We Made That

Vision and Short-term Interventions
25.03.2026

# The Cut Visioning

**Working with**

Civic Engineers

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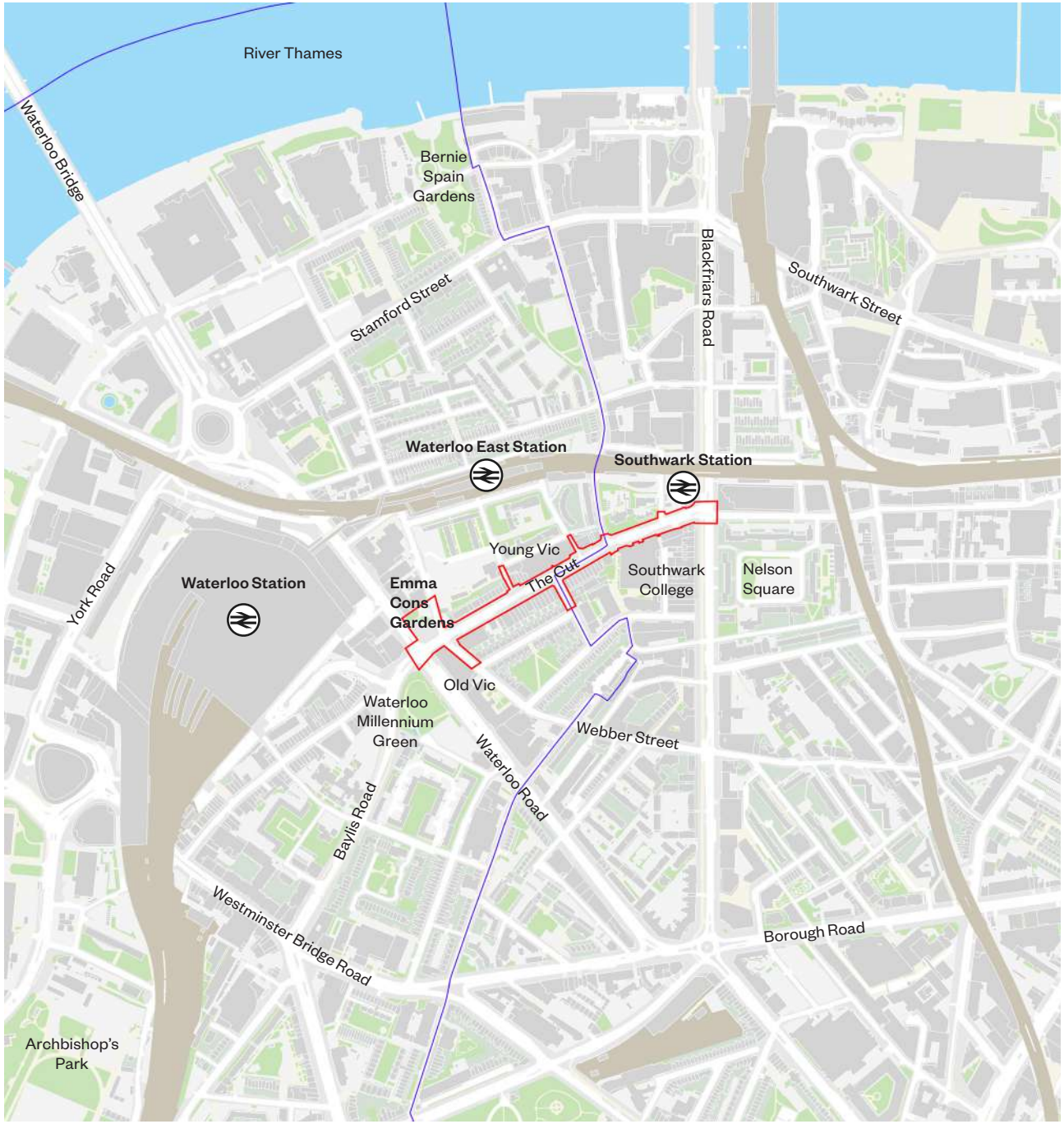
# Baseline and Engagement Key Findings

# Location and Background

The Cut is a historic high street which straddles the boroughs of Lambeth and Southwark. It is bordered by Waterloo Road to the west and Blackfriars Road to the east.

It hosts a mix of uses and communities: residents, businesses (shops, hospitality and theatres), a Tube station, office workers, visitors and tourists. A daytime and evening destination, it connects walking and cycling routes between Waterloo and London Bridge stations, Guy's and St Thomas' Hospitals, Lower Marsh and Borough Market.

During COVID-19, the street closed to through traffic between Hatfields and Short Street, with pavements widened to support businesses. Now permanent, these changes have reduced traffic and improved conditions for walking and cycling. Parklets have since been installed, reallocating road and parking space to more sustainable uses.



# Aims of the Commission

This commission aims to create a Vision for The Cut which will achieve the objectives described opposite, alongside several short-term and phased interventions.

The purpose of the document is to guide the boroughs and steer future investment.

The following pages describe the key findings from the baseline analysis and previous engagement.

## Creating a place which serves residents, workers and visitors

### Enhance public space

Improve the public realm

More green infrastructure and trees

### Support existing and new uses

Review all kerbside uses and provide more alternative uses

Support local economic and cultural activities

### Facilitate modal shift

To increase walking and cycling space (e.g. road space reallocation)

Provide better crossings, cycle parking and seating

Further reduce motor traffic and space for vehicles

# Public Realm

## Public realm

The Cut has a rich history of trade and culture. It is surrounded by primarily residential conservation areas

The entrances to The Cut lack a welcoming/active presence, with residential uses at either end

Despite the recent transport improvements, the public realm remains mismatched and dominated by the carriageway

The public realm must serve a diverse array of groups, including residents, tourists, students, workers across all times of day and evening

## Green infrastructure and trees

Strategy and action plans support increased greening, including Sustainable Urban Drainage Systems (SuDS), permeable surfaces, shade and increased biodiversity

Waterloo Station Masterplan and SoWN Neighbourhood Plan identify The Cut as a Greenway and priority for tree planting. Webber Street, Cornwall Road, Short Street and Hatfields are also identified as Greenways

There are presently no SuDS or permanent street planting. Street trees are mature and of significant value to the streetscape

Connections to surrounding green spaces are poor

# Uses

## Kerbside uses

Diversification of kerbside uses has been successful, but has led to an incoherent public realm

Street furniture is mismatched and does not provide a consistent identity

In Lambeth, the aim is for 25% of the kerbside to be used to support resilience to climate change

Kerbside uses presently support local businesses and cultural uses well. This must be retained whilst maximising other opportunities

## Support local economic and cultural activities

The Cut is a destination. Various policies across both boroughs support cultural and retail uses, with active frontages. The specialised character of the area is protected

The area is a hub of night-time use and economy, with footfall data showing most use in the evening

The Cut has value as a place of both cultural production and consumption

Concerns noted from residents that balance of retail has shifted away from local residents towards tourists

# Changing Patterns of Movement

## Kerbside uses

Local strategies support moves to increase active travel

Pedestrianisation of The Cut is supported across strategies, with wayfinding/ placemaking noted as important

## Better crossings, cycle parking and seating

The kerbside strategy sets out provision of cycle parking every 50m and secure cycle parking every 100m

## Reduce motor traffic and space for vehicles

Local people are enthusiastic about this, but have concerns about traffic being forced further into residential areas

# Engagement Key Findings

## Public realm

Local people value the trees and street greening, and would like to see more of it

Residents' support for more high-quality public seating to cater for all users, though a minority mention links between seating and antisocial behaviour

Residents and local institutions are positive towards making more of The Cut's local stories, through public art and signage

The area is generally considered safe, but there are some safety concerns around phone theft and light levels, particularly in the adjoining streets

Southwark College and the NT Rehearsal Studio are particularly in favour of public seating to serve their staff and students

Local theatres welcome the idea of space for outdoor performance and events, and NT Rehearsal Studio is already considering a mural on The Cut

# Engagement Key Findings

## Changing Patterns of Movement

Local people are enthusiastic about further pedestrianisation, but have concerns about traffic being forced further into residential areas

Wider pavements and better road crossings are strongly supported, to improve safety and accessibility

Residents support better cycle parking and more defined cycle lanes, driven by concerns about cyclist speeds, and hazardous parking of e-bikes

Businesses and local institutions welcome pedestrianisation, which might support Hostile Vehicle Management (HVM), but are keen to retain delivery and loading access

In particular, the Old Vic and The Young Vic welcome increased paving space to improve access for non-patrons

Institutions welcome active travel but are also concerned about the impacts of e-bike parking on access and safety

# Engagement Key Findings

## Uses

Local people would like to see new kerbside uses retained, with more permanent interventions and better maintenance and waste collection

Local theatres support better wayfinding, to make it easier for visitors to locate them, and enhance the profile of The Cut

There is positivity towards more uses which link to The Cut's heritage, and its vibrant and growing cultural presence, including outdoor performance space

Local institutions are also keen for litter to be addressed. The BID may be able to play a role

Residents also supported better wayfinding, with a 'hierarchy' that channels visitors through main roads and away from residential areas

Residents are interested in temporary street markets which are useful to local people, and think The Cut should remain distinct from Lower Marsh

# 01 A Vision for The Cut

# Approach to Developing the Vision Principles

Following on from the baseline appraisal, and engagement findings, a set of vision principles have been developed, along with a strategy and set of opportunities.

**How The Cut has developed and functioned in the past**

**Who The Cut's public realm needs to serve**

**How this can be best achieved in the future**

# How The Cut has developed

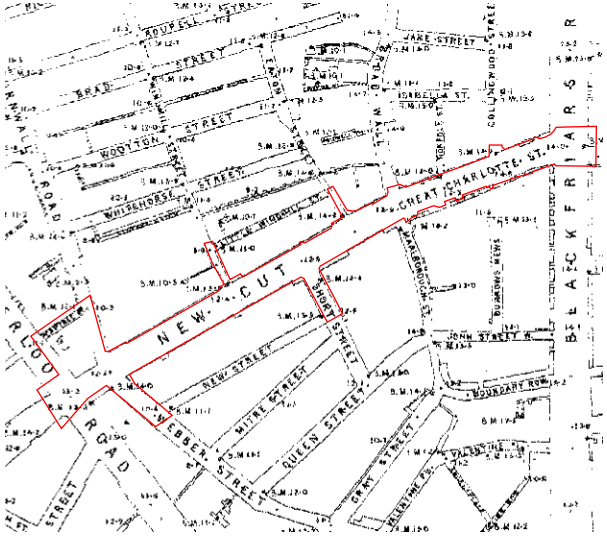
The Cut has been a vital trading street since the 19th century, when it was known as ‘New Cut’ to the west and ‘Great Charlotte Street’ to the east, and hosted a bustling market.

In *London Labour and the London Poor*, published in the 1940s, Henry Mayhew described New Cut:

**“Indeed, the scene in these parts has more of the character of a fair than a market. There are hundreds of stalls, and every stall has its one or two lights ... these, with the sparkling ground-glass globes of the tea-dealers’ shops, and the butchers’ gaslights streaming and fluttering in the wind, like flags of flame, pour forth such a flood of light, that at a distance the atmosphere immediately above the spot is as lurid as if the street were on fire.”**

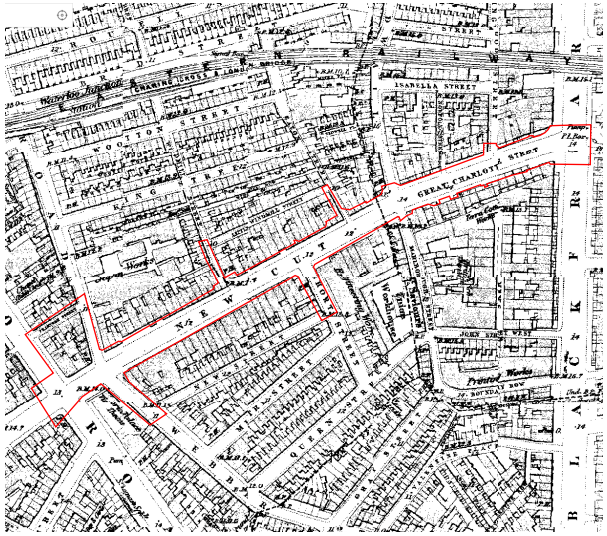
A market continued in The Cut until the 1950s when the road was transformed into the B300.

The street suffered severe bombing in the Second World War and Emma Cons Gardens was formed from one of these sites.




## 1850

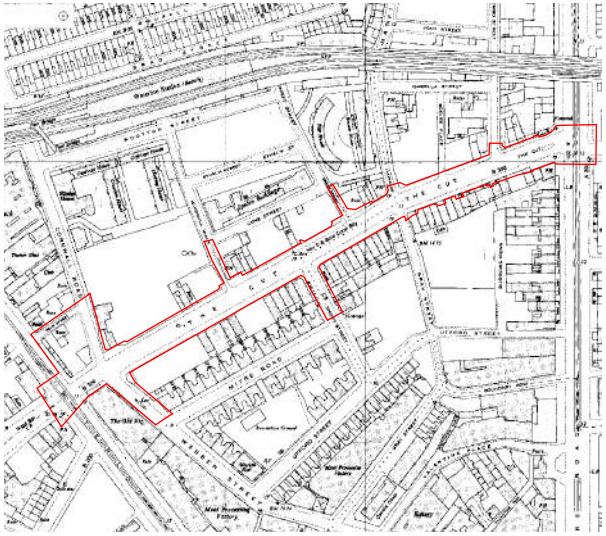
New Cut and Great Charlotte Street are shown; the street was a busy market.




## 1879

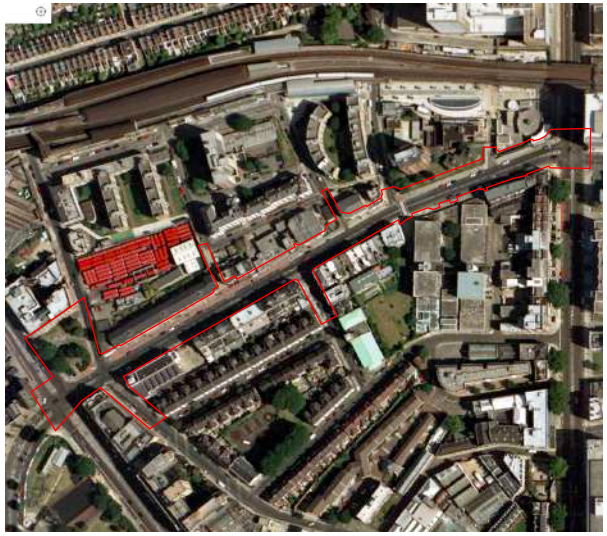
The Royal Victoria Palace Theatre was built in 1871 on the site of a previous hall. The urban grain was dense and the railway was constructed to the north.

# History



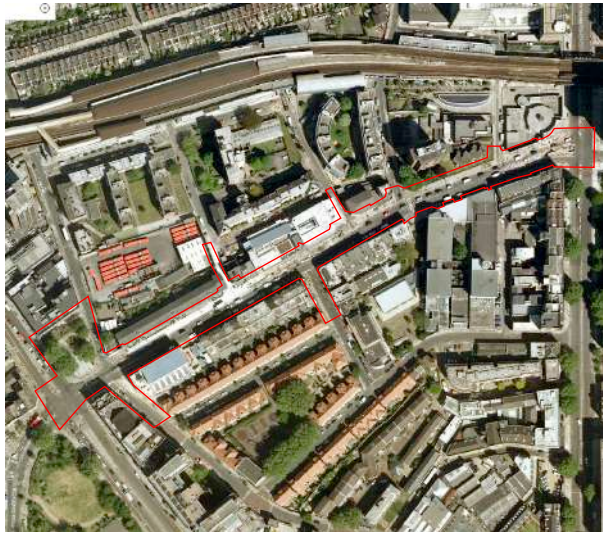
## 1952

The street had been renamed The Cut and had suffered significant damage during WW2. The Old Vic survived, but the site opposite was derelict.



## 1998

The Young Vic was established in 1970 and many bombed sites had been redeveloped, several with residential uses. A bus depot was also established.



## 2007

Haworth Tompkins' reconfigurations to The Young Vic were completed. Southwark Station opened in 1999 as part of the Jubilee line extension.

# Local Stories

## Emma Cons and Lilian Baylis

Major figures in social reform and founders of the Old Vic and Sadlers Wells.

The story of these figures is also been informing the redesign of Emma Cons Gardens.

## The birth of circus

To the north of The Cut, in Halfpenny Hatch, Philip Astley and his wife Patty, staged their first show of "activity on horseback", on Easter Monday 1768, which would become modern circus. They later built an amphitheatre on the site of St Thomas' Hospital.

**Image credit: 57-1633, Houghton Library, Harvard University**

## Second World War Bombing at Walklings Bakery

On 17 April 1941, a bomb shelter on the former site of a baker's shop, which is now the site of The Young Vic's main house, suffered a direct hit. All 54 people sheltering there were killed.

## Trade, markets and costermongering

The street has a rich history of market trade and activity, particularly the costermongers who lined the street in the early 19th century.

**Image credit: We are Waterloo BID**

# Who does The Cut's public realm need to serve?

Examining the uses and routes around The Cut can help us understand how the street needs to function in the future.

**Key**

- Food and beverage
- High Street/retail uses
- Cultural uses (consumption)
- Cultural uses (production)
- Education uses
- Faith group uses
- Workspace uses
- Hotels
- Train Stations
- Railways
- Bus depot buildings
- Residential uses
- Key green spaces
- Site boundary

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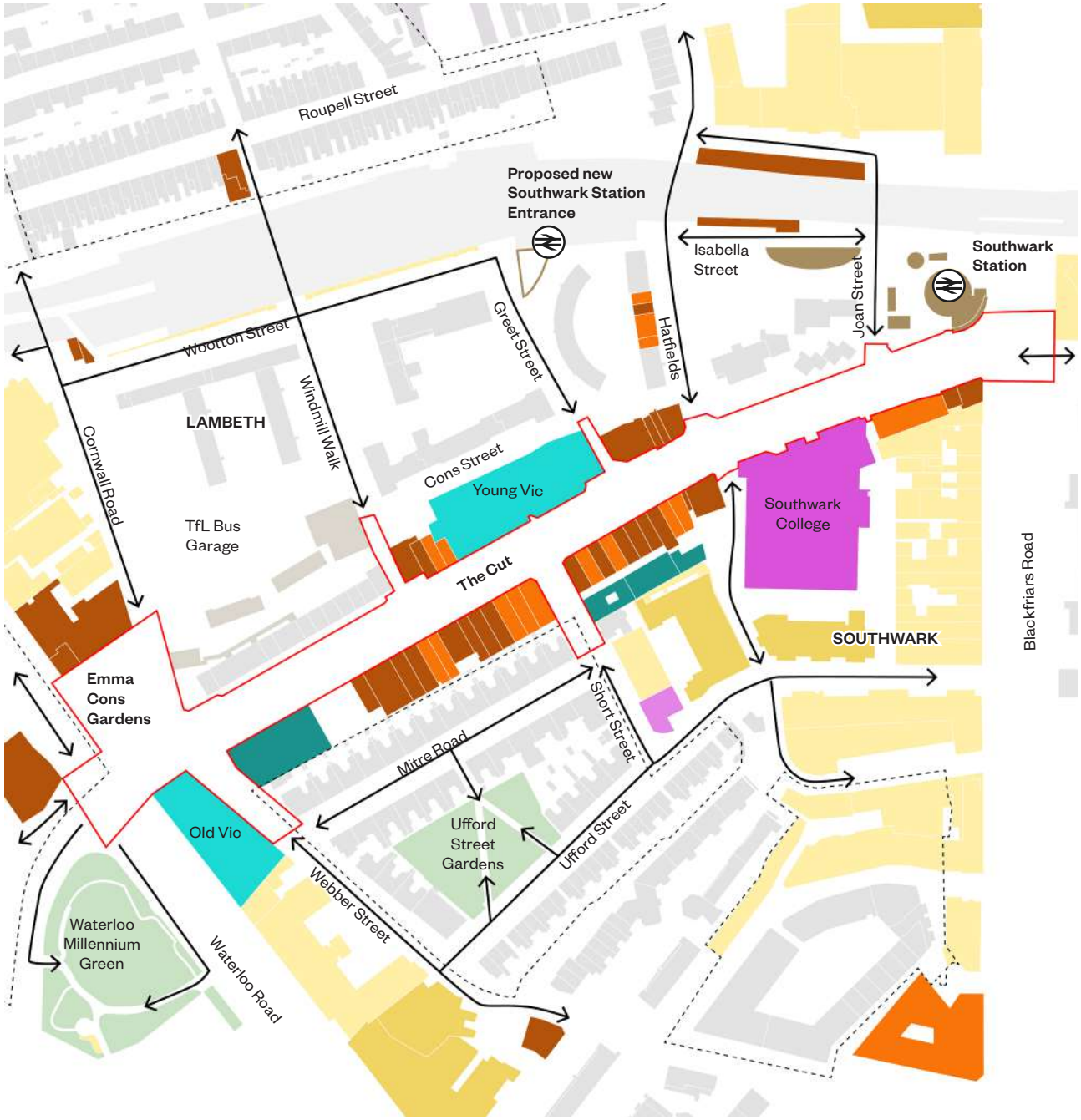
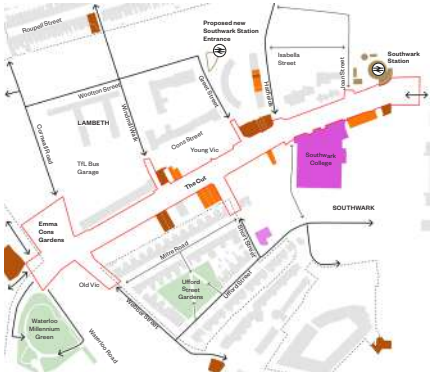


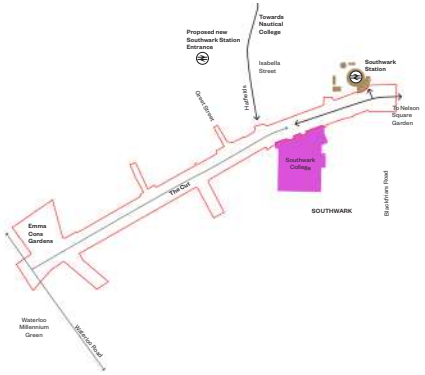
# Who does The Cut's Public Realm need to serve?




## Residents

Residential communities exist in all directions, including clusters at Styles House and The New Cut Housing Co-Operative. The Cut hosts high street/everyday uses alongside shops along Hatfields.

Green space is important, as is social infrastructure such as St Andrews Church and Southwark College, with trips to Southwark, Waterloo and Blackfriars stations.




## Students

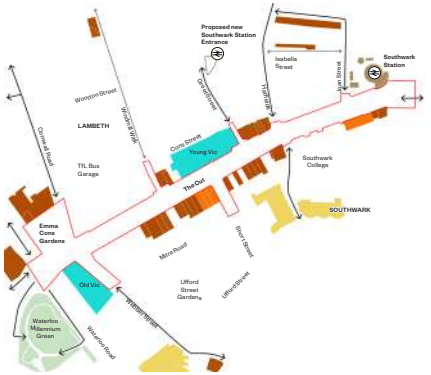
Southwark College students visit from surrounding areas by foot and public transport, particularly from Southwark Station and the east. Students visit the Nautical College to the north via Hatfields and Nelson Square Gardens. There have been some complaints from residents.

There is a significant lack of social and green space for students. New social spaces are required along The Cut.

## Workers

There are significant office worker populations along Blackfriars Road and Waterloo Road, near Ufford Street/ Boundary Row/Valentine Place and adjacent to the railway lines. Office workers are served by the food and beverage offer and key transport links.

Workers in the culture, education and services sectors also operate across all times of day.



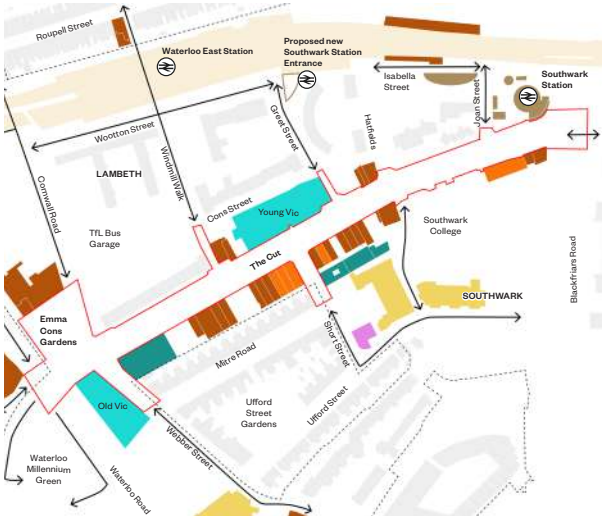

## Visitors

People visit The Cut for a variety of reasons, including The Young Vic and Old Vic, as well as the lively pubs and restaurant offer.

Many of these uses are complementary and clustered towards the centre of the street.

There are two hotels in the vicinity of The Cut and connections to transport interchanges are important.

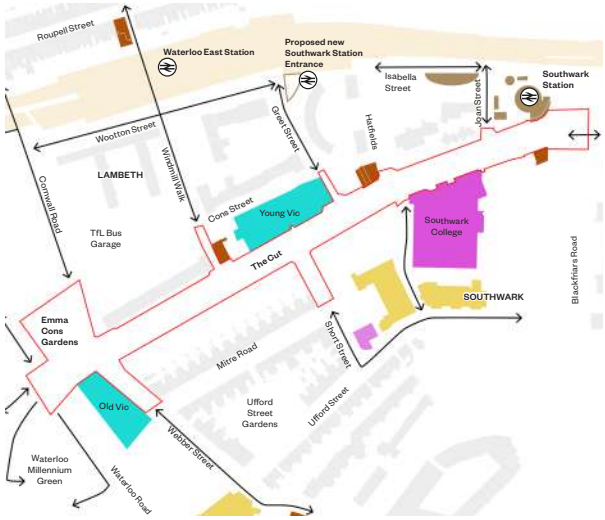
# What brings the needs of these groups together?




## Evening and night-time uses

Many of the uses on The Cut also function in the evening, making the street's function at night extremely important.

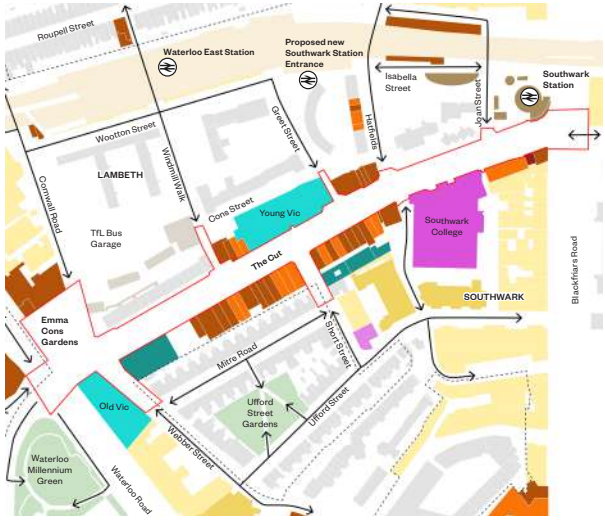
The Cut's role as a key connection to residential areas and transport interchanges also makes its function at night important.




## Safety for women and girls

Safety for women and girls is important across user groups, and is especially important considering the diversity of uses adjacent to The Cut.

Providing spaces which make women and girls feel safe is essential, as well as heeding recommendations from organisations such as 'Make Space for Girls'.

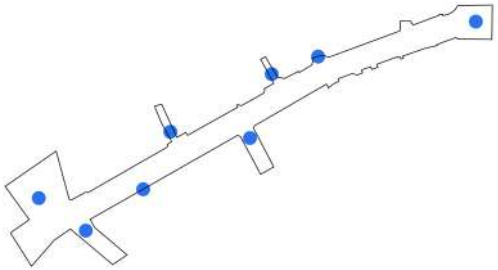



## Clean air, climate resilience and greening

All users of The Cut would benefit from increased air quality, improved resilience to climate change and street greening.

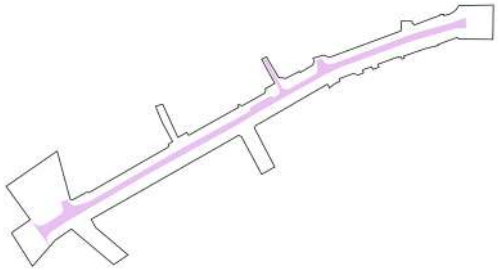
# Vision Principles

## What does the vision aim to do for The Cut?



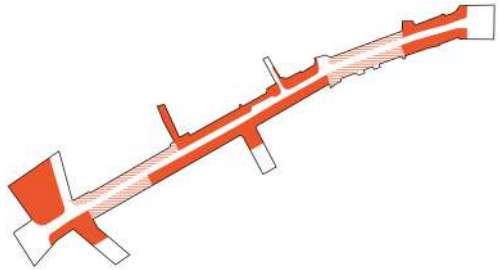
### Celebrate it

The Cut is a unique destination and place to live and work with significant cultural, physical and social heritage. This should be celebrated.



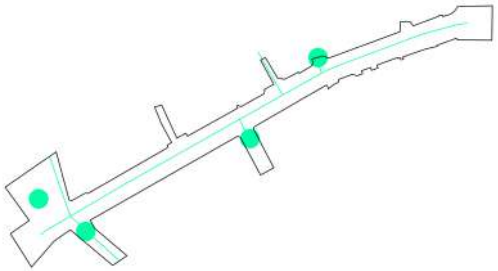
### Car-free it

Vehicle traffic should be reduced as far as possible to increase space for walking, cycling and spending time.



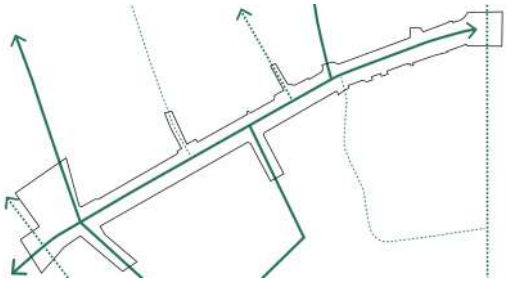
### Activate it

The Cut is already an active space, but an increase in public space and rethinking of kerbside uses can provide facilities for business, residential and visitor communities. It can also reflect The Cut's history as a lively market street.



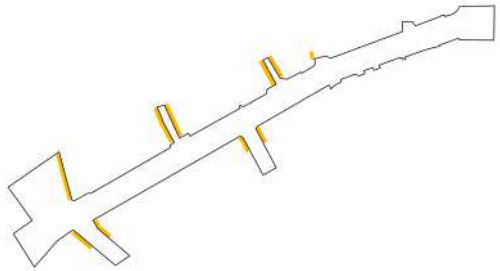
### Green and blue it

The Cut can be an exemplar Greenway, providing green amenity space, sustainable urban drainage, cooling and canopy cover.



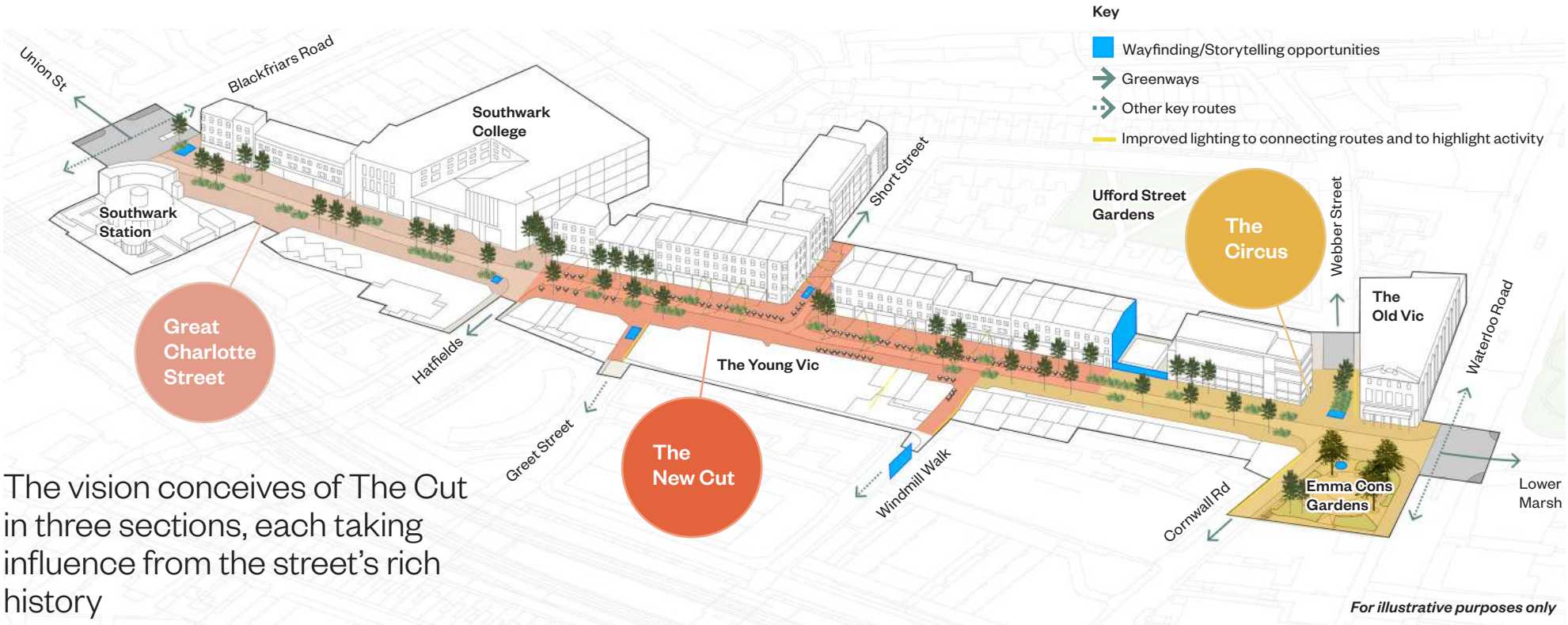
### Connect it

Movement and onward connections to social and cultural infrastructure, green space, heritage areas and transport interchanges can all be enhanced.



### Night and light it

The Cut must serve its evening and night-time uses to the maximum, creating safe and lively evening destinations and routes.




The vision conceives of The Cut in three sections, each taking influence from the street's rich history

## Great Charlotte Street

The eastern end of The Cut was previously known as Great Charlotte Street. It will provide a generous welcome to The Cut for visitors from Southwark Station, Blackfriars and Union Street, whilst also providing green and social spaces for local residents and students at Southwark College.

## The New Cut

The central section of The Cut will be a buzzing place of trade, culture and activity, taking influence from the street's past tradition of markets, street shows and costermongering, when it was known as 'The New Cut'.

Public space will be increased to provide spill out for local businesses and informal uses with street greening defining space. Creative lighting will be used to increase safety and reinforce a sense of activity and vitality.

## The Circus

The west section of The Cut is conceived as 'The Circus', a place of performance and celebration. The name also refers to the nearby birth of circus, as well as the circular performance space within Emma Cons Gardens and the potential for a complementary 'backstage' public space to the north of Webber Street.

The Circus will provide a joyful welcome to The Cut, with enhanced spaces outside the Old Vic, connecting Lower Marsh, The Old Vic, Emma Cons Gardens and The Cut

# 02 Opportunities

## 02. Opportunities: The Circus

### Public spaces

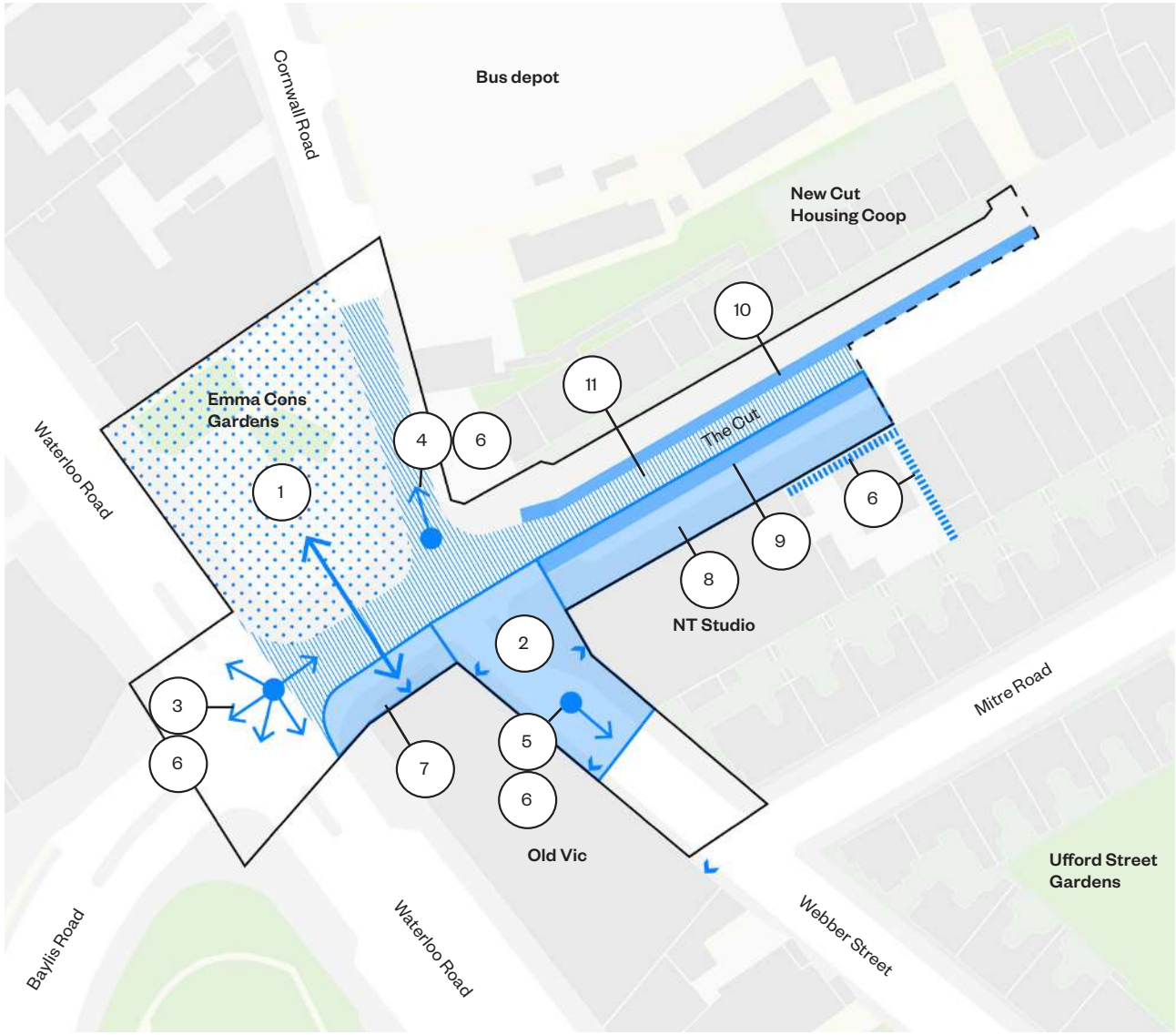
1. Emma Cons Gardens to be seamlessly integrated with the surrounding public realm
2. New public space to the north portion of Webber Street to provide an enhanced entrance for the National Theatre Studio and space for audience members of the Old Vic before and after shows through the Stage Door and fire exits

### Wayfinding and storytelling

3. Characterful wayfinding at the west end of The Cut to Waterloo Station, Lower Marsh, Leake Street, Imperial War Museum, the South Bank, Tate Modern, St Thomas' Hospital, Elephant and Castle, The Young Vic and Borough Market
4. Characterful wayfinding to the South Bank along Cornwall Road
5. Local wayfinding to Ufford Street Gardens and conservation area along Webber Street
6. Interventions telling local stories, for example of Emma Cons, Lilian Baylis or National Theatre Studio

### Movement, kerbside uses and greening

7. Enlarged pavement outside the Old Vic to improve pedestrian movement and cater for audience arrival
8. Increase pavement space to the south to improve pedestrian flows and reduce use of north pavement adjacent to residential uses
9. Rebalanced kerbside to provide activity outside the National Theatre Studio and better define a zone for e-bike parking
10. Rebalancing of kerbside to the north including cycle parking, planting, SuDS and car parking
11. Redefined carriageway to improve pedestrian and cycle experience



## 02. Opportunities: The New Cut

### Public spaces

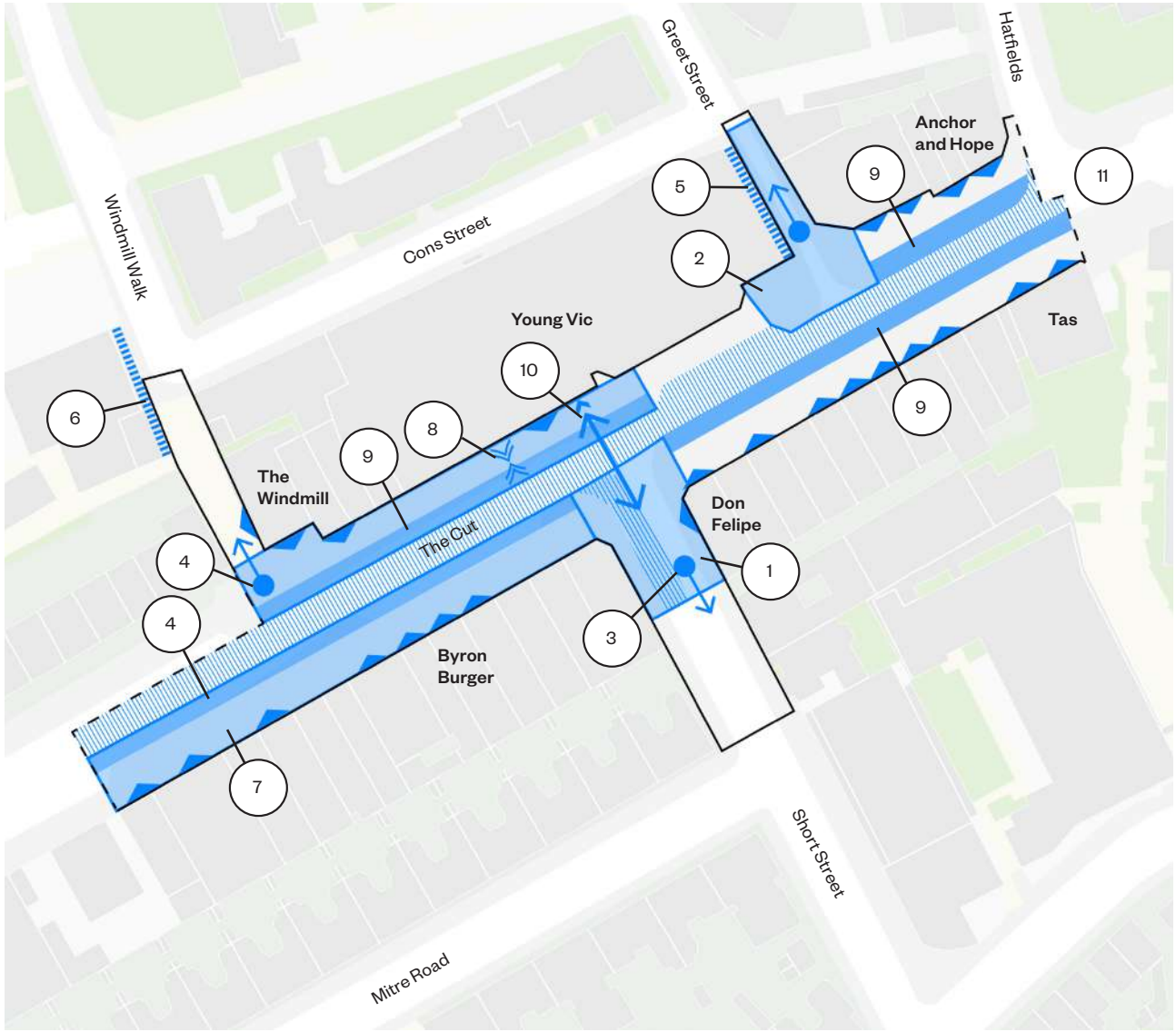
1. Increased public space at the northern portion of Short Street
2. Rethinking of Greet Street Corner to create a public space which resolves issues with cycle parking outside The Young Vic

### Wayfinding and storytelling

3. Local wayfinding to Ufford Street Gardens and the Greenway along Short Street; this could also tell the story of The Cut's costermongering past
4. Local wayfinding to Roupell Street Conservation area and The Kings Arms via Windmill Walk
5. Characterful wayfinding and potential flank wall treatment from Greet Street towards new Southwark Station entrance, could tell the story of Walklings Bakery
6. Opportunity for flank wall treatment to tell local stories - perhaps of Astley Circus, the world's first circus that was founded in Roupell Street

### Movement, kerbside uses and greening

7. Provide increased spill out space for businesses through pavement widening
8. Increase pavement space adjacent to The Young Vic to remove a pinch point. Rethink street furniture in this area
9. Rebalancing of kerbside uses including street furniture, cycle parking, car parking and street planting. Use street planting to define space
10. Increased connections between north and south of the street and continuous crossovers. Carriageway material and treatment can facilitate. Explore the need for crossings
11. Potential for street markets or performances, particularly if they cater to local needs, which could be explored through a series of test events




**Key**

- Improved public spaces
- Rethinking and rationalisation of kerbside uses
- Opportunity for flank wall characterful wayfinding and local stories
- Opportunity for characterful wayfinding and local stories
- Improved connection
- Key Entrance
- Active frontage with spill-out potential (generally F&B)
- Pinch point caused by street clutter
- Rethink carriageway materials to improve pedestrian experience
- Study area boundary

## 02. Opportunities : Great Charlotte Street

### Public spaces

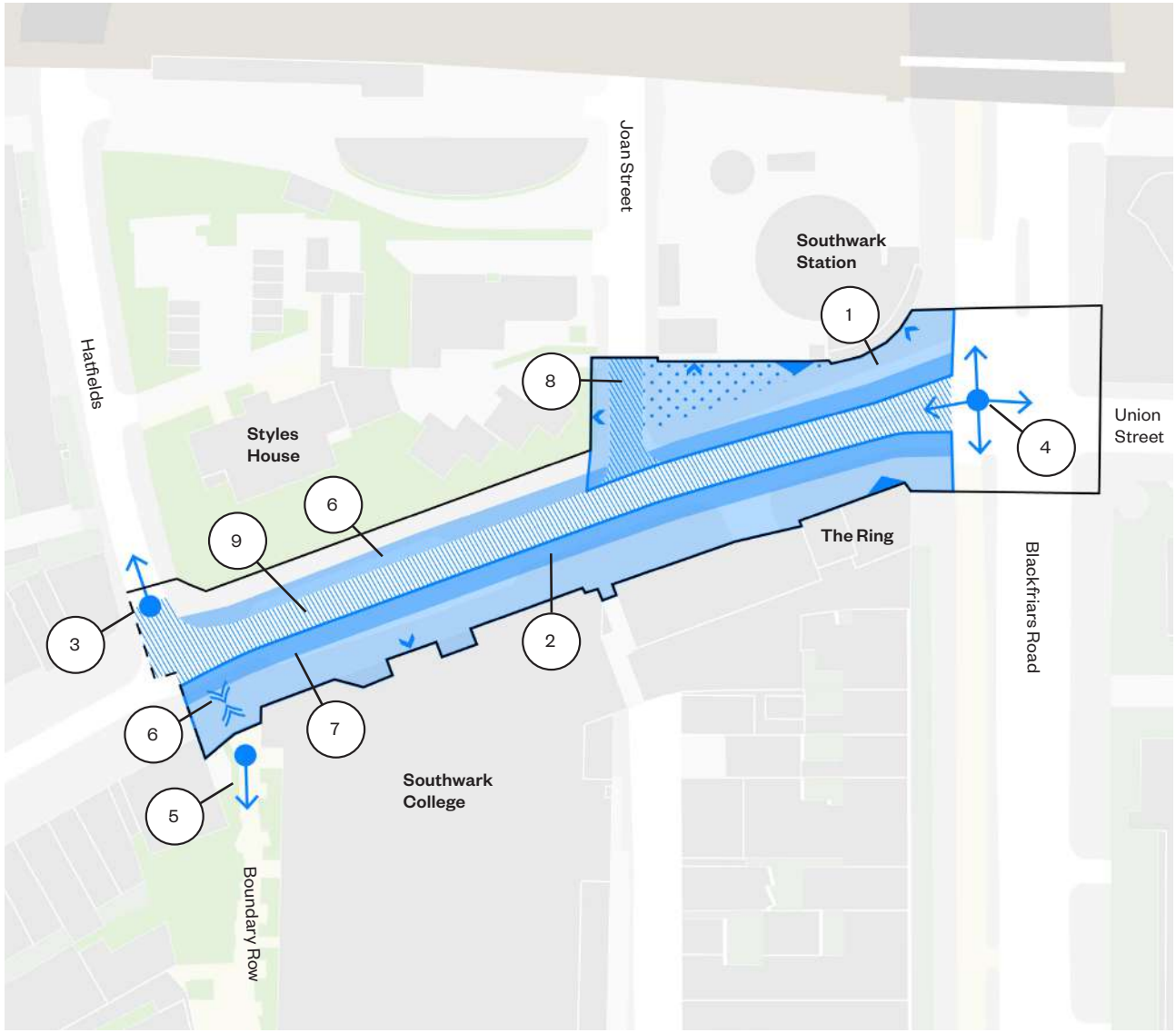
1. New public space adjacent to the Southwark Station entrance and proposed units to create a sense of welcome
2. Increase pavement space to the south to improve pedestrian flows to Southwark College. Create green spaces and seating for use by students

### Wayfinding and storytelling

3. Characterful wayfinding along Hatfields Greenway to Blackfriars, Tate Modern and Oxo Tower
4. Characterful wayfinding to Borough Market, Guy's Hospital, Tate Modern, the South Bank and the Imperial War Museum. Integration of local stories and a public welcome to The Cut
5. Local wayfinding to the pocket park. Maintenance agreements and obligations for the pocket park should be secured with landowner (Premier Inn)

### Movement, kerbside uses and greening

6. Rationalise street furniture to remove the pinch point caused by seating and advertising
7. Rebalancing of kerbside uses including cycle parking, street furniture, loading bay and street planting
8. Improve connections across Joan Street. Carriageway material and treatment can facilitate this
9. Increased connections between north and south of the street and continuous crossovers. Carriageway material and treatment can facilitate. Explore the need for crossings




**Key**

- Improved public spaces
- Rethinking and rationalisation of kerbside uses
- Opportunity for characterful wayfinding and local stories
- Key Entrance
- Active frontage with spill out potential (generally F&B)
- Pinch point caused by street clutter
- Rethink carriageway materials to improve pedestrian experience
- Improvements outside of the scope of this commission (proposed as part of planning application reference 24-AP-2770)
- Study area boundary

# **Precedent**
# Pedestrian Priority

## Minimising the carriageway

Francis Road is a semi-pedestrianised street which was previously two-way. Vehicles are restricted between 10am - 8pm, and there is a total carriageway of 3.7m. It has a flush surface and uses contrasting materials to define the carriageway and footway.

Francis Road, Waltham Forest

## Active kerbsides

Lower Marsh is a Restricted Parking Zone with a short kerb upstand. Setts on the carriageway introduce pedestrian priority and provide space for market stalls and street events.

Lower Marsh, Lambeth

## Maximising use

Narrowing the carriageway and making Orford Road one-way, allows for more greening, and space for pedestrians to gather safely. It is a vibrant local shopping street zone where active travel is encouraged.

Orford Road, Walthamstow

# Precedent
## Pedestrian Priority

### Rebalancing public realm

Widening the pavement can rebalance the public realm in favour of pedestrians. Using consistent paving and raising the carriageway can calm traffic and make pedestrian crossing easier.

Magdalen Road, Exeter

### Creating new spaces

There is potential to create a new space to the north of Webber Street. This project near Elephant and Castle uses complementary surface treatments to link shared spaces and pedestrianised areas across a network of streets.

Walworth Town Hall, Feix and Merlin

### Places for people

Walthamstow Village Square was formed by stopping up Eden Road to create a new public space. The square links to other mini-Holland interventions in the area, including those along Orford Road.

Walthamstow Village Square, What If

# Precedent
## Wayfinding and Local Stories

### Functional references

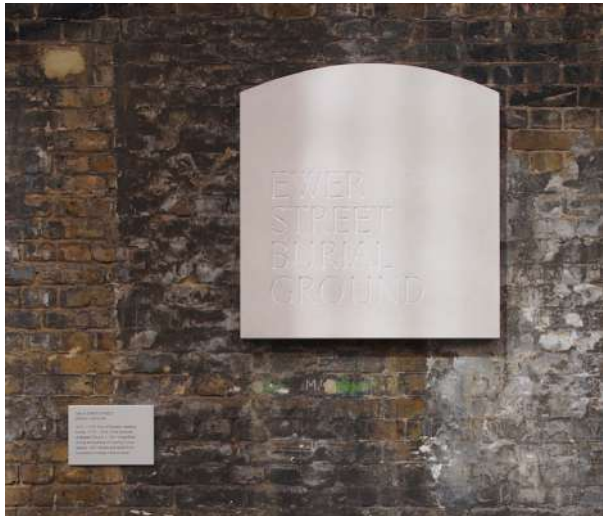
This project uses the forms of traditional market stalls and reinterprets them to functional, contemporary interventions that can facilitate activity on the street. A similar method could be used on The Cut, referencing its market history.

East Street Market, We Made That and Maddison Graphic

### Wayfinding and storytelling

Inventive, informative and consistent wayfinding can be utilised across the site. This example combines the telling of a local story with signage for surrounding streets.

Voices in The Urban Forest - Polimekanos, Stefan Kraus




### Wall-mounted interventions

Flank walls, blank façades and other vertical planes also provide opportunities for telling local stories and wayfinding. This can also help to reduce graffiti and antisocial behaviour (ASB) through providing purpose to potentially blank spaces.

Voices in The Urban Forest - Polimekanos, Stefan Kraus

# **Precedent**
# Greening

## High street SuDS

SuDS can be combined with seating and other interventions to define and activate public spaces whilst helping town centres to function environmentally.

The Bankside Urban Forest project demonstrates a myriad of ways in which SuDS and biodiversity can be incorporated in town and city centre locations.

## Safer green spaces

Combining seating with planting can help to create social spaces and activate areas that do not contain active frontage. This could be utilised on The Cut adjacent to the National Theatre Studio.

Union Parade, Southwark, Adams and Sutherland

## Working with BIDs to deliver SuDS

The London Borough of Lambeth and Groundwork London worked in collaboration with We are Waterloo BID to create an exemplar rain garden on Secker Street. Community members took part in a local planting day.

Secker Street, Lambeth Council and We Are Waterloo BID

# 03 Movement Options

# Pedestrianisation options

As part of this project, we have explored a range of movement options for The Cut, from full pedestrianisation to partial arrangements that retain some degree of vehicular access.

These are options for evaluation, with each scenario being carefully assessed on its own merits, weighing potential benefits against the challenges each would present.

All options offer genuine opportunities, yet each carries constraints that would require careful consideration before any future direction is established.

## Full pedestrianisation

The full pedestrianisation option restricts all through-traffic access to The Cut from Waterloo Road and Blackfriars Road.

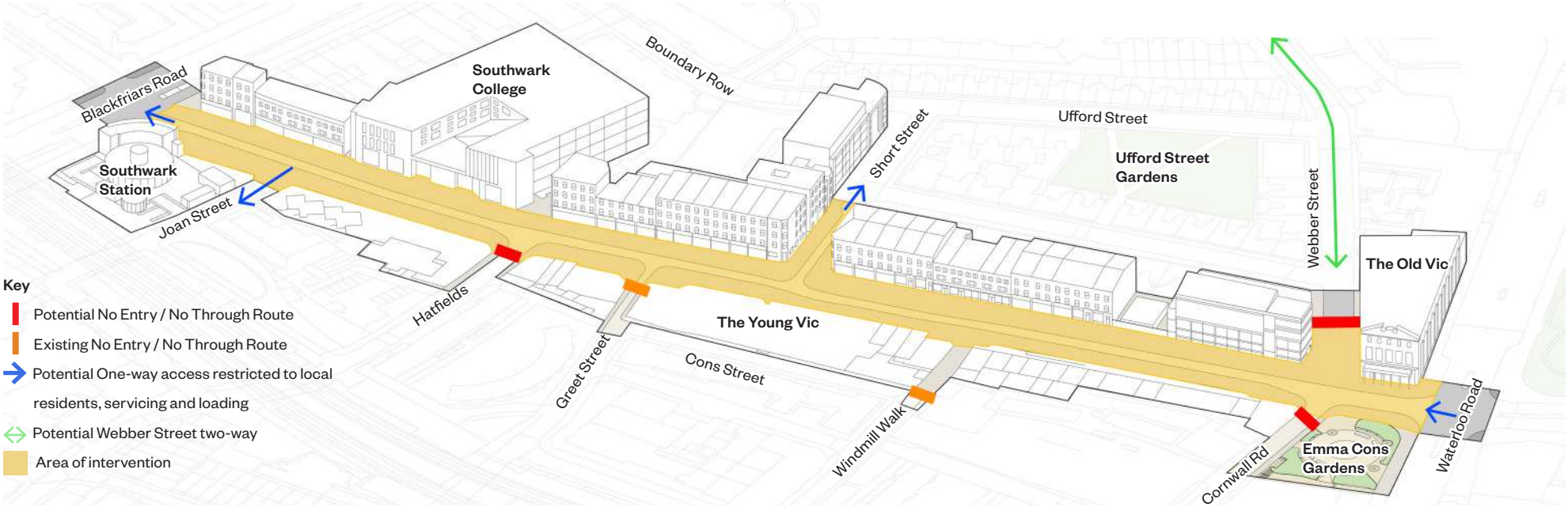
Surrounding streets, including Short Street and Joan Street, are explored as one-way routes limited to local residents, servicing and loading, prioritising pedestrian movement whilst maintaining necessary vehicle access through the wider network.

## Partial pedestrianisation

The partial pedestrianisation option explores a range of interventions, including making The Cut one-way in either direction, closing Webber Street, and operating Cornwall Road as one-way.

The treatment of Short Street and Hatfields, whether closed, retained or one-way, has each been assessed, balancing pedestrian priority with vehicular movement.

# Full Pedestrianisation



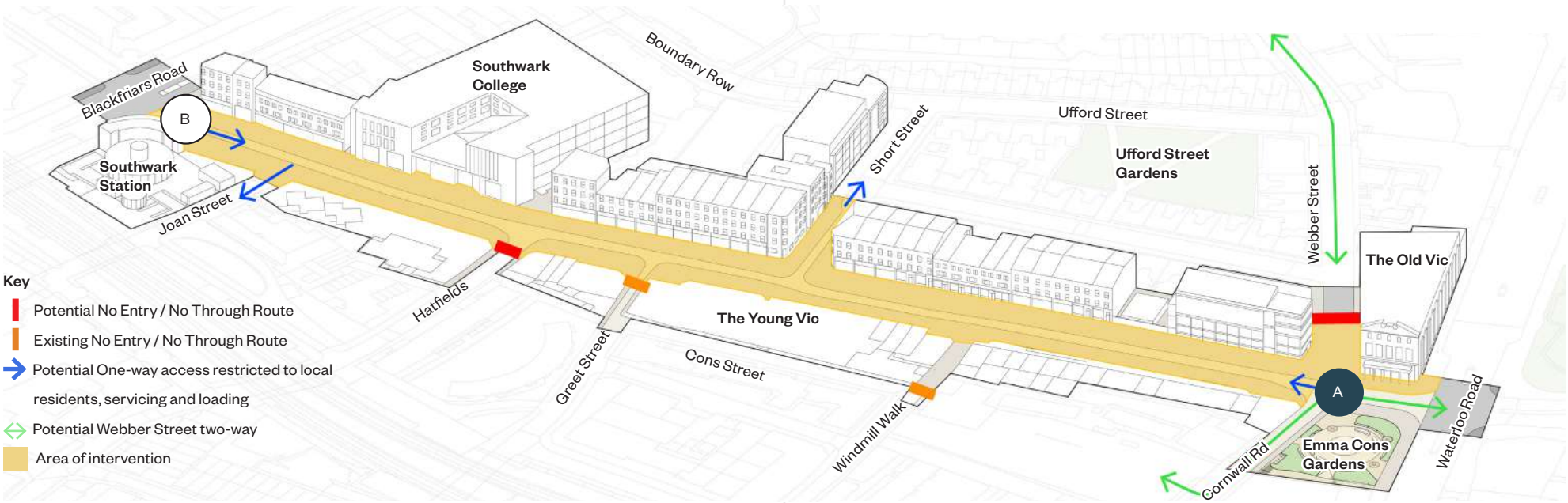

## Strengths:

- Stops all regular traffic through The Cut
- Prioritises pedestrians and cyclists
- Creates new and improved public spaces outside Old Vic and NT Studio
- Allows access for servicing and local residents. Opportunities to restrict loading to signed times only to reduce movement on the central section of The Cut
- One-way system allows for build-outs in key areas to improve pedestrian experience and space for businesses
- This could also work with Webber Street operating as existing or alternatively with no access onto Short Street, with Short Street allowing active travel and emergency access only

## Weaknesses:

- Requires no exit onto The Cut from Cornwall Road and Webber Street
- Sandell Street is one-way entry from Waterloo Road and has limited width, especially where it meets Cornwall Road, to allow two-way traffic
- Residents' access would require permitting and potential removal of parking spaces
- Loading and servicing access is required
- Limited turning space for Refuse Collection Vehicles (RCVs) if Hatfields is not a through route
- Access required for religious and community buildings on Short Street
- Closure of Cornwall Road could impede access for a future scenario, should a bus gate operate on Waterloo Road

# Partial Pedestrianisation
## Making The Cut One-way




## A. Moving East

**Strengths:**

- Retains key access to Waterloo Bus Garage
- Retains the current routing of service vehicles from Waterloo Road
- Increasing space for greening and public realm improvements
- Maximises potential to rebalance traffic modes
- Opportunity to reduce through traffic in combination with removal of parking on the Cut and restricting access on to Short Street

**Weaknesses:**

- N/A

## B. Moving West

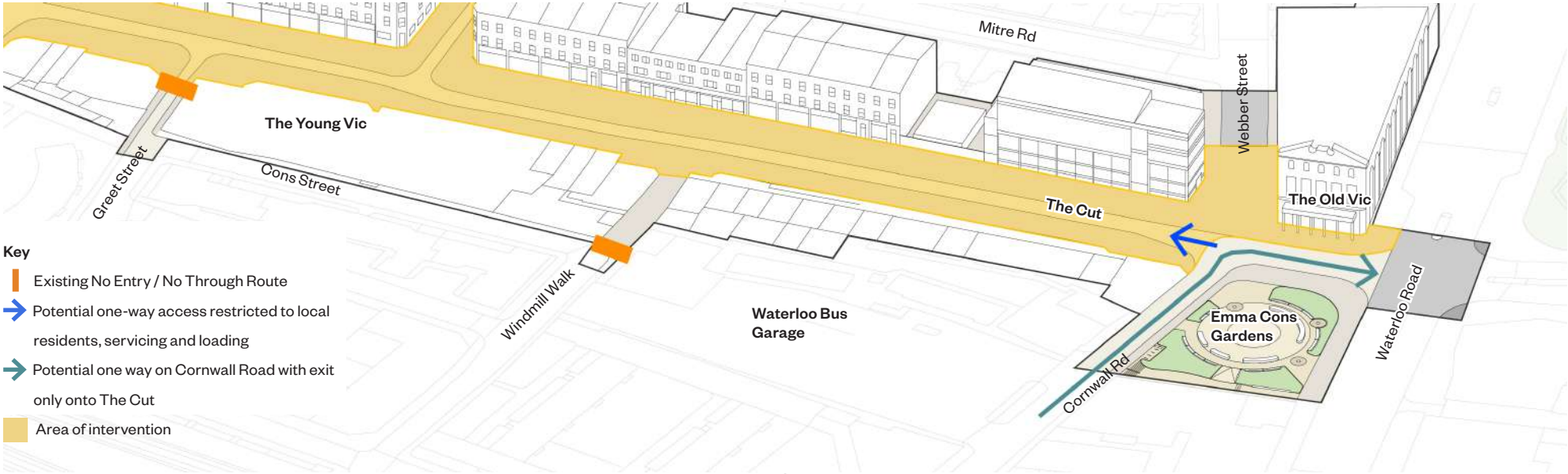
**Strengths:**

- Minimal benefits

**Weaknesses:**

- Current servicing routes are from Waterloo Road
- Increases traffic from Blackfriars Road
- Increases traffic in front of the Underground station
- Requires section from Hatfields to Blackfriars to remain two-way, reducing benefits of road realignment
- Parking retention and local access challenges

# Partial Pedestrianisation
## Making Cornwall Road one-way

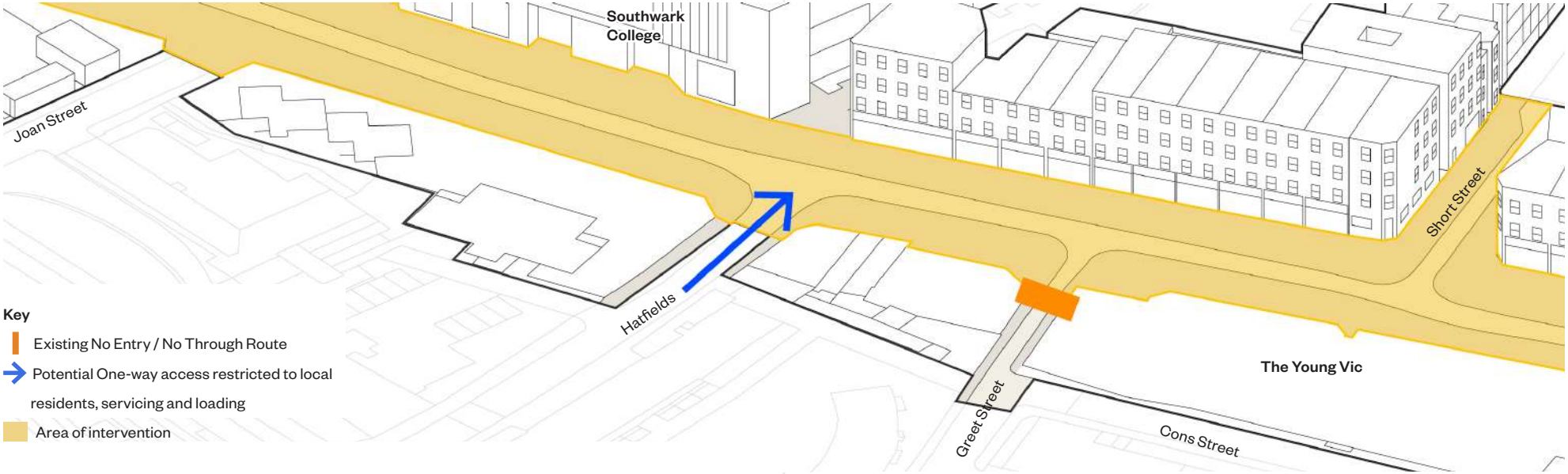



## Making Cornwall Road one-way (from Wootton Street to The Cut)

**Strengths:**
- Cornwall Road one-way from Sandell Street with left turn ban onto The Cut.
- No entry from The Cut simplifies movement at the junction with the Cut and Waterloo Road
- Allows buses to continue to exit from the Waterloo Bus Garage onto Waterloo Road via The Cut
- Helps with increasing pavement space outside of the Old Vic via narrowed carriageway
- Improves connection to Emma Cons Gardens

**Weaknesses:**
- Entry from The Cut onto Cornwall Road currently used for bus operation
- Bus Garage access needs to be retained
- Left turn ban required from Cornwall Road onto The Cut to reduce eastbound traffic
- Reduces loading access to businesses on Cornwall Road

# Partial Pedestrianisation
## Hatfields junction

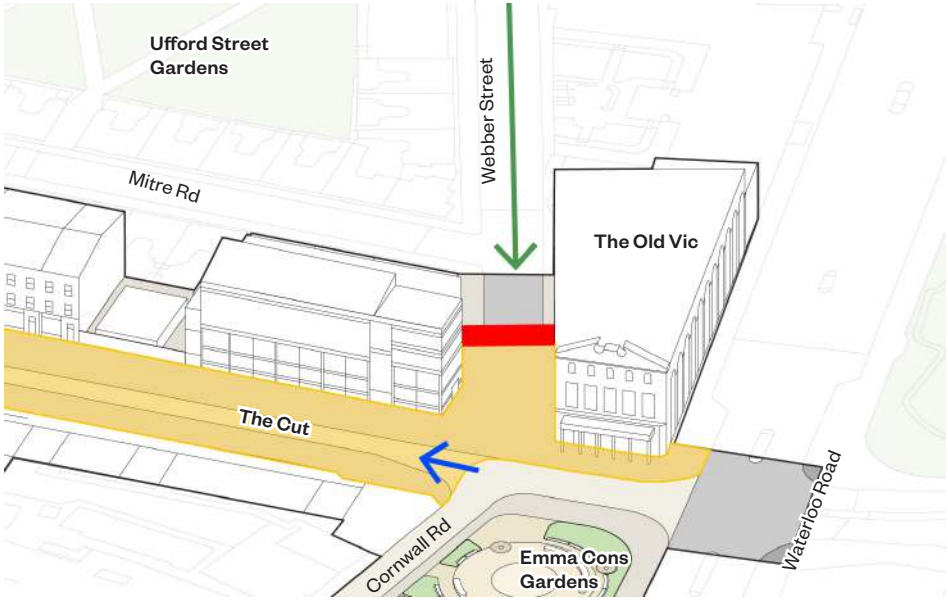



## Making Hatfields one-way (No entry from The Cut)

**Strengths:**
- Allows the eastern section of The Cut to become a one-way with exit out onto Blackfriars
- Allows servicing vehicles to serve the eastern section of The Cut without having to approach from Waterloo
- Provides additional space for pedestrians outside of outside Southwark Underground station and Southwark College

**Weaknesses**
- Currently servicing and refuse vehicles need to exit onto The Cut from Hatfields as there is limited space to turn
- This element will need to consider future servicing of the Southwark station development which is likely to be possible via Hatfields

# Partial Pedestrianisation
## Exploring Webber Street

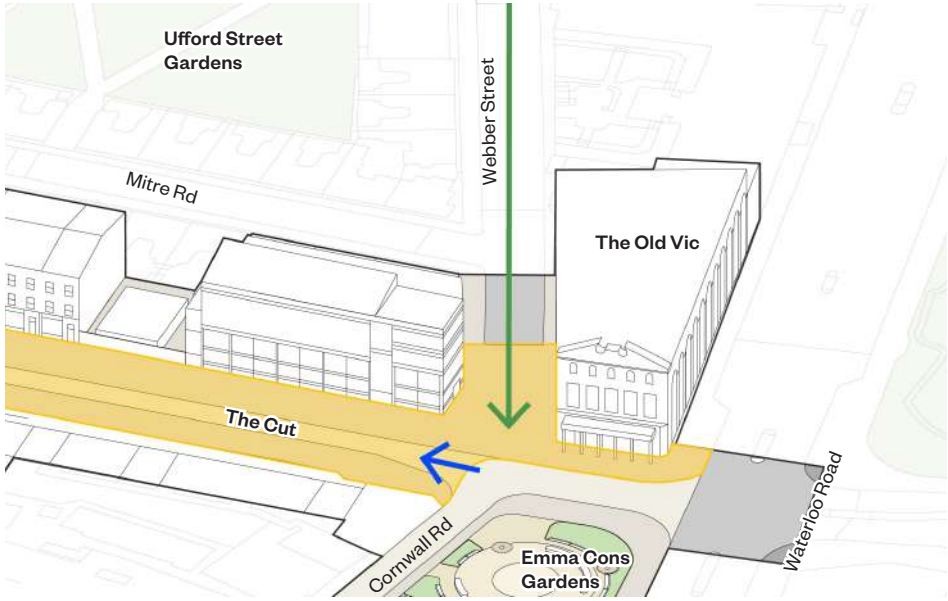



## Physically closing Webber Street

**Strengths:**
- Stops through traffic between Blackfriars Road and Baylis Road
- Improves the C10 (Cycleway 10) on Webber Street
- Creates a modal filter at the junction with The Cut
- Avoids through traffic between Blackfriars Road and The Cut
- Public realm gains outside the Old Vic
- Improves pedestrian experience and sense of arrival

**Weaknesses:**
- Would require no exit onto Waterloo Road
- Would revoke no-through route on Webber Street to the east of Ufford Road to allow vehicles from Ufford Road and Mitre Street to exit onto Blackfriars Road

**Key**
- Potential No Entry / No Through Route
- Potential one-way access restricted to local residents, servicing and loading
- Retaining one-way Webber Street



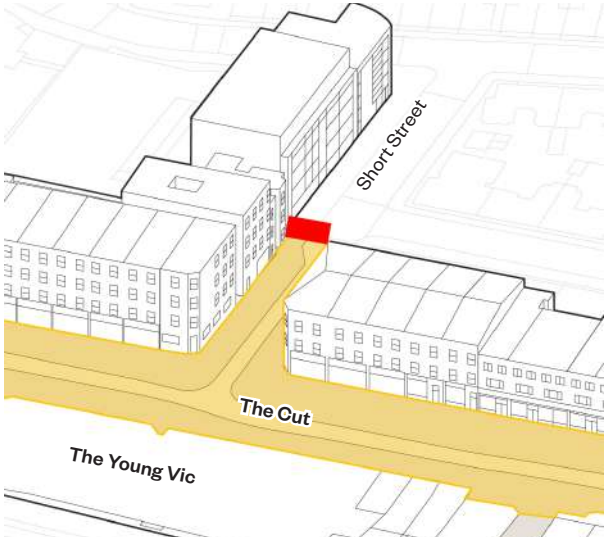

## Retaining Webber Street entrance

**Strengths:**
- Benefits from the new Webber Street Traffic Order, which reduces through traffic
- Proposals for The Cut can be delivered without the closure of Webber Street but would be enhanced by it

**Weaknesses:**
- The recent Traffic Order which creates a no-through route on Webber Street to the east of Ufford Road would need to be revoked to allow vehicles from Ufford Road and Mitre Street to exit onto Blackfriars Road
- To avoid Gray Street becoming a through-traffic route would require no exit onto Waterloo Road

# Partial Pedestrianisation
## Exploring Short Street

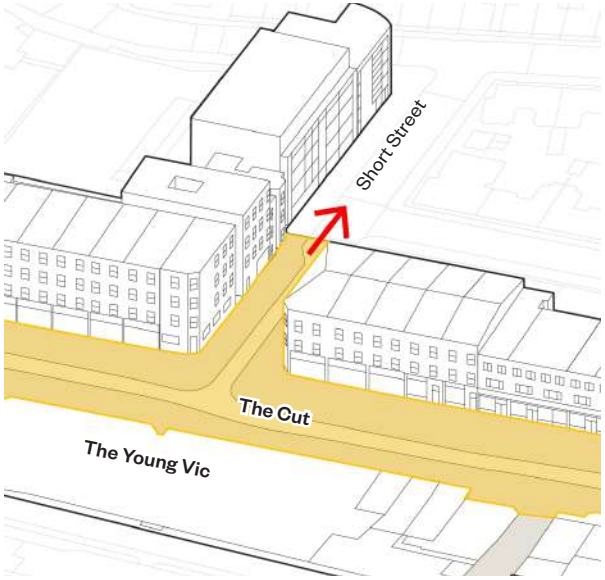
Key
- Potential No Entry / No Through Route
- Potential One-way access restricted to servicing and loading
- Potential One-way access restricted to local residents, servicing and loading




## Short Street closure

**Strengths:**
- Service vehicles and residents exit via Blackfriars
- Significant public space potential outside The Young Vic
- Supports HVM (restrict access to The Young Vic)
- Reduces through traffic through the area

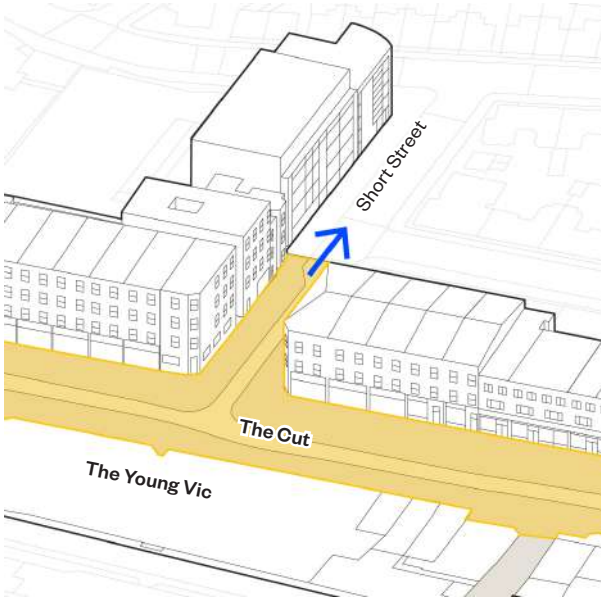
**Weaknesses:**
- Removes parking from The Cut
- Requires turning space on Short Street if stopped up
- Residential access would route via Webber Street




## Short Street service access

**Strengths:**
- Limits the central section to servicing vehicles only
- Enables public space through carriageway narrowing
- Reduces through traffic through the area

**Weaknesses:**
- Removes parking from The Cut
- Requires turning space on Short Street if stopped up
- Residential access would route via Webber Street




## Short Street residents and service access

**Strengths:**
- Restricts through traffic, retains residential access
- Retains parking on The Cut with one-way eastbound egress
- Creates space for greening and social use
- Reduces through traffic

**Weaknesses:**
- Requires a loading exemption at Cornwall Road
- Less significant reduction in through traffic
- Residential access routes via Webber Street

# Movement options
Summary

## Corridor-wide network and movement constraints

Potential changes to the movement network along The Cut corridor, including partial pedestrianisation, one-way operation and modal filtering, will require careful assessment to ensure continued access for servicing, residents, public transport and emergency vehicles.

## Technical considerations

- Assessment of one-way or restricted access arrangements along The Cut corridor
- Review of junction operations and access restrictions at Hatfields, Webber Street, Cornwall Road and Short Street
- Maintenance of servicing and loading access for businesses and institutions
- Vehicle tracking assessments for servicing and refuse vehicles
- Consideration of bus routing and operational access to the Waterloo Bus Garage
- Provision of sufficient pedestrian capacity for theatre and station-related peak flows

## Key constraints

- Servicing and loading requirements
- Bus routing and Waterloo Bus Garage access
- Refuse vehicle movements
- Resident access and parking demand
- Potential traffic displacement to surrounding streets
- Wider traffic plans for the area

# 04 Emerging Short-term Interventions

# Short-term Intervention Identification

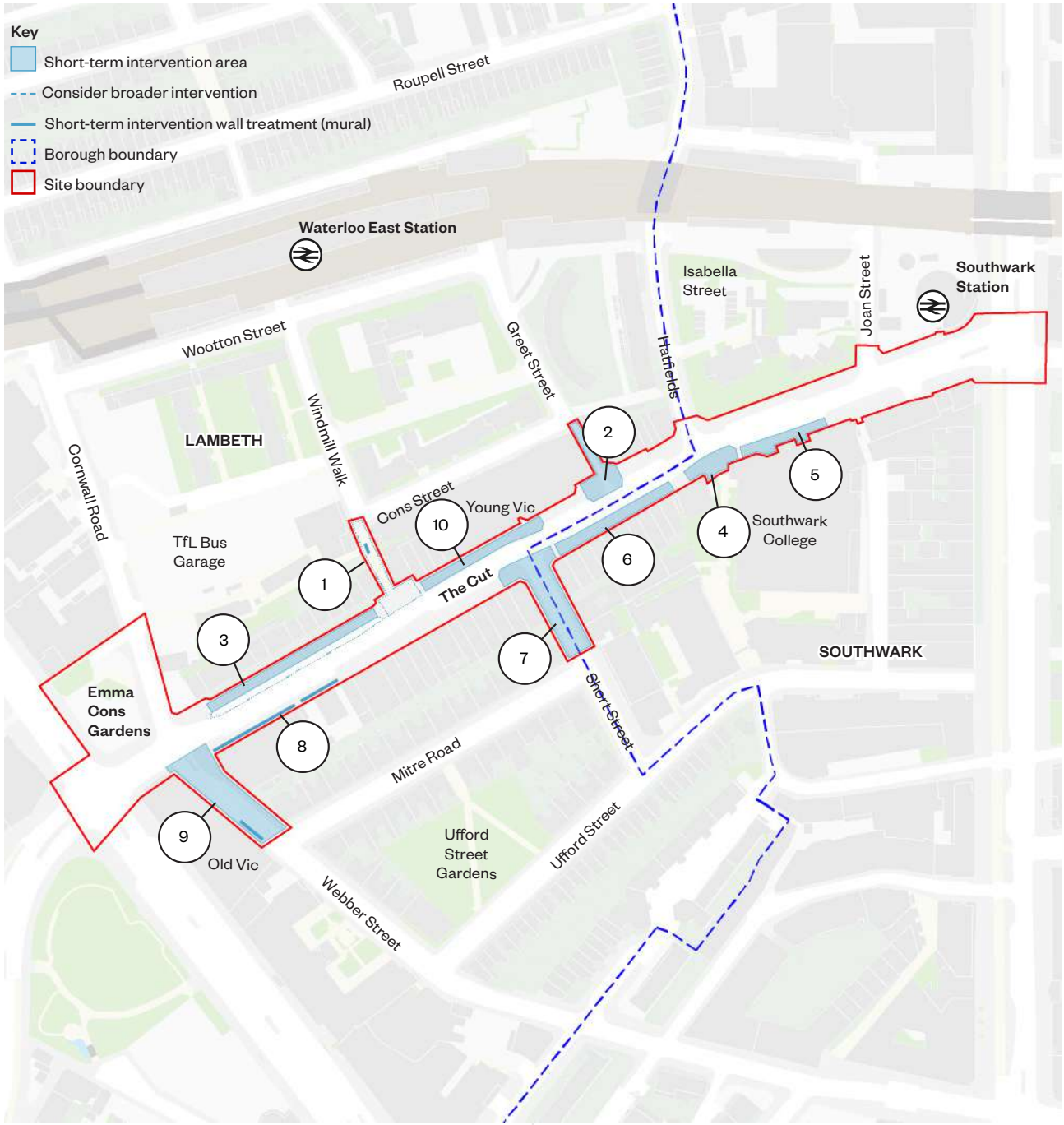
A number of short-term intervention areas have been explored. Each intervention has been informed by:

- The projects shortlisted within the We Are Waterloo BID's (BID) placemaking strategy
- Opportunities identified within the baseline appraisal (see Appendix A)
- Opportunities outlined on pages 22-24
- The key themes raised during past consultation and engagement events (see Appendix A and B)

**Short-term intervention list:**

1. Windmill Walk flank wall
2. Greet Street public realm
3. Kerbside space north of The Cut
4. Decluttering outside of Southwark College
5. Pavement space outside of Southwark College
6. Business kerbside uses
7. Short Street improvements
8. National Theatre Studio mural
9. Webber Street public space
10. The Young Vic kerbside space

*These locations and ideas are indicative only. They are subject to funding and further investigation by Lambeth and Southwark Council.*



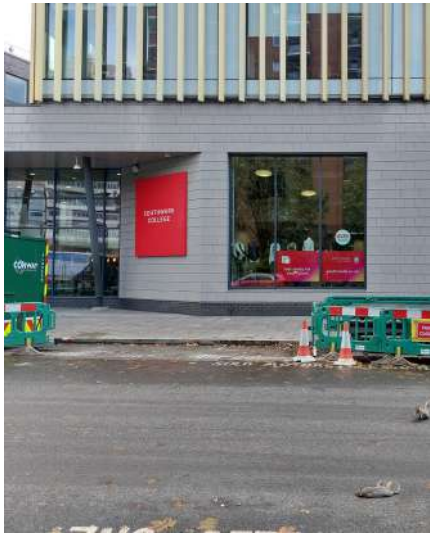
## 04. Emerging Short-term Interventions

1. Windmill Walk flank wall

2. Greet Street public realm

3. Kerbside space north of The Cut

4. Decluttering outside of Southwark College



5. Pavement space outside of Southwark College

## 04. Emerging Short-term Interventions

6. Business kerbside uses

7. Short Street improvements

8. National Theatre Studio mural

9. Webber Street public space

10. The Young Vic kerbside space

# Short-term Intervention Engagement

Engaging those who live, work and study in these spaces is the first step in evolving our ideas. In addition to an online survey shared with the general public (see Appendix C for full results), the following groups were asked about the specific areas listed:

**Residents group**

1. Windmill Walk flank wall
2. Greet Street public realm
3. Kerbside space north of The Cut

**Students**

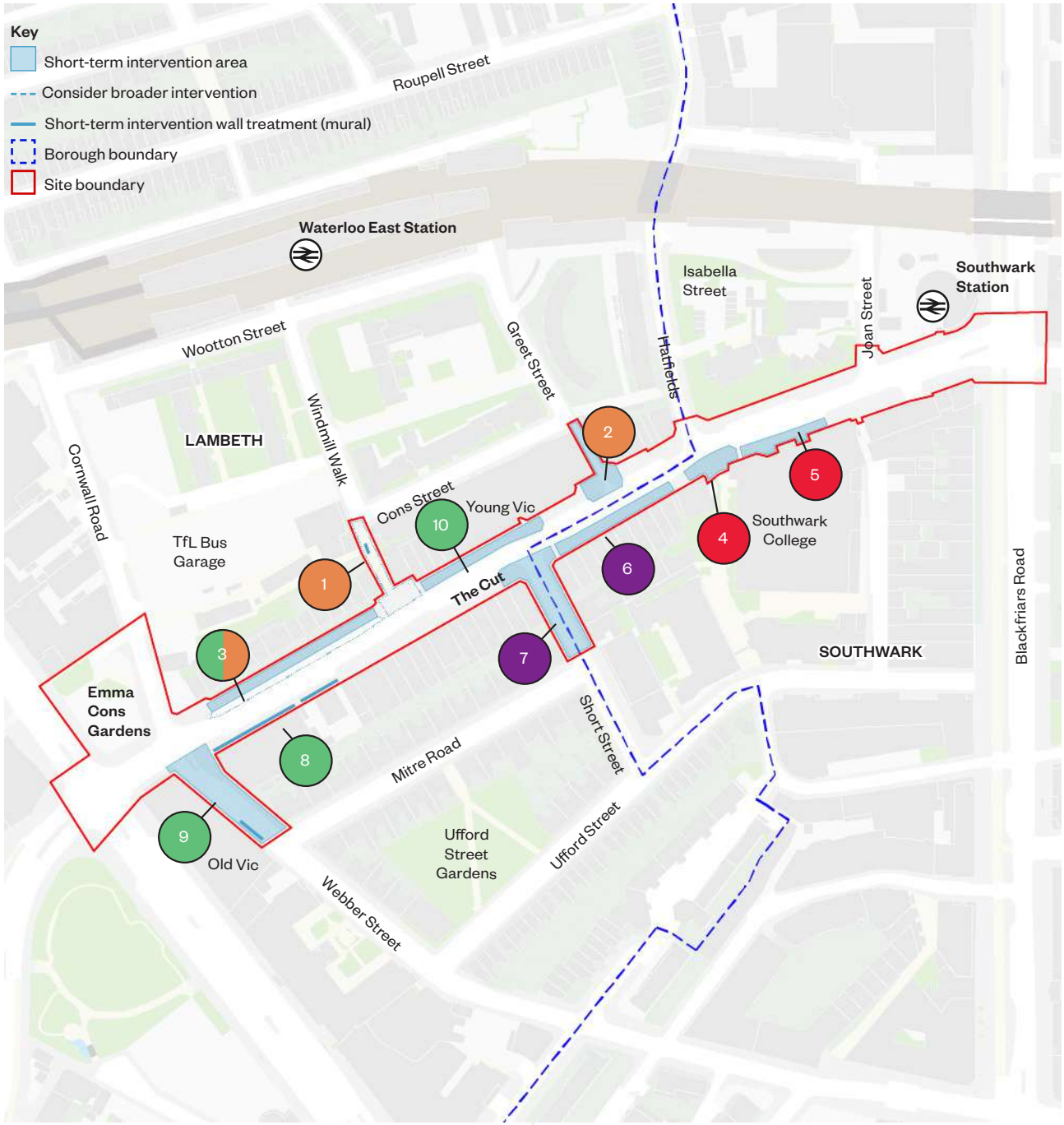
4. Decluttering outside of Southwark College
5. Pavement space outside of Southwark College

**Businesses**

6. Business kerbside uses
7. Short Street improvements

**Local institutions**

3. Kerbside space north of The Cut
8. National Theatre studio mural
9. Webber Street public space
10. The Young Vic kerbside space



# Short-term Intervention Engagement
## Workshop Aims

### Local institutions

The Young Vic, The Old Vic, and The National Theatre Studio participated in a workshop to explore mural ideas, kerbside uses and ways to improve pavement space, wayfinding and crossing provision to enhance the overall visitor experience.

We Made That

### Students

Students were asked to explore some ideas for how the pavement space outside and along the side of the college could be improved. Questions were focused on enhancing existing kerbside uses, street furniture, wayfinding and the layout of the public realm.

The Cut Visioning

### Businesses

Drop-in sessions with businesses between Southwark College and Short Street explored how improvements to the pavement could better serve them, alongside the potential value of an expanded public space offering on Short Street.

Vision and Short-term Interventions

### Residents

Workshop with local residents explored themes and aesthetics for wayfinding and flank wall treatments, the right balance of pavement space, kerbside uses (street planting, street furniture, cycle and car parking) and other movement issues relating to The Cut.

# Short-term Intervention Engagement
Key Findings

## Greening, planting and drainage

Greening is a consistent priority across all locations. Participants want trees, flowers and planters, with drainage solutions such as rain gardens to address persistent surface water and flooding issues.

We Made That

## Lighting, street furniture and decluttering

Improved and artistic lighting were widely requested, alongside calls to consolidate and declutter street furniture. Seating, accessibility and pedestrian flow are central concerns, particularly for elderly residents and students.

The Cut Visioning

## Art, colour and local identity

Participants value creative interventions, including murals, street painting and colourful installations, that reflect local character, involve communities in their creation and connect to the area's cultural identity.

Vision and Short-term Interventions

## Other findings: movement and servicing

Servicing and deliveries along The Cut create persistent conflicts between vehicles, pedestrians and cyclists. Many called for greater pedestrianisation, with some residents concerned about parking, and safety of e-bikes.

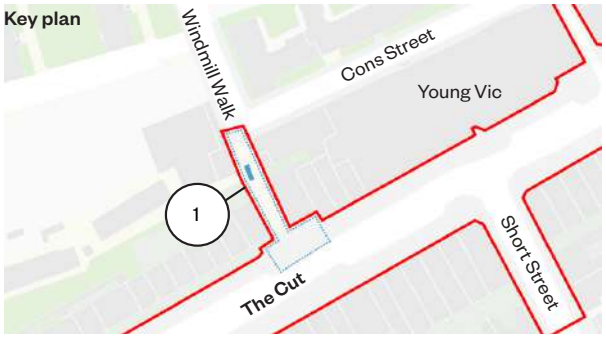
# 1. Windmill Walk Flank Wall
## Context and Conditions

### Location and context

Windmill Walk is a narrow pedestrian and cyclist only connection from The Cut, with an average clear width of 6m, before becoming a residential road connecting to Cons Street. Windmill Walk directly connects to Waterloo East station to the north.

A locally listed pub (The Windmill) stands on the east corner of the junction to the Cut, with residential housing facing onto the West edge of the site.

The Young Vic is located further north from the Cut, with Windmill Walk forming a key public access route from Waterloo East station.




- - - Consider broader intervention

— Short-term intervention wall treatment (mural)

Site boundary

### Existing site conditions

- Windmill Walk connects to The Cut along its southern edge
- Vehicle bollards define the northern boundary where the street takes on a more residential character
- The locally listed Windmill pub occupies the south-east corner, with two points of access onto the project area
- The pub has a spill-out space onto Windmill Walk, covered by a retractable canopy
- A back-of-house door along the east edge serves the pub's operational needs
- Large ventilated doors, presumed to serve a mechanical plant room, face onto Windmill Walk and will require consideration for ongoing maintenance access
- Residential windows along the west edge look directly onto the space, requiring careful consideration in any design proposals
- Surrounding buildings are predominantly brick, though their condition is compromised by weed growth and insufficient maintenance
- Large Victorian lamppost located in the centre of the street
- Lighting levels are low throughout, providing insufficient illumination after dark

The Windmill Pub and Windmill Walk

Looking down Windmill Walk

# 1. Windmill Walk Flank Wall
Recommendations

## Community voice

**There is real appetite for something uplifting here that is easy to maintain, and brings some joy to this part of the neighbourhood.**

- Retain and celebrate the existing brick character as the foundation of any design intervention
- Clear walls of weeds and graffiti to establish a well-maintained environment
- Explore opportunities for commissioned artwork or murals to animate the space
- Introduce greening through climbing plants or planters, incorporating fragrant species such as jasmine to enhance the sensory experience
- Improve lighting levels to increase safety and create a more characterful environment after dark
- Develop a clear and realistic maintenance strategy to ensure the long-term upkeep of the space

Colourful murals can animate the wall and retain the brick texture

Raised planters can enhance the sensory experience and provide greening in a cost effective manner

## Risks

### Technical considerations

- Confirmation of third-party wall ownership and permissions
- Structural assessment of the wall for mounted infrastructure (lighting, trellis systems or planting systems)
- Provision of wall-mounted greening systems (green wall, climbing planting or planters) subject to utilities constraints
- Identification of maintenance responsibilities and access requirements for wall installations

### Constraints

- Narrow pedestrian corridor
- Underground utilities and nearby substation infrastructure
- Third-party ownership and maintenance responsibilities

### Other considerations

- Potential public opposition to the intervention from residents of the block on Windmill Walk, on grounds of noise and privacy

# 2. Greet Street Public Realm
## Context and Conditions

## Location and context

Greet Street runs between The Cut and Waterloo Road, sitting between The Young Vic to the south and Costa Coffee to the north.

The focus area is the corner of pavement space at the south of Greet Street where it meets The Cut. The area currently contains bollards, streets trees and space for commercial bins, discouraging dwell time. The pavement is approximately 1.5m wide, extending to 6.2m along The Cut, with largely inactive ground-floor frontages along both sides of the street creating a corridor that feels disconnected from the energy of the surrounding area.

Short-term intervention area

Site boundary

## Existing site conditions

- The Young Vic and Costa Coffee frontages lack active ground-floor uses, reducing pedestrian activity along both elevations
- Upper façades provide limited visual interest, with the streetscape functioning as a transitional space rather than a defined public realm
- Public realm features, including bollards, street trees and bins, are inconsistently arranged, resulting in a cluttered pavement environment
- Greening is minimal throughout, and lighting provision does not meet the requirements for pedestrian comfort and safety, particularly during evening hours
- The street's proximity to Southwark, Waterloo East and Waterloo stations presents an opportunity for it to function as a key arrival route, that its current condition does not reflect
- Wayfinding provision is limited and poorly positioned relative to principal pedestrian desire lines

Greet Street junction looking north-west from The Cut

Greet Street junction looking north from The Cut

# 2. Greet Street Public Realm
Recommendations

## Community voice

**This junction has real potential as an arrival point. A decluttered, continuous pavement surface would create a more welcoming space.**

- Declutter existing street furniture to establish a cleaner, more coherent public realm
- Introduce a continuous pavement surface, aligned with the character of Lower Marsh
- Incorporate well-arranged greening to soften existing frontages, with a long-term maintenance strategy built into its management
- Introduce artistic lighting along blank frontages to improve safety and atmosphere after dark, without adding to street clutter
- Improve and reposition wayfinding in relation to nearby stations and bus stops, supporting the street's function as a key pedestrian arrival route
- Precise location of wayfinding improvements to be explored further through subsequent design work

A decluttered continuous pavement surface creates a more coherent piece of public realm

Creative wayfinding can work with existing infrastructure to support the street's function as a key arrival route

## Risks

### Technical considerations

- Utility surveys and trial holes required to determine feasibility of planting or SuDS
- Review of pavement levels and drainage infrastructure where surface water ponding occurs
- Potential introduction of SuDS features including rain gardens, permeable paving or enhanced tree pits subject to utilities constraints
- Assessment of continuous crossing treatment at the Greet Street junction
- Consideration of kerb radius reduction to improve pedestrian crossing conditions
- Potential implementation of Restricted Parking Zone (RPZ) to reduce street clutter

### Constraints

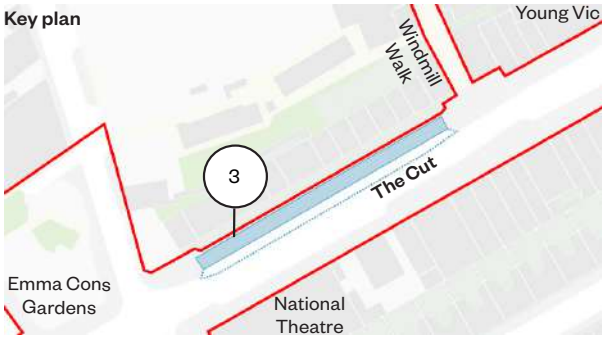
- Extensive underground utilities
- Narrow carriageway and footpath widths
- Servicing and delivery access
- Waste collection routes
- Building entrances and servicing access points

# 3. Kerbside Space north of The Cut
Context and Conditions

## Location and context

This section of The Cut's north kerbside runs between Windmill Walk and Emma Cons Gardens, with a pavement of approximately 4.7m in width.

It forms part of a busy resident, commuter, visitor, and student corridor serving pedestrians, cyclists and service vehicles. The existing pavement is uncluttered allowing for kerbside uses to be divided between resident parking and delivery provision, serving both the residential community and local businesses that rely on regular servicing along this central stretch of The Cut.




Short-term intervention area

Consider broader intervention

Site boundary

## Existing site conditions

- The north kerbside between Windmill Walk and Emma Cons Gardens is shared between resident parking, cycle parking and delivery provision
- Cycle parking infrastructure encroaches onto the pavement in places, reducing pedestrian clearance and creating conflict with pedestrian movement
- Street trees, bins and lighting are inconsistently positioned and lack coherent organisation along this stretch
- Existing loading bays are insufficient in number to accommodate delivery vehicles within the kerbside
- Parking provision along this stretch serves an accessibility function for local residents
- The pavement surface is inconsistent in quality relative to nearby Lower Marsh
- Pedestrian crossing provision is limited, with the nearest crossing located at the Waterloo Road junction
- The kerbside layout has developed incrementally, with cycle parking and planters replacing two former parking spaces, rather than as a result of a coordinated design approach
- Pavement width is sufficient to accommodate high pedestrian footfall, though consultation responses indicate the street does not fully meet the needs of the local residential community

Looking east on The Cut - parking space reallocated for cycle parking

Looking north-west on The Cut

# 3. Kerbside Space north of The Cut
Recommendations

## Community voice

**This stretch serves a mix of residents, commuters, visitors and students. Interventions should prioritise accessibility and functionality.**

- Consolidate street furniture, lighting columns and bins to create clear, unobstructed pedestrian routes
- Reposition cycle parking away from the pavement to preserve pedestrian clearance
- Introduce a continuous, high-quality pavement surface consistent with Lower Marsh
- Expand loading bay provision to reduce kerbside conflict between delivery vehicles and other users
- Retain parking provision to support accessibility
- Improve pedestrian crossing provision
- Develop proposals collaboratively with residents and nearby theatres

Decluttered pavement space with flush paving, improving accessibility

Effective balance between pedestrian priority, landscaping and parking spaces

## Risks

### Technical considerations

- Review of kerbside allocation to balance pedestrian space, servicing and parking provision
- Rationalisation of street furniture to maximise pedestrian clear width
- Review of drainage capacity and potential SuDS interventions
- Retention of accessible parking provision and relocation of permit parking
- Assessment of potential one-way traffic operation to increase available kerbside space
- Potential implementation of Restricted Parking Zone (RPZ) to reduce street clutter

### Constraints

- Underground utilities
- Servicing and delivery requirements
- Resident parking demand
- Emergency and refuse vehicle access

### Other considerations

- Potential public opposition from residents should the vehicular parking location be altered

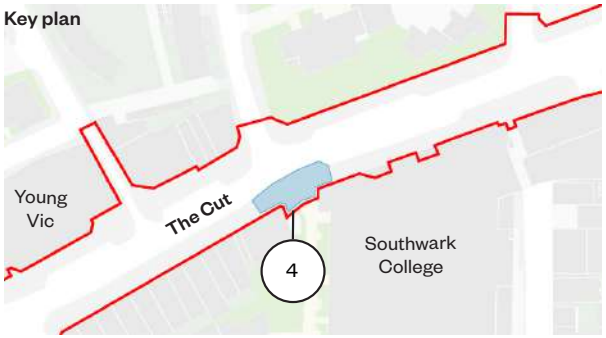
# 4. Decluttering outside of Southwark College
Context and Conditions

## Location and context

This constrained pavement area, approximately 6.8m wide, is located opposite Hatfields, at the western edge of Southwark College. The space is roughly 30m west of the College's nearest entrance and 9m east of Tas The Cut restaurant.

The area contains an array of benches, a small shelter, bike parking, an advertising plinth and a small tree. It functions as an informal gathering area for delivery drivers, as well as a gathering and transition space for college students making it a busy and well-used node despite its limited size and cluttered arrangement.

Key plan




Short-term intervention area

Site boundary

## Existing site conditions

- The space functions as a gathering and transition point for students but is poorly configured relative to its intended use
- Existing seating is in poor condition, partly due to exposure to rainfall, and is poorly positioned relative to principal pedestrian movement
- A shelter covers a small portion of one bench; the seating area attracts a moderate level of graffiti
- Cycle stands and an advertising plinth are positioned in close proximity to the seating area, creating conflict between stationary users and pedestrian through-movement
- A dip in the pavement surface results in persistent standing water, reducing accessibility and usability of the area
- Greening is limited, with a single small tree providing the only planting within the immediate space
- Lighting levels are insufficient for the safe and comfortable use of the space during evening hours
- No wayfinding provision exists to assist new students in navigating the college or the surrounding area
- The space contains no elements that reference or celebrate the local history and character of The Cut

Seating, bike parking and lighting outside Southwark College

Looking south on Boundary Row

# 4. Decluttering outside of Southwark College
Recommendations

## Community voice

Student Workshop Engagement Feedback

- Replace existing seating with a colourful, generous arrangement beneath a robust weatherproof canopy
- Relocate cycle stands closer to the college entrance to reduce pedestrian conflict
- Improve drainage, potentially through rain gardens, to resolve persistent standing water
- Introduce trees, flowers and considered lighting to bring colour and life to the frontage
- Integrate phone charging points and wayfinding within street furniture to support students
- Introduce wayfinding to support new students navigating the area
- Explore artistic floor treatments and lighting to celebrate the character of The Cut

Playful seating arrangement can incorporate public amenities

Distinctive ground treatment celebrates the character of the local area

## Risks

### Technical considerations

- Review of footpath and carriageway levels where surface water ponding occurs
- Potential drainage improvements including gully upgrades or SuDS features
- Reconfiguration of street furniture and cycle parking to maintain clear pedestrian corridors and to meet demand
- Assessment of potential tree planting or planters subject to utilities constraints
- Provision of power supply infrastructure for lighting or integrated elements where proposed

### Constraints

- High pedestrian flows associated with Southwark College
- Underground utilities
- Existing drainage constraints
- Limited available footpath space

### Other considerations

- Ensure interventions are robust, given existing security concerns around the college

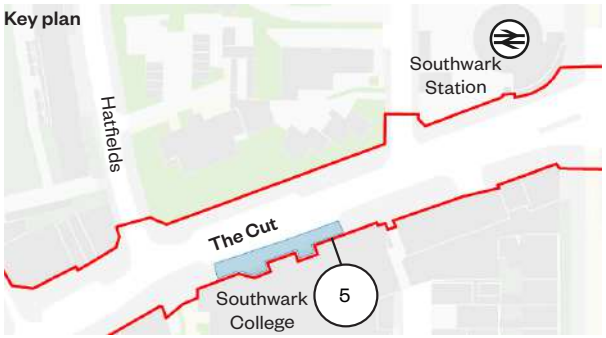
# 5. Pavement Space outside of Southwark College
Context and Conditions

## Location and context

The pavement directly outside Southwark College is approximately 4.1m wide and occupies a prominent position along The Cut. It serves as the primary arrival and departure point for students throughout the day and forms part of the main pedestrian route along this stretch of the street.

Despite its scale, proximity to Southwark Station and central role in the daily life of the college, the space currently offers very little to students, staff or passers-by with disabled parking spaces, a small bin and a bollard.

Key plan




Short-term intervention area

Site boundary

## Existing site conditions

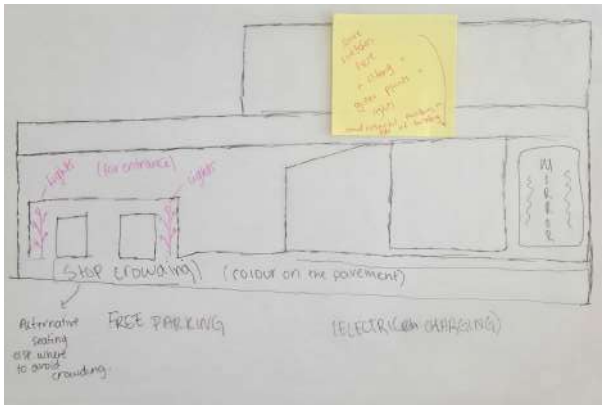
- The frontage is currently characterised by disabled parking bays, a single bin and a single bollard, with limited features that reflect the presence of a significant educational institution
- Pavement width is sufficient to accommodate high footfall and presents opportunities for public realm additions
- The absence of formal seating results in informal congregation at peak times, creating overcrowding along the frontage
- The pavement surface is uneven in places, leading to persistent standing water
- Greening is minimal, with the building facade and frontage presenting a visually monotonous streetscape
- The building's signage and logo provide a degree of identity and a sense of arrival, though additional elements of colour and animation within the surrounding public realm are limited
- The ground plane and building frontage lack creative treatment, artwork or interactive elements that might activate the space

Entrance to Southwark College

Looking towards Southwark College from The Cut

# 5. Pavement Space outside of Southwark College
Recommendations

## Community voice




Student Workshop Engagement Feedback

- Introduce generous, well-considered seating to address overcrowding at peak times and encourage dwell time
- Resolve persistent standing water through improved drainage to ensure consistent accessibility
- Introduce tree planting, planters and flowers to bring colour to a currently stark frontage
- Commission student-designed artwork and street paintings to foster a sense of ownership among daily users
- Add practical features such as phone charging points, water fountains and improved entrance lighting

Public realm incorporating SuDS drainage features to remove standing water

Public installations can promote student artwork to foster a sense of ownership

## Risks

### Technical considerations

- Investigate drainage issues; consider localised regrading, additional gullies or SuDS interventions, subject to utilities constraints
- Assess feasibility of tree planting or planters, ensuring coordination with underground utilities and sufficient soil volumes
- Review potential reallocation of inset parking bays to accommodate seating, planting or cycle parking, subject to servicing and accessibility requirements
- Ensure street furniture is located outside primary pedestrian desire lines and maintains clear pedestrian routes and comfort levels

### Constraints

- High pedestrian footfall associated with Southwark College
- Existing drainage and level constraints causing ponding
- Underground utilities limiting tree planting locations
- Existing inset parking and loading provision
- Maintenance responsibilities for new infrastructure

### Other considerations

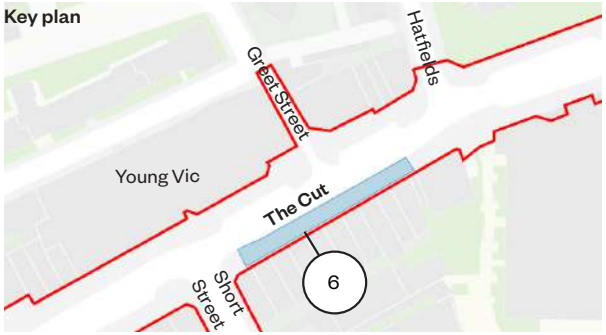
- Ensure interventions are robust, given existing security concerns around the college

# 6. Business Kerbside Uses
## Context and Conditions

## Location and context

This kerbside section of The Cut runs between Boundary Row and Short Street, fronting a concentration of ground-floor restaurants and businesses that extend their activity into the public realm through outdoor dining.

The pavement is approximately 5m wide. It forms one of the most commercially active stretches of The Cut, with a character shaped by the day-to-day operations of the retail, hospitality and service-based businesses that line it and the pedestrians who move through it.




Short-term intervention area

Site boundary

## Existing site conditions

- Several restaurants and hospitality businesses utilise the kerbside for outdoor dining, contributing to ground-floor activity along this stretch of The Cut
- Uneven surfacing at multiple points results in localised flooding, that building occupiers currently manage without adequate infrastructure
- Tree pits are inconsistently finished and prone to collecting litter and surface water
- The absence of electrical connections within the pavement requires businesses to route cables across the walking surface, creating hazards for pedestrians
- Outdoor dining areas are insufficiently separated from passing traffic, raising concerns about pedestrian and diner safety
- Planting along this stretch lacks variety, and businesses currently provide their own lighting during evening and winter trading periods
- The kerbside functions adequately for the businesses it serves, though targeted improvements would enhance its overall quality and functionality

Looking east on The Cut with puddles forming in dipped pavement

Outdoor dining for hospitality businesses along The Cut

# 6. Business Kerbside Uses
Recommendations

## Community voice

**Targeted improvements to drainage and kerbside infrastructure would better support the businesses that make this stretch thrive.**

- Address localised surface water, potentially through rain gardens or sustainable drainage, to ease the burden on business owners
- Introduce a consistent approach to tree pit surfacing to reduce litter accumulation
- Install electrical connections within the pavement to allow businesses to power outdoor heaters without routing cables across pedestrian routes
- Introduce planting or low-maintenance planters to improve separation between outdoor diners and passing traffic
- Introduce more varied planting and atmospheric lighting to add character to this well-used stretch of street

Electricity pop-up points in paving for businesses can incorporate wayfinding and public artwork

Low level planting can be used to delineate space between diners and pedestrian traffic and reduce standing water

## Risks

### Technical considerations

- Review of pavement levels and drainage in areas of surface water ponding
- Potential SuDS measures including permeable paving or enhanced tree pits
- Assessment of kerb build-outs or planter buffers to separate outdoor dining from traffic
- Assessment of integrated power supply points within the footpath to support outdoor hospitality
- Consideration of Restricted Parking Zone (RPZ) implementation

### Constraints

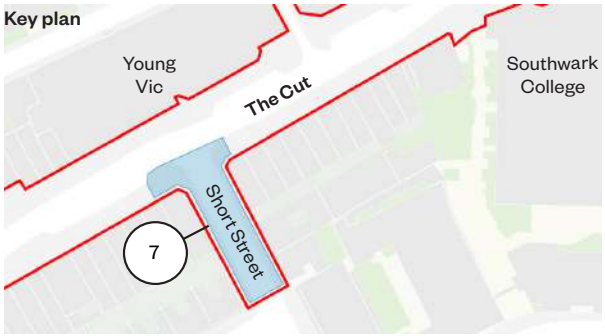
- Underground utilities
- High pedestrian footfall and outdoor dining activity
- Servicing and delivery access requirements
- Limited footpath width

# 7. Short Street Improvements
## Context and Conditions

### Location and context

Short Street is a two-way road serving as the main access and exit route between The Cut and the residential areas to the south, running adjacent to Meson Don Felipe.

With a road width of approximately 7.5m, and a pavement width of approximately 2.5m, it accommodates restaurant deliveries, resident parking and a small area of outdoor dining along one edge. It sits at a key traffic junction, particularly given that The Cut is restricted to no entry for cars and motorbikes from Meson Don Felipe eastward to Hatfields.




### Existing site conditions

- The kerbside accommodates residential parking, commercial deliveries and outdoor dining within a shared environment
- Restricted vehicle access from Meson Don Felipe eastwards to Hatfields designates Short Street as a primary HGV servicing route
- Existing road geometry and limited carriageway width result in Heavy Goods Vehicle (HGV) traffic routing through an area of high pedestrian and cyclist activity, presenting a safety concern identified by local residents and businesses
- Pavement width alongside the outdoor dining area is insufficient to provide adequate separation between pedestrians and diners
- The junction with The Cut lacks clear definition at street level, reducing legibility between the carriageway and pedestrian space

Looking north at Short Street junction from the Cut

Looking south at Short Street junction with residential areas behind

# 7. Short Street Improvements
Recommendations

## Community voice

**The small amount of outdoor dining here is a valued feature. Better separation between diners and pedestrians would improve comfort and safety.**

- Introduce planting, low planters or a raised kerb treatment to improve separation between outdoor diners and passing pedestrians
- Retain existing parking provision to meet residential needs
- Explore zebra crossing provision to improve pedestrian priority and confidence when crossing HGV routes
- Improve junction definition with The Cut at street level to increase legibility for pedestrians
- Explore opportunities to partially reclaim the street as public space, in consultation with residents and businesses as part of a longer-term conversation

Retain existing parking provision, with a step in levels to distinguish pavement from the road

Good balance of pavement for outdoor dining, pedestrians and vehicular loading bays behind

## Risks

### Technical considerations

- Review of highway layout and carriageway geometry
- Vehicle tracking assessment for servicing vehicles and deliveries
- Assessment of traffic management options, including partial closure or service-priority operation
- Consideration of raised table or zebra crossing at junction with The Cut
- Assessment of kerbside layout and parking provision, especially at the junction with the Cut

### Constraints

- Requirement to maintain servicing access
- Resident parking demand
- Narrow carriageway and footpaths
- Vehicle turning constraints

### Other considerations

- Ensure robust maintenance strategy for planters to avoid future public opposition about littering
- Cross-borough location

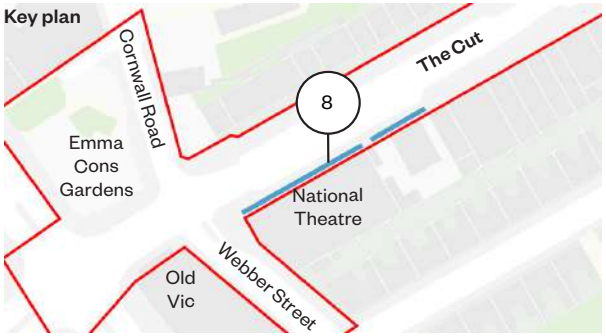
# 8. National Theatre Studio Mural
## Context and Conditions

## Location and context

The boundary wall of the National Theatre Studio presents a substantial blank elevation of approximately 30m in length, facing directly onto The Cut.

It occupies a prominent position on a culturally significant stretch of the street, between The Young Vic and Old Vic theatres, and is visible to significant volumes of pedestrian traffic. It represents one of the most prominent blank surfaces in the area.

An additional blank brick wall approximately 17m in length is also available at street level, adjacent to the National Theatre Studio building.




Short-term intervention wall treatment (mural)

Site boundary

## Existing site conditions

- The upper brick facade of the National Theatre Studio faces directly onto The Cut along a significant stretch of frontage
- The National Theatre Studio is a Grade II listed building
- The site is located between The Young Vic and the Old Vic, and in close proximity to The Vaults, within an established theatre district
- A low brick boundary wall approximately 2.5m tall runs at street level between the National Theatre Studio and the building opposite, punctuated by a gated entrance providing access to an open space beyond
- A single storey building sits behind the boundary wall, largely concealed from the street
- The brick materiality of the wall is consistent with other retaining wall structures along The Cut, including those at Windmill Walk
- The listed status of the building will require careful consideration in relation to any proposed treatment, including its response to existing materials, textures and the architectural character of surrounding façades

Brick boundary wall along the National Theatre studio

Flank wall on the south side of The Cut adjacent to National Theatre studio

# 8. National Theatre Studio Mural
Recommendations

## Community voice

**This prominent wall, at the heart of a theatre district, presents a significant opportunity for creative treatment.**

- Explore an artistic treatment for the boundary wall, developed through a co-design process involving the National Theatre, theatre-makers, the BID and neighbouring organisations
- Consider commissioning a theatre or scenic artist, with scope for a seasonal or rotating programme to refresh the work over time
- Ensure any proposal responds carefully to the building's listed status, taking its cues from existing materials, textures and surrounding architectural character
- Consider the flank wall adjacent to the National Theatre as an additional location for creative treatment

Sensitive high level mural can incorporate bold wayfinding and reinforce the local character of the area

The heritage and texture of the brick wall can be retained, with bold colours creating a distinct graphic identity

## Risks

**Technical considerations**

- Confirmation of land ownership and permissions for mural installation
- Structural assessment of the wall for mounted artwork or lighting infrastructure
- Maintenance and access arrangements for artwork installation

**Constraints**

- Third-party ownership
- Structural limitations of the wall
- Maintenance responsibilities
- Maintaining pedestrian clear width

**Other considerations**

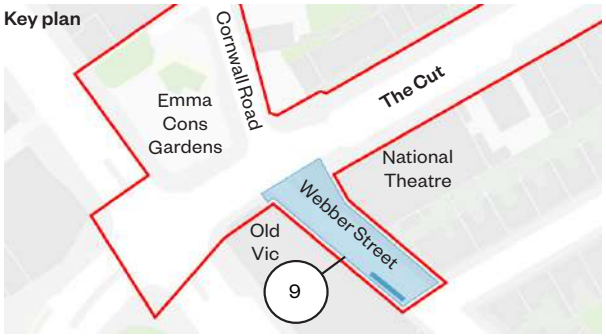
- Intervention may face public opposition from conservation groups

# 9. Webber Street Public Space
Context and Conditions

## Location and context

Webber Street runs between the National Theatre Studio and the Old Vic, providing a connection between The Cut and the wider street network to the south.

The focus area is the pavement that runs alongside the Old Vic, approximately 1.8m in width. The street currently serves primarily as a back-of-house theatre environment, accommodating smaller deliveries, cycle movement and vehicle parking that is essential for the servicing and accessibility needs of the adjacent cultural institutions. It also functions as a place where theatre-goers can collect autographs.




Short-term intervention area

Short-term intervention wall treatment (mural)

Site boundary

## Existing site conditions

- A significant proportion of the available kerbside is occupied by delivery parking, servicing vehicles and accessible parking provision
- The pavement alongside the Old Vic is insufficient in width to accommodate pedestrian volumes gathering at the stage door before and after performances
- Cycle movement is segregated at the junction of The Cut and Webber Street, but lacks adequate separation from vehicles along Webber Street, creating conflict between cyclists, vehicles, pedestrians and theatre-goers
- Surface water is a recurring issue at the Stage Door entrance to the Old Vic, with no drainage provision currently in place
- Waste storage is unresolved, with bins occupying pavement space without integration into the wider streetscape
- A substation to the south of the Stage Door entrance constrains the scope of potential public realm improvements requiring significant construction
- Pedestrian crossing provision between the north and south sides of The Cut is inadequate
- The spatial relationship between Webber Street, Emma Cons Gardens and the Waterloo Road frontage lacks coherence

Looking south on Webber Street, the raised table leading to The Stage Door entrance

Looking north on Webber Street, The Stage Door entrance on the west side of the road

# 9. Webber Street Public Space
Recommendations

## Community voice

**Widening the pavement at the stage door would make an immediate and practical difference**

- Widen the pavement adjacent to the Old Vic Stage Door, incorporating HVM bollards where feasible, to accommodate pedestrian volumes at performance times
- Address surface water through rain gardens or localised drainage, alongside integrated bin storage
- Extend cycle infrastructure along Webber Street to reduce conflict between users
- Retain kerbside provision for deliveries, servicing and accessible parking
- Explore a mural on the Webber Street wall to add character without compromising its functional role
- Improve connections to Emma Cons Gardens and the Waterloo Road frontage

Small public spaces can incorporate seating to accommodate pedestrians during performance times

Provision of safe cycling infrastructure reduces tension between vehicles and cyclists

## Risks

### Technical considerations

- Review of footpath widths to accommodate theatre-related pedestrian flows
- Assessment of carriageway reallocation to increase pedestrian space
- Potential SuDS features to address surface water issues
- Identification of integrated bin storage locations
- Assessment of cycle infrastructure connectivity with The Cut
- Review of pedestrian crossing improvements and connections to Emma Cons Gardens

### Constraints

- Narrow carriageway and footpaths
- Servicing and delivery requirements
- Underground utilities
- Event-related pedestrian crowding
- Interaction of pedestrian/cyclists/turning vehicles

### Other considerations

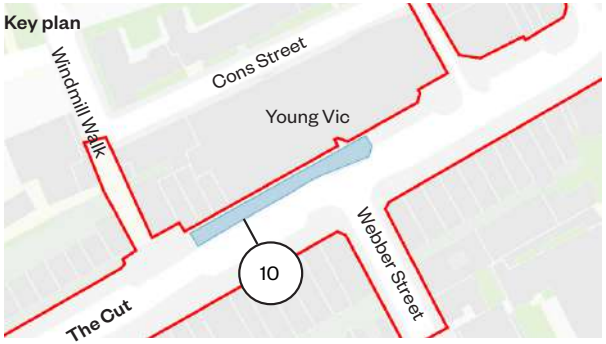
- Alterations to the road infrastructure will likely require conversations with Transport for London (TfL), which may extend project timescales and increase cost

# 10. The Young Vic Kerbside Space
## Context and Conditions

## Location and context

The pavement between The Young Vic bar entrance and the carriageway is approximately 6.2m wide, occupying a prominent position at the front of one of London's most celebrated theatres.

Temporary planters designating the outdoor bar area reduce the available pavement width considerably, creating a narrow corridor 2m wide. This reduces to 1m between the planters and a poorly positioned bin. Bollards clutter this section further, whilst mud collecting at the base of the planters and within a pavement dip compounds the challenge, making this a difficult route for all pedestrians to navigate.




## Existing site conditions

- The pavement fronting The Young Vic bar and main entrance is insufficient in width, presenting challenges for users with accessibility needs
- Outdoor bar furniture, a poorly positioned bin and bollards collectively reduce usable pavement width, limiting pedestrian movement to a narrow corridor
- The carriageway and pavement are level at the main entrance, removing physical distinction between road and footpath and presenting a safety concern at peak times
- Drainage is inadequate, with mud and standing water collecting beneath temporary planters
- Street furniture and lighting lack consistency, with lampposts in poor condition
- Wider pavement capacity for queue management is undermined by cluttered conditions immediately outside the bar and main entrance

Looking east on the pavement in front of The Young Vic

# 10. The Young Vic Kerbside Space
Recommendations

## Community voice

**Outdoor furniture, a misplaced bin and bollards create pinch points, making navigation difficult for elderly and disabled residents**

- Relocating or removing the bin is an immediate, low-cost first step
- Drainage beneath temporary planters requires attention to resolve persistent mud and standing water
- The level junction at the main entrance needs a coordinated response combining kerbside definition, Hostile Vehicle Mitigation (HVM) and flood resilience
- HVM measures and bollard design should align with Webber Street proposals
- Repainting lampposts, currently in poor condition, and unifying street furniture and lighting would strengthen visual connections with The Cut

Unifying street furniture with the improvements across The Cut can strengthen visual connections with the wider area

Interventions to existing infrastructure such as lampposts should also tie in to the wider visual strategy

## Risks

### Technical considerations

- Review of kerb-line and footpath configuration outside the theatre entrance
- Removal or relocation of street furniture causing footpath pinch points
- Assessment of kerb definition or level changes where carriageway and footpath are flush
- Review of Hostile Vehicle Mitigation (HVM) placement and integration with public realm works
- Assessment of drainage performance around planters

### Constraints

- High pedestrian volumes during theatre events
- Limited footpath width
- Existing drainage issues
- Potential HVM requirements
- Loading and servicing
- Underground utilities

# Recommendations
Summary

## Prioritisation and Delivery

This work has identified several short-term opportunities to continue the momentum of change towards a more positive environment on The Cut.

Based on community feedback, there is strong potential for 'quick wins' at Site 10 (The Young Vic kerbside space), which could be implemented swiftly. Beyond that, Sites 4 and 5 by Southwark College also demonstrate strong potential for early action.

Several of these interventions have related recommendations, such as commissioning of more detailed utilities surveys. Lambeth and Southwark should consider continuing to work together to, for example, commission a comprehensive set of GPR surveys, rather than take a 'one-by-one' approach. Similarly, projects such as Site 1 and Site 8 (Windmill Walk and the National Theatre Studio Mural) both include potential for artists' involvement and could be considered for joint commissioning, and many sites show potential for SuDS. Considering the interrelated nature of the interventions, a 'packages' approach may be considered - as follows:

**Murals and Artwork**

- Site 1 and Site 8

**Public Realm Requiring Transport Input**

- Site 7 and Site 9

**Public Realm with a focus on SuDS and Street Furniture**

- Site 2, Site 3, Site 4, Site 5, Site 6 and Site 10

Across all proposals, there is substantial community interest in continued involvement, and proposals should continue to invite local influence and feedback as they develop.

## Other opportunities

Through engagement workshops undertaken in early 2026, it is clear that community appetite for change exceeds the identified short-term opportunities. Many attendees expressed desires to see 'bigger' and more transformational changes that would address issues such as servicing and overall vehicular movement. These opportunities have been explored through the Vision development process, but require further definition and secured funding in order to be deliverable.

On that basis, whilst the short-term interventions may bring positive benefits, the councils and other stakeholders should continue to pursue the wider Vision proposals set out in this document.

The next steps towards change should continue to work with local groups, amongst whom there are high levels of interest, in order to develop proposals at all scales.

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