

Eastern park entrance

The eastern end of the park will be a gateway entrance for pedestrians arriving from Vauxhall. It will be similar in scale to the arrival space to More London from Tooley Street and will be transitional in character from the busy Vauxhall gyratory to the quieter, greener park space.

A key element of the journey between the eastern end of the park and Vauxhall is the delivery of a choice of alternative routes, one via the pedestrian crossings at the junction where Wandsworth Road meets Nine Elms Lane and Parry Street, and a second across Wandsworth Road and through a quieter, more landscaped space on the CLS site. Both routes are of equal importance in terms of offering a choice of routes and making the connection between the linear park and Vauxhall and continuing the idea of the linear park across the gyratory and north towards Archbishops Park. This is illustrated in figure 7.22. Whilst the entrance to the linear park would not be directly visible from Vauxhall station, there would be a clear route west that would be marked by the taller buildings of the Vauxhall cluster.

In views from the linear park towards the station, whilst the station entrance may not be directly visible, a clear succession of park and street spaces would lead back to the station as shown in fig 7.23. The CLS site would provide an alternative that contains ground floor retail and cafe uses and shelter from the gyratory environment. These two routes are seen as being complimentary rather than mutually exclusive and together would provide a strong pedestrian link across a very busy road network.



More London



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Figure 7.21 Eastern park entrance

The gyratory crossings



- Gyratory crossing
- River crossing

Figure 7.22 Nine Elms

Centre of the park

The main section of the new linear park will start in the west at the corner of Nine Elms Lane and the main Covent Garden Market access road, continuing through to the Market Towers site in the east. It will be a predominantly green space, comprising lawned areas, recreational spaces, trees, planting and water features. It should read and be understood as a park. Where it intersects with the new US Embassy, an Embassy Square will be created, which will perform a more civic function for visitors arriving at the Embassy. This should, however, be secondary to the primary recreational function of the park, and should maintain a predominantly green and informal character.

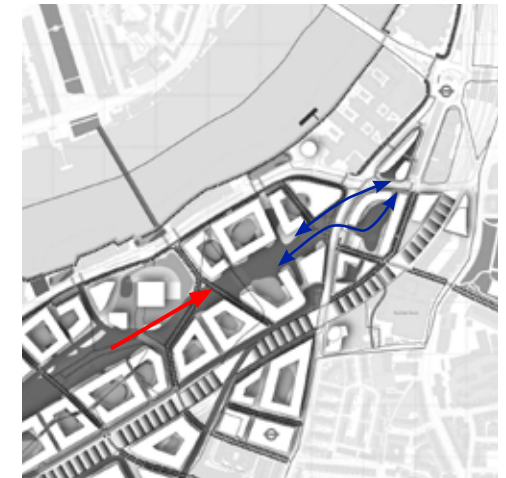
The VNEB public realm working group has considered options for the management and maintenance of the linear park. The preferred option is for ownership of the park to be retained by the developers, with public access in perpetuity, with a special purpose vehicle having responsibility for management and maintenance of the park in the long term.



Proposal for linear park source: Ballymore & Camlins



Proposal for US Embassy source: Ballymore & Camlins



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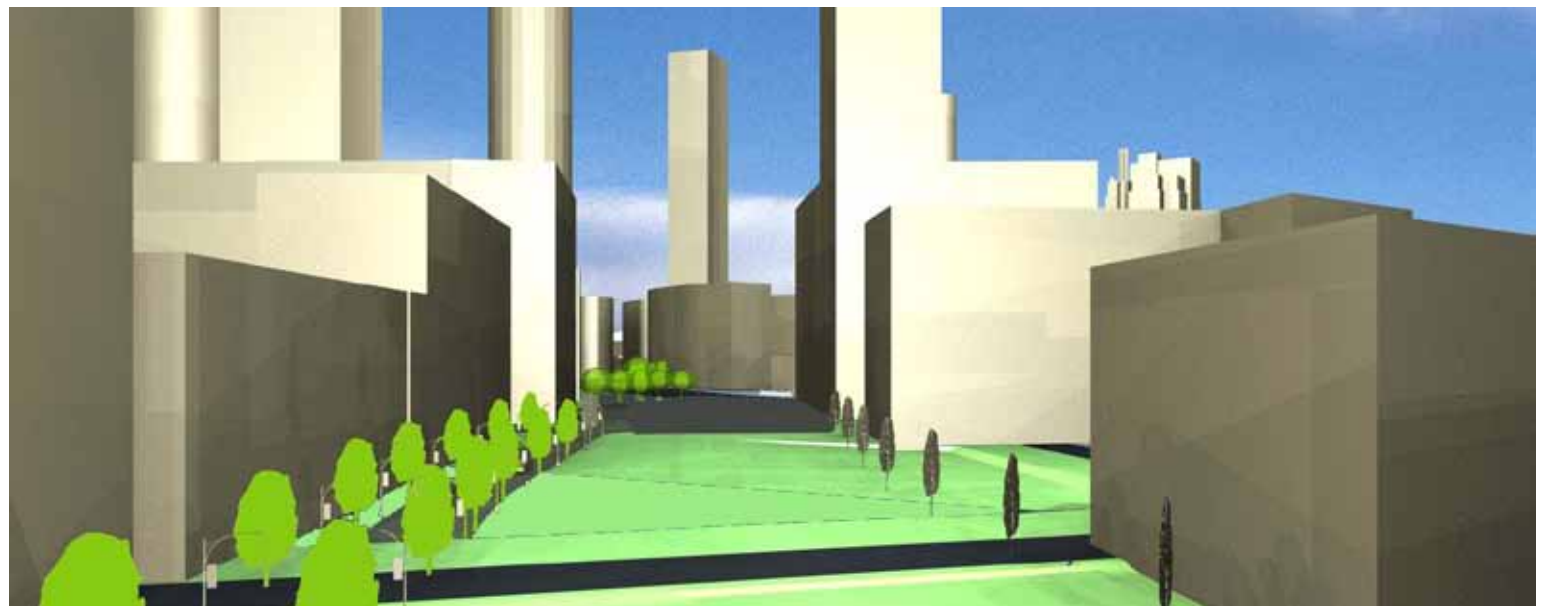


Figure 7.23 View eastwards from linear park towards Vauxhall station

Centre of Linear Park

4 Road environment improvements

The transformation of land-use in the OA will require a substantial change in the character and appearance of Nine Elms Lane, Vauxhall Gyratory and Albert Embankment, which form a strategic traffic function within the city and provide local service access to existing businesses in the area. Whilst the strategic function of this route will be maintained, its character will change.

TfL commissioned a Public Realm and Highways Modelling Study (PRHMS) to identify integrated public realm and highways options to improve conditions for pedestrians and cyclists whilst also smoothing traffic flow within the three main study areas of Nine Elms, Vauxhall and Albert Embankment.

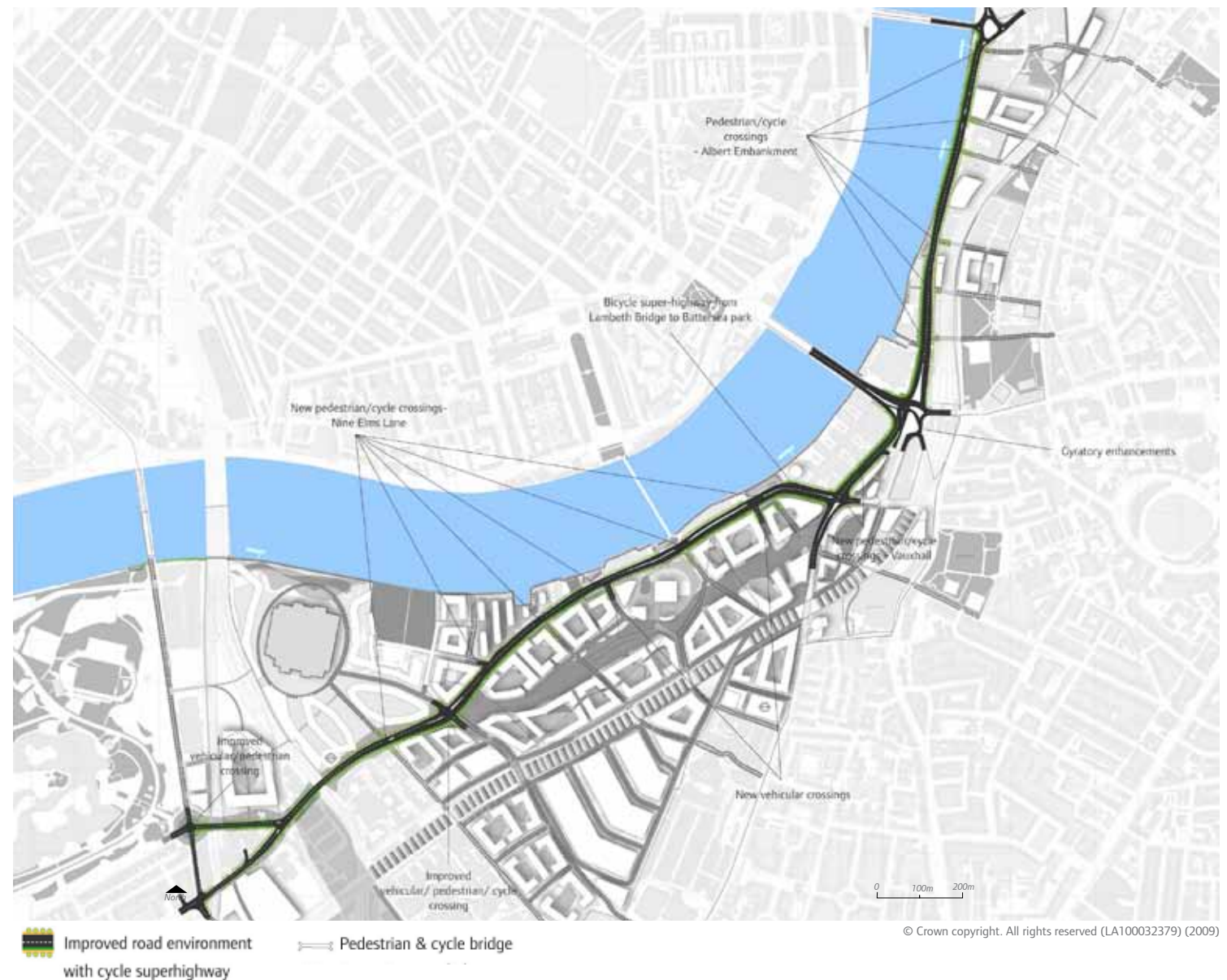


Figure 7.24 Illustration of the road

Nine Elms Lane

Nine Elms Lane will continue to be the main route through the western part of the opportunity area between Battersea and Vauxhall. It will need to provide local access to a new residential neighbourhood to the southeast, facilitate pedestrian links between the linear park and the river, and accommodate, with better connections required to the river and for increased bus, pedestrian and cycle trips throughout the area.

It is proposed that landowners with sites adjoining Nine Elms Lane will develop their sites with active frontages and contribute to public realm improvements that deliver the following objectives:

- Create an urban boulevard that accommodates pedestrians, cyclists and vehicles in a balanced way
- Provide wide and well designed pavements that include tree planting
- Improve the river walk and connections to it
- Provide active ground uses that open out to the street and activate its edges
- Street trees should be larger growing sustainable trees such as London Planes
- Improve bus and cycle routes
- Provide pedestrian and cycle crossings at regular intervals along desire lines to the riverside
- Rationalise and minimise accesses to new developments
- Maintain traffic capacity



Figure 7.25 Nine Elms Lane

Vauxhall Gyratory

The Vauxhall Gyratory is characterised by wide carriageways, long distances between crossings and a high volume and speed of traffic. This provides a hostile, unattractive environment for pedestrians and cyclists, with narrow pavements in places, complex junctions and multiple staggered crossings. Development of the OA will result in increased pedestrian footfall, particularly between Vauxhall transport interchange and the new development at Nine Elms, supporting the functioning of this location as one of the two VNEB growth poles. The gyratory should be improved in line with the following objectives:

- Improve accessibility to/from surrounding areas especially the Nine Elms area with clear, convenient and attractive routes fully integrated into the public realm
- Reduce the impact of road space while maintaining efficient traffic flows (including additional development traffic) and bus operation in 2012
- Improve conditions for cyclists
- Improve modal interchange with a consideration of 2026 additional population
- Create an attractive, accessible and safe pedestrian environment with a new public square as a focal point to encourage modal shift towards more sustainable forms of transport such as walking and cycling
- Explore two-way working of the road network in the longer term

Since the draft OAPF was published, a significant amount of further investigation and option development has focused on the Vauxhall Cross area. The Public Realm and Highways Modelling Study (2010) recommended an incremental approach to improving the area for pedestrians, cyclists, public transport users and vehicles. Figure 7.26 illustrates indicatively what could be

achieved in the longer term through potential narrowing of the carriageway, tightening of key junctions, widening footways, improving pedestrian crossing points, maximising public realm and improving the quality of the environment. All of the identified interventions are subject to further feasibility, design development and approvals to ensure that benefits and impacts associated with

change are balanced and enable the smooth flow of pedestrians, cyclists, public transport users and traffic into and through the Vauxhall area.

Work will continue with the local authorities and local community to identify and deliver improvements to the area in line with development progress throughout the OA.

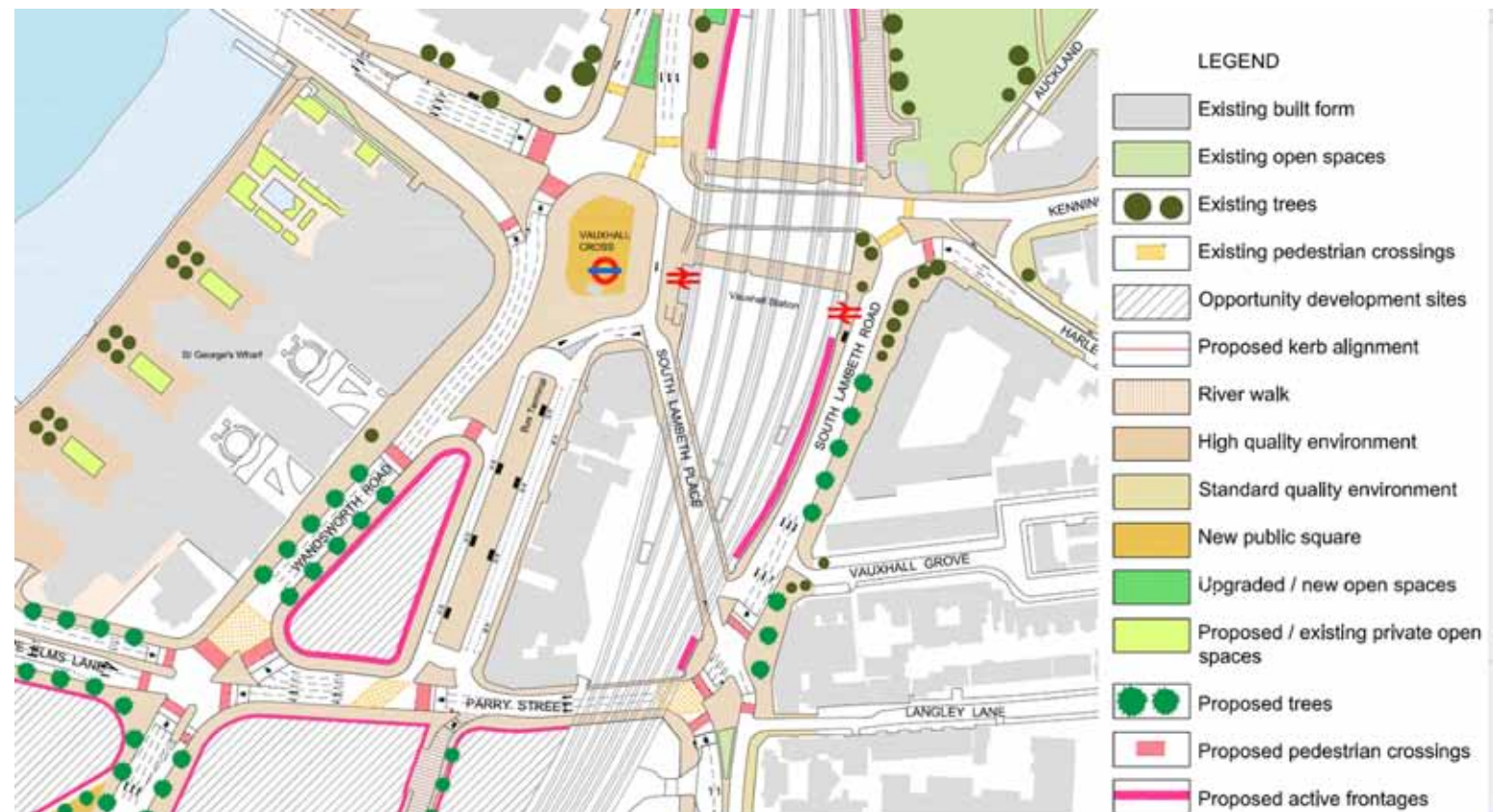


Figure 7.26 Vauxhall Gyratory option

Albert Embankment

Albert Embankment between Vauxhall Bridge and Lambeth Bridge is characterised by large scale commercial buildings and flatted development. The public realm is of a generally good quality, with Yorkstone pavements with granite kerbs. It operates efficiently for buses and cars but cyclists must use bus lanes and there are large gaps between pedestrian crossings. It could benefit from improvements in line with the following objectives:

- Reduce the impact of the Albert Embankment traffic corridor on the perceived and physical accessibility of the river edge
- Improve access to the riverside especially along desire lines from the residential hinterland
- Improve bus and cycle routes
- Improve the river walk

It is envisaged that land abutting these routes, including the existing pavements and carriageways of these routes themselves will be realigned to deliver:

- A wide two-way segregated cycle route from Queenstown Road to Lambeth Road including Vauxhall Cross
- Wide, well surfaced pavements for pedestrian use
- Active frontages with residential and commercial entrances facing the street
- Extensive mature tree planting
- Unified street lighting
- Regular and wide pedestrian/cycle crossings to the riverside well placed to connect to public realm improvements along the riverside
- Rationalised and minimised service entrances to new development sites
- Creation of periodic small places or points of interest along its length to humanise the road.
























	VNEB opportunity area		Proposed shared surface
	Existing built form		Proposed Albert Embankment surfacing
	Existing open spaces		New public square
	Existing trees		Upgraded new open space
	Existing pedestrian crossings		Proposed private open spaces
	Opportunity development sites		Proposed trees
	Proposed built form of new developments		Proposed trees in private developments
	River walk		Proposed pedestrian crossings
	River walk to be extended		Viaduct tunnels to be upgraded
	High quality environment		Proposed new viaduct tunnels
	Standard quality environment		Proposed active frontages
			Zone of integration with developments



Figure 7.27 Albert Embankment part A

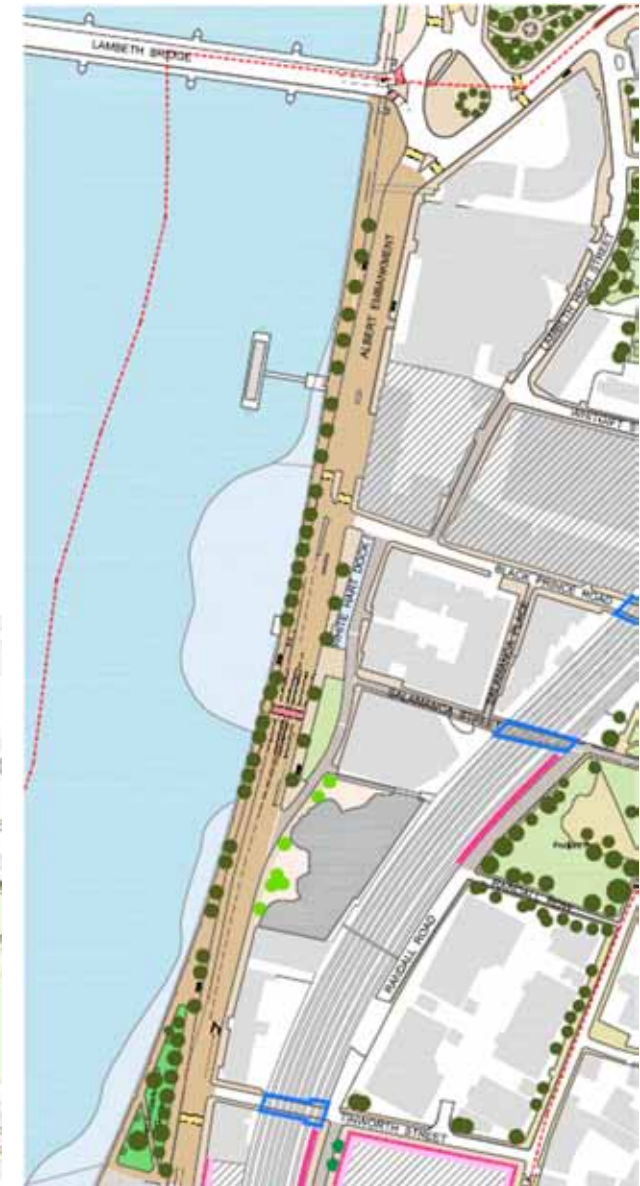


Figure 7.28 Albert Embankment part B

5 A new pedestrian/cycle bridge

In addition to improving connectivity from the residential hinterland to the river, a further strand of the public realm strategy is improving the connectivity of the OA to the central activities zone north of the river. In order to achieve this, a new pedestrian/ cycle bridge link is proposed connecting Nine Elms to Pimlico.

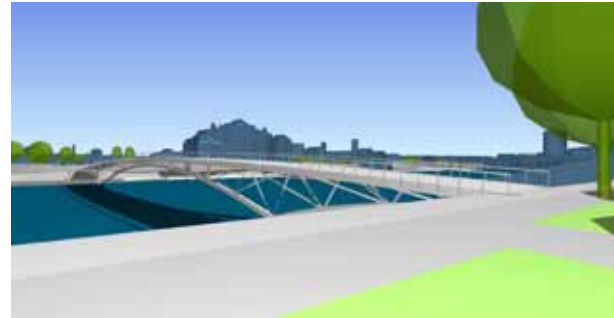


Figure 7.29 bridge type 1 from Pimlico Gardens

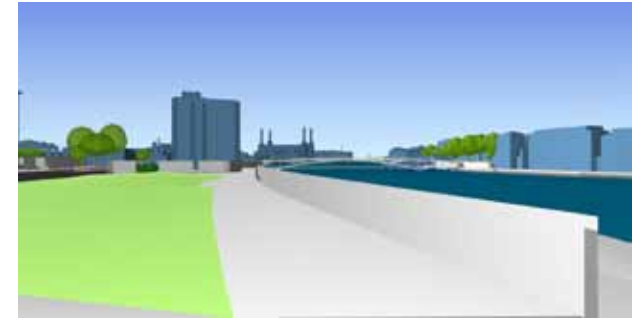


Figure 7.30 bridge type 1 from St. George Wharf



- Pedestrian & cycle bridge
- Strategic green link
- New/improved riverside parks
- Existing open space

Figure 7.31 Illustration of the bridge

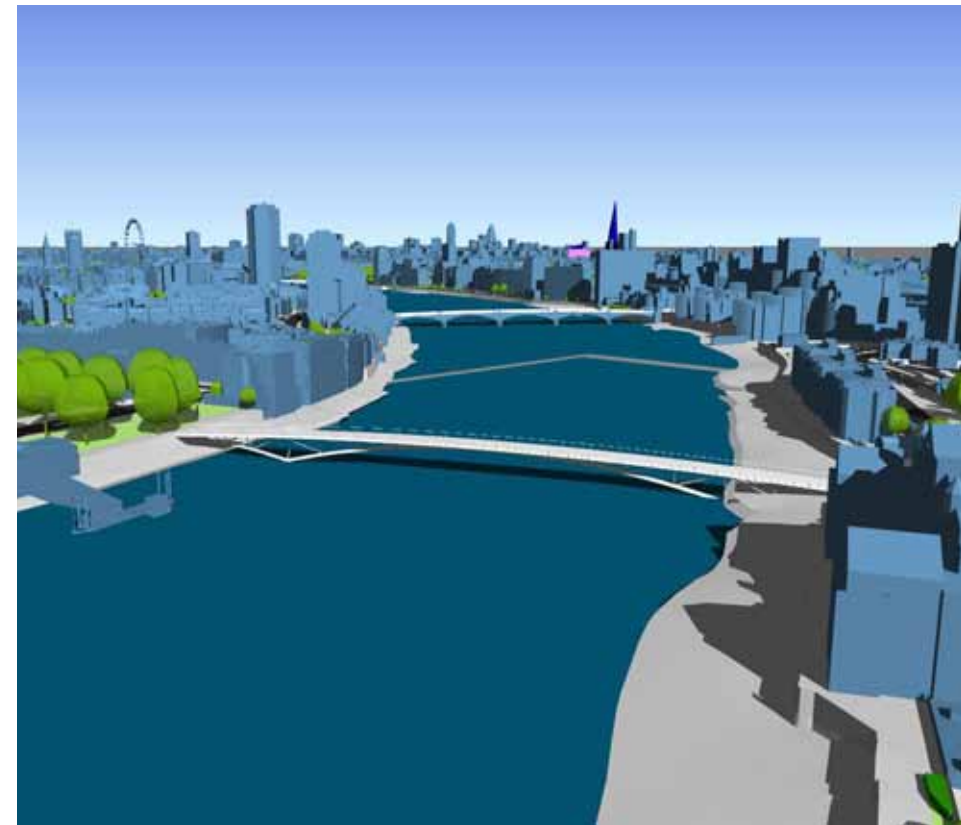


Figure 7.32 bridge type 1 from above Nine Elms Pier

Source 3D model: Z mapping

Figure 7.31 illustrates the proposed location of the bridge, which will provide an alternative direct pedestrian and cycle route across the river, potentially relieving pressure on bus and tube routes and on Chelsea and Vauxhall bridges. The bridge could have other benefits including being symbolic of the regeneration of the OA and raising the area's profile.

An initial feasibility study for the bridge has been undertaken by Marks Barfield and Buro Happold for TfL. This considered alternative locations, identified opportunities and constraints to construction, considered bridge forms and concepts and provided initial cost estimates.

Figures 7.29 to 7.38 illustrate three potential bridge types that could be appropriate.

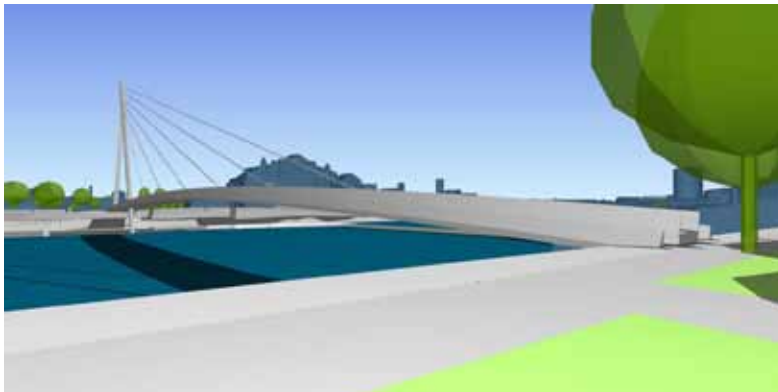


Figure 7.33 bridge type 2 from Pimlico Gardens

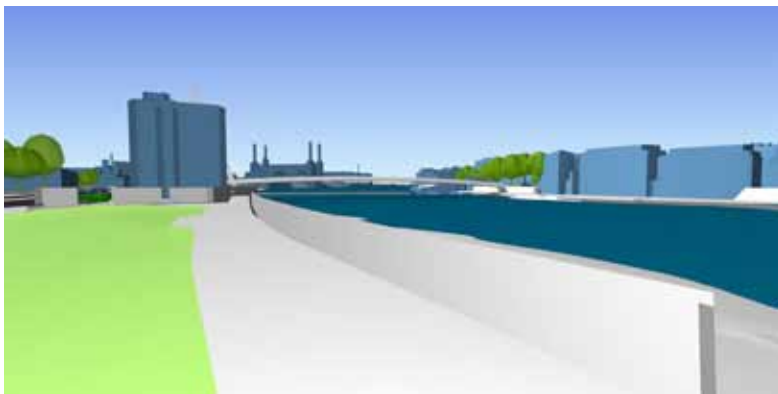


Figure 7.34 bridge type 2 from St. George Wharf



Figure 7.35 bridge type 2 from above Nine Elms Pier

Source 3D model: Z mapping

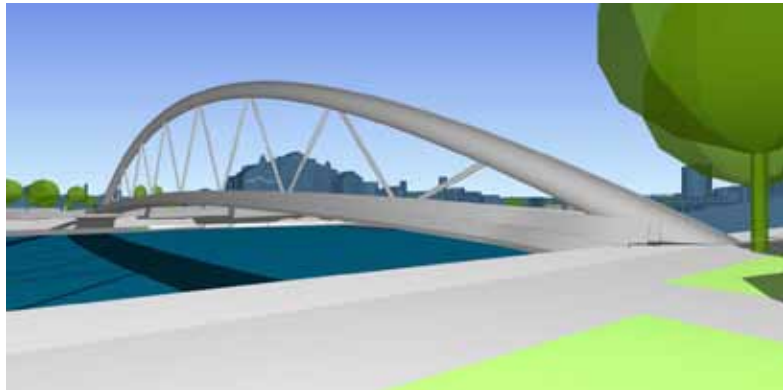


Figure 7.36 bridge type 3 from Pimlico Gardens

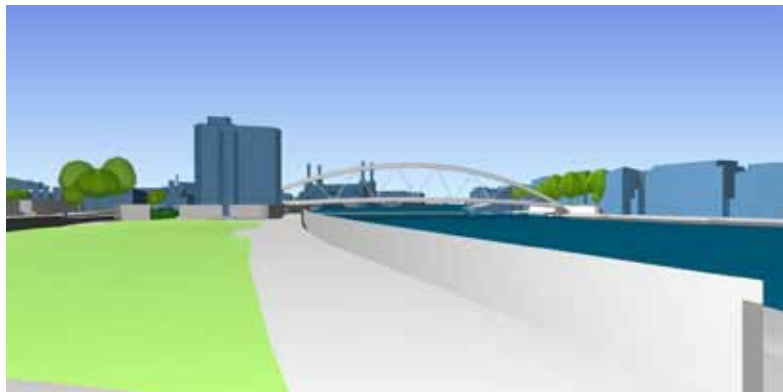
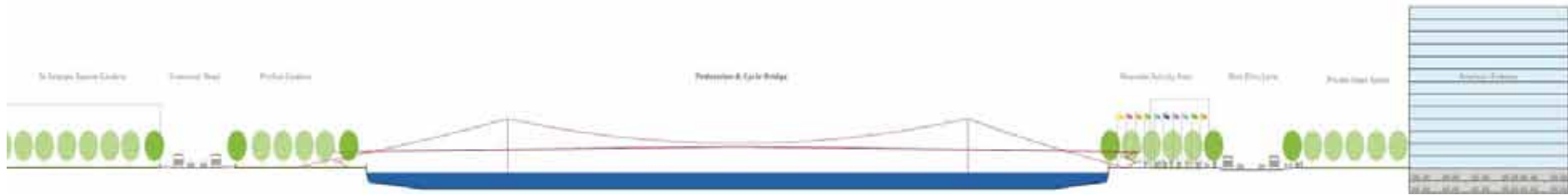


Figure 7.37 bridge type 3 from St. George Wharf



Figure 7.38 bridge type 3 from above Nine Elms Pier

Source 3D model: Z mapping



Section A



Figure 7.39 The bridge

Source 3D model: Z mapping