

SOUTH BANK

SPINE ROUTE TRIAL FAQ

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Lambeth

WHAT IS THE SPINE ROUTE MASTER PLAN?

The South Bank Spine Route Masterplan sets out preliminary designs to enhance the network of streets around Jubilee Gardens, the South Bank Centre, the National Theatre, and Bernie Spain Gardens.

This £8 million investment will support the economic recovery of Waterloo and the South Bank following the COVID-19 pandemic, reflecting this area's status as a thriving cultural and business centre in London.

The ultimate purpose of the Masterplan is to:

Create a Healthy Route that prioritises pedestrian and cycle movement, enlivens the public realm and makes it a safe and inclusive place for visitors and residents, and a worthy setting for its famous cultural institutions.

Re-imagine and improve the South Bank Spine Route in a way that is practical, inclusive, contextual, inspiring and more sustainable.

HOW WILL THE MASTERPLAN IMPROVE LOCAL STREETS?

The Masterplan will improve local pedestrian routes by making them safer and more accessible, and in some cases by pedestrianizing them. It will reduce overall vehicle traffic and limit through traffic options for vehicles, making the area compliant with our Healthy Route criteria. Converting these streets into a 'Healthy Route' is in alignment with the Lambeth Transport Strategy and our goals to reduce road danger and make it easier to walk and cycle.

The Masterplan creates the opportunity to connect the streets to surrounding green infrastructure and create a new green corridor by providing green planting and trees along key sections and improving local pedestrian and cyclist routes.

WHAT AREA DOES THE MASTERPLAN COVER?

The Spine Route, highlighted in red below, covers the area between Jubilee Gardens, home to the London Eye, and Bernie Spain Gardens adjacent to the Oxo Tower. The roads involved include Belvedere Road/Chicheley Street, Concert Hall Approach, Upper Ground and adjacent connections at Bernie Spain gardens.



WHAT ARE THE DIFFERENT PHASES OF THE MASTERPLAN?

Construction across the route will be phased. The first phase of works was delivered in Spring 2022 around Belvedere Road and Chicheley Street. The next phase will be implementing the traffic restrictions required to achieve our Healthy Route Criteria. Phase 3 will be the pedestrianisation and transformation of Concert Hall Approach and Belvedere Road, starting in early 2024. Following phases will continue through to Upper Ground and to Bernie Spain Gardens.

HOW ARE LOCAL INSTITUTIONS SUPPORTED DURING THE PROJECT?

Local institutions have been involved throughout the Master Planning process, including the creation of the final Spine Route Masterplan as well as shaping the traffic restrictions. The monitoring and evaluation of the scheme will be done in conjunction with local partners as well.

Lambeth Council has created several visualisation maps and descriptions to help guide local visitors and supply chains. These maps are specific for each local institution. They can be downloaded online and have been distributed to the relevant local institution as well.

WHAT IS A HEALTHY ROUTE?

A Healthy Route:

- Prioritises streets in favour of walking, wheeling and cycling, making it easier, safer and more accessible to travel via these modes.
- Links people with places they need to get to, such as local cultural venues, workplaces, amenities and destinations.
- Could be a residential street or a main road or a combination of both.
- Is a route where motor traffic levels are low, with minimised risk from vehicle turning manoeuvres and where the number of larger vehicles is low.

WHY ARE HEALTHY ROUTES IMPORTANT?

Lambeth's proposed Healthy Route Network is a key element of our Transport Strategy. Delivering the network will help us achieve our core objectives to prioritise the most efficient, healthy, accessible and environmentally friendly modes of travel – walking and cycling – as well as creating more 'liveable' places for everyone.

The South Bank Spine Route Masterplan is the result of extensive engagement with stakeholders and the wider community, as well as evidence we have gathered about the most significant places for walking and cycling trips, now and in the future. To encourage more sustainable travel in the Waterloo and South Bank area, we want to make it easier and safer to walk and cycle to the riverside, local cultural institutions and commercial venues.

WHAT CHANGES ARE BEING TRIALLED FOR THE HEALTHY ROUTE? WHERE WILL THEY BE?

We will trial two new sets of traffic restrictions. The first set will be on Upper Ground just east of the entrance to the National Theatre parking garage, restricting access to eastbound traffic along Upper Ground. Also, there will be a second traffic filter on Belvedere Road under Waterloo Bridge, restricting westbound traffic. Access to the National Theatre car park entrance and Theatre Avenue is retained from both directions. Egress from this location will be via the up ramp.

The second set of traffic restrictions are located on Upper Ground between Duchy Street and Broadwall (around Bernie Spain Gardens). Here a one-way section (eastbound only) will be implemented, allowing for contraflow cycling.

The goal of these traffic filters is to minimise unnecessary vehicle movements and reduce traffic flow. They also limit how long a vehicle can travel along the Spine Route, removing options for through traffic. This improves cyclist and pedestrian comfort on Belvedere Road and Upper Ground, helping to make cycling and walking in this area safer and more appealing.



WHY ARE THE MEASURES INSTALLED AS A TRIAL?

The measures will be introduced using experimental traffic orders (ETO), which are used to make improvements to streets and infrastructure. These traffic orders allow the council to trial the new designs and respond to feedback from the local community and visitors to the area when it is operational. The suggestions from the public and local institutions will be used to make the decision whether or not to make the scheme permanent.

WHAT IS THE DIFFERENCE BETWEEN TRIAL AND PERMANENT SCHEMES?

Experimental traffic orders (ETO) allow for road layouts to be trialled for up to 18 months so that residents can see how the changes work in practice and share their feedback. Representations are collected during the first six months following the date of the ETO and will be used to inform the decision-making process for the permanent scheme.

WHAT IS A TRAFFIC FILTER?

A traffic filter is a traffic management measure that can stop vehicles from passing through but allows pedestrians, cyclists and exempted modes (i.e. buses) through.

HOW DO TRAFFIC FILTERS WORK?

Filters are enforced by 24hour Automatic Number Plate Recognition (ANPR) cameras. These work by issuing a Penalty Charge Notice (PCN) to motor vehicles that pass the filter (except emergency, waste, and vehicles with registered dispensation). Cameras are used, instead of physical barriers, so that emergency vehicle response times are unaffected.

WHO IS ALLOWED TO DRIVE THROUGH THE TRAFFIC FILTERS AND WHO CAN APPLY FOR DISPENSATION?

The following can automatically drive through traffic filters without incurring a Penalty:

- Emergency Services
- Buses and pedal cycles
- Rapid response healthcare providers
- Category 1 Responders under the Civil Contingencies Act 2004
- Refuse collection vehicles

Both individual Blue Badge holders and organisations who qualify for a Blue Badge (such as SEN transport providers) can apply for the dispensation. Details of Lambeth's dispensation policy can be found here: <https://www.lambeth.gov.uk/parking/parking-permits/low-traffic-neighbourhood-ltn-dispensation-frequently-asked-questions>

WHAT DOES THE "NO MOTOR VEHICLES" SIGN MEAN?



The No Motor Vehicles sign indicates no motorised vehicles can go through a filter point.



ARE YOU MAKING A SEGREGATED CYCLE PATH ALONG THIS ROUTE?

A combination of the narrow road width, the need to still provide access to local institutions, and limitations around the two bridges make a continuous segregated cycle route not possible. It is therefore necessary to reduce traffic flow and minimise road danger risk from vehicles to effectively implement the Healthy Route.

One section of the route allows for segregation of cyclists. We will be introducing a new one-way system at the eastern end of Upper Ground, spanning from Duchy Street to Broadwall. This section will be one way (eastbound only) for motorists, with a contraflow lane for cyclists (where cyclists are allowed to ride in both directions).

We are also increasing cycle safety along the up ramp east of Waterloo Bridge. Here we will be removing the coach parking which will improve road safety for contraflow cycling on the up ramp, as it eliminates conflicts between parked vehicles and large trucks using the same road space.

ARE ALL LOCAL DESTINATIONS STILL ACCESSIBLE BY VEHICLE?

All local destinations are still accessible by vehicle, including personal vehicles and delivery vehicles. The routes to local destinations might need to change as a result of the traffic restrictions.

Certain destinations are still accessible from both the east and the west. These destinations are for example the National Theatre Car Park for personal vehicles, and the National Theatre Service Yard and Theatre Avenue for deliveries.

ARE ALL LOCAL DESTINATIONS STILL ACCESSIBLE BY TAXI/PHV (PRIVATE HIRE VEHICLE)?

Direct access to all properties along Belvedere Road and Upper Ground will be maintained, but what may be affected is which route you will need to take to your property or business.

It is advised that pickups/drop-offs at the Royal Festival Hall/Hayward Gallery either use Chicheley Street to enter and the up ramp, or the down ramp to enter and Chicheley Street to exit the area. These routes work as well for County Hall, the London Eye or South Bank Place.

For pickups/drop-offs to the National Theatre, it is advised for taxis/PHV's to enter the area via Cornwall Road and exit the area via the up ramp. This route is also applicable for the BFI. Destinations such as Gabriel's Wharf can be reached via entering via Cornwall Road and exiting via Broadwall.

HOW CAN I ACCESS LOCAL CAR PARKS?

We have put together a series of maps showing entry and exit paths from the local car parks in the area. If you have received this FAQ booklet as part of an information package, you will find the maps most relevant to you in that package. You can also find all the maps online.

In terms of local public car parks:

- The National Theatre car park can be accessed from both the east (Upper Ground) and the west (Belvedere Road). Cars exiting the car park can proceed in both directions as well.
- The Doon Street car park can be accessed from Cornwall Road. Cars exiting the car park can proceed in both an east and west direction
- The Cornwall Road car park can be accessed from Cornwall Road. Cars exiting the car park can proceed back to Stamford Street or further along the Spine Route

WILL I STILL BE ABLE TO GET MY DELIVERIES?

Direct access to all properties along Belvedere Road, Upper Ground and local streets will be maintained but what may be affected is which route you and any associated deliveries will need to take to your property or business. Visualisation maps per location have been created and can be found online.

HOW IS THE SCHEME EVALUATED?

We will be monitoring the scheme in the following ways:

- Collecting traffic counts to measure changes in vehicle and cycling flows.
- Assessing the route against the Healthy Route Criteria
- Looking at local collisions to assess road danger
- Liaising with Emergency Services to monitor their response times
- Collecting ongoing qualitative feedback from the general public and local partners

HOW CAN PEOPLE HAVE THEIR SAY?

Before deciding on whether to make the scheme permanent or not, Lambeth will organise a public survey to get local views and feedback. Periodic meetings with local partners as part of the Spine Route Masterplan will be organised as well.

For immediate feedback and ongoing issues, local businesses and residents can email a dedicated email address:

Southbankspineroute@lambeth.gov.uk

HELPFUL LINKS

South Bank Spine Route Masterplan:

<https://www.lambeth.gov.uk/housing/regeneration-projects/south-bank-spine-route>

Lambeth Transport Strategy:

<https://www.lambeth.gov.uk/transport-strategy>

Healthy Route Network:

<https://www.lambeth.gov.uk/transport-strategy-implementation-plan/topic-areas/healthy-routes-plan-appendix>

Online FAQ and car park guide:

<https://waterloo.commonplace.is/edit/proposals/spine-route-at-waterloo-bridge>

Lambeth Now:

<https://lambethnow.co.uk/>