

## Greening

Nearly 50 trees of three different species have been planted on The Cut, helping to improve local biodiversity and lower the impact of CO2 emissions in the area. This is an exceptional greening initiative for a highly urbanised area in central London. Two greening projects have been identified along The Cut and through consultation with local residents the way forward for the projects was agreed.

The scheme has benefited from a number of sustainable initiatives: the rubble removed from the site has been recycled into material for road construction; the new lighting is significantly more energy efficient and the parking meters are solar powered.

## Waste Management

Waste management was highlighted at the outset of the programme by businesses and residents alike as a clear opportunity to improve the streetscape through reducing and recycling business waste in line with sustainability principles. Businesses stored waste on the street in often poorly maintained receptacles, blocking both the footpaths and the view of the street.

Following extensive consultation and investigation, a new waste management operation has been established.

Time restricted collections have been introduced when businesses are permitted to put waste in bags or bins, on the street for collection at points denoted by refuse markers. No waste is permitted to be stored or placed on the street by businesses outside these hours.

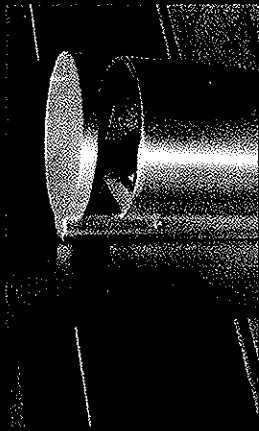
Waterloo Quarter Business Alliance will be introducing a recycling scheme to support business in improving their environmental credentials and the continuing sustainability of The Cut.

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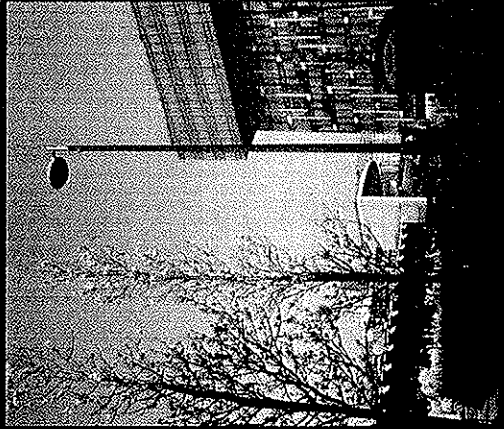
## THE DESIGN

Key Themes: Sustainability, Accessibility

The project's emphasis on sustainable forms of transport, such as walking and cycling, sets it apart from other major transport projects in London. Footways have been widened and outdoor dining has been encouraged through demarcation of areas on the footway for all businesses. Piazzas have also been created at the key nodes. Street furniture has been rationalised to ensure that clear footways have been provided in line with the new waste management scheme.

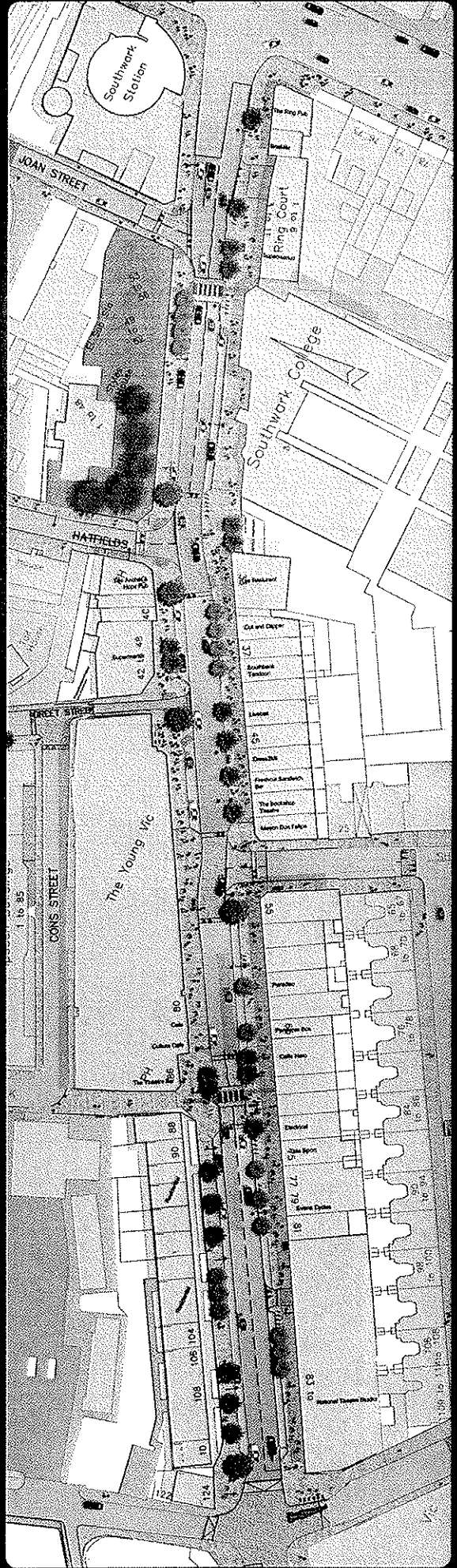


High spec materials have been used throughout the project to ensure that this high profile street has been refurbished to the highest standard. York Stone has been laid to the piazzas, with granite sets used for the raised tables and parking bays and Woodhouse Geo lighting columns, bins and seating have been installed to create a high quality public realm.



Traffic Management: Shape of street

By installing raised tables and redesigning the road layout, The Cut is now a self-enforcing 20mph zone which will also reduce the number of vehicles using the route as a rat run. This means that vehicles will no longer dominate The Cut, which, when combined with wider pavements, allows pedestrians and cyclists to travel through the area with ease. 35 new cycle racks encourage people to travel to this increasingly popular destination by bike.



## THE CUT; THE DESTINATION

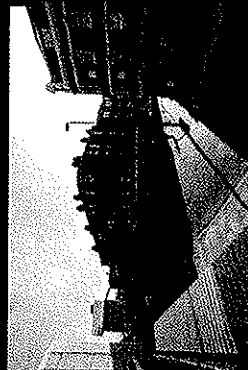
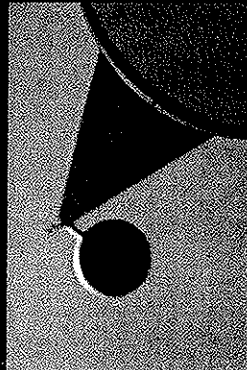
Crossing through both Lambeth and Southwark boroughs and running parallel to the River, The Cut is fast becoming a destination in its own right, a cultural hot spot, hosting an array of shops, restaurants and bars, along with the newly refurbished Young Vic Theatre, the Old Vic and the National Theatre Annex.

The Cut and its surrounding area is characterised by a growing commercial sector, an unusually high residential density for such a centrally located area, a rapidly growing night-time economy and an extensive public transport network. Improving this street has been an ambition of the local community for more than a decade.

## THE CHALLENGE

In order to complement the increasing popularity of The Cut as a local focus point, the project sought to address the poor state of the urban realm, such as narrow footways, poor quality lighting, vehicle dominance and lack of planting. Historically The Cut has also been used as a rat run by large volumes of traffic between Waterloo and Blackfriars Roads.

The aim of the project was to refurbish the area to make it a more attractive place for residents, businesses, people who work locally and visitors to the area, through a series of major physical improvements.



## THE PARTNERSHIP

The completion of The Cut project is the result of a successful collaboration between delivery partners Cross River Partnership, Lambeth and Southwark Councils, in conjunction with Transport for London, Pell Frischmann, Cracknell, FM Conway, Waterloo Quarter Business Alliance, Waterloo Community Development Group, South Bank Employers' Group, London Remade, EU INTERREG IIB and local residents and business community, to achieve a common objective.

Extensive consultation with local residents and businesses was undertaken at all stages and, as well as incorporating the requirements of the local authorities, the results guided and informed the way the scheme developed. The Cut project is a shining example of diverse sections of the community and local government working together to improve an important area in central London for the benefit of local residents, business owners, and the wider community.

## AREA BASED SCHEMES

The refurbishment of The Cut is the first major project to go through Transport for London's Area Based Schemes Step process, from initial design to construction. The Area Based Schemes approach looks at all transport and spatial problems in an area and develops an holistic solution, rather than addressing individual issues in a piecemeal fashion.

Included in this area wide approach are a range of other schemes which seek to improve the area. The Light at the End of the Tunnel programme, has seen the refurbishment of tunnels and arches to the north of The Cut bringing investment to the area and making use of a once redundant space. Regeneration of the side streets to the north of The Cut link the refurbished tunnels and a 20mph zone on Ufford Street, implemented to stop rat running through the area.

## FUNDING

Financial support came from the main partners during the design and implementation stages of the scheme. Transport for London contributed some £2m from its LIP funding programme in line with the Area Based Schemes process. NWE INTERREG IIIB Funding was also granted and the street has been redesigned to the highest standard.

The scheme has also attracted additional funds from Cleaner, Greener, Safer, which has funded some aspects of the greening projects linked to the scheme, as well funds from Section 106 and the local authorities.

As a complex project with multiple partner interests there was a long development phase and multi year funding, which enabled full engagement with the local community and the ability to develop an holistic design to address issues comprehensively.

"The upgrading of The Cut has been designed to improve this important link between Waterloo and Bankside for the benefit of all those living and working in the area. To achieve this we have created a more pedestrian friendly space and reduced traffic speeds."

Savas Sivetidis, Director of Cross River Partnership

"TfL is committed to projects that create a more welcoming street environment. This scheme provides real improvements for pedestrians and cyclists, and this will also benefit local residents and traders as well."

Alex Williams, Director for Borough Partnerships, Transport for London

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