

Waterloo Questions and Answers

The following questions were frequently raised during the March 2019 engagement events with local residents and businesses.

BACKGROUND

What is happening at Waterloo?

We have ambitious and exciting plans to transform and improve the area around Waterloo roundabout and Waterloo Road. We will be removing part of the roundabout by the IMAX to create a large urban space, new walking route to the Southbank and an improved bus station. We are also proposing to widen the congested footpaths on Waterloo Road.

Two-way traffic will be maintained between Waterloo Bridge and Waterloo Road. Changes include:

- Closure of the south-west arm of the roundabout with traffic travelling two-way around the new junction
- Creation of a Public Square with newly planted trees between Waterloo station and the IMAX
- Creation of an improved pedestrian route from the station to the South Bank
- Segregated cycle lanes around the new junction
- Improved bus station at the north of Waterloo Road
- Widened footway on Waterloo Road
- Relocation of the north and southbound bus stops to keep traffic moving on the south end of Waterloo Road

Why is it required?

It is increasingly difficult to walk around the Waterloo roundabout area and to change between different forms of public transport, especially as the numbers of visitors, commuters and workers in Waterloo keeps growing. This project would make those connections easier and improve safety for all transport users, and improve the look and feel of Waterloo

CHANGES SINCE 2017 CONSULTATION

Trees outside St Johns Church

Since the consultation of 2017, we have modified the design in order to retain the trees outside St John's Church.

We are working with King's College and St John's Church to ensure that they can continue their operations but maximising the space available in public space for pedestrians. Drivers will still be able to get close to pick up and drop off to service these building within specified times.

Other design changes

- Following advice from the Independent Disability Advisory Group, we have modified the public square and steps and ramps to offer access to the lowered walkway around the BFI IMAX and a route to South Bank with clear sight lines.
- Improved the bus station, concentrating bus activity on the southern side of the square and adding a shelter for customers waiting for, or changing between, buses
- Following advice from the Mayors Design Advisory Group, we have decluttered the public square - there will be space for people to walk, trees planted for shade, and seating for people to rest
- Realigned the pedestrian crossing between St John's Church and the new square - pedestrians will now cross in two stages. This will make crossing safer and easier to use especially for people with mobility impairments.
- Included kiosks on the public square and transformed the closed subways into retail units which will make the public square more lively, provide amenities and add a sense of security

Banned turn into Stamford Street

We considered comments calling for the retention of the right turn into Stamford Street. We concluded that the cost of widening the roundabout so as to enable this, could not be justified for the low number of vehicles turning right.

This banned turn onto Stamford Street remains part of the design that we are taking forward.

We have worked with Lambeth Council to identify suitable changes in response to local residents concerns about banning the right turn traffic at Stamford Street, reviewing measures which will ensure the local roads are not adversely affected.

We are therefore proposing to also instate banned right turns from Waterloo Road into Alaska Street and Exton Street.

We continue to have discussions with resident association representatives about the options.

Will measures be in place to mitigate rat-running on local roads

We have been working with Lambeth Council and local residents to look at how traffic uses local roads. We will discuss any potential options with the local community. Please see update above.

The pedestrian crossing

The pedestrian crossing outside St Johns Church has been realigned to meet pedestrian desire lines. This means that the route pedestrians will take between Waterloo station and the South Bank will be more direct. It will also avoid pedestrians crossing very close to obstructions like the vent shaft.

Pedestrians will be able to cross in a two-signal phase (one of these is planned to be a continuous green crossing).

The traffic signals will not be the tree canopy and therefore will be visible to drivers.

LATEST DESIGNS

What will be in the kiosks?

The kiosks are likely to be a mixture of different retail units. We cannot specify at this point in time what kind of businesses these will be as this is subject to planning.

CONSULTATION AND ENGAGEMENT

What consultation/engagement has already taken place?

We undertook consultation in 2017 for a scheme. We have since considered feedback and revised the design. The details of which are listed above.

We then engaged residents in Spring 2019 to update them on the latest proposals for the scheme. We held two drop in events to present our latest proposals.

How do you decide which consultation comments to respond to?

As part of the consultation feedback, we considered and addressed the comments that were most frequently raised and related directly to the scheme itself.

We have modified the scheme where possible and the reasons why certain comments/suggestions cannot be incorporated is included within our consultation report.

What are the next phases of consultation/engagement?

We will be undertaking a further round of engagement in Summer 2019.

Following which, in the Autumn we will:

- a) submit a Planning Application to Lambeth Council for the retail units and subway development.
- b) Work with Lambeth to make a Traffic Order for the scheme proposals

Both the Planning Application and Traffic Order will be subject to consultation.

Is TfL doing enough to involve local people in creating transport infrastructure improvements that benefit everyone?

As the design has been developed, we have sought to engage local people through consultation, meetings and other events. We have sought to host a range of activities to ensure that we are as informative and as accessible as possible.

We have also engaged a number of other stakeholders including business groups, residents' associations, land owners, developers and entertainment venues as part of this process.

DESIGN CONSIDERATIONS:

Will your work clash with other major developments in the area?

We are working with Lambeth and developers in the area to ensure that our work is coordinated and to minimise any impacts.

Is TfL learning lessons from schemes have been implemented across central London?

Yes, we will apply lessons learnt from other large road schemes to the delivery of this scheme. These include:

- We will monitor congestion and review traffic signal timings to ensure that all junction works in the best way possible.
- We will identify ways to improve road user information, so people can make informed journey choices before they travel
- We will continue to work with key partners, in this case Lambeth, Southwark and the Met Police, to make Waterloo as safe as possible.

How will road congestion on Waterloo Road be managed?

Please see response above.

Will the banned turn into Stamford Street cause congestion on other local roads including Cornwall Road?

Surveys were undertaken in early 2019 and show comparative little usage of local roads and does not constitute an unsafe environment. Data shows that only 85-100 vehicles make the right turn into Stamford Street in a morning 3-hour peak period. This is compared with 2,500-3,000 which travel from Waterloo Road on to the bridge. It is unlikely that all of these right turning vehicles will reassign onto local roads, but instead make decisions to use different routes or modes of transport.

We have been working with Lambeth Council and local residents' groups to develop a response to concerns raised regarding reassigning traffic.

BUSES

Are you going to decrease the level of bus services in the area?

No changes will be made to bus services as part of this scheme's proposals. At the time of the March engagement events, TfL had consulted on changes to bus services in Central London.

We are designing the bus station to continue to provide for the same provision of bus services as there is currently.

We continue to monitor bus services across London to ensure that provision meets the level of demand.

Where will my bus stop be relocated to?

The aim is to simplify bus stopping arrangements and stops will serve buses going in similar directions (i.e along York Road or over Waterloo Bridge).

Our proposed bus stopping arrangements are available to view here. *(insert link to bus stopping arrangements)*

OTHER

Is this scheme value for money?

As a public body, it is our responsibility to use public money efficiently and provide value for money.

However, the value that we place on our schemes isn't just monetary, and we consider a range of factors. This scheme in particular measures value against how we've achieved our set objectives that align with the Mayor's Transport Strategy.

Is a tower proposed for the IMAX site?

We are working with Lambeth Council and are in the very early stages of trying to understand the potential and viability for development on and around the area of the Waterloo roundabout. We are yet to develop any plans for the area and we will keep the local community and stakeholders informed once we have more information about any proposals.