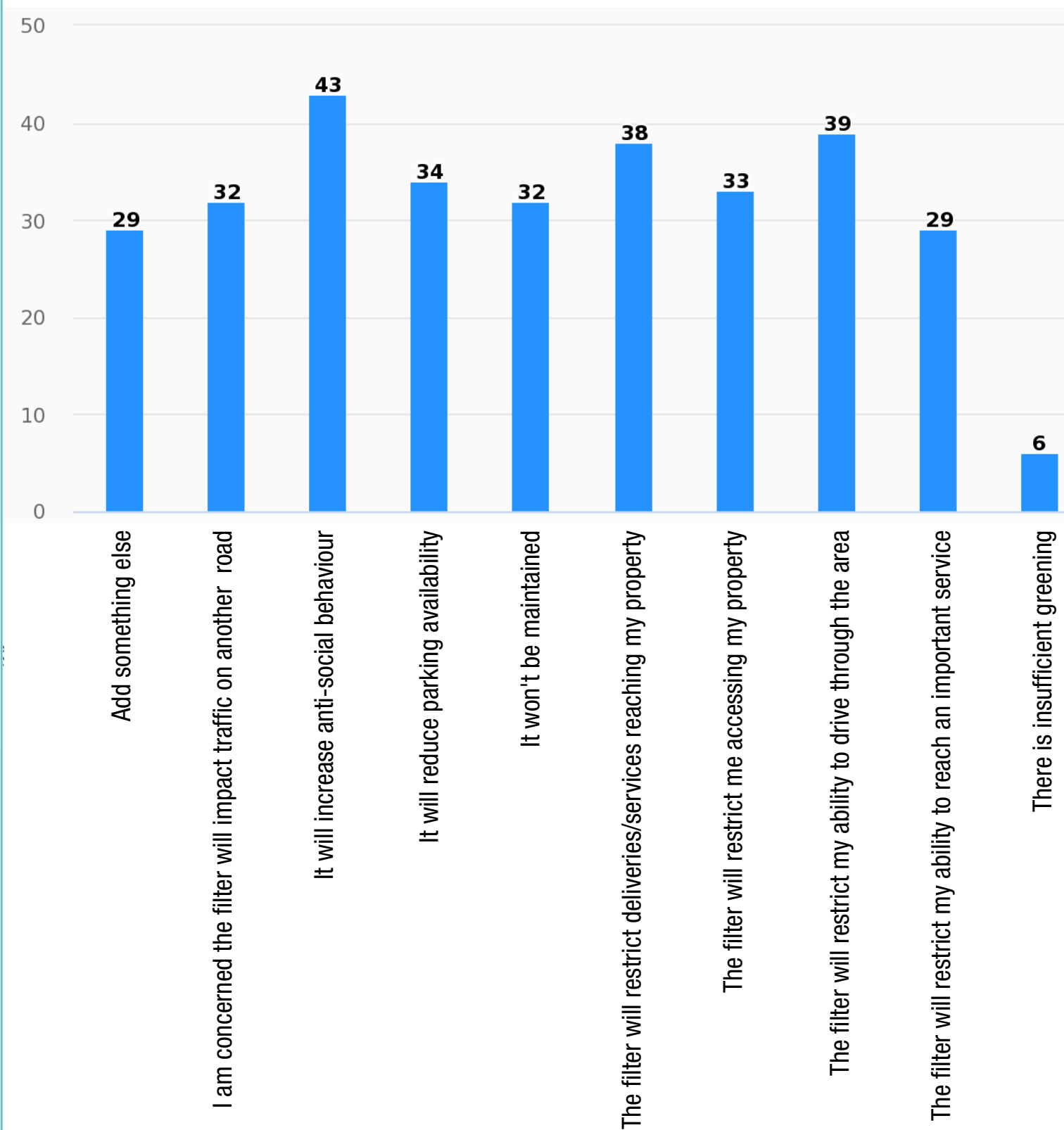


# Key Findings & Recommendations

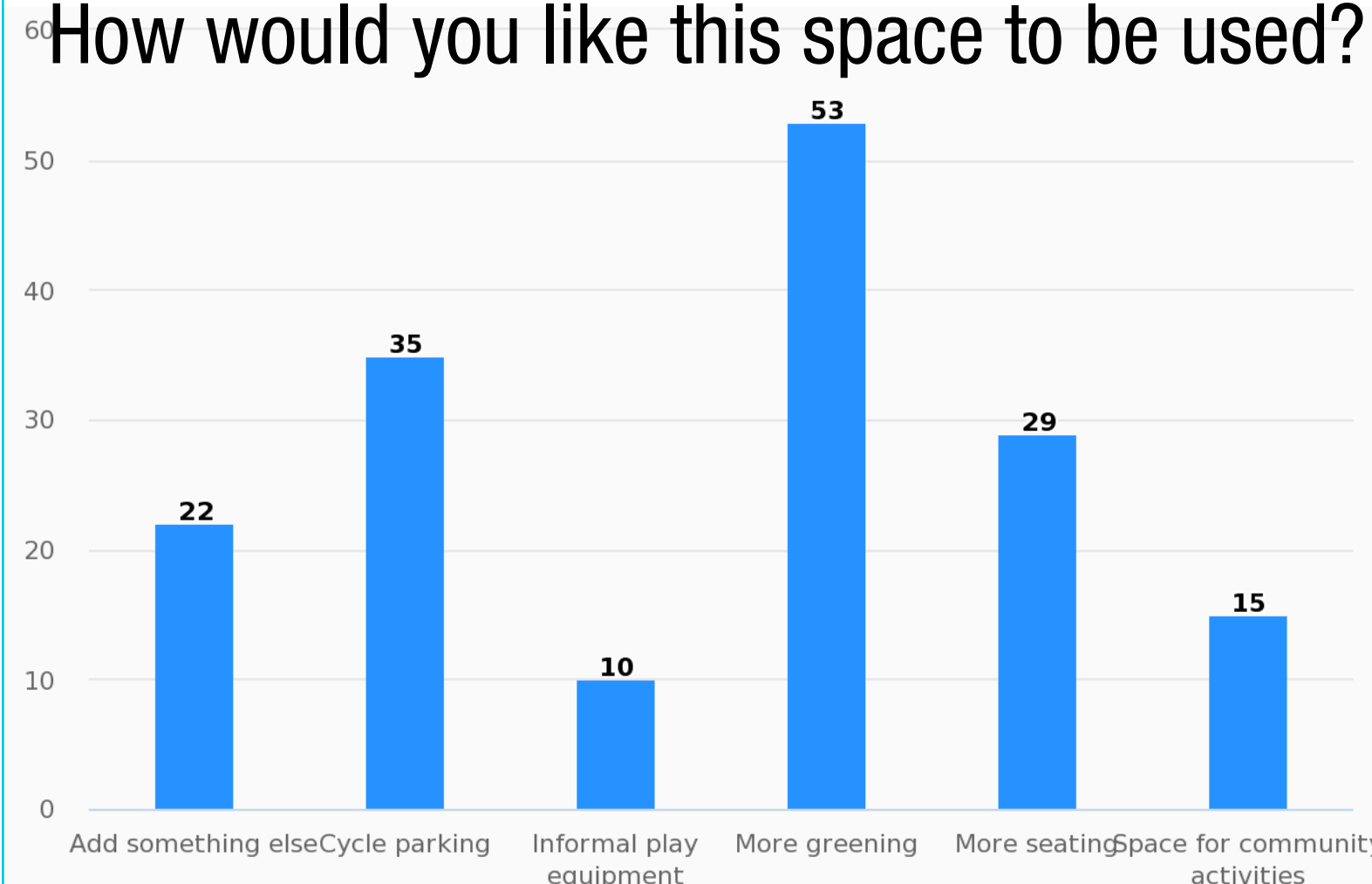
## How satisfied are you with the proposal?



## If you are not happy with the current proposal, please tag why?



## How would you like this space to be used?



### WHAT RESPONDENTS SAID:

"The only way to exit these streets will be a dangerous exit on Exton Street."

"I don't want greening / seats etc outside my door where I live on my own to further encourage anti social behaviour."

"Tables outside the language school will encourage overspill, which is noisy and disruptive for local residents."

"The view down this street is important, it should not be blocked out by planting trees."

"I live in the area and favour the additional proposed restrictions. Presumably the proposed bollard at the Eastern end of the section will be lowering to allow through access for emergency and rubbish vehicles"

"Cyclists already have a direct link along the Cut to the Blackfriars cycle route"

### RECOMMENDATIONS

- To be camera enforced to allow access to emergency vehicles
- No street furniture
- Review greening design, reconsider planting choices
- Material choices to be in accordance with conservation requirements
- Retain existing kerb edges for heritage purposes. Use granite sets for carriageway and pavement sets for footways as per conservation advice

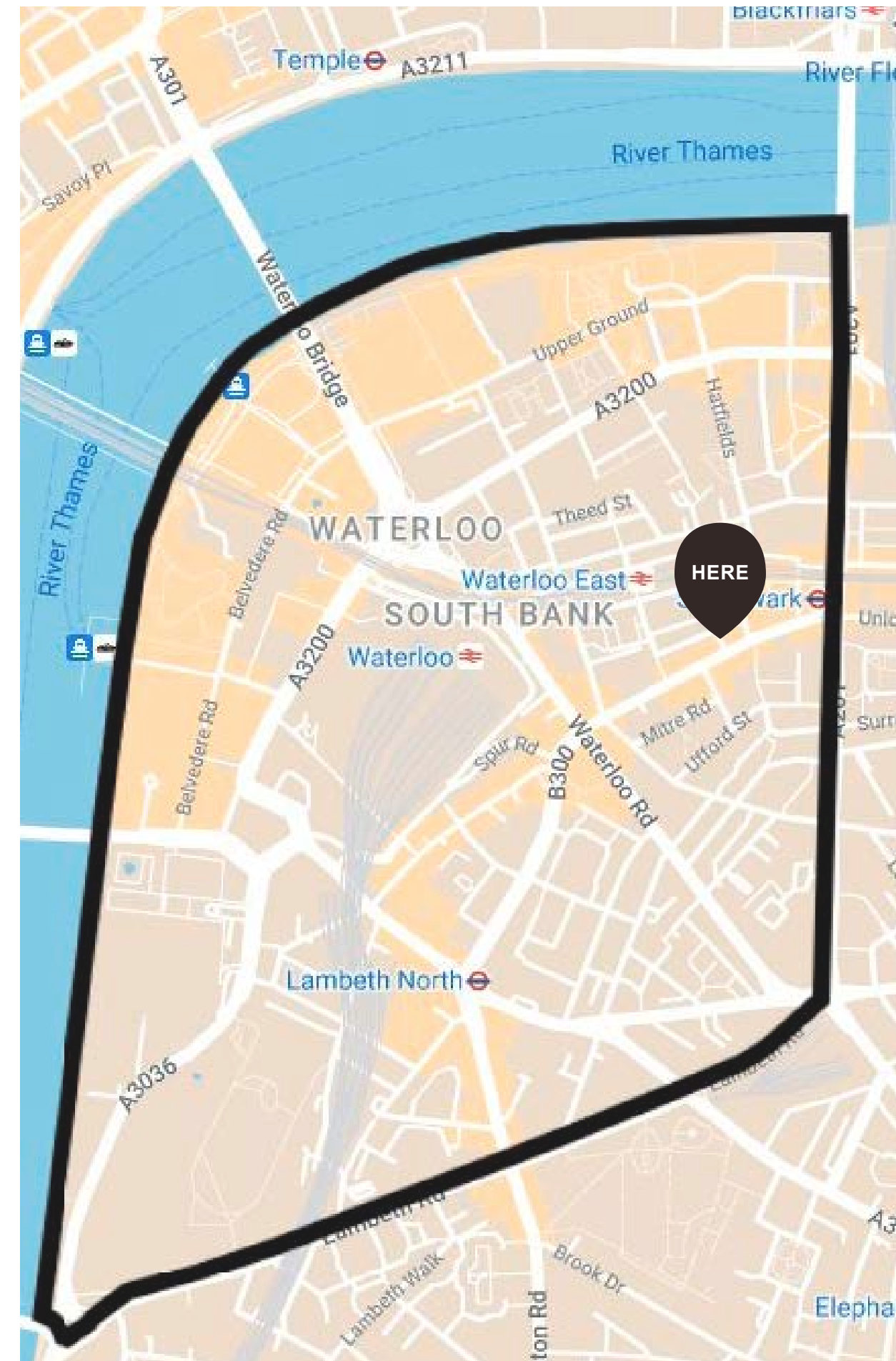


# Windmill Walk Healthy Street Improvements

## DESIGN PROPOSAL:

Windmill Walk currently has very low traffic volumes, but also narrow pavements with many pedestrians. To improve pedestrian accessibility and comfortability, we are proposing the following:

- Pedestrianising the section between Roupell Street and Brad Street
- Provision of more greening and tree planting
- Bring the entire surface to pavement level to make the area more accessible and easier to navigate
- Provide more space for pedestrians and implement a continuous footway on Roupell Street



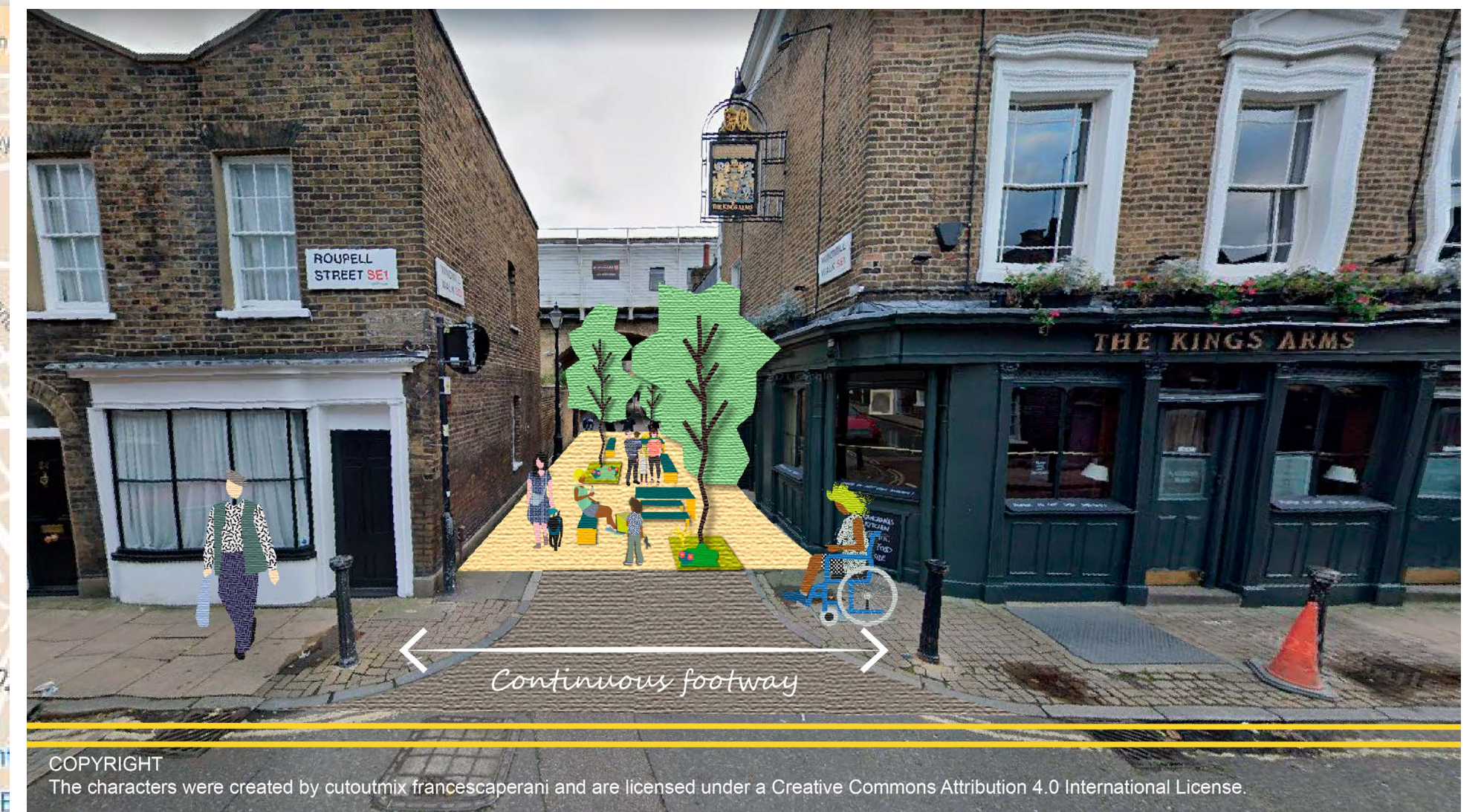
### Windmill Walk Healthy Street Improvements contributions



**119**  
Comments



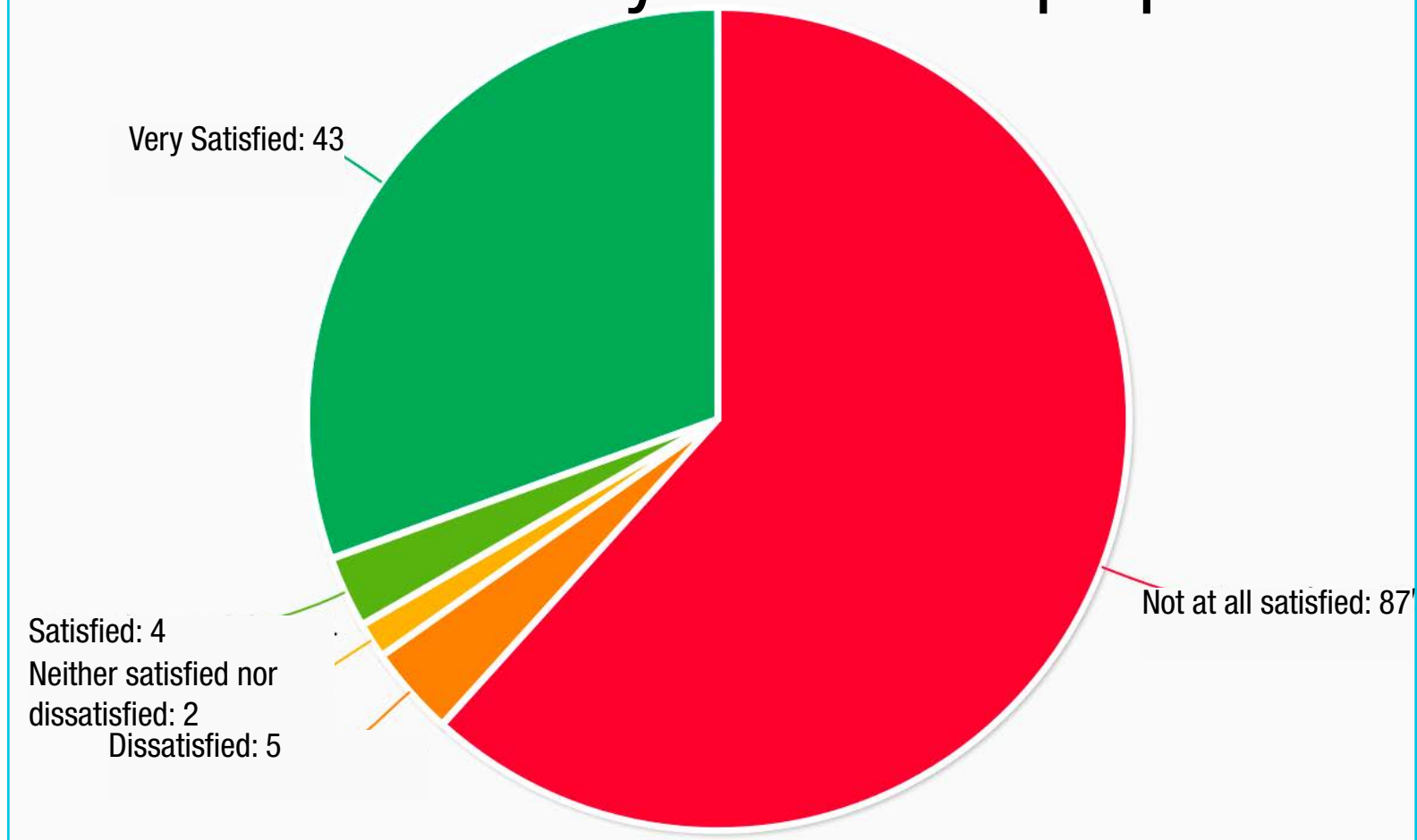
**151**  
Reactions to  
comments



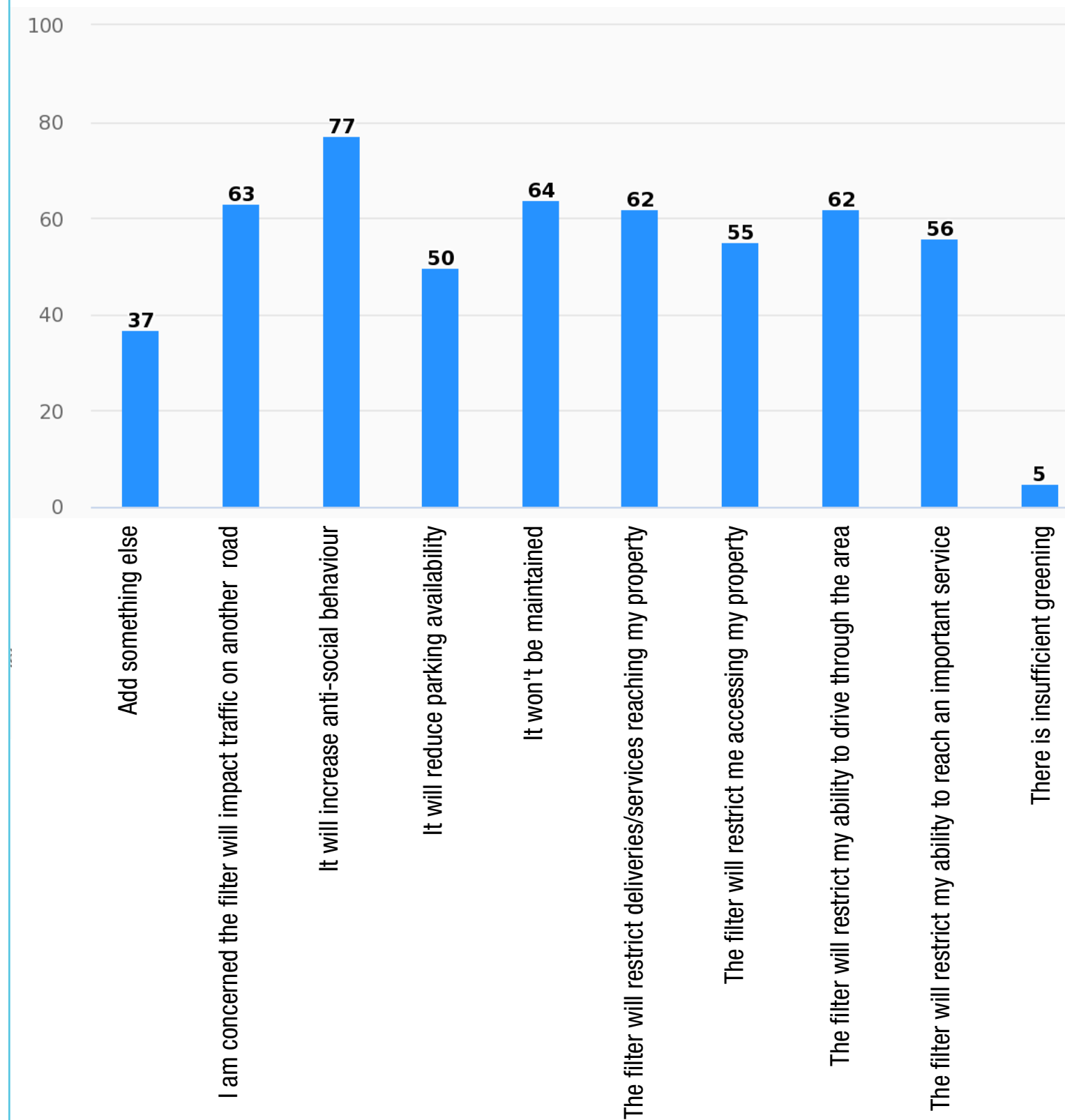


# Key Findings & Recommendations

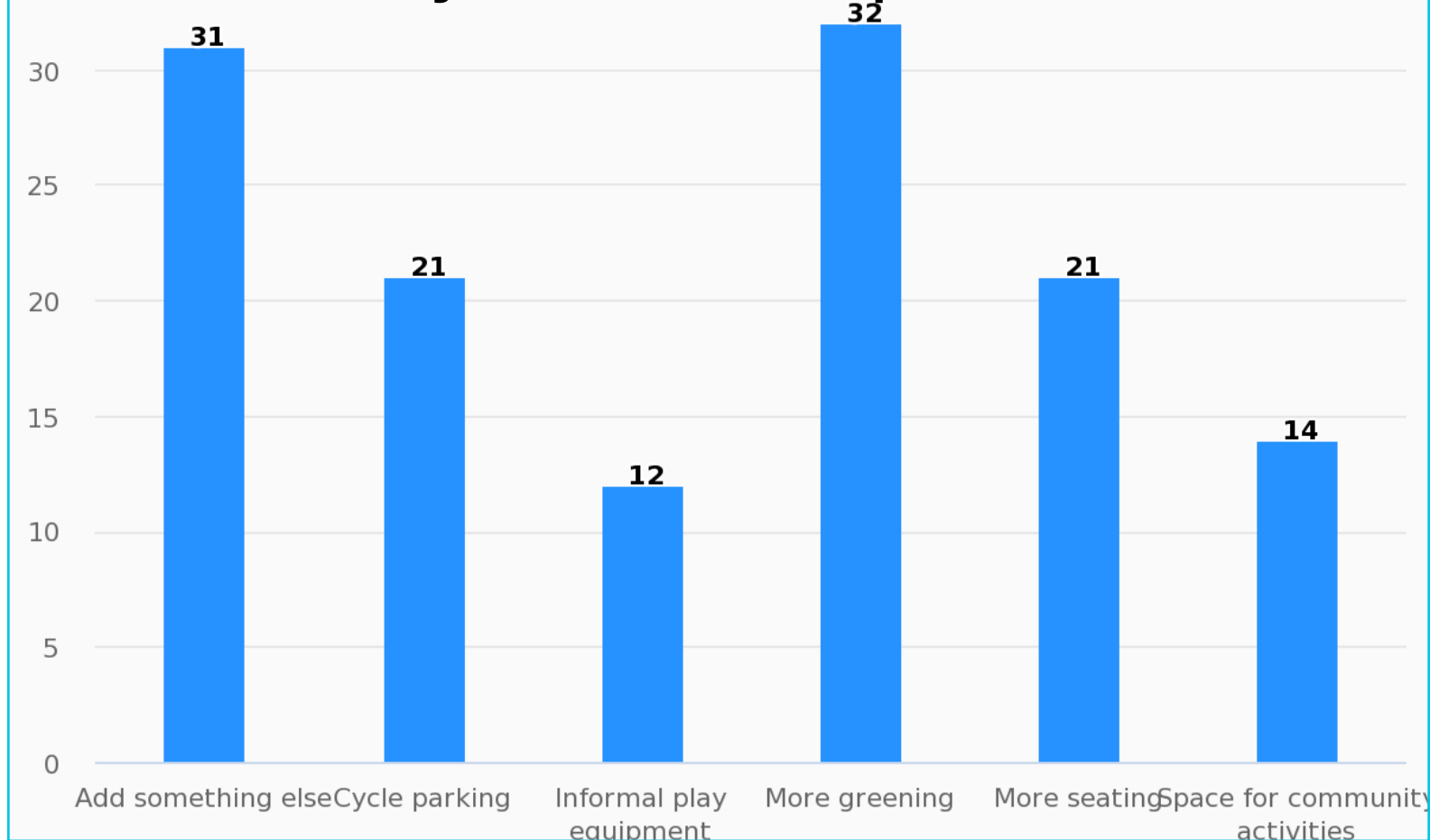
## How satisfied are you with the proposal?



## If you are not happy with the current proposal, please tag why?



## How would you like this space to be used?



### WHAT RESPONDENTS SAID:

*"I'm happy with the proposal to pedestrianise the area but would be concerned if the space is used to add seating or tables. The space is already heavily used by people drinking at the Kings Arms"*

*"The council states in its conservation report that : No buildings have their frontages to the street - the flank elevations and garden walls give an understated character. This should not be destroyed"*

*"This will severely reduce access to my home by bicycle and will force my children to travel further and on or busier roads."  
"Please ensure that cycling continues to be permitted."*

*"It will have a massive impact on local homes and encourage noise, loitering and revelry in very close proximity to people living here. There's a sad and persistent history of homelessness in the immediate vicinity and this certainly won't help."*

### RECOMMENDATIONS

- Remove street furniture from scheme and focus on pedestrian improvements as suggested by local feedback
- Retain kerbs and kerb lines for following conservation advice and to clearly demarcate different spaces
- Incorporate appropriate conservation area material choices for the pavement and road
- Review greening and planting design
- Explore the possibility to improve other sections of Windmill Walk



# Hercules Road Healthy Streets Improvements



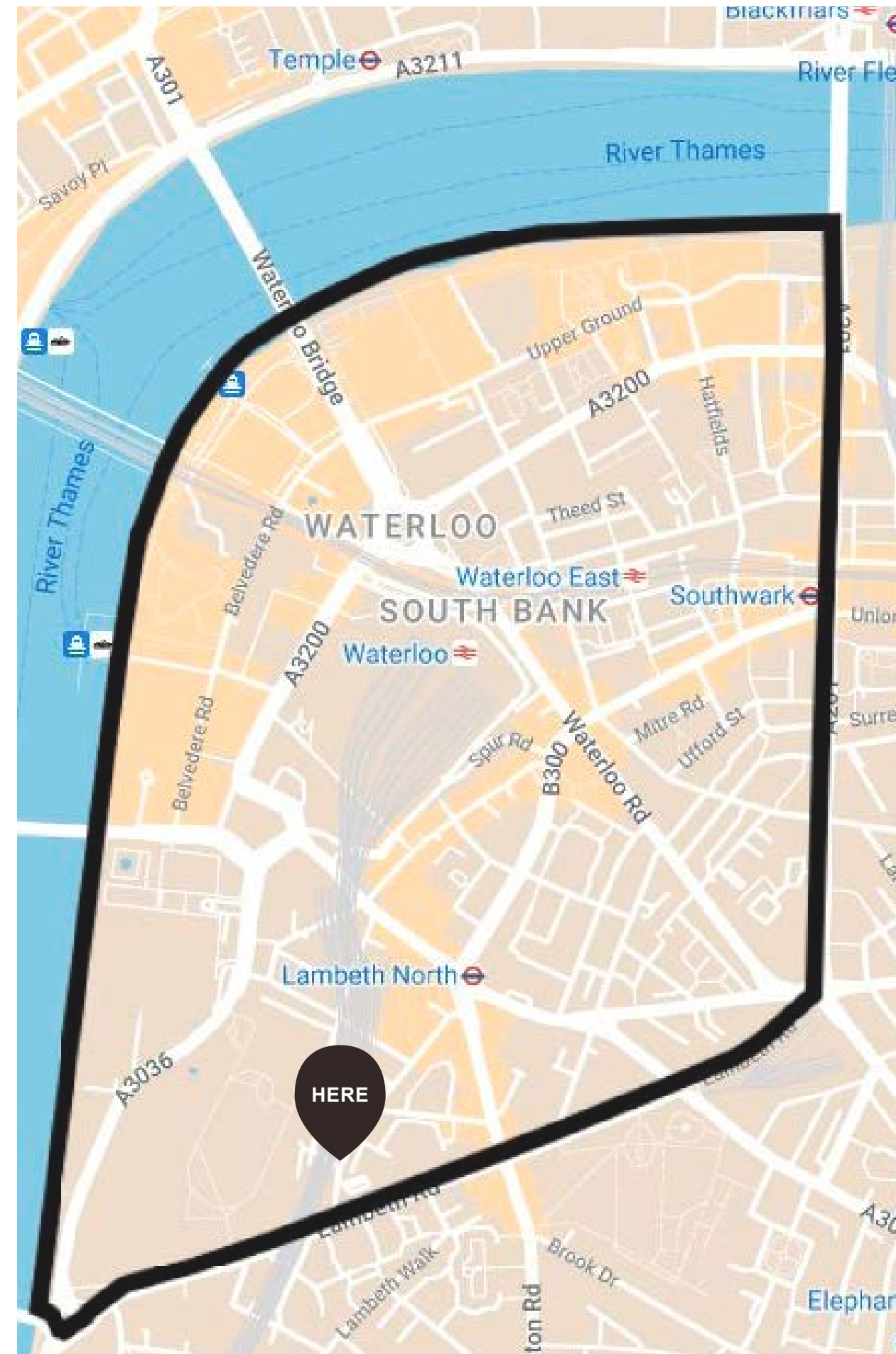
Lambeth

## DESIGN PROPOSAL:

Lambeth Council and We Are Waterloo BIDS have collaborated to deliver a design proposal for green buildouts and raingardens on Hercules Road. The proposal is to build bio-retention gardens, in new highway build outs to be located on existing carriageway and parking bay locations. This is for the purpose of improving the borough's resilience to climate change (flood, heat, and biodiversity risks) in line with the kerbside strategy, whilst supporting transformation of the street.

We are also proposing the following:

- Provision of more greening and tree planting
- Introduction of places to sit and rest
- Introduction of informal play equipment such as boulders.



Hercules Road Healthy Street Improvements contributions



57

Comments



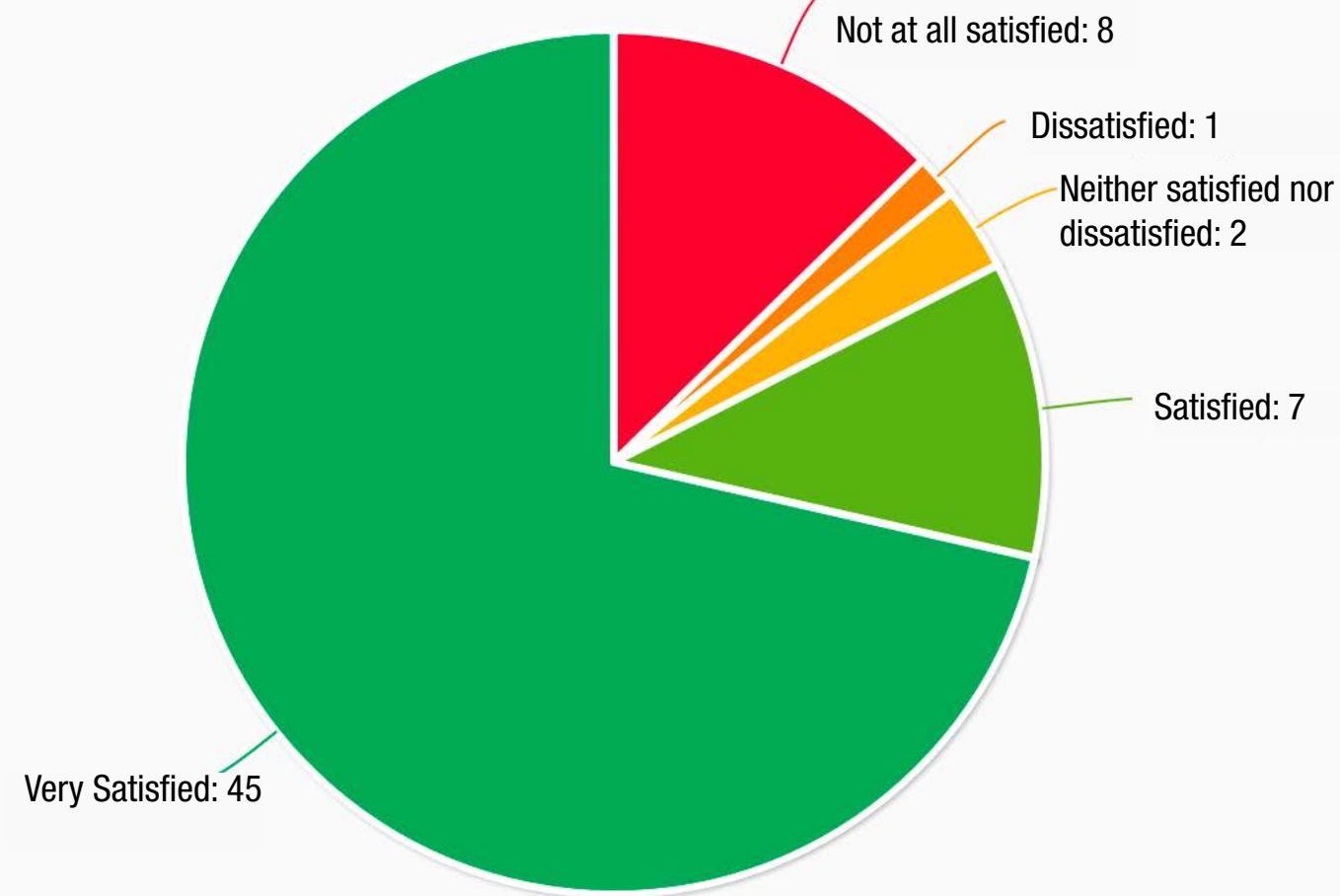
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Reactions to comments

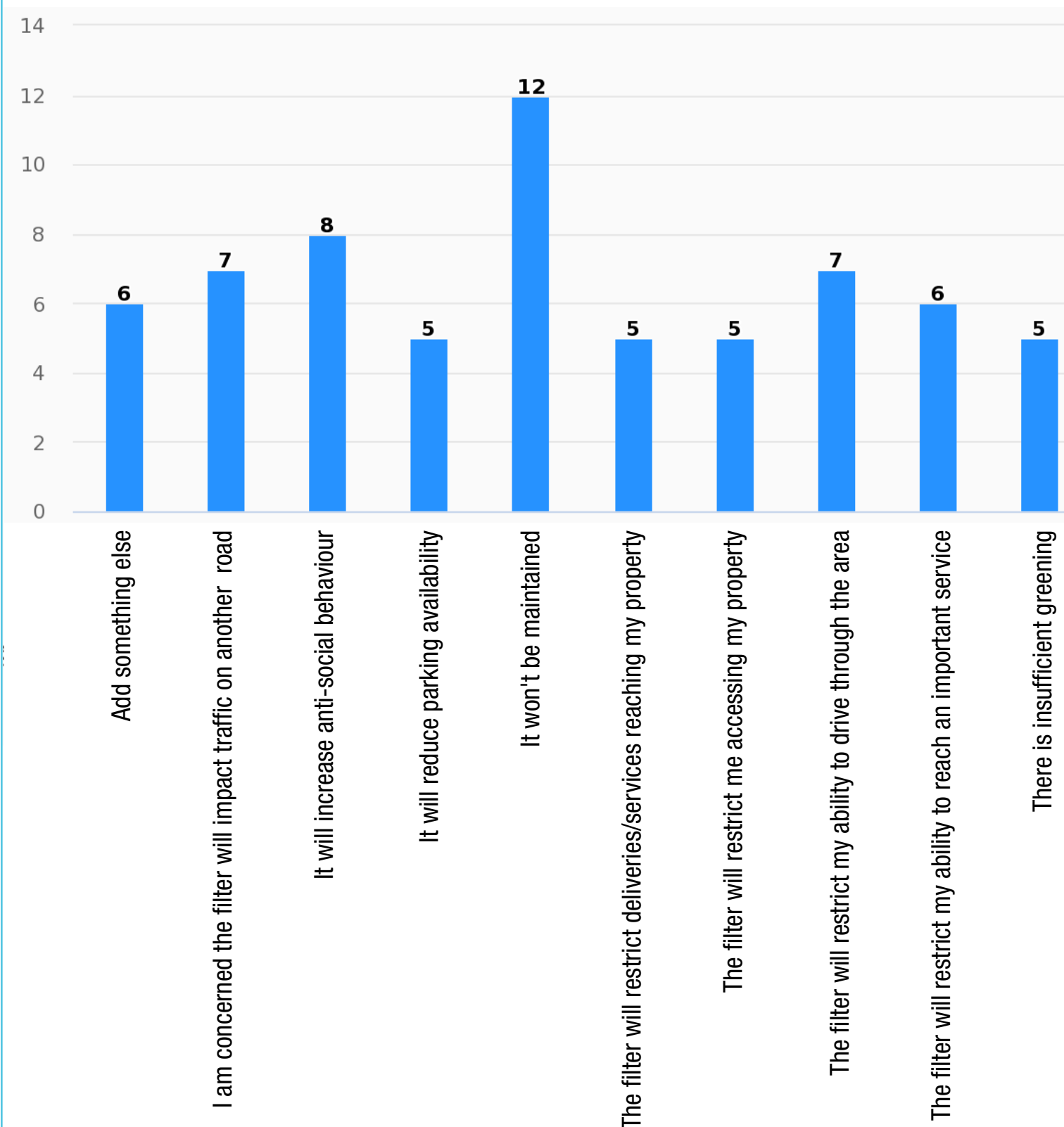


# Key Findings & Recommendations

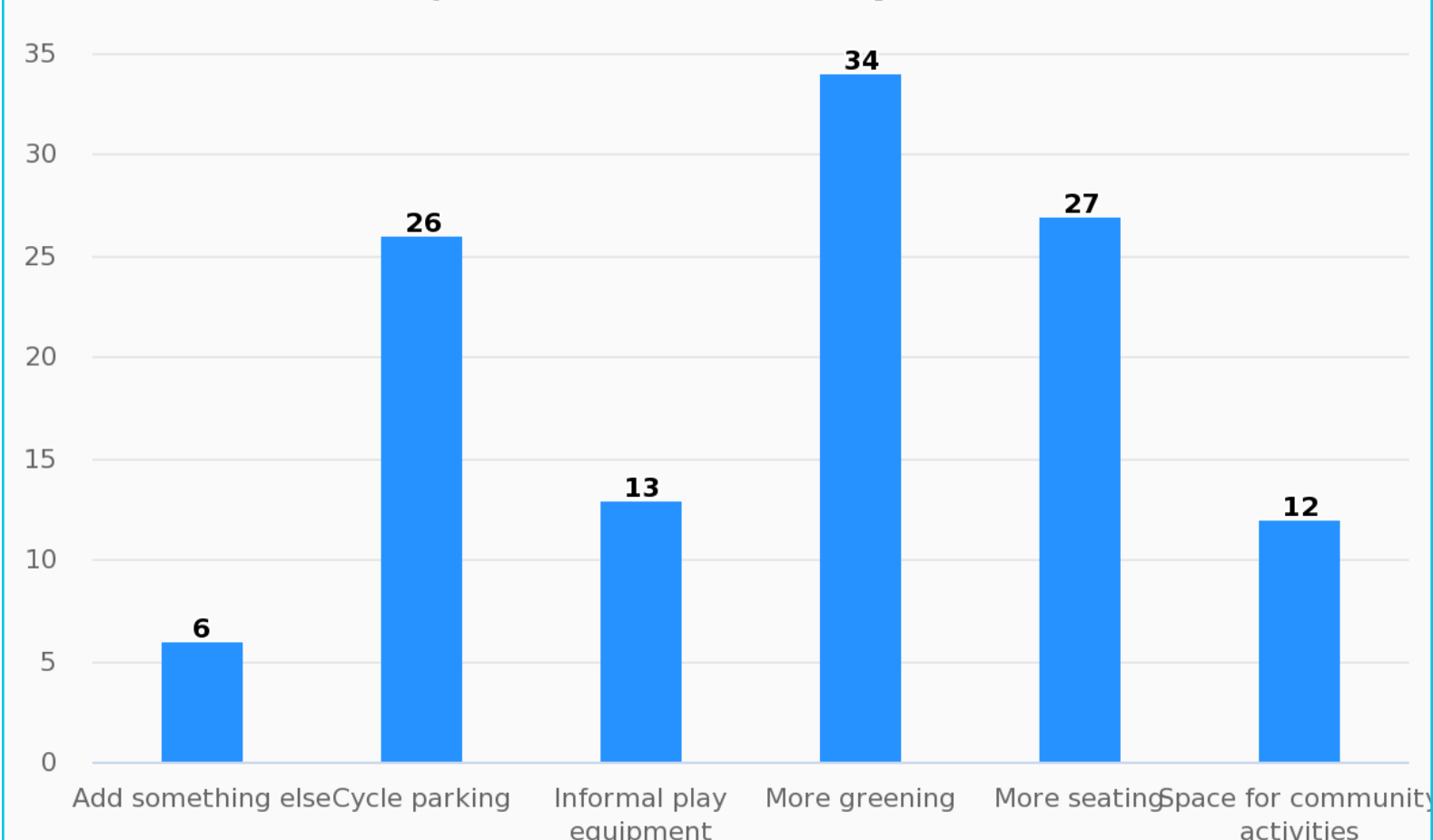
## How satisfied are you with the proposal?



## If you are not happy with the current proposal, please tag why?



## How would you like this space to be used?



### WHAT RESPONDENTS SAID:

*"These interventions are welcome and fine in themselves, but this is a vast area of under-used carriageway and I feel you could plant more trees to tackle the woefully low canopy cover in north Lambeth?"*

*"Make it bigger"*

*"The bridges on Hercules Rd and Lambeth Rd. need decorating and brightening up, the China Walk Estate entrances are currently very dark, giving an unsafe threatening feeling, specially after certain hours."*

### RECOMMENDATIONS

- No extension possible at this stage
- Royal Street Masterplan redevelopment will incorporate feedback on the arches and underpasses on Centaur and Virgil Street



# 3. Next Steps

**October 2023 to January 2024**

-Incorporate changes

**February to April 2024**

-Decision report

**May to October 2024**

-Implementation if approved