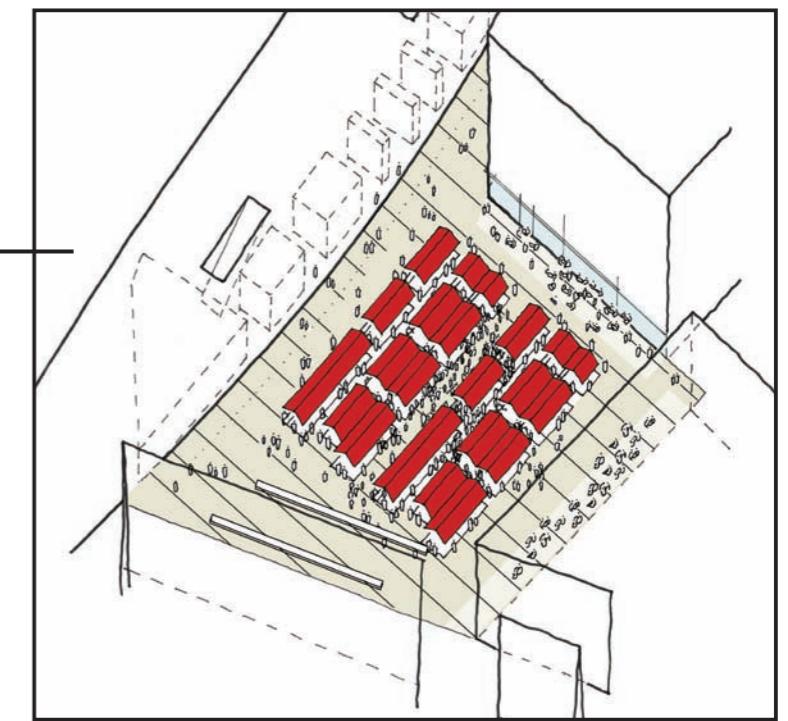
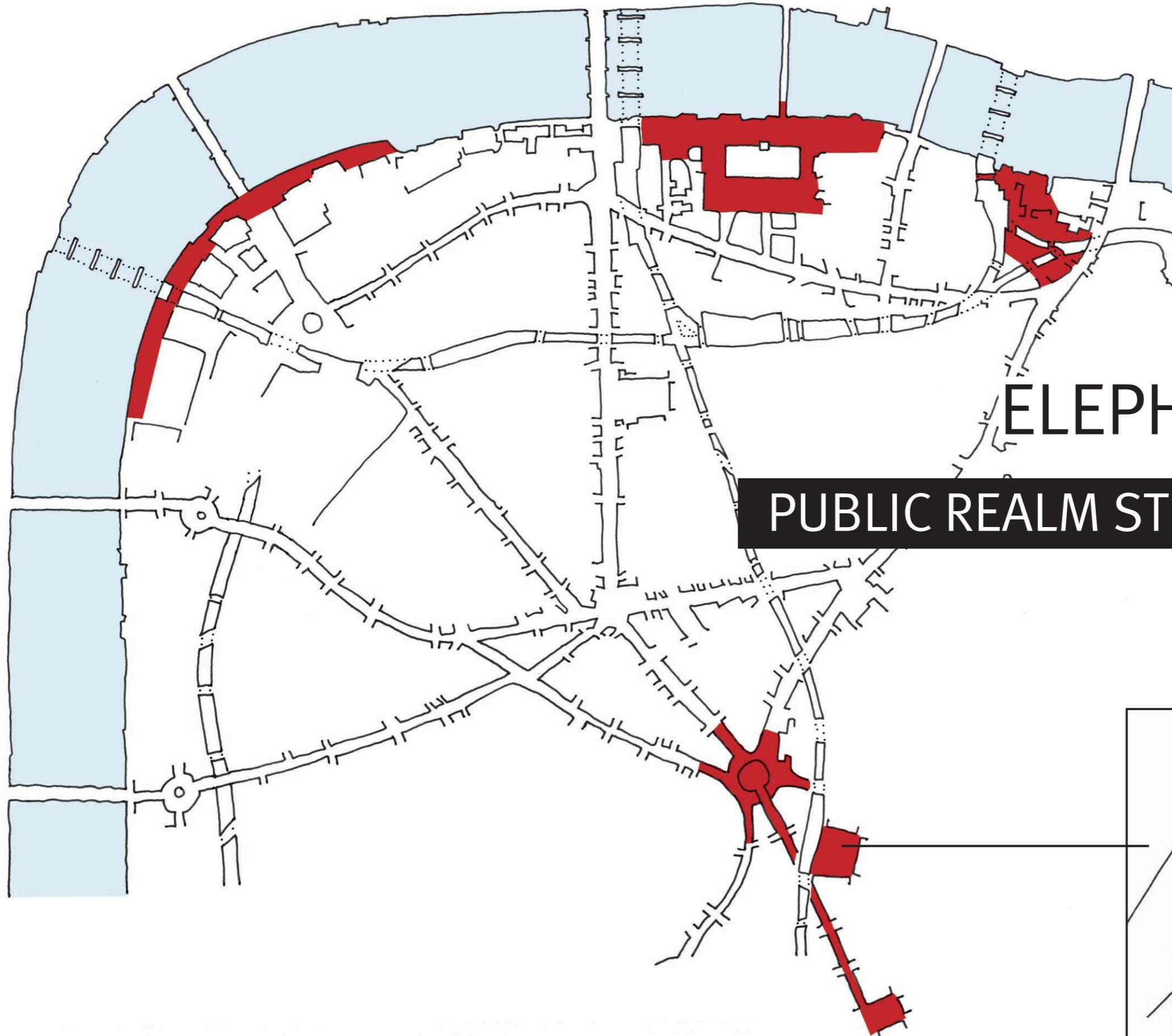


Appendix 4

A Public Realm Strategy



A development framework for the
elephant & castle



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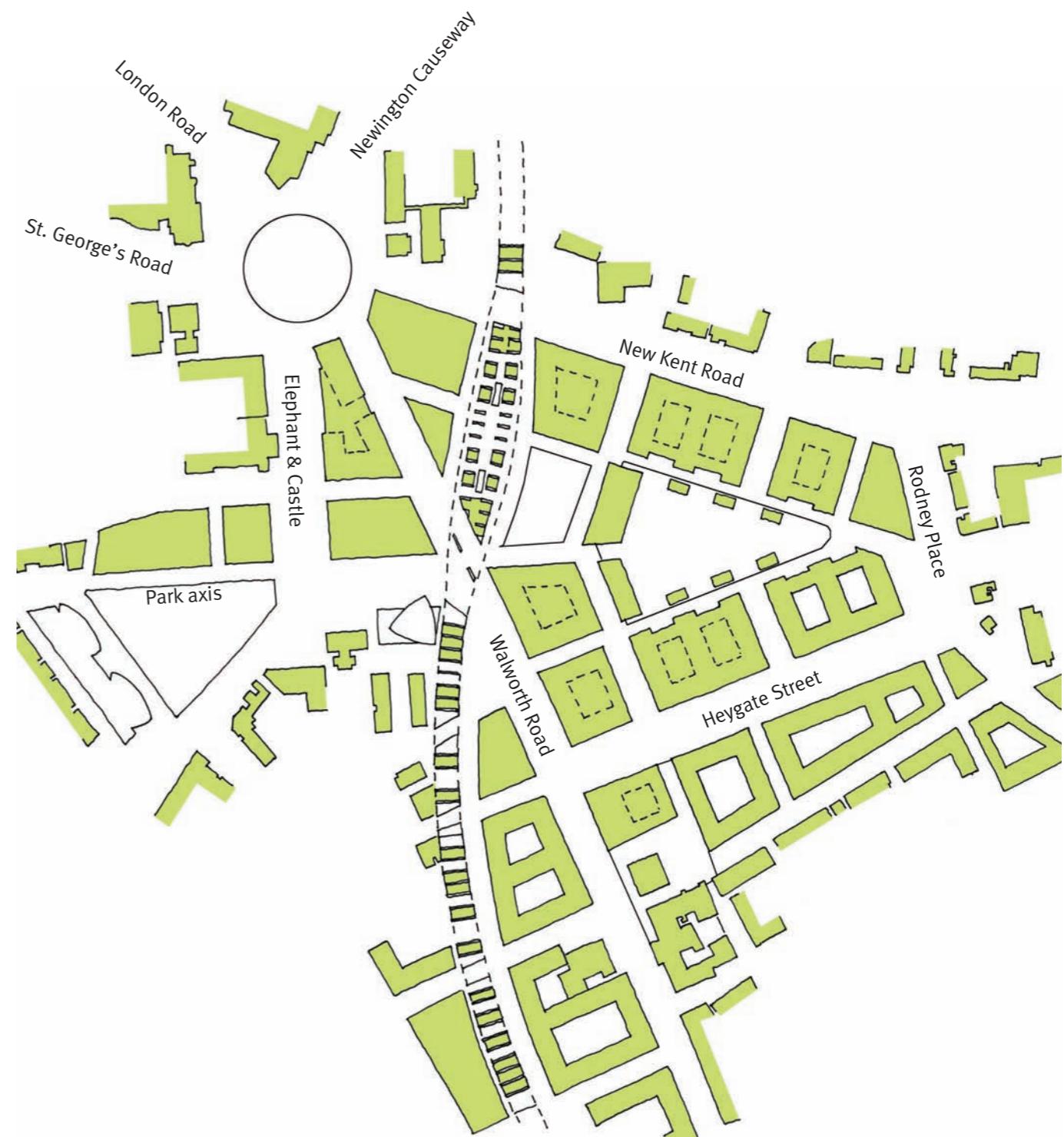
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Introduction

London - A vibrant and unique city

London is a fabulous city - with a unique identity and atmosphere. The vibrant life of London is a great potential - the large numbers of people in the city, the colourfulness, the multi ethnic society, the different user groups and age groups and the pulse 24 hours of the day.

But the public life experiences hardships especially caused by an uneven balance between people and traffic through the city. London has during the past years suffered from heavy traffic congestion. Gradually traffic has grown and measures have been taken to ease vehicular traffic through central London. This is a pattern seen in all European cities where car dominance gradually has worsened conditions offered for pedestrians to walk, rest and generally enjoy the life of the city.

Neglect of pedestrians

The overall aim and concern has for a number of years been to get cars moving and to loosen up traffic congestion in the city. At the Elephant & Castle the development has led to a complete separation of people and cars leading pedestrians into tunnels, internal routes through a shopping centre and up on footbridges, essentially showing pedestrians had a very low priority, and that issues about public life and the quality of the public realm was not in focus. In this process the concern about traffic has steadily deteriorating walking conditions. Conditions offered for pedestrians and the quality of the urban spaces are extremely poor especially at the Elephant & Castle, but also in most London spaces. The general walking environment is dominated by guard railings, poor crossings with insufficient markings or no pedestrian lights, footways interrupted by delivery lanes or side streets, insufficient or poor lighting, noise, fumes etc.

No one has intended it to become like this - it has slowly happened during the years.

Congestion Charge/Towards a People City

With the introduction of the Congestion Zone and Congestion Charge the traffic situation in London has changed. Statistics state that traffic has been reduced by about 30%. This is good news and calls for the introduction of a new mind set which can deal with the traffic problems still present in the city centre and for improvements of the overall urban quality in central London.

It is an overriding objective in the Mayors transport

strategy to make London a superb city for walking by 2015. If this goal is to be reached a gradual change of culture and thinking about public space and movement in London needs to happen. A new mind set needs to be introduced generating attitude and policy shifts.

All the cities around the world, which have successfully improved the urban environment, have as part of the process developed a different culture, a new way of thinking about the balance between people and traffic.

Public Spaces and Public Life study, London 2003

During 2003 GEHL Architects conducted a Public Spaces and Public Life survey in Central London in order to point out problems and potential in the public realm today. The content of this report takes its point of departure in the special knowledge of GEHL Architects on city environments and Jan Gehls extensive research on public life issues. The findings and the recommendations in the report are based on an attitude towards planning that stresses the importance of human scale and design based on how people use spaces.

Walking and life in public spaces

The study has focused on a selected area of the city, and the findings reveal a very low level of quality for walking as well as a lack of urban recreational life in the streets and squares of Central London. Foremost among the problems are the unusually poor conditions offered for walking city wide. Given the political goals of creating a superb city for walking by 2015 the existing poor conditions are a challenge to be given very high priority. Further London is dependent on people walking given the present traffic system and the overall function of the city. Improving the conditions for urban recreational life in the public spaces is another important area urgently awaiting improvements. The study raises series of problems on different levels of scale.

Traditionally the recreational life of London is found in the parks which act as breathing zones in the dense city fabric and invite people to promenade, linger and play - but in a landscaped environment, not in an urban setting. The life of the parks can spread to the rest of the city, and there are great potential for a more urban recreational life to

develop, where also the streets and the squares of the city can be used for strolling, staying and for children playing. Reasons to why public life has retrieved to the parks are both historical but also a growing impact from vehicular traffic which has filled the squares and streets with noise and fumes, thus creating unattractive places to recreate.

The improvements of the public spaces therefore need to happen through a gradual holistic approach to traffic improvements and improvements of the streetscape, the squares and the city culture, and this can be achieved at the Elephant & Castle area starting with a great regeneration of the centre as a whole.

The design and planning of the Elephant & Castle should aim for a high standard and quality as it will not only be important in London, but also nationally and internationally.



Trafalgar Square

Only very few places in London provides a pedestrian environment of very high quality. Even the newly renovated Trafalgar square is impacted by the amount of traffic. Elephant & Castle should provide public spaces of even higher quality.

The following sums up the overall aims for a future development of Elephant & Castle on three different levels of scale:

City level

Describes the large scale level. Issues which are evident for the whole city.

Public Space level

Describes the medium scale level regarding the design of streets and squares.

Detail level

Describes the small scale level regarding the quality of street furniture and pavements.

City level

Elephant & Castle needs to achieve high standards on a number of issues in order to present a city area, where a new mind set has been used setting pedestrians and cyclists first and dealing with traffic issues in order to create a better balance between the various user groups than in the rest of London.

Elephant & Castle needs to set a yardstick for future city developments in London.

Part of a **city strategy** for Elephant & Castle is to:

- Create a good balance between vehicular traffic and other city users giving pedestrians and cyclists high priority.
- Create good walking routes
- Introduce a cycle network of cycle lanes and cycle priority
- Avoid high noise levels
- Create good quality urban squares
- Create good quality streets
- Develop a recreational potential
- Develop good conditions for walking, including pleasure walks
- Invite a multitude of user groups by creating good walking possibilities and offering possibilities for resting or playing
- Develop a street hierarchy as guidance of activity and detail level

The identity of the Elephant & Castle

A regeneration of the Elephant & Castle should consider aspects of public life at all levels of scale. A master plan has been developed that greatly improves the permeability of the area and restore the street pattern. This report illustrates urban design guidelines that can ensure a high urban quality in the public spaces.

Public Space level

Elephant & Castle needs to achieve high standards in all public spaces. Facades, footways, cycle lanes, crossings and carriageways need to be thought as a whole to ensure spaces designed to accommodate people in the best possible ways and to ensure a high aesthetic standard.

Part of a **public space strategy** for Elephant & Castle is to:

- Create good quality urban squares and streets inviting people to stay
- Create good quality streets inviting people to walk through
- Ensure a good rhythm and a small scale in the ground floor frontages
- Ensure a high degree of transparency to ground floor frontages
- Avoid metal shutters
- Ensure good footway width to provide good quality walking conditions
- Ensure few footway interruptions
- Create straight crossings
 - No pedestrian subways, no footbridges, pen crossings
 - Clear marking in paving
 - Provide pedestrian signals at signal regulated intersections
 - Ensure minimal waiting periods at crossings
- Spread night time activities to reach central areas
- Ensure a high security level in all central streets
- Ensure access for all, including people with special needs
 - Introduce drop kerbs
 - Introduce elevators when needed to public transport
 - Avoid changes of levels
- Ensure an ever present high urban quality in the design of all public spaces

The main goals of the public realm strategy are:

- To ensure a design and life relationship between buildings and spaces
- To ensure a good balance between public transport, cars, bicycles and pedestrians.
- To ensure a human scale environment in relation to scale, proportions, layout, activities, functions and detailing

Detail level

Elephant & Castle needs to achieve high design standards in detail. Detail level is the visible outcome of a careful design process where emphasis has been put on providing a good overall structure at city level incorporating good traffic solutions to accommodate best possible conditions for public life, a further design process at public space level achieving good quality spaces between the buildings and best possible solutions for a friendly street environment. As such detail level needs to reflect the considerations made at the other levels of planning.

Part of a **detail strategy** for Elephant & Castle is to:

- Avoid a cluttered streetscape
 - Ensure zones for staying
 - Ensure zones for street furniture
 - Ensure zones for bus and tram stops
- Avoid guard railing as it represents measures from the old traffic culture
 - (A new traffic culture is based on a logical handling of pedestrian and vehicular traffic and has no need for protective measures as the railings)
- Introduce underground technical cabinets for power cables, phone cables etc. to avoid a cluttered streetscape
- Minimize the amounts of road signs and commercial signs
- Allow only one type of phone booths
- Introduce a good quality E&C series of street furniture
 - Benches, lamps, litter bins, road signs etc.
- Develop a lighting strategy that can ensure quality lighting of both streets and footpaths and improve the feeling of safety at night
- Introduce a high standard in paving
- Keep a high maintenance level
- Remove graffiti immediately
- Replace broken street furniture immediately
- Avoid litter and garbage in the public spaces

Activities in the public spaces

On this page three different categories of activities carried out in public spaces are described.

Among the three distinct categories of people activities - NECESSARY ACTIVITIES, OPTIONAL ACTIVITIES AND SOCIAL ACTIVITIES - the optional and the social activities are the important keys to city quality.

In poor quality city areas one will only find necessary activities i.e. people doing things they have to do like walking to and from work, taking their children to school, waiting for the bus etc.

In good quality city areas one will find not only necessary activities (carried out under decent conditions) but also a multitude of recreational and social activities people love to do while in cities. However these activities will only happen if the circumstances are right; i.e. if the city offers tempting, good quality spaces. This is why a good city can be compared to a good party, people stay for much longer than they planned because they are enjoying themselves.

This implies that it is not just the number of people in a space that makes it lively but how long people stay within the space that is important.

Life in cities = Number of people + Time spent

Life, Spaces and Buildings - turning the traditional planning process upside down

People, life and vitality are the biggest attractions in a city. We see it in the choice of peoples seating, where the most populated benches are located, how people choose to sit on side walk cafes facing the people walking by rather than the buildings behind them. The biggest quality of a footpath cafe is simply the interaction with other people.

Do you have a choice between walking through a deserted, empty street and a street with other people walking, people will choose the liveliest street that provides them with more experiences, visual variety and a feeling of safety.

Life in cities is a great quality not only when it comes to the discussion of a single street but also when discussing neighbourhoods and cities as a whole. Issues on life are related to the urban environment and the quality of and urban environment depends on the life and vitality of a place.

When developing a successful new city area at the Elephant and Castle, life needs to be in focus from the beginning of the design process.

The conventional way of planning can be turned up side down. First we envision the future life of the spaces in the area to be able to plan successful spaces, and when the spaces are formed guidelines for planning of buildings are developed.

This report illustrate how the public spaces in the area can be used, how pedestrian links can be incorporated in the design, and how the spaces can be programmed to invite people to walk through the area and spend time, and further how this can be reinforced by the buildings surrounding the spaces.

Three types of pedestrian activities



Necessary activities

The things that have to be done:
Going to school, waiting for the bus, shopping and going to work. These activities occur regardless of the quality of the physical environment because people are compelled to carry them out.

A Good City provides good conditions for the many necessary activities and will retain and strengthen these activities over time.



Optional activities (urban recreation)

Activities people are tempted to do when climatic conditions, surroundings and the place are generally inviting and attractive. These activities are especially sensitive to quality. They only occur when quality is high.

A Good City is characterized by a multitude of optional activities. People come to town, find the places attractive and stay for a shorter or a longer while. A great, attractive city can always be recognized by the fact that many people choose to spend time in the public spaces.



Social activities

These activities occur whenever people move about in the same spaces. Watching, listening, experiencing other people, passive and active participation.

A Good City offers a wide range of necessary as well as attractive optional activities, and because many people use the city, there are many people to experience, watch and speak to. The city becomes a lively and wonderful city. A people city.



A KEY WORD LIST FOR URBAN QUALITY

P R O T E C T I O N	Traffic <ul style="list-style-type: none">- Protection against traffic accidents- Pollution, fumes, noise- Visibility	Security <ul style="list-style-type: none">- Lived in / used- Streetlife- Streetwatchers- Overlapping functions in space & time
C O M F O R T	Walking <ul style="list-style-type: none">- Room for walking comfortably- Interesting layout of streets- Interesting facades- Good surfaces- No obstacles- Good accessibility to key points- Few footway interruptions- Convenient crossings- Access for everybody, ramps, elevators etc.	Staying <ul style="list-style-type: none">- Staying zones- Good possibilities for sitting, view, sun, people to watch- Good seats- Good local climate- Soft edges, inviting facades for resting- Benches for resting- Points of support for leaning
E N J O Y M E N T	Seeing, talking, hearing <ul style="list-style-type: none">- Reasonable seeing distances- Free vistas- Interesting views- Good lighting (evening / night)- Low noise level- Bench arrangements- »talkscapes«	Activities & Interaction <ul style="list-style-type: none">- Invitation to physical activities, play and entertainment - day & night and summer & winter
	Climate <p>Protection against:</p> <ul style="list-style-type: none">- Wind / draft- Rain / snow- Cold / heat <p>Possibilities for:</p> <ul style="list-style-type: none">- Sun / shade- Warmth / coolness- Breeze / ventilation	Aesthetic quality <ul style="list-style-type: none">- Good design & good detailing- Views / vistas- Trees, plants, water- Clean streets and squares- Good lighting quality- Good materials- Building scale dimensioned to the human scale

Urban Quality is the overall key word for the understanding of how the relationship between cities and people work. When urban quality is low the number of pleasure visits and activities are low. The activity is limited to the most necessary visits and walks which people do because they are compelled to carry them out.

Together a number of issues form the public spaces and the way we act when in the city. These issues are presented in a key word list for Urban quality:

Traffic

A very dominant factor. If there is too much traffic, the environment deteriorates caused by noise and fumes, the space for pedestrians is limited, more accidents happen caused by more frequent conflicts, the fear for walking in the city rises.

Security

Lack of city centre residents and 24 hour activities create a deserted city at night, where people avoid coming. A downward spiral is created.

Walking

Poor conditions for walking prevents pleasure walks, make the city difficult to get around in for all pedestrians but especially for pedestrians with special needs (e.g. children, the elderly). A lack of visibility, signage, many under- and overpasses and an inconsistent street layout adds to discomfort, disorientation and general confusion.

Staying

City life is more than walking. When possibilities for resting at conveniently located, inviting sitting areas are not present, the public realm turns into a transit zone where only walking take place. The city environment is poorer, people with special needs stay away and foremost possibilities for enjoying the city and the life of the city becomes greatly reduced. It is important for the ambience that people are invited to spend time in the city.

Seeing, talking, hearing

Seeing, hearing and talking are part of social interaction. When talking and hearing is made impossible by a noisy environment people will give up even trying to communicate thus eliminating another aspect of the joy of life. Enjoying nice views and vistas when staying and walking in the city is part of the city experience and reduces the perception of time used for the journey.

Activities & Interaction

Apart from walking, sitting, seeing, hearing and talking a number of city activities ought to be considered. This could be: skating, jogging etc., activities for special age groups as well as day and night, summer and winter activities.

Climate

Being able to enjoy the sun in the spring and autumn is a most important part of northern European living. Shaded, windy places are deserted places.

Aesthetic quality

The aesthetic qualities are part of our perception of city quality. What we touch and what we look at close by and in the distance form the urban experience. Garbage, bad maintenance, poor quality street furniture and poor lighting tell a story about a city not being carefully looked after or cared for.

Introduction to Large Scale

- Links
- Space
- Scale



Modern Public Realm Issues in Large Scale



Good conditions for walking

- ➊ Create wide footways
- ➋ Create zones for street furniture
- ➌ Establish straight forward crossings at ground level
- ➍ Avoid footway interruptions
- ➎ Ensure good access - also for people with special needs



Strong local identity

- ➊ Develop a public space hierarchy consisting of:
 - Main street - Local streets
 - Main square - Local squares
- ➋ Ensure an overall coherence at detail design level to emphasize an Elephant & Castle identity



Ensure a human scale

- ➊ Create spaces based on the human scale:
 - Low amount of high rise
 - Medium scaled squares
 - Medium scaled streets
 - Good detailing

Poor pedestrian landscape

The pedestrian landscape suffers from car dominance - both in a physical form but also regarding fumes and noise. The aesthetic and functional quality of the footways are low and walking from one point to another is often combined with great difficulties and a lack of overview.



Poor pedestrian crossings

The pedestrian landscape needs to consist of good quality links inside an area and to neighbouring areas. Pedestrian subways and footbridges ought to be replaced by clearly marked straight forward pedestrian crossings at ground floor level in order to create strong links and avoid detours.



Spaces dominated by traffic

Too many areas in Elephant & Castle lack character and quality today. Vehicular traffic is dominating most public spaces deteriorating any sense of space, unity and quality.



Resembling city streets

The streets in Elephant & Castle lack a street hierarchy and as such many of the streets look the same and act the same way. There is a low level of characteristics and as such the overall picture is a set of resembling city streets without any identity or distinguished details.



Large scale streetscapes

The streetscape in Elephant & Castle should invite to a variety of different uses, where the width and layout of each street fits with the public use of the street.

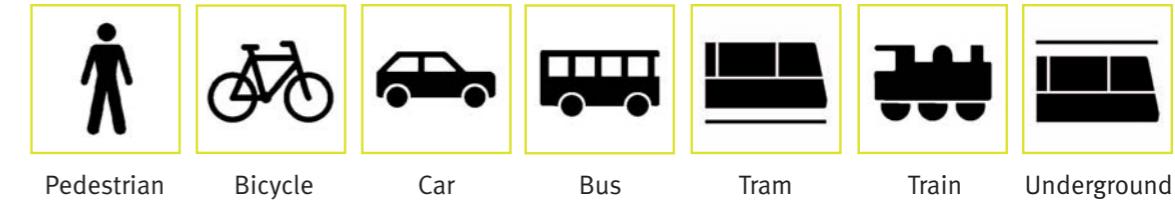


The tedious perspective

Long stretches of slick, monotonous facades tires the eye. Unfortunate climatic conditions like strong winds and wide cast shade are further reinforced.



Links



Public space connections at city scale

The main three urban spaces of the Elephant & Castle is connected to other important areas and traffic nodes in the city. The Civic Square at the Elephant & Castle is related to the important London stations - Waterloo and London Bridge St. The connecting streets illustrated should be part of a greater up grating strategy for this part of London south of the Thames.



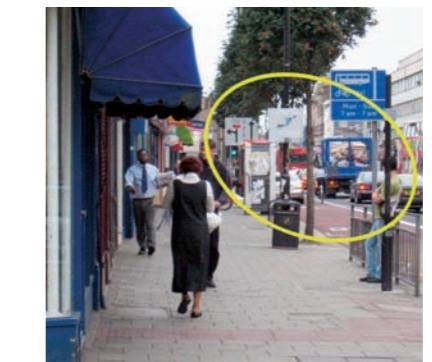
A good balance between user groups

The Elephant & Castle area is an important node in London connecting all modes of transportation. It is important to establish a good balance between pedestrians, bicycles and cars and improve the accessibility and connectivity of the public transport. The future Elephant & Castle should be associated with people spaces and a high national and international standard of road design.



Overall traffic scheme

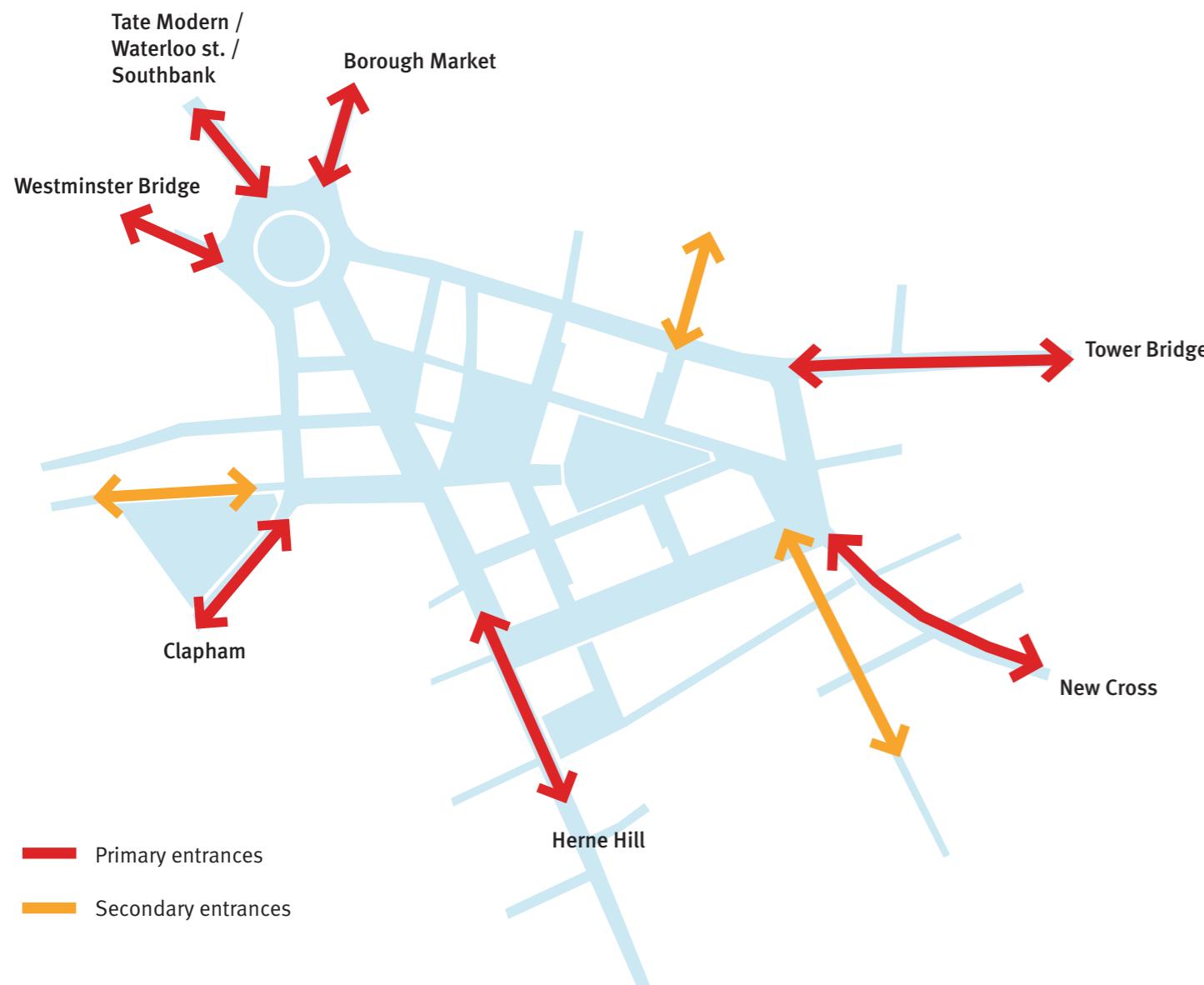
The new development is unique in London context as it is possible to redesign the road network from a human and more holistic mindset. The master plan incorporates both pedestrian friendly streets, smaller side streets, mixed use streets and major traffic corridors. Further more the area is well services by public transport - i.e. the Underground, buses and a new tram.



The streets are designed for good vehicular flows but this can create several obstacles for pedestrians

The traffic lights regulates for cars and not for pedestrians

The footways are dominated by merchandise, signs and street furniture which leaves little space for pedestrians



Pedestrians feeding into the area

The master plan creates a great new permeability through the area, and pedestrians are able to come to the new development from all the neighbouring areas. The important entrances to the area are linked to the important connections to other destinations shown on the first map on the previous page.



Pedestrian connections within the area

New Walworth Road is the most important new link in the area. At the middle of the street an important intersection happens between a new east west recreational link, the pedestrian street and the train line. Heygate Street is important as a public transport connection incorporating both cars, buses and trams. A network of side streets creates a new permeability through the area. Crossing for pedestrians are accommodated to allow a much more free flow of people to take place.

Space

Identity

It is important for the public spaces of the new Elephant & Castle to have a strong character. Together with the buildings surrounding the spaces the area will as a whole attract people not just from a local area, but also from the rest of the London districts.

It is important to differentiate the squares in the area - both in size, in quality, in the design and in function to invite as many different people, different cultures and different age groups to visit and use the spaces.

The area will have 5 main spaces. 3 of the spaces are urban squares - 2 of them parks.

- 1: The Civic Square
- 2. New Market Square
- 3: New Walworth Square
- 4: New Town Park
- 5: St. Mary's Churchyard

3 levels of scale and identity

The most important space is the Civic Square to the north of the site. It is first of all the biggest space, but also the busiest, when looking at the number of people in transit through the space.

The space act as a major public transport node connecting both to the Underground and a new tram line, that also stops at the square. Close by buses stop at the side streets terminating in the civic square.

The Civic Square is important at city scale when looking at the whole of London.

At this top level in the hierarchy there is not a very important green space in the area - like some of the major parks to the north of the River Thames - Hyde park or others.

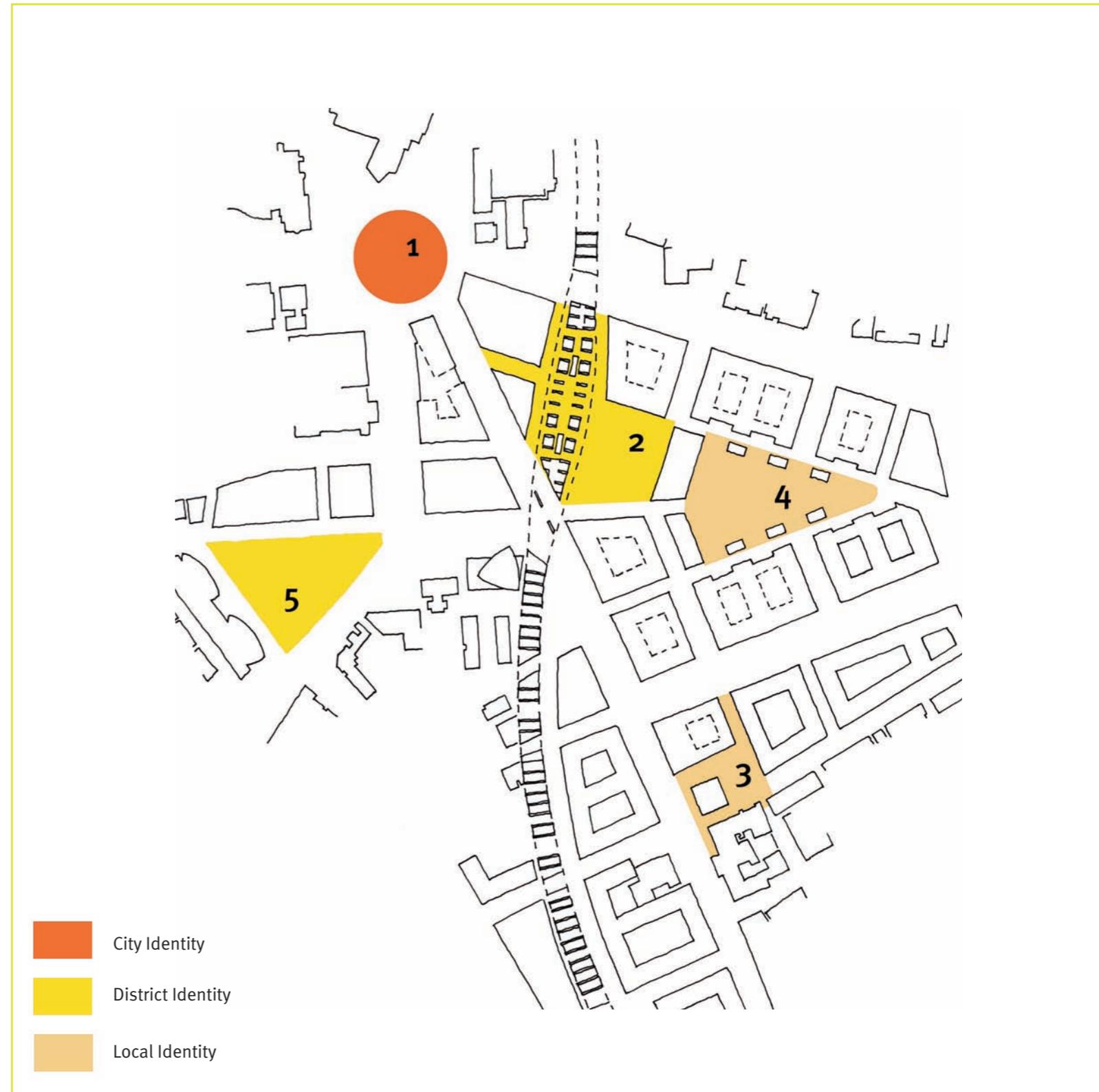
At a district level the New Market Square is the most important space. The square is situated more towards the centre of the new development, and in terms of recreational use and people activities - inviting for a pause in the city, this will be the heart of the future area.

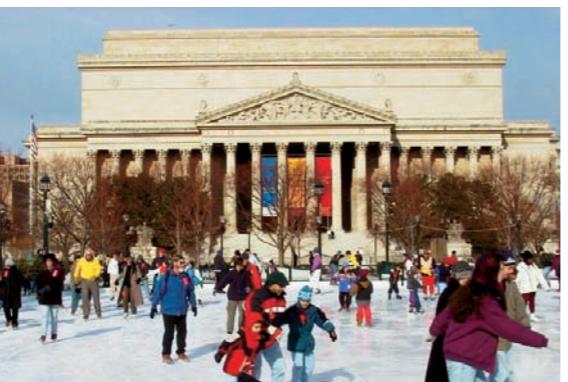
It almost has the same size as the central pedestrian area at the Civic Square, but the space as a whole is smaller.

At the district level St. Mary's Churchyard will be an important green space, offering another type of open space for recreation. It is connected to a major thoroughfare in the area plus a possible future school.

At a more local level the New Walworth Square is found to the south of the development. This square is also the smallest square and is situated almost as a pocket park to the side of the important Walworth Road and connected to the Faraday Museum.

At the local level there is also an important green space - the New Town Park. This park is situated between new residential and office buildings, whit only a small local street surrounding it. People will find it only by filtering through the area. The park can invite the people living immediately around the space, but also draw people that know the area well, or people that visits the market square and from there choose to explore the area further.





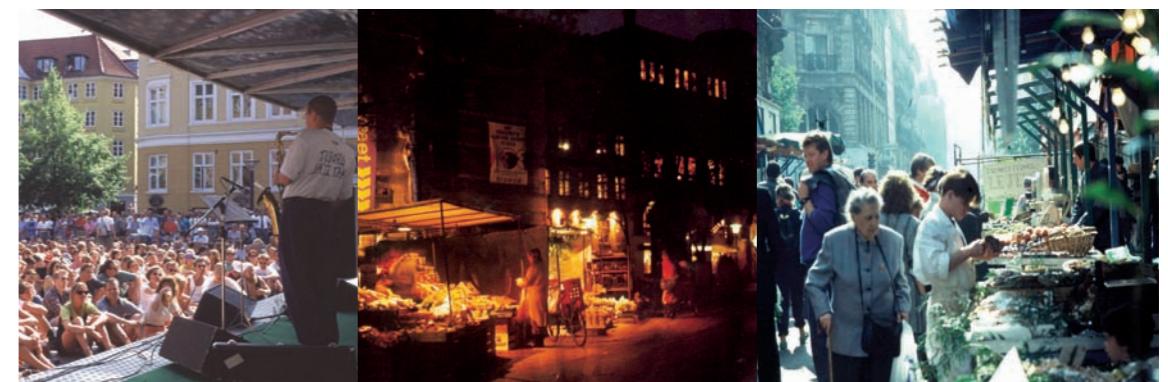
The Civic Square - a public space for transit, movement and impulsive meetings



New Walworth Square - a place for local activities and meetings



New Town Park - a place for play, social and recreational activities



New Market Square - a place for trade and recreation

St. Mary's Churchyard - a green public park for pauses and recreation

Scale

City Quality at Eye Level - The ground floor facade

A human scale environment equals a high urban quality, and at city level much has already been done to make the master plan block structure match the surrounding city structure.

When looking at the public spaces at the next level of scale - the district, they also have a reasonable good size that will allow different uses. To the right some scale references have been illustrated, and the inner part of the Civic Square for example matches the Piccadilly Circus in size.

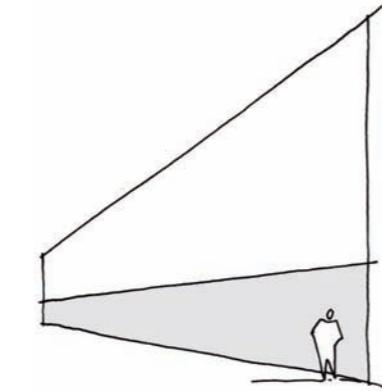
But when talking about scale it is especially the local level - or the detail level, which is important. Even though the buildings are big or the spaces are big - if the pedestrian zone is interesting and broken down into human scale proportions it can be a successful space. Especially important is the ground floor facades.

The quality of the building frontages facing the footway is an extremely important factor for the quality of an urban area. Good ground floor facades are rich in detail and exciting to walk by, interesting to look at, to touch and to stand beside. Activities inside the buildings and those occurring on the street enrich each other. In the evening friendly light shines out through the windows of shops and other ground floor activities and contributes to both a feeling of security as well as genuine safety. Interesting ground floor facades also provide good reasons for walking around in the city in the evenings and on Sundays, engaging in the age old attractive pastime: window shopping. Blank walls, on the contrary, underline the futility of visiting the city outside working hours.

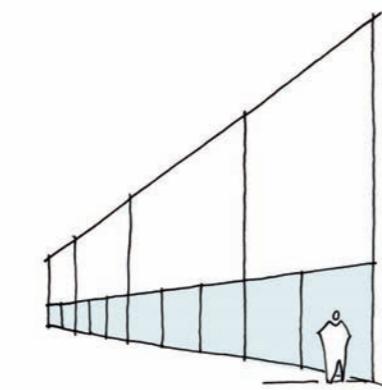
A street hierarchy is defined in the area:

- A. The lively commercial street
- B. The commercial street with less activity
- C. The office / residential street
- D. The local residential street.

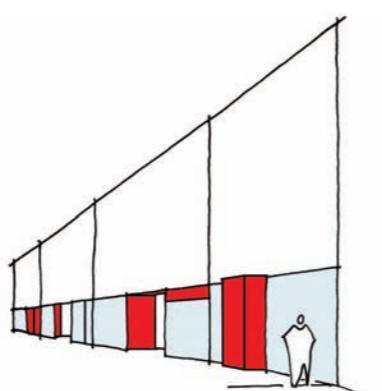
All the streets should be attractive, although not all of them equally lively.



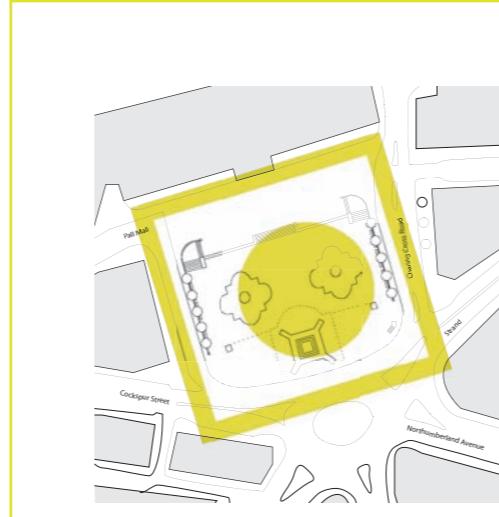
The long, closed facade: Long, closed facades with a horizontal design are tiresome and do not create an interesting pedestrian environment.



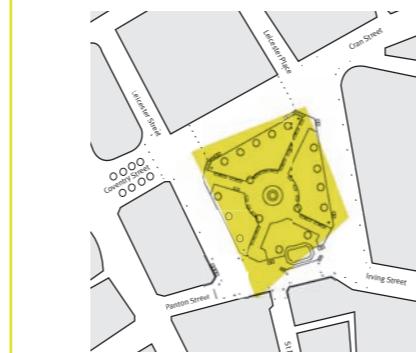
Verticality at pedestrian level: The units should be broken down at the level of the pedestrians.



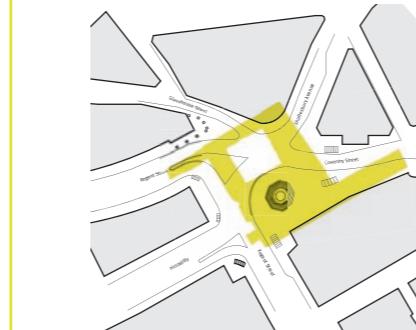
Niches and depth to the facade: Places to lean against, niches and a fine detailing for the hand and the eye is important.



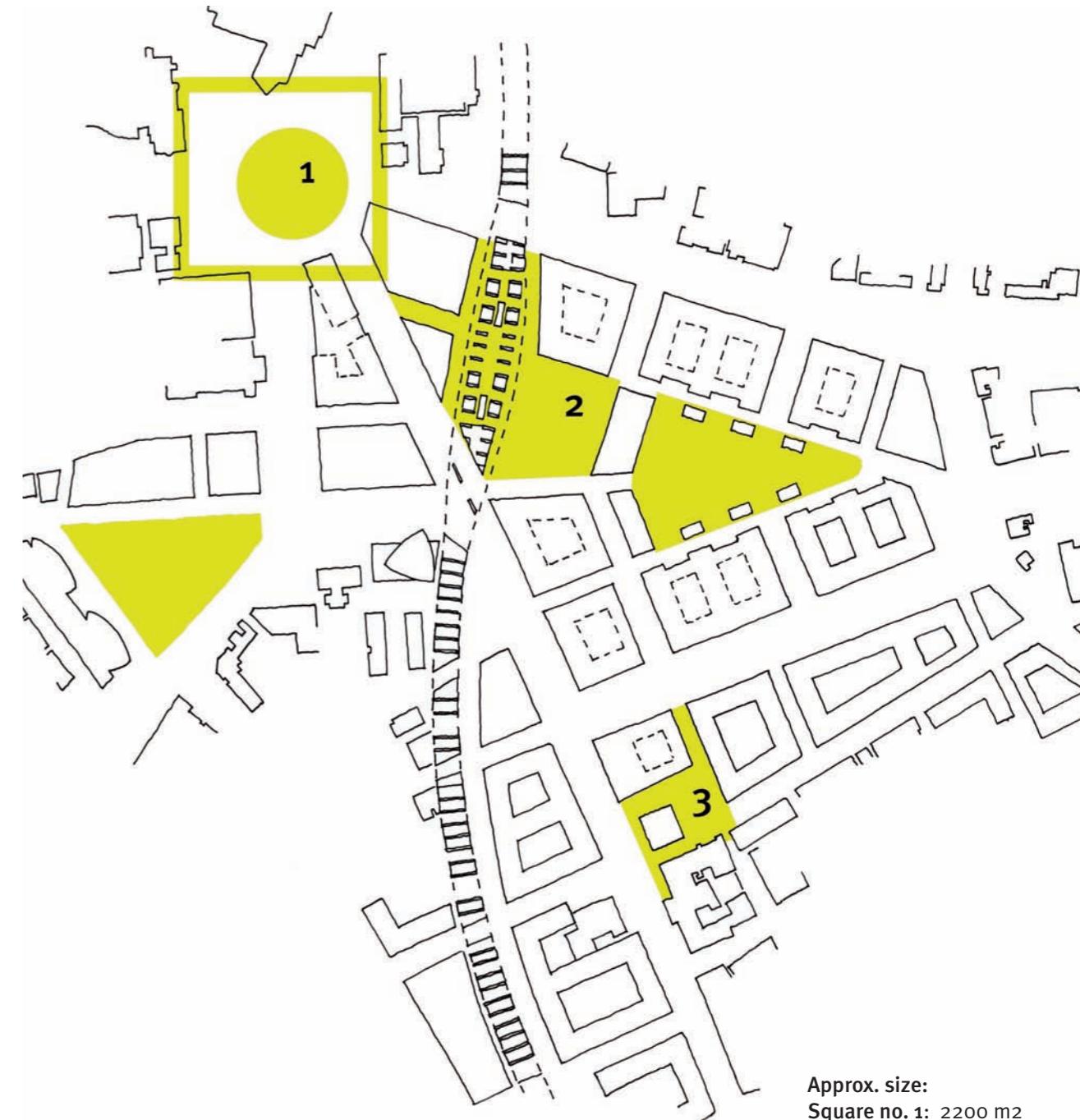
Square no. 1: The Civic Square has approximately the size of Trafalgar Square.



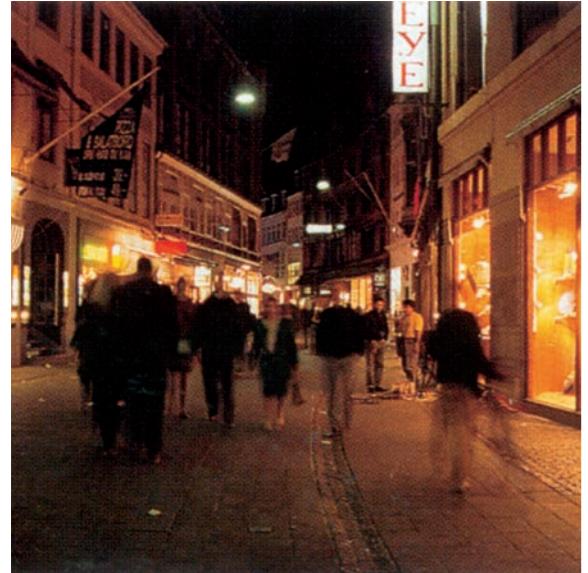
Square no. 2: The New Market Square has the size of the inner part of Leicester Square.



Square no. 3: New Walworth Square has approximately the size of Piccadilly Circus.



Approx. size:
Square no. 1: 2200 m²
Square no. 2: 2700 m²
Square no. 3: 1800 m²



A The lively commercial street

The main shopping street in the area - lively day & night.
Small units at ground level / Diversity of functions
Many doors (15-20 units per 100 m)
No closed or passive units
Interesting relief in facades
Quality materials and refined details



B - The commercial street with less activity

A large street with more local based businesses (i.e. dry cleaner, dentist etc.)
Relatively small units (10-12 units per 100 m)
Some diversity of functions
Only a few closed or passive units
Some relief in the facades
Relatively good detailing



C - The office / residential street

Larger ground floor units, but there should still be doors and connection between the buildings and the street (8-10 units per 100 m)
Fewer functions - offices, residents, small shops...
Longer closed parts of the facade especially at offices, but at these part still offering transparency and light to the street.
Fine detailing and interesting relief in facades
Quality materials



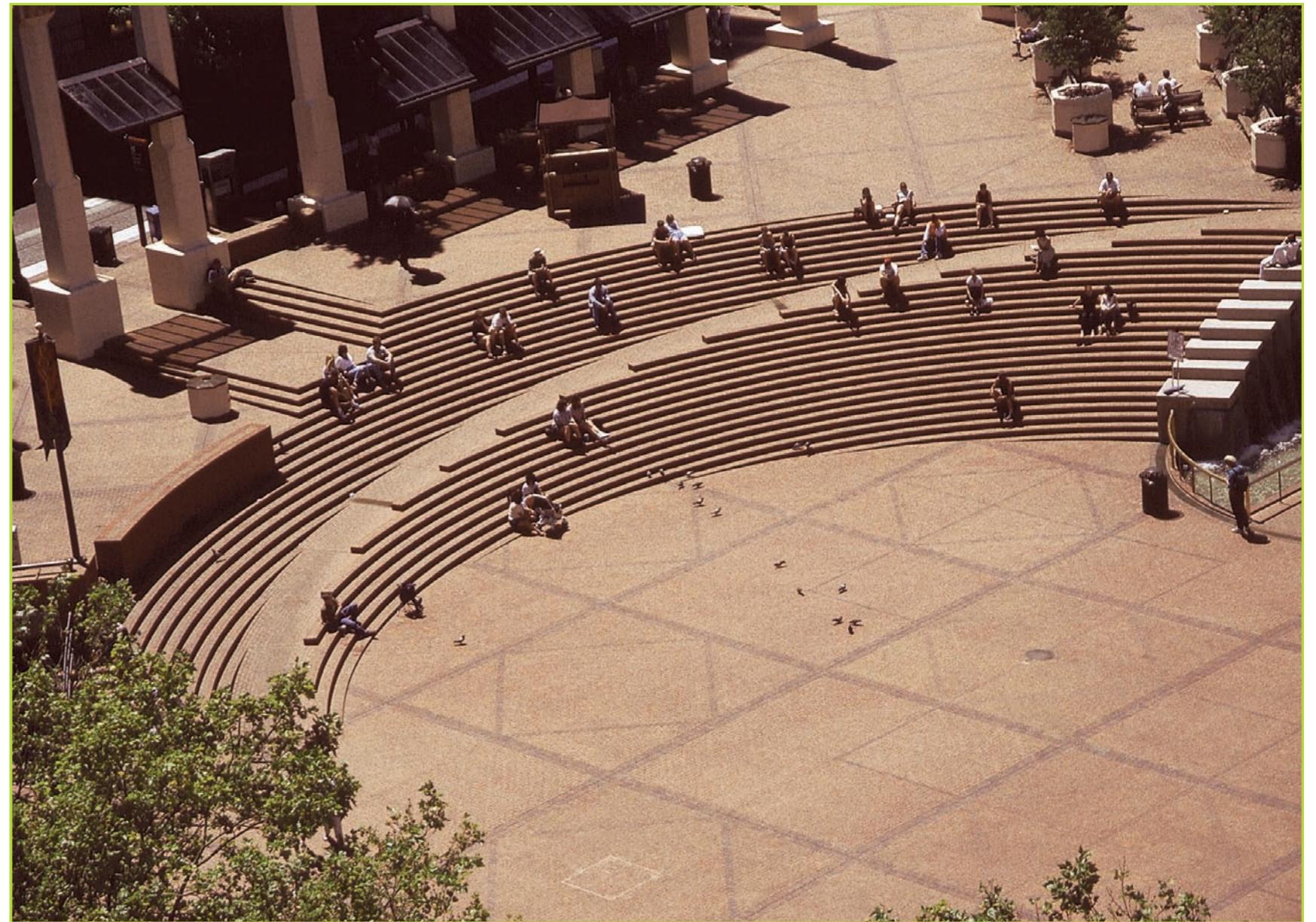
D - The residential street

Large or small units depending on height of buildings (8-10 units per 100 m)
No diversity in function
Only a few closed or passive units but less transparency
Relief in the facades
Fine detailing
Possible zone / buffer between building and footway



Introduction to Medium Scale

- Proportions
- Functions
- Facades & edges



Modern Public Realm Issues in Medium Scale



Develop elegant design of spaces

- Develop good spaces for walking
- Develop good spaces for recreation
- Create possibilities for resting
- Ensure protection and enjoyment of climatic conditions
- Ensure protection from traffic impact
- Ensure good quality materials
- Ensure a high level of quality in details



Create possibilities for activities

- Develop public spaces of a reasonable size to provide room for a wide range of activities - physical activities and entertainment
- Ensure that activities can take place at day time and night time, at summer time and at winter time



Ensure good ground floor frontages

- Create standards for frontages:
 - High level of transparency
 - No metal shutters
 - Many units, many doors
 - Good contact between activities inside and outside
- Ensure good ground floor frontages along main streets and main squares

The fortuitous streetscapes

Streets need to be thought as a whole to ensure good connections between facades, footways, road space, signage, crossings etc.
Most streets in Elephant & Castle are uninteresting streetscapes of various elements put in by service departments - not designers.



Waiting opportunities

At present the railway embankment is left as storage space blocking for any connections between either side of the embankment and leaving on repetitiously blank facade with no activities or functions.



Poor ground floor frontages

Blank facades with no transparency to functions at the inside turn the streets into transit zones where people hurry from one end to another. The journeys become tiresome and the sense of security is low. The negative effect of these facades contribute to kill public life in these areas.



Left over spaces

Lifeless areas in front of residential buildings calls for redevelopment to invite residents to make use of the space in their immediate surroundings for recreation, play and social activities.



The lost garden

St. Mary's Churchyard is at present a worn down piece of land offering nothing much than the pleasure of watching the trees grow. Good resting options could be created here and a better maintained more colourful garden.



A bad habit

The habit of closing down store fronts turns the streets into dark, unattractive tunnels by night and ruins any ideas of window-shopping and promenading in the evenings and on weekends.



New Civic Square

• Identity

The Civic Square is the most important public space in the area in terms of connectivity and relation to the rest of London.

It is the node people orient themselves towards today and in the future.

A new square is designed where there is today only a roundabout, but the square is ill defined at the edges, as the buildings surrounding the space shape and irregular rectangular form.

It is also difficult to create a good connection between functions taking place inside the buildings and on the square.

It is therefore very important that the design of the streets and the surface of the square itself form and holds the space as a strong geometric shape. It is suggested that the square is circular, which can reinforce the life and activities at the centre rather than along the edges.

Further it is suggested to strengthen the circular form with a build roof structure.

The roof has three main purposes

Scale:

First of all the roof structure is to bring down the scale of the surrounding buildings to create a human scale environment at the centre of the space.

Edge:

Secondly the roof can create a second edge in the space, that can also create an transparent barrier between people and traffic. Water walls can be incorporated underneath the roof to support the edge and further improve the pedestrian environment and the pollution and noise level.

Cover/Shelter:

Finally the roof structure can act as a shelter for people waiting at the tram stop at the square, and thereby reinforce the square as an important node for public transport. At the same time smaller elements like kiosks can be covered by the roof.

The square establishes a new identity in the area that used to be synonymous with a large shopping centre. In the future a large public space will create possibilities for people to meet and gather at the Elephant & Castle.



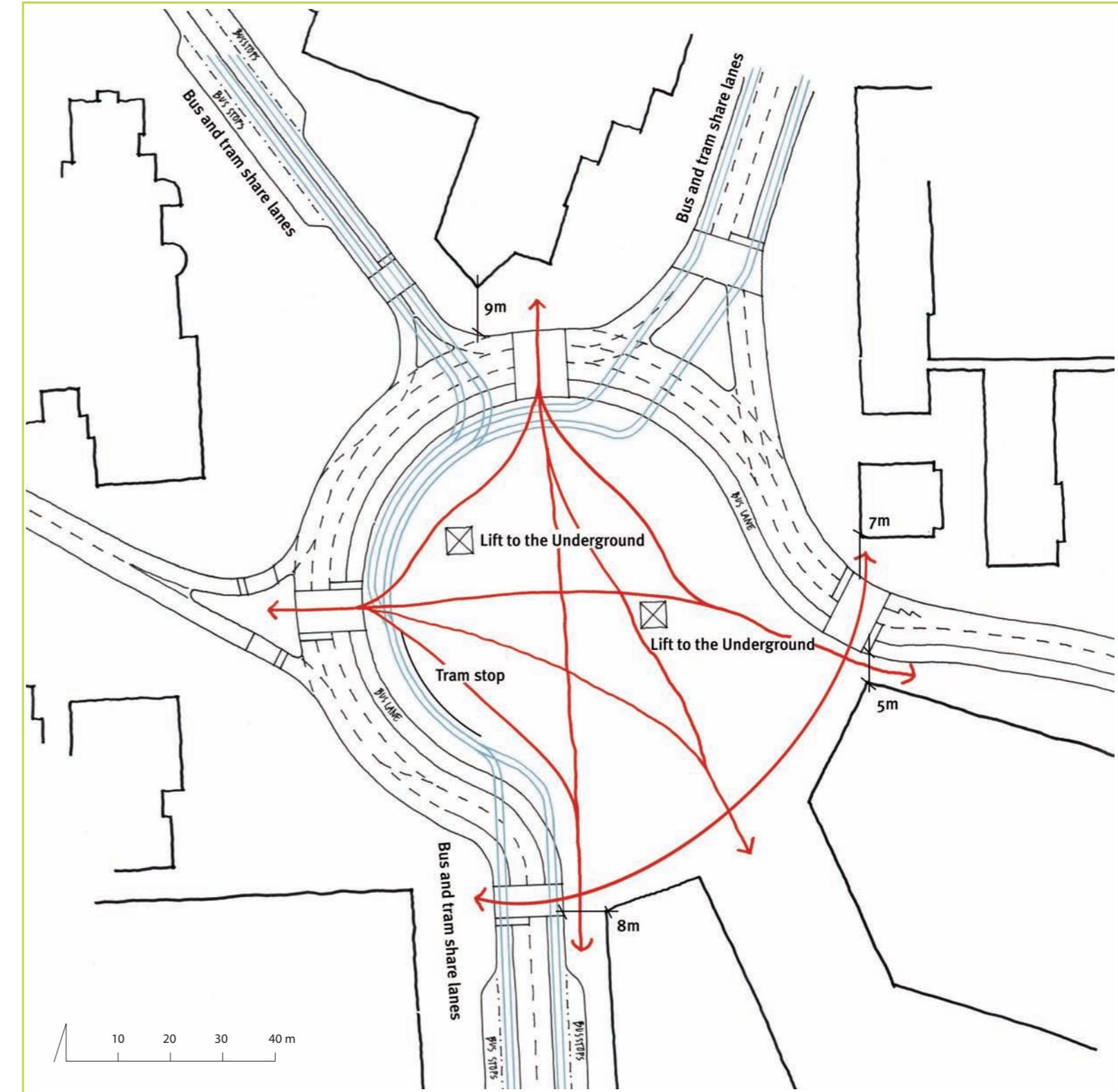
Reference: Strasbourg

A glass roof structure celebrates the important public transport node.



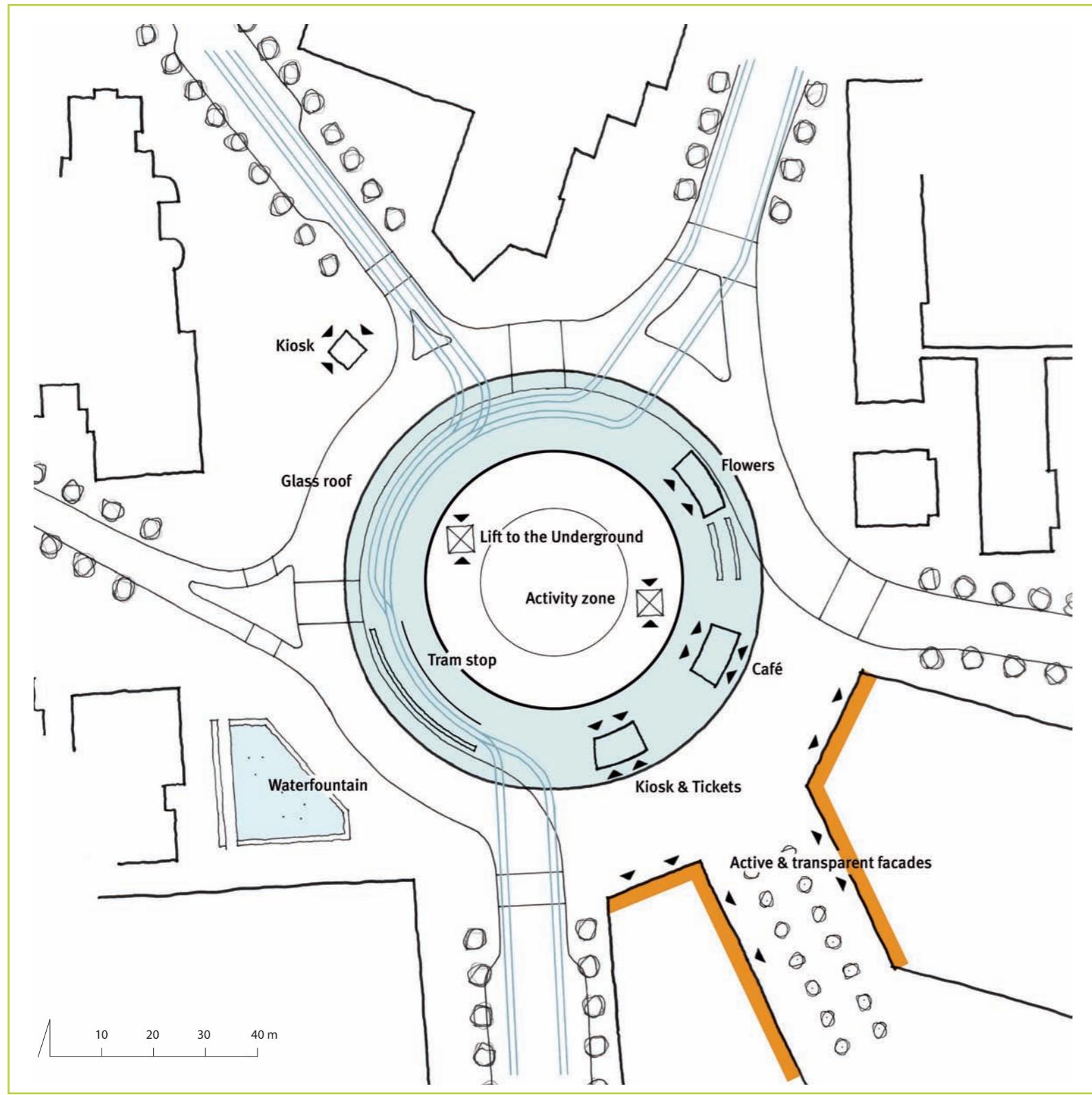
Reference: Copenhagen

Kongens Nytorv in Copenhagen has the exact same scale as the civic space at the Elephant & Castle. An oval of trees reinforce the pedestrian area in the middle of the space.



Plan: Street layout and pedestrian circulation

The streets form a circle around the main pedestrian area in the middle. Wide pedestrian footways along the edges and wide pedestrian crossings ensure a pedestrian environment of high quality. The tram stops at the square and access to the tube stations is also provided.



Plan: Functions

The roof structure covers the trams stop and commercial elements within the space. The building towers to the south of the square will establish the only possible direct connection between the open space and the buildings.



Reference: Copenhagen

Example of a weather protected waiting area underneath glass roof structure at a train station designed with a high degree of transparency.

• Functions

The main function of the square is the access to public transport services. The access to both tram and subway should be celebrated and directly connected to the pedestrian zone in the middle of the space.

Buses drive in a bus priority lane close to the centre of the square, but stop just off the square in Elephant & Castle, New Kent Road and London Road.

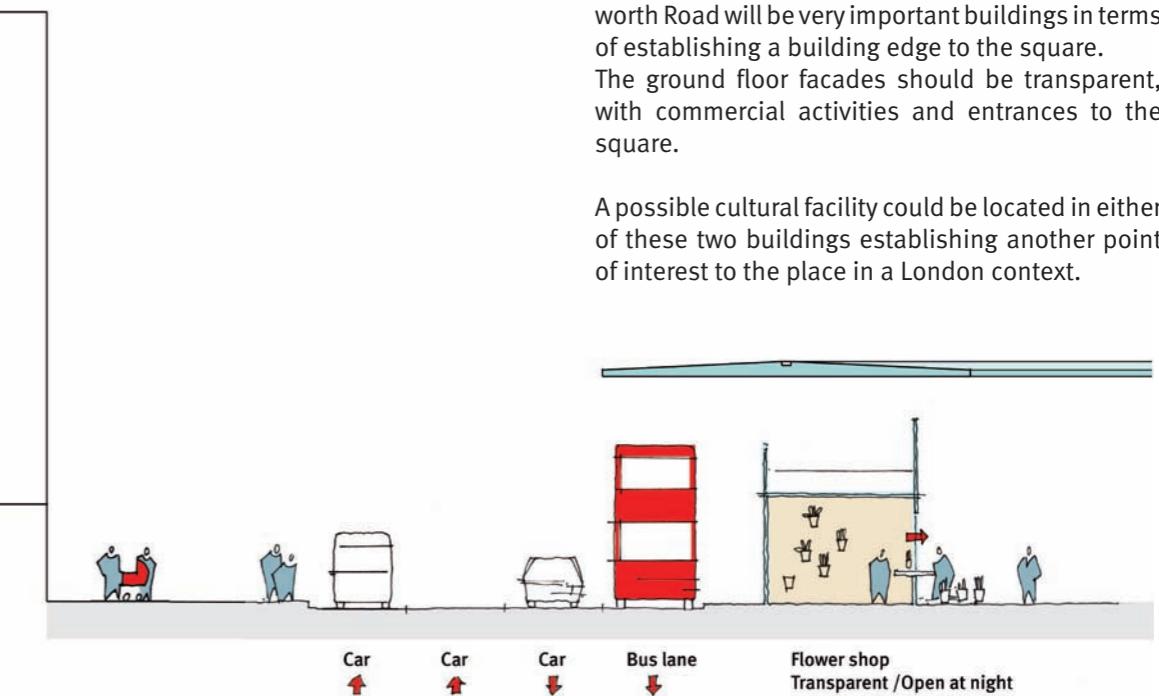
Commercial units can be placed under the roof structure as small pavilions - a flower shop, a newspaper kiosk, a coffee takeaway etc.

It is not the kind of space that invites people to linger for a long time, but more the type of place where most people cross, wait for a tram or to meet a friend or college.

Functions within the buildings surrounding a space is very important as they bring life to the area. In this case important educational institutions are found at the west side of the square, where large footways can create a buffer zone or a front plaza with either a separate zone for art or water or another kiosk can be places.

The two new towers marking the entrance to Walworth Road will be very important buildings in terms of establishing a building edge to the square. The ground floor facades should be transparent, with commercial activities and entrances to the square.

A possible cultural facility could be located in either of these two buildings establishing another point of interest to the place in a London context.

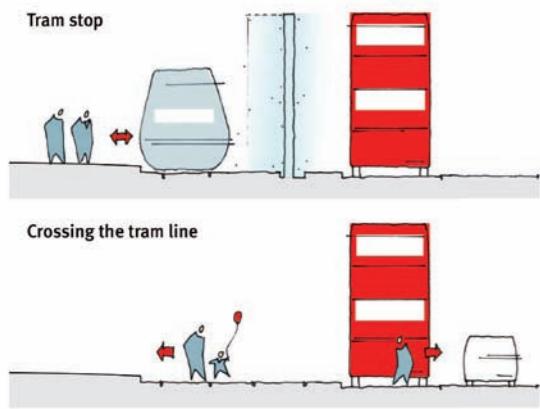


Section: Functions

The roof structure covers the bus lane, to minimize the effect of the car lanes separating the footpaths from the central part of the square. Small building units can create a new and lively edge to the space.

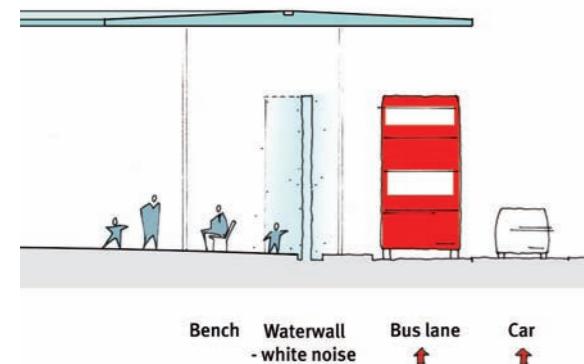
● Landscape

It is suggested that the square has a slight concave surface to exaggerate the circular form and to further lift the pedestrian slightly above the traffic to enhance the visibility across the square when standing in the middle.



The tram stop should be at grade with sloping ramps to the side. This will ease the connectivity, also for people with special needs.

The tram stop is located at the edge of the space to allow the centre of the space to be used for other purposes and people activities, but people access the tram from only one side. This will minimize the risk and traffic accidents as people exit the tram towards the square and not towards the traffic.



Water wall

A water wall separates the pedestrians from the traffic and can further incorporate elements of art.



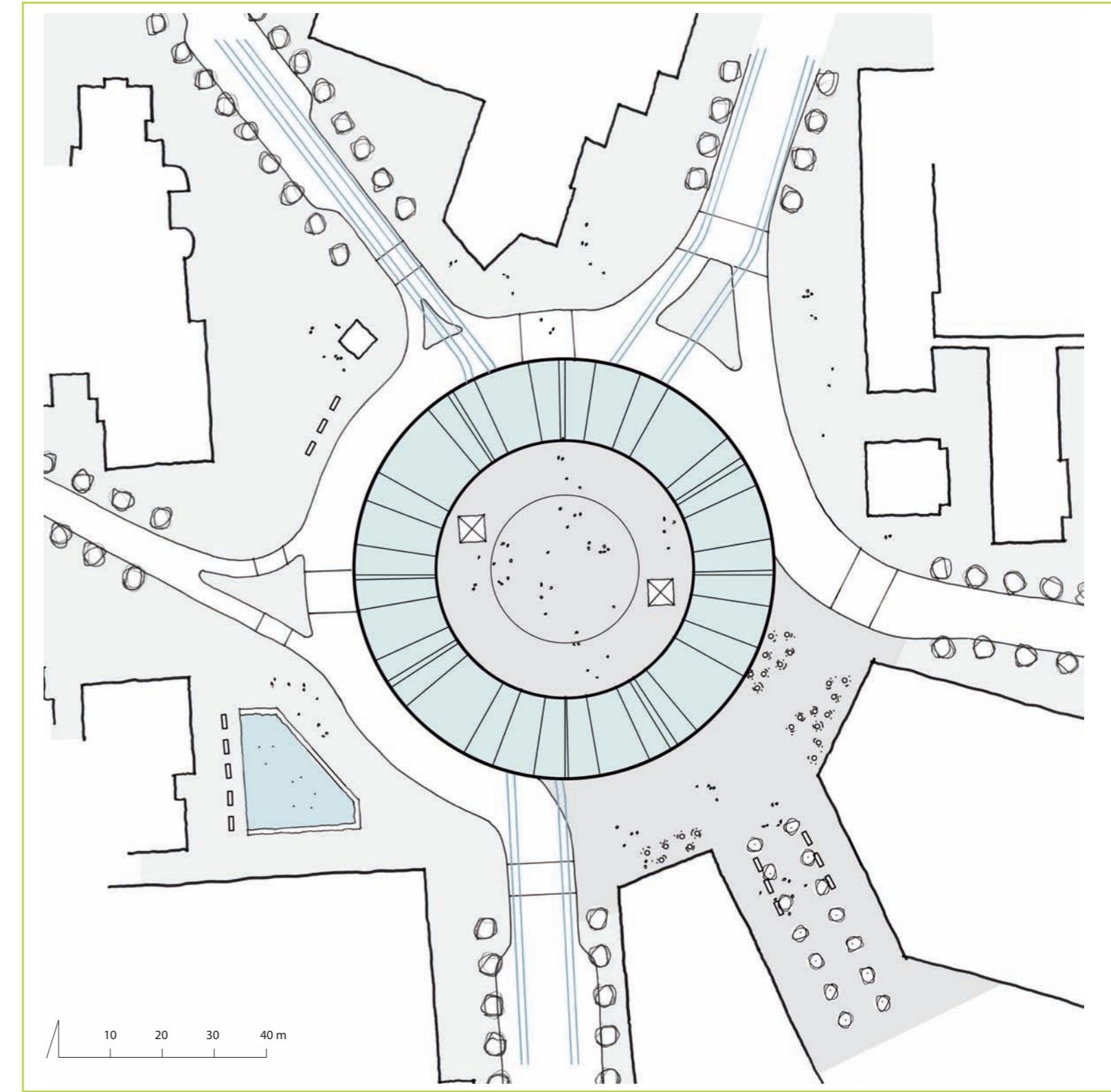
Reference: Lyon

Wide and straight pedestrian crossings establish a good connection between the centre of the square and its edges.



Reference: Strasbourg

Pavement details can underline the design of the space and the elements within.



Plan: Pedestrian environment

The zone in the middle of the square can be used for transit and activities related to the tram stop and the pavilions. The area in front of the new buildings can be used for gatherings and activities in relation to the buildings and New Walworth Road.

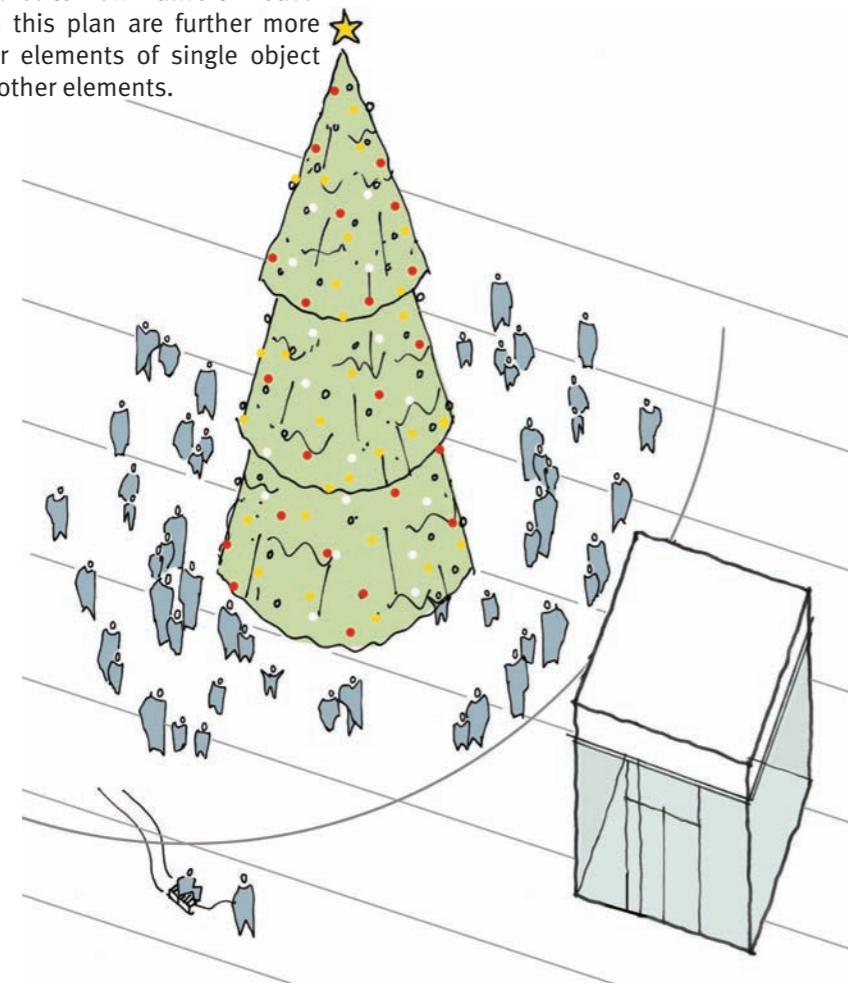
● Activity

At the Civic Square you will find the Christmas tree of Elephant & Castle, it is where people will gather at New Years Eve and where other large events will take place, but it is also where an ice skating ring can create life a weekday at wintertime...



Christmas time...

At Christmas time the Elephant and Castle Christmas tree can be placed either at the centre of the circle or near the entrance to New Walworth Road. The areas located on this plan are further more possible positions for elements of single object like art, sculptures or other elements.



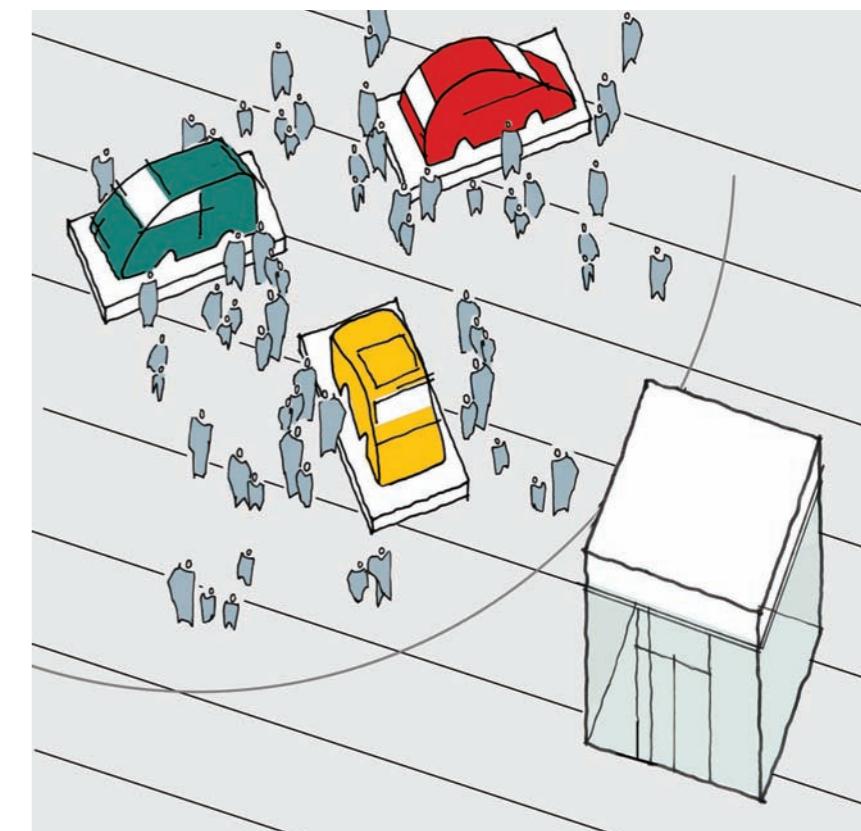
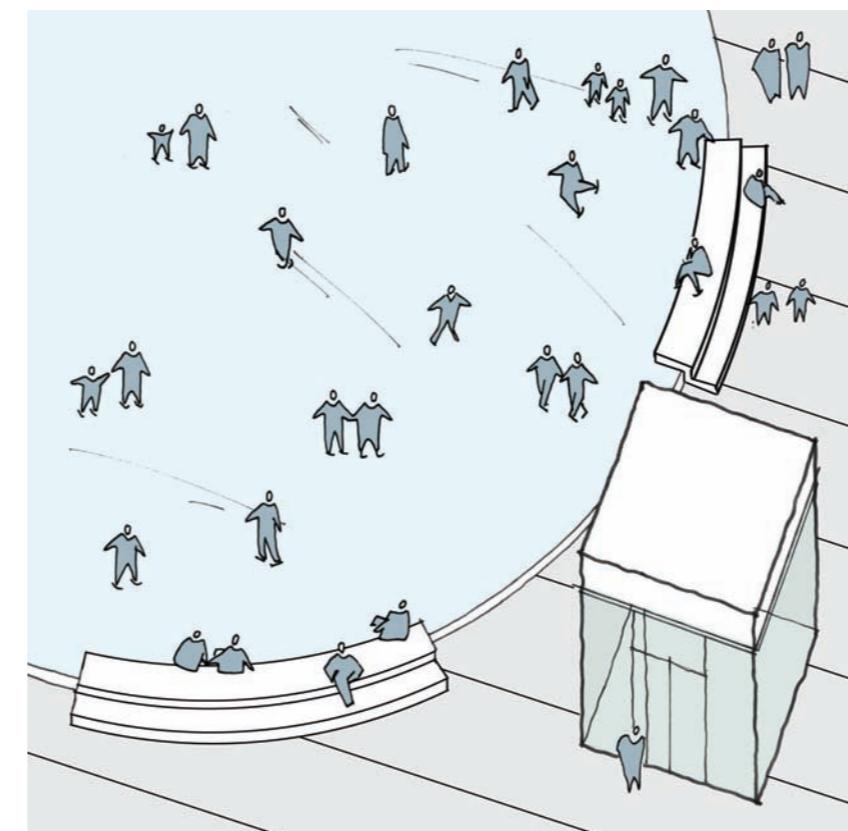
Ice skating rink at wintertime...

At wintertime the space can incorporate a skating rink and the transit and movement identity of the space can be strengthened with this kind of activity. The rink can be placed within the circle or to the side allowing one of the pavilions to act as a place for renting of skates and selling snacks.



Large events...

When large events are taking place people can naturally gather at the centre or in front of the new buildings flanking the pedestrian street. It would be a good idea to incorporate serviced public toilet facilities at the square - possible underground, but with safety and quality design in mind.



New Market Square

● Identity

The New Market Square is in London context a rather unique space.

First of all it is unique as it will be free of traffic - except from the elevated train that establishes an edges to the west side of the space. As noted in the introduction most urban spaces in London have a very high noise level, with only a few exceptions.

The square will also have a reasonable good climate, as it is formed by a homogeneous building mass in terms of height. The buildings do not create turbulence, and the sun orientation creates good possibilities for activities to spread in front of both the east facing edge (morning activities) and in front of the south and west facing facades (afternoon - early evening activities).

This should be a place where it is possible to have most - if not all - the 8 quality criteria mentioned in the introduction to apply - both in terms of protection, comfort and enjoyment.

The New Market Square can be used for market during the weekend and possibly also a couple of weekdays. It can be a food market - like the Borough Market - or it can be changing market on different days - i.e. Antique Market on Tuesdays, Food Market on Fridays and Flea Market on Sundays. The market can be small - only spreading along the east edge in the square. It can be bigger, and also use the centre of the square. Or it can be extended to also use the central part of New Walworth Road north of the elevated train.

When there is not a market the design of the edges and the activities along the edges will be very important. This is a square with possibilities to linger and place outdoor restaurant or cafes along the edges, which is not possible at the Civic Square. The Civic Square is a "go through" space with some stationary activities - a space for transit, but the New Market Square should be a destination - a "go to" space. You will have to go there - but not necessarily to cross it to get somewhere else. That does not mean that the pedestrian links only end here. The square is well connected to the rest of the area, but located to the side of New Walworth Road.



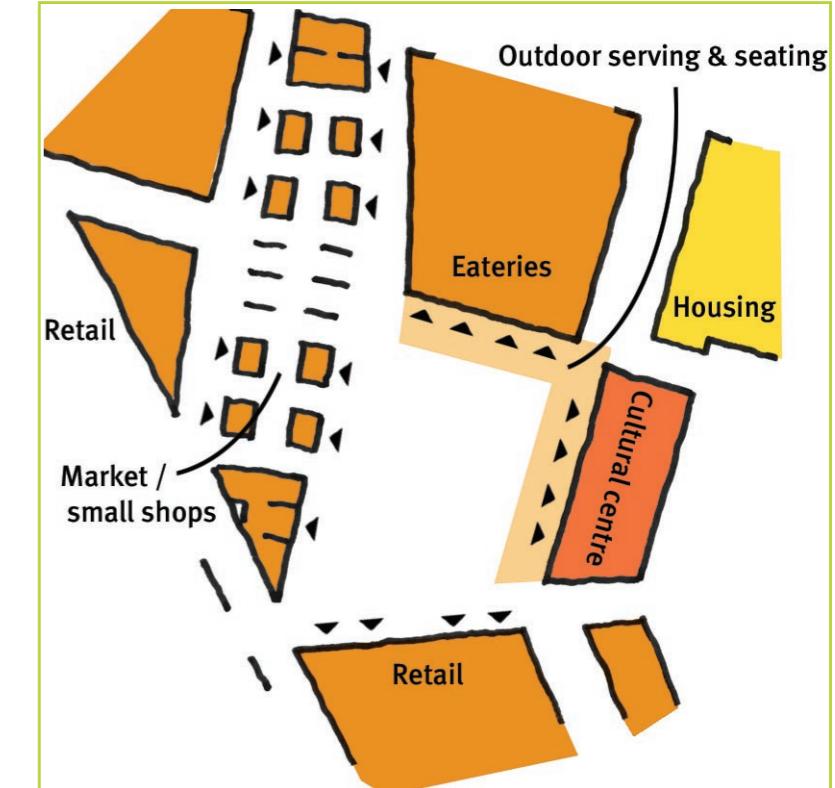
Reference: Market

The market will bring life, variety and change to the square.

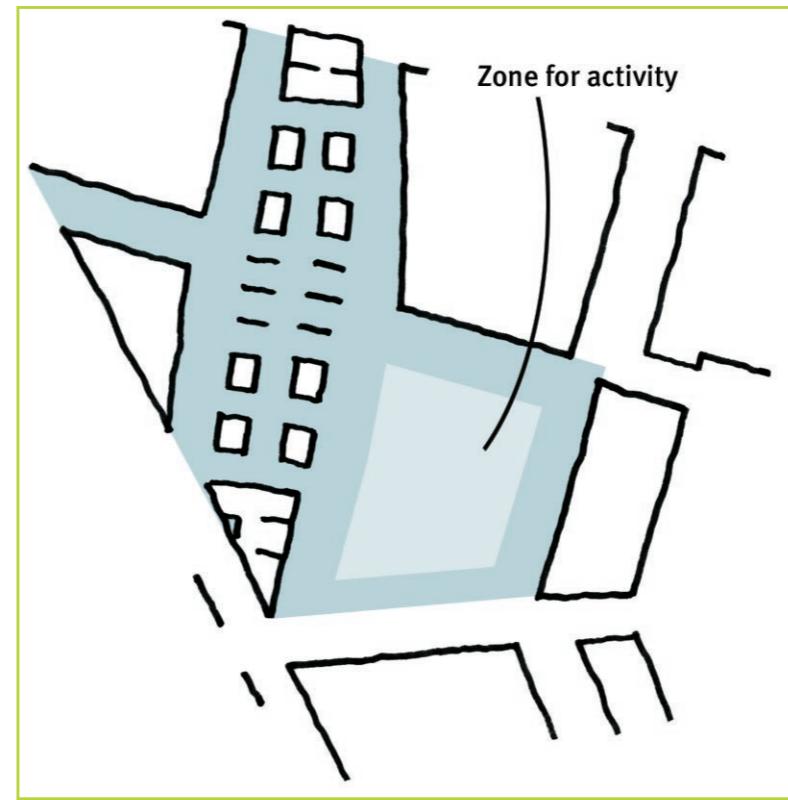


Playing...

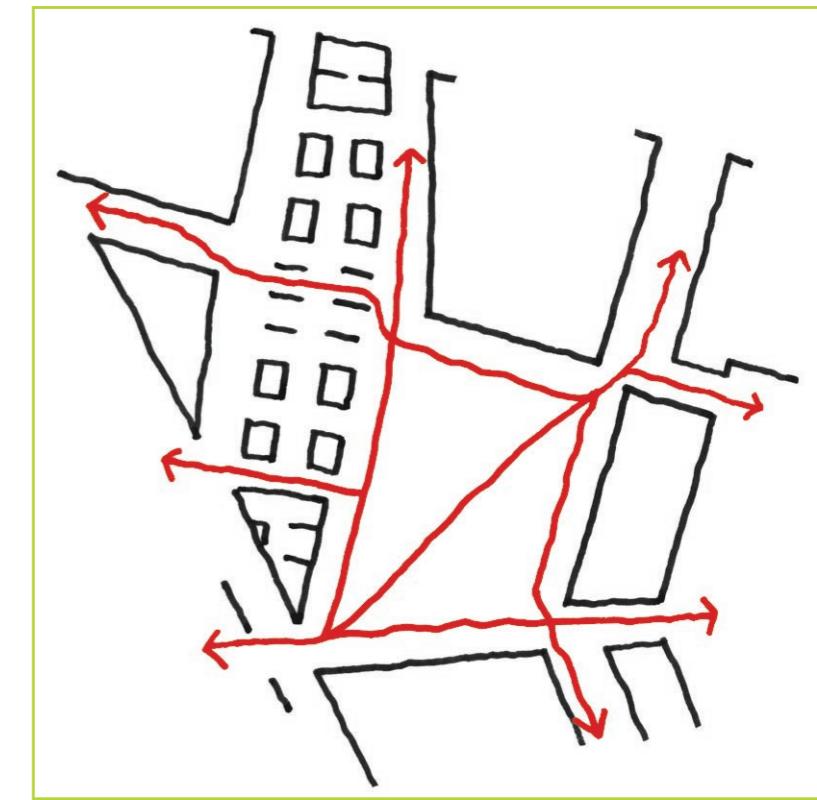
A water feature or an element of art can be incorporated in the open part of the square. Everyday activities will take place in the centre of the square - like children playing with water or a clown making a small one man performance. Along the edges people will sitting at benches or at the outdoor cafes.



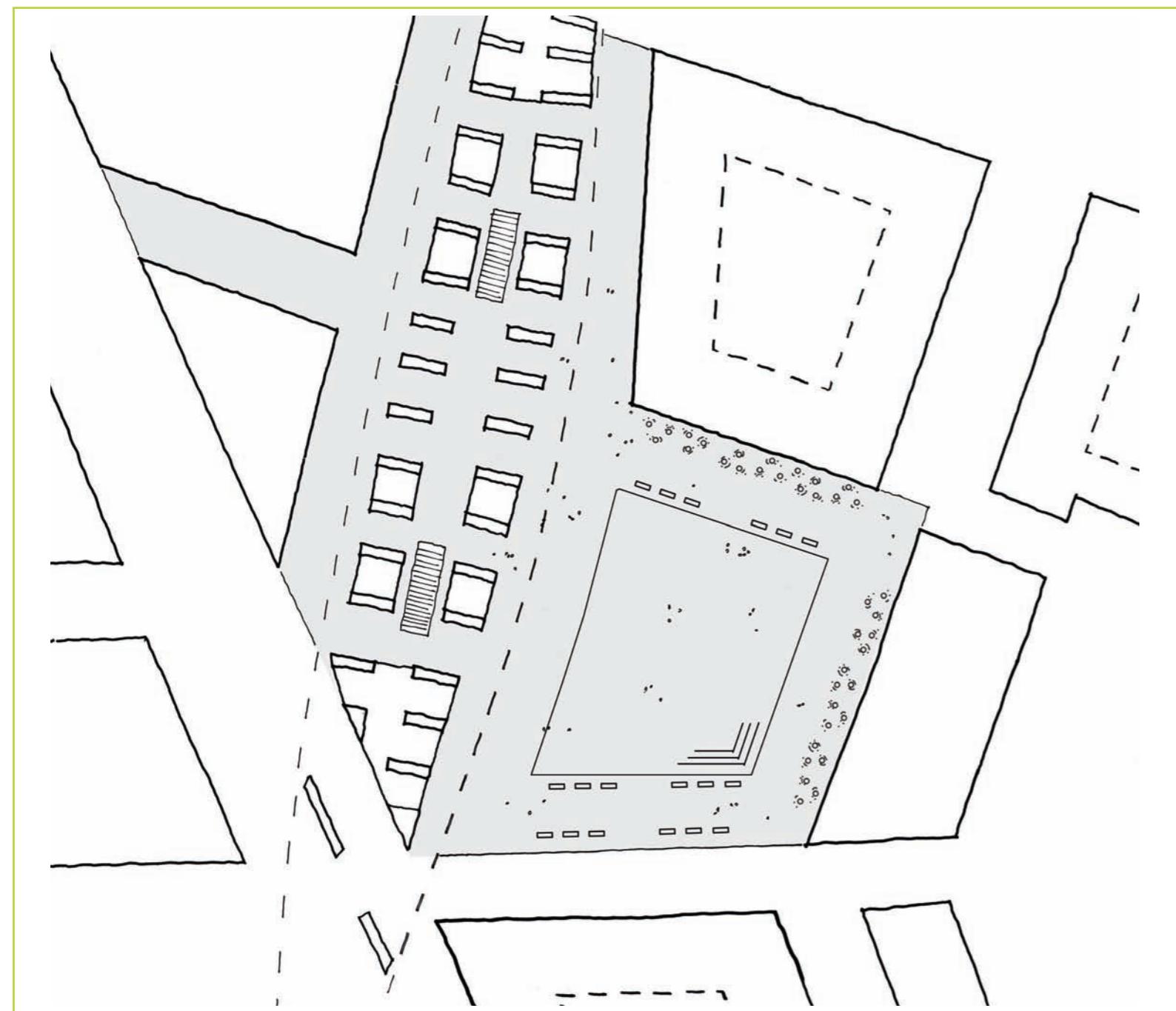
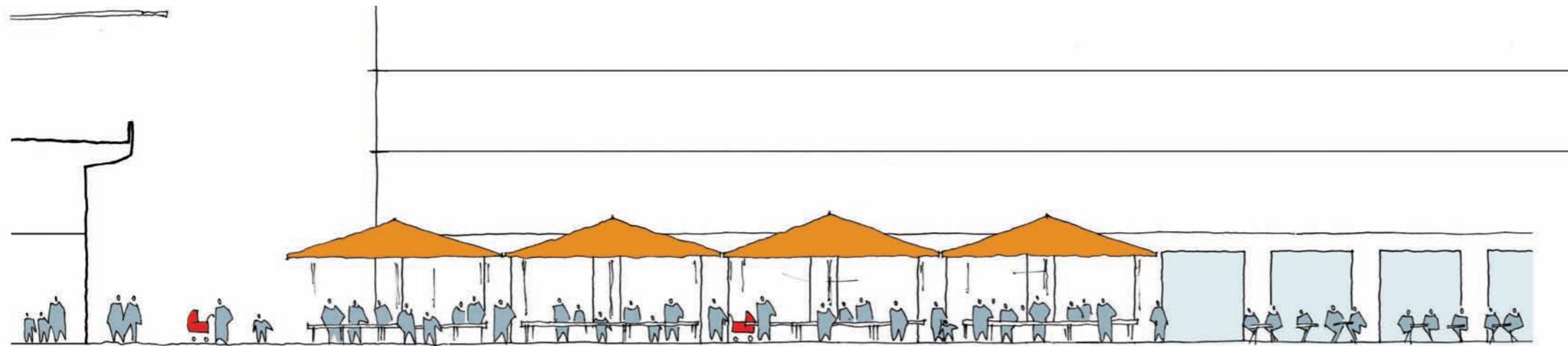
Functions & edges



Surface & activity zones



Pedestrian links



Section: Market activities

The market zones should be placed allowing free passage for important pedestrian links through the space.

Plan: Pedestrian environment

The zone in the middle of the square can be used for different activities and transit, where the edges should create an zone of connection between the functions inside the buildings and outside on the square.



Reference: Outdoor cafe, Copenhagen

Life should be able to take place along the edges of the square.

• Functions

Along the edges smaller units should be placed, and the ground level facades have a high degree of transparency, allowing people to look in to the buildings and the life of the buildings to enliven the square.

Along the south and west facing facades it is possible to place outdoor cafes or restaurants. The embankment to the east should be opened up to allow possibilities to filter though from New Walworth Road to the square. Some of the arches can be used for marked stalls, small arts and crafts boutiques or other types of commercial activities to create and lively connection zone and invite people to enter the square from the pedestrian street.

Along the north facing facade on the square shops and other commercial activities can be place at ground level to activate this part of the square, but it is not optimal for staying activities.

Benches should be placed creating a second edge and a boundary for the activity zone in the middle of the square. The benches can be double benches allowing people to have an overview over the centre of the square or face the pedestrians and the people along the edges.



Reference: Water art at square in Copenhagen

The centre of the square is left open to allow the square to be used for multiple purposes. As the square is still quite large a water element or a piece of art can invite children to play and others to watch.

● Activity

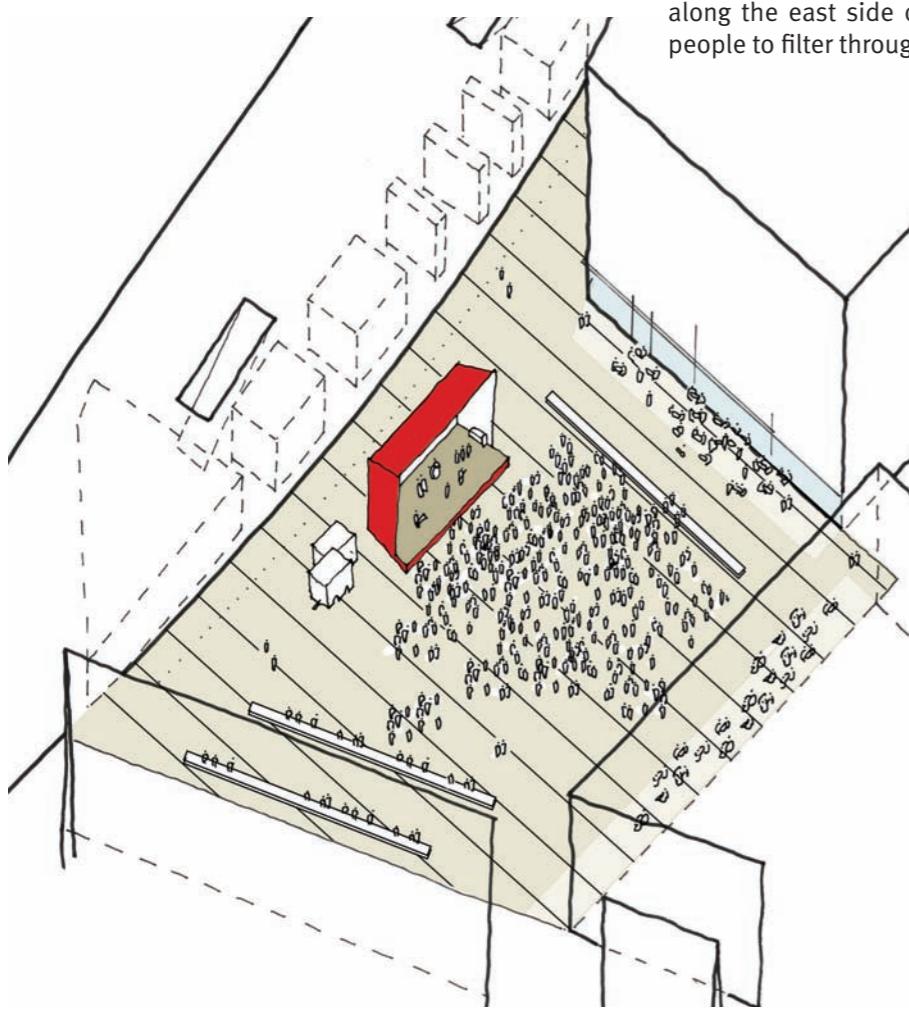
At the New Market Square people will gather for concerts or shows - small events, marked and daily day recreational and optional activities...

Basically this space will provide London with a place for urban recreation, which is not found easily in the rest of London.



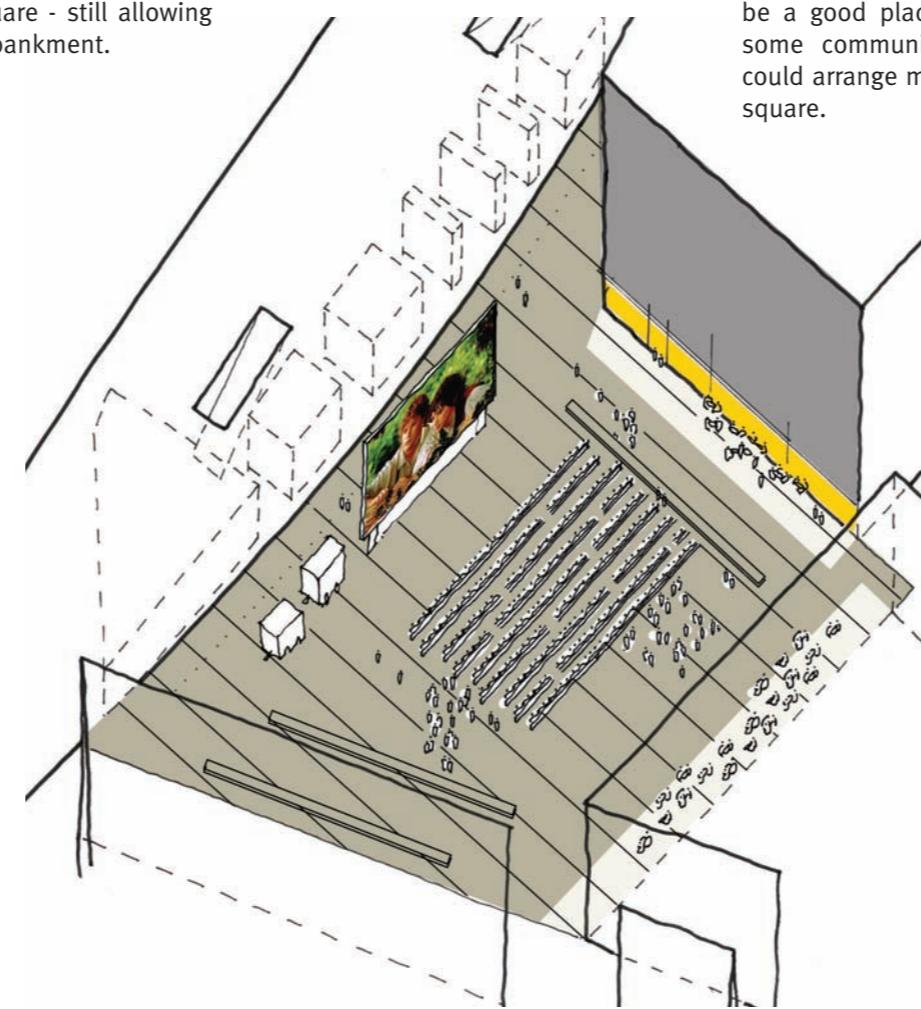
Concerts...

Small concerts can take place at the centre of the square, but a stage can also be build and placed along the east side of the square - still allowing people to filter through the embankment.



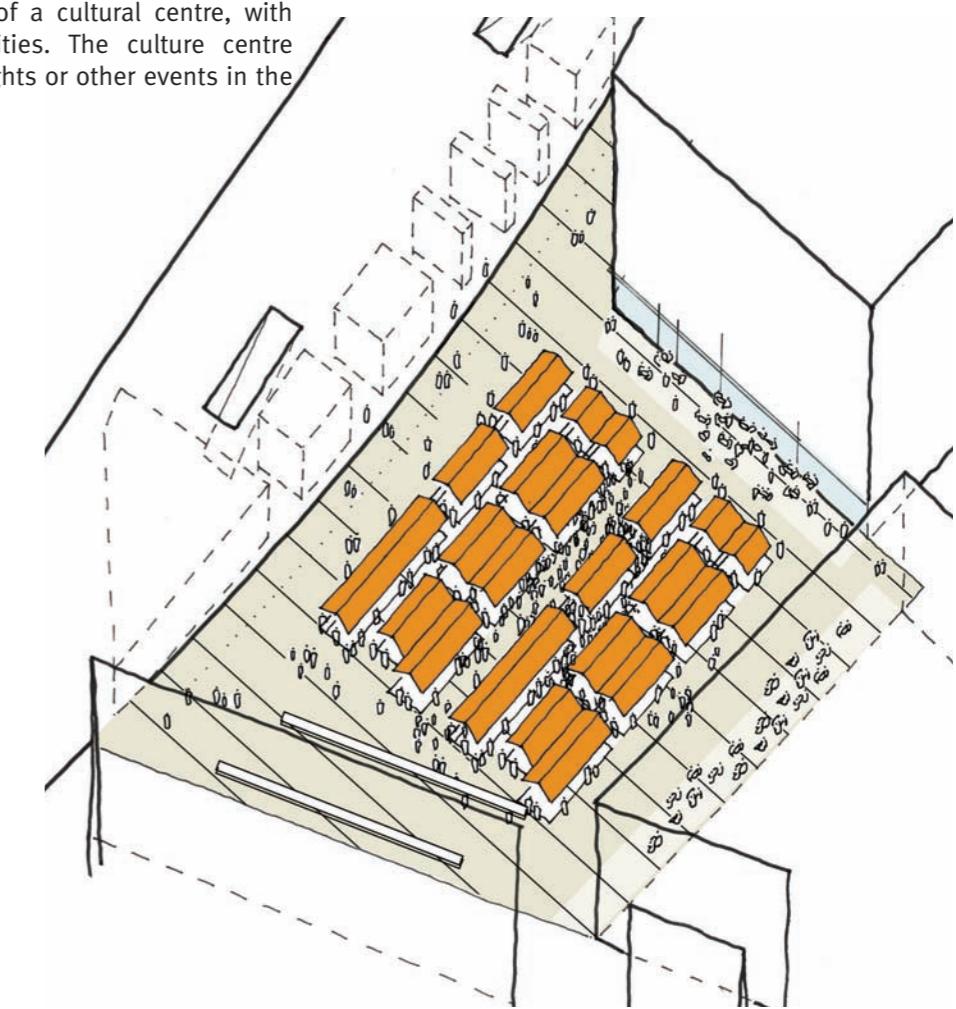
Movies...

The buildings that connects the New Market Square with the park behind is very important and could be a good placement of a cultural centre, with some community facilities. The culture centre could arrange movie nights or other events in the square.

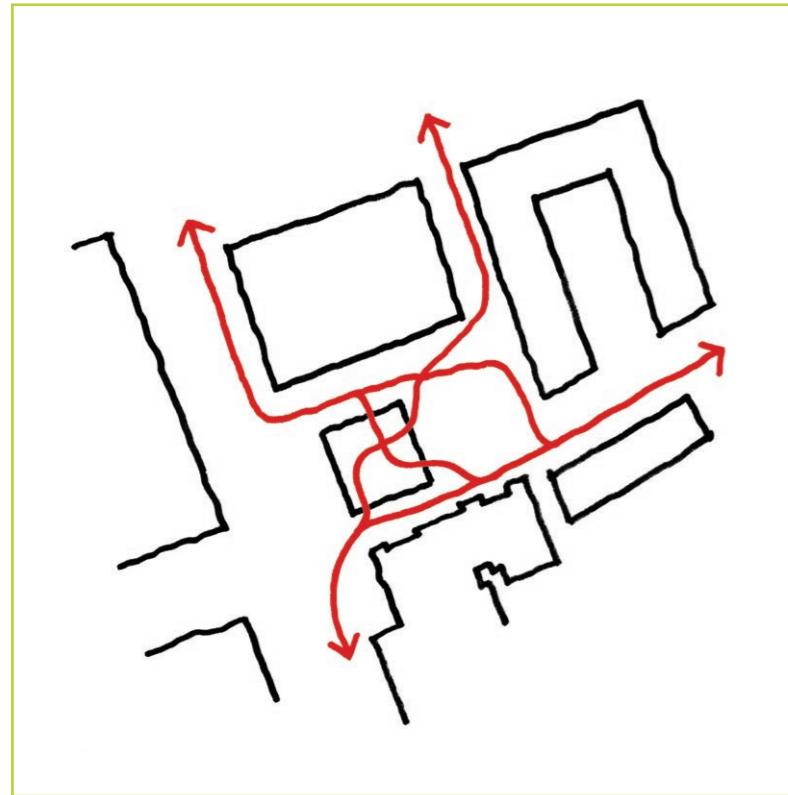


Market...

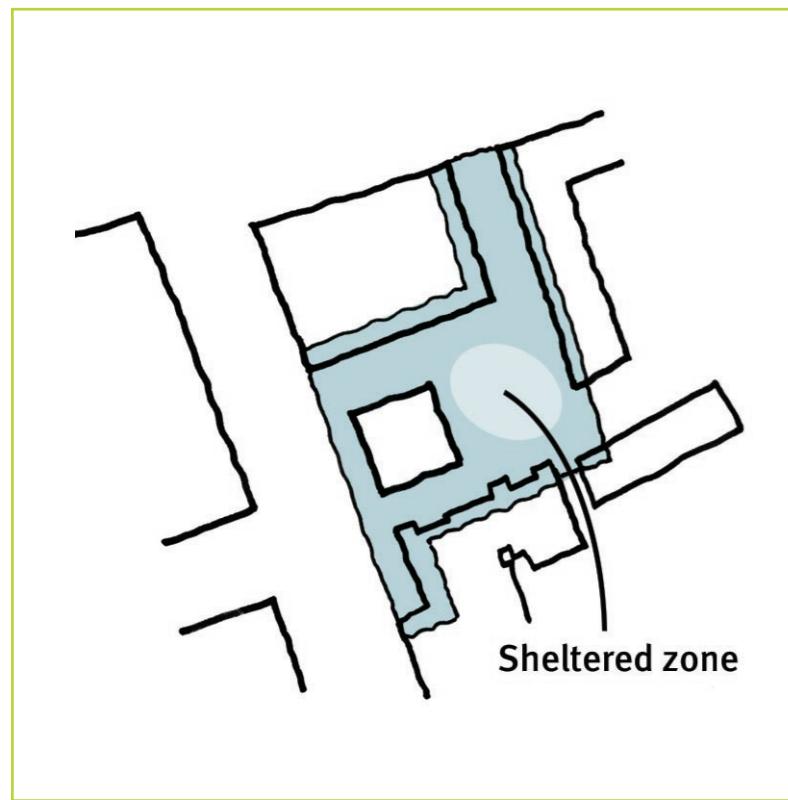
The Market should be located along the eastern edge and at the centre of the square.



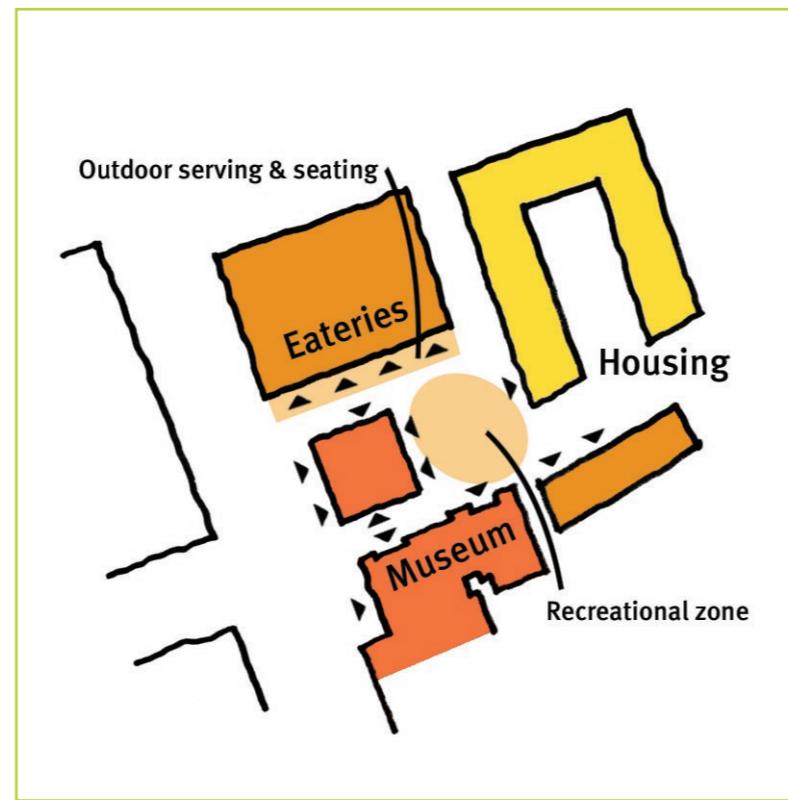
New Walworth Square



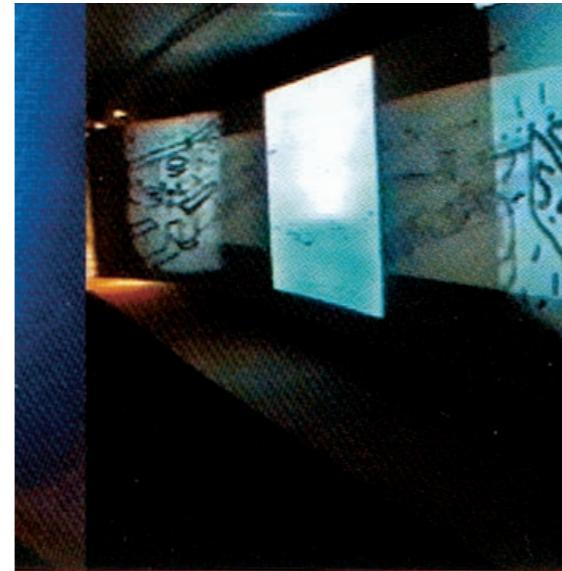
Pedestrian links



Surface & activity zones



Functions & edges



Art installation

The existing box element situated at the middle of the roundabout at the Elephant & Castle can be transformed to a place for changing exhibitions - exhibitions that can enliven the New Walworth Square and provide change within the space.

• Identity

New Walworth Square is the exhibition space of the Elephant & Castle. It is placed in relation to the Faraday Museum, and could be used for outdoor, changing exhibitions. That way the New Walworth Square and the activities that take place and the people who visit the space will change from one week to the other and from one season to the other.

One part of the square is in this way a very public oriented square with both a national and a greater London connection. But another part of the square will have a lot more local character and use.

Behind the exhibition space a small plaza opens up connected to the residential areas to the east and south of the square.

This end of the square is more protected from the traffic, noise and pollution from the streets. The local street can be closed for through traffic to allow a more calm and pedestrian friendly environment to be created.

Here other types of activities connected to the people living in the neighbourhood are more likely to take place.



Small units

Along the south facing faces small units can be incorporated to maximise the connection between the building and the square and create as much activity as possible.



Taking a brake...

Along the south facing edge of the square - or in relation to the recreational or exhibition zone niches can be created for people activities like the men on this picture taking a brake.

• Functions

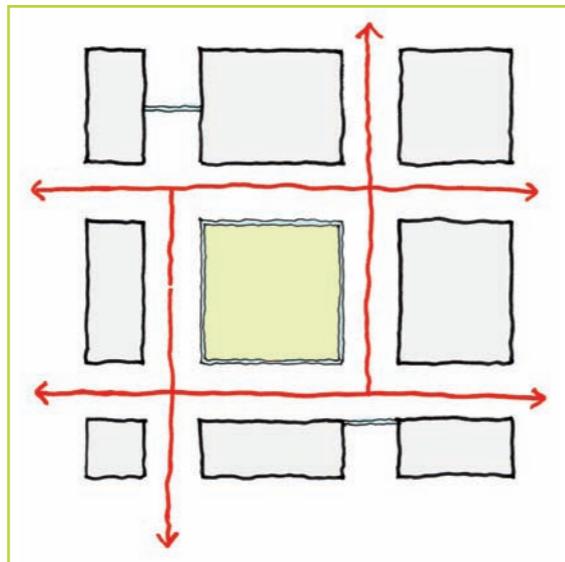
The main function within the square is the exhibition space for changing exhibitions. It could be the former Faraday memorial situated at the centre of the existing roundabout at the Elephant & Castle that is moved to this location and used for this purpose.

As illustrated by the plan diagram and the elevated sketches it is maybe possible to break down the volume into smaller exhibition spaces or showcases. A small green space can maybe be found in the centre of the form.

If the former element can not be changed it would not be a good idea to place it at this location, as it would take up far too much space of the square, and it would not be possible to filter through as suggested by this break down.

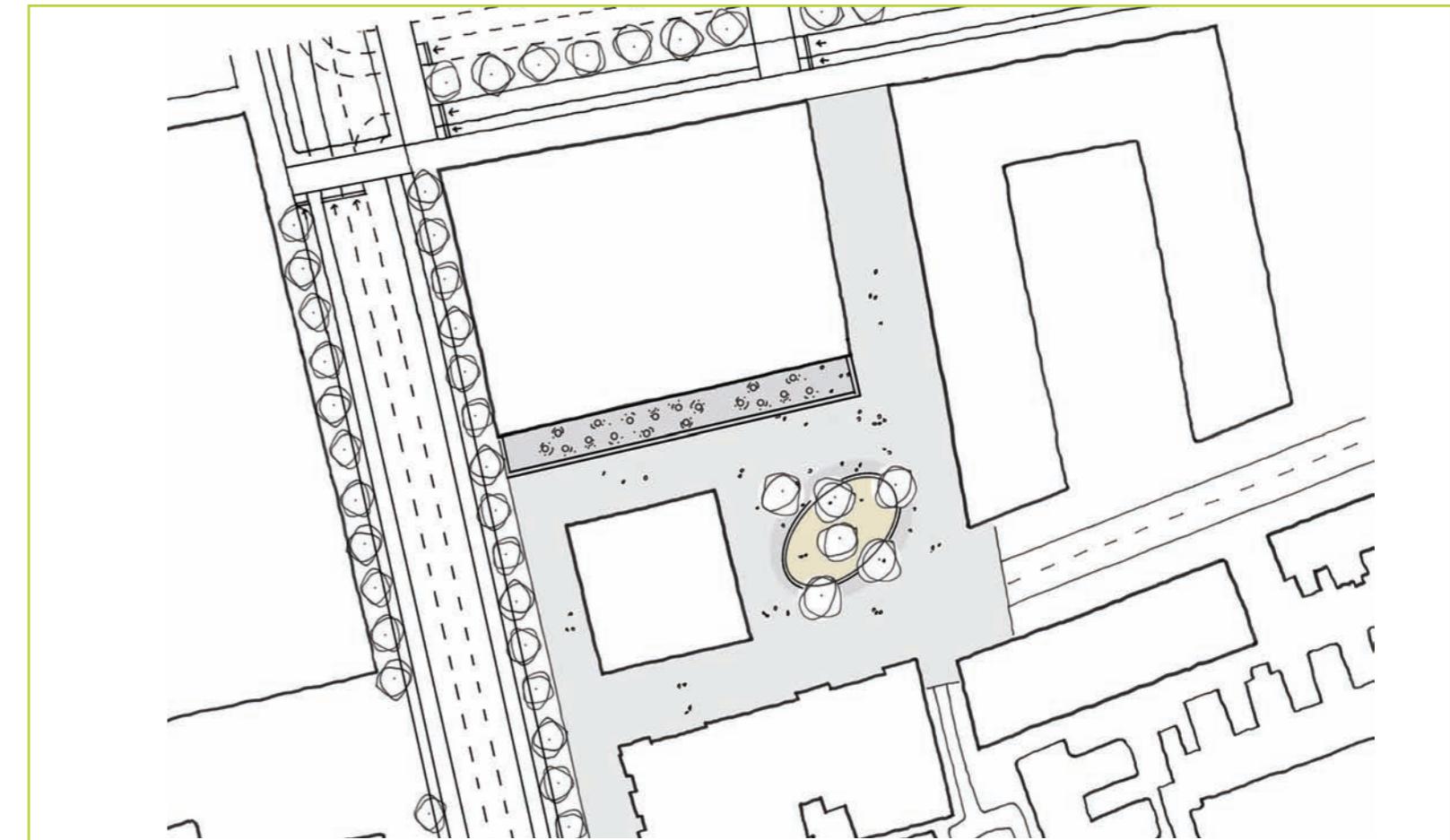
In that case it should be located some place where it would have a lot of space surrounding it.

Along the south facing edge smaller units should be placed and also along the west facing facade it is possible to place smaller retail units, or art shops etc.



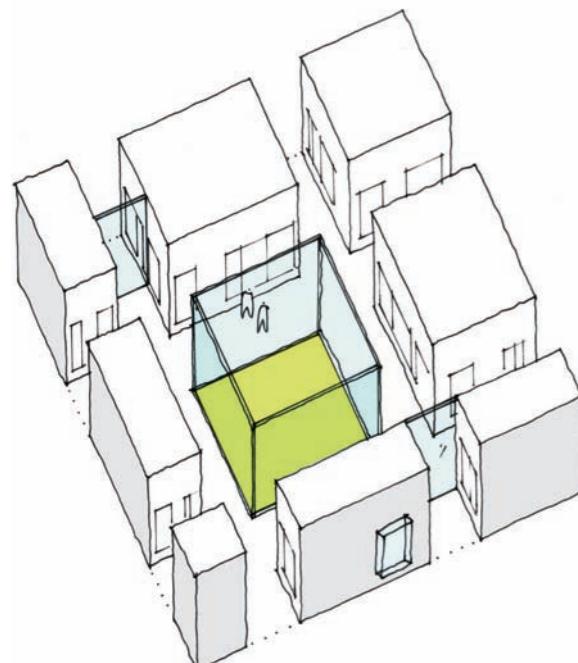
Plan...

The existing element of the Faraday memorial could be broken down into smaller elements to allow people to filter through. In that way it would not take up too much of the square.

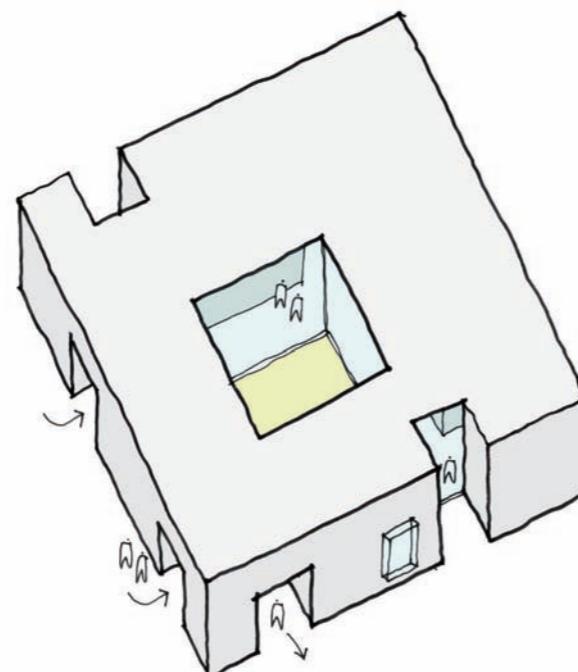


Plan: Pedestrian environment

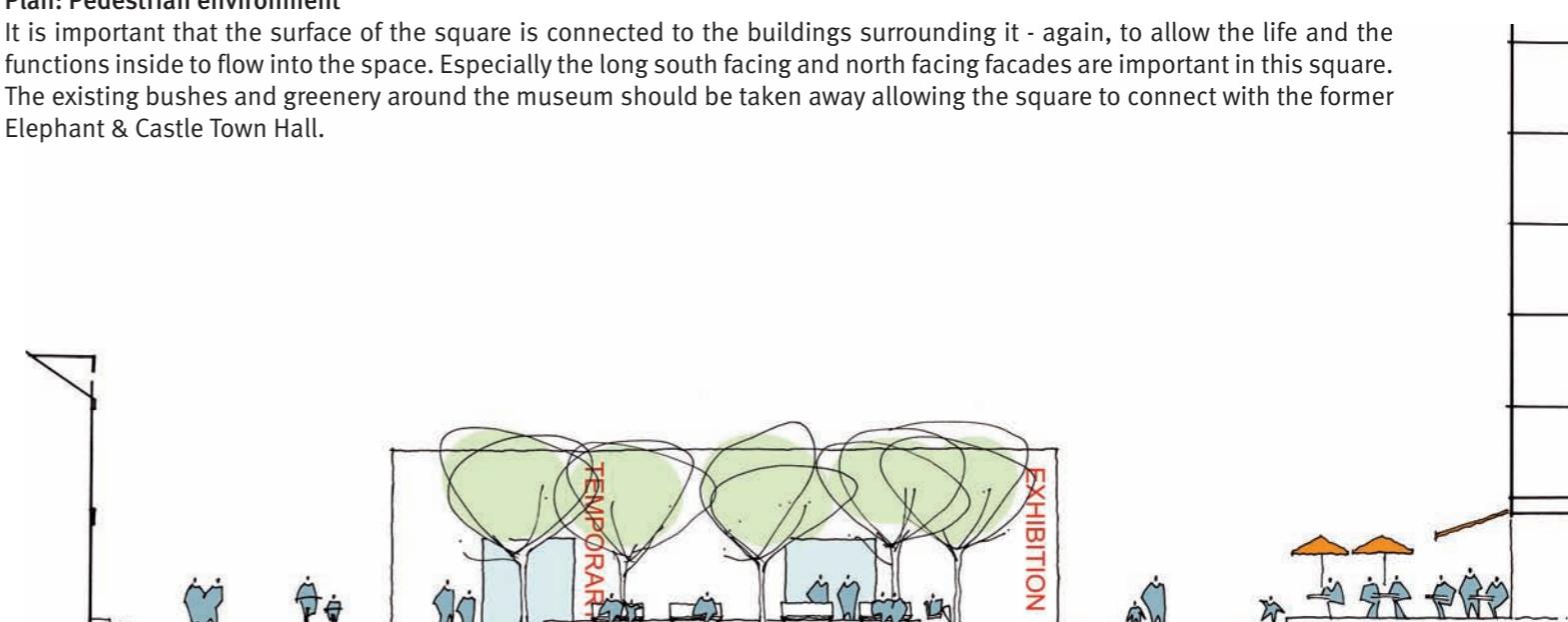
It is important that the surface of the square is connected to the buildings surrounding it - again, to allow the life and the functions inside to flow into the space. Especially the long south facing and north facing facades are important in this square. The existing bushes and greenery around the museum should be taken away allowing the square to connect with the former Elephant & Castle Town Hall.



Individual showcases...



An open green space in the centre of the box...



Section: Activities between the buildings

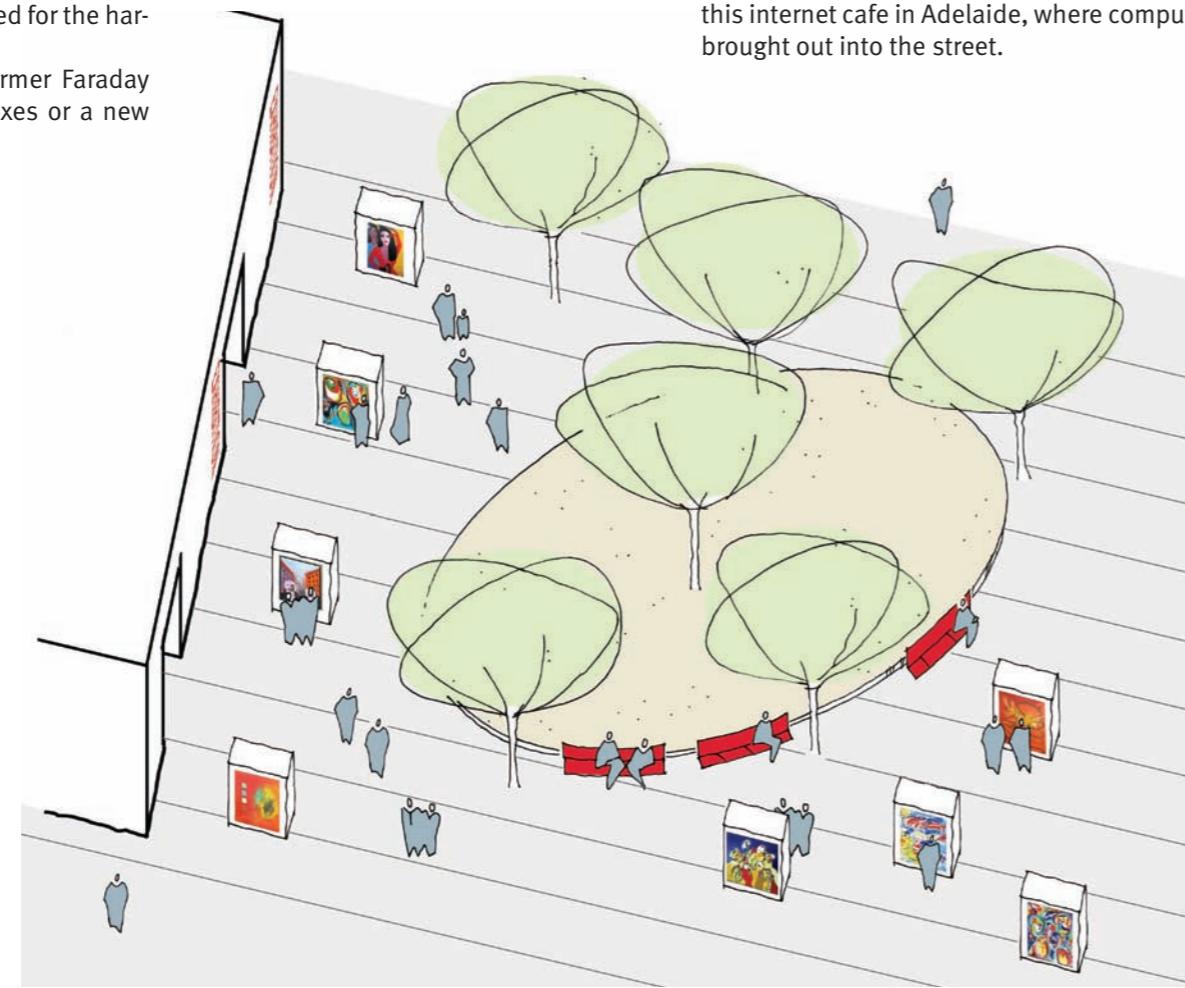
The exhibition pavilion is bringing down the scale of the new building north of the square to reach the height of the former Town Hall.



Changing exhibitions...

Often changing exhibitions are used to create variety in a space. In this case at Aker Brygge in Oslo special showcases have been designed for the harbour front and the promenade.

At the New Walworth Square the former Faraday Memorial can be used or special boxes or a new pavilion can be designed.



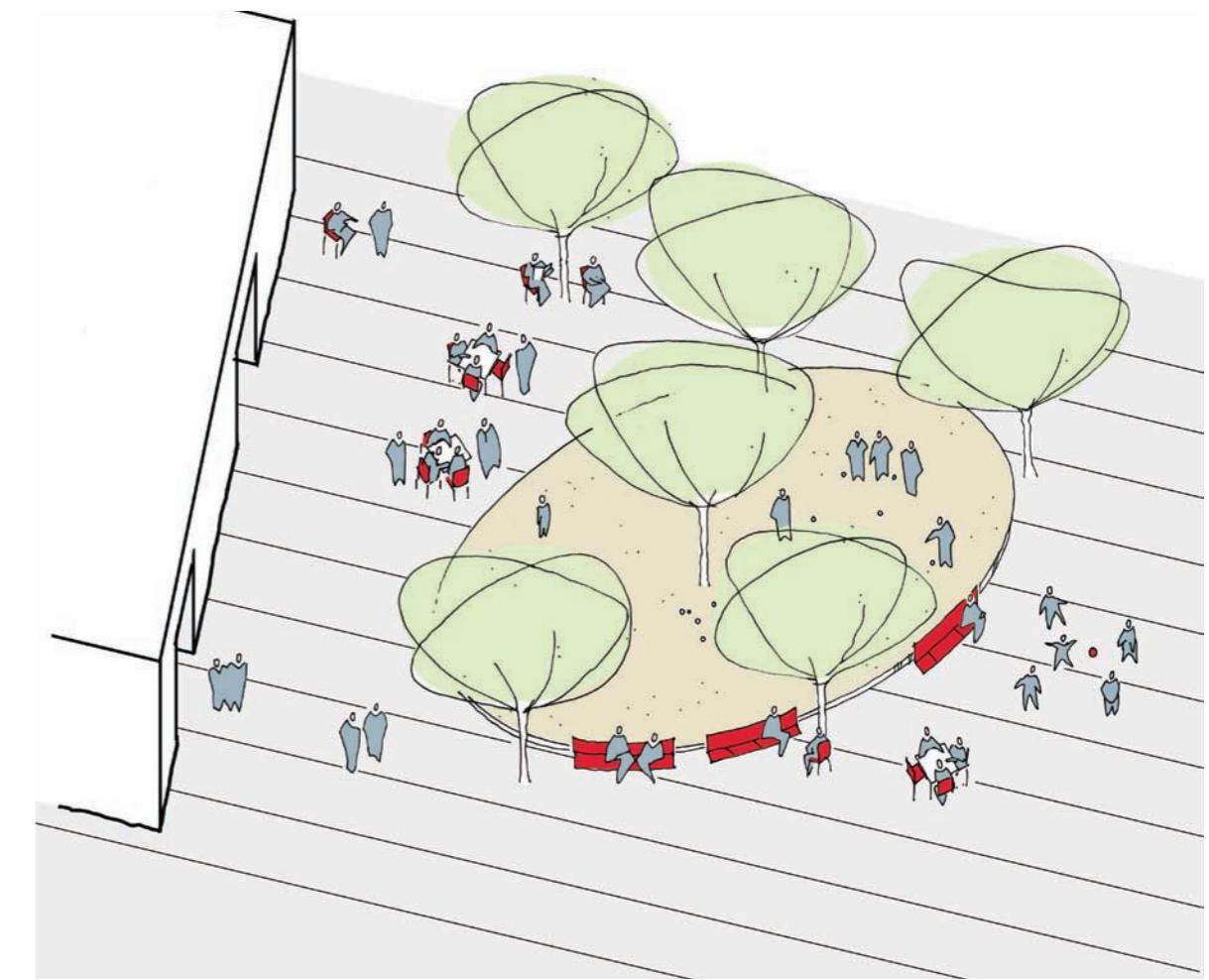
Cafe for coffee or net surfing...

Along the south facing facade eateries and small units can create a lively edge to the space, like at this internet cafe in Adelaide, where computers are brought out into the street.



Playing...

The space behind the exhibition area can be used for local playing activities for all generations.



● Activity

New Walworth Square has two characters and two kinds of activities - public exhibition activities with a London reference and smaller more locally based activities.

St. Mary's Churchyard

● Identity

St. Mary's Churchyard has a more public and open character compared to the New Town Park situated to the east of the new development.

St. Mary's Churchyard will be bordered on the northern side by future school functions, which will have a positive effect on the life in the park. School children and students from the neighbouring universities will use the park for recreational purposes.

Towards the west the park will most likely be bordered by a future hotel. It is very important that the height of these new buildings area adjusted to allow solar access to the park. Also the south facing facades of the school ought not to be shaded by possible future development.

Towards the major traffic flow at Elephant & Castle a wall element can create an edge that will establish a more protected environment on the park side. It is possible to look through at openings. Further the landscape can be elevated created a couple of steps towards the two pedestrian zones. The steps could be wide for to accommodate secondary seating as well as establishing a border between the activities and the more quiet zone in the centre of the park. The steps could also have metal edges and some low railings at some places, to allow skaters to use the steps.

The middle zone of the park is intended to be more calm and relaxed and open to different kinds of uses.



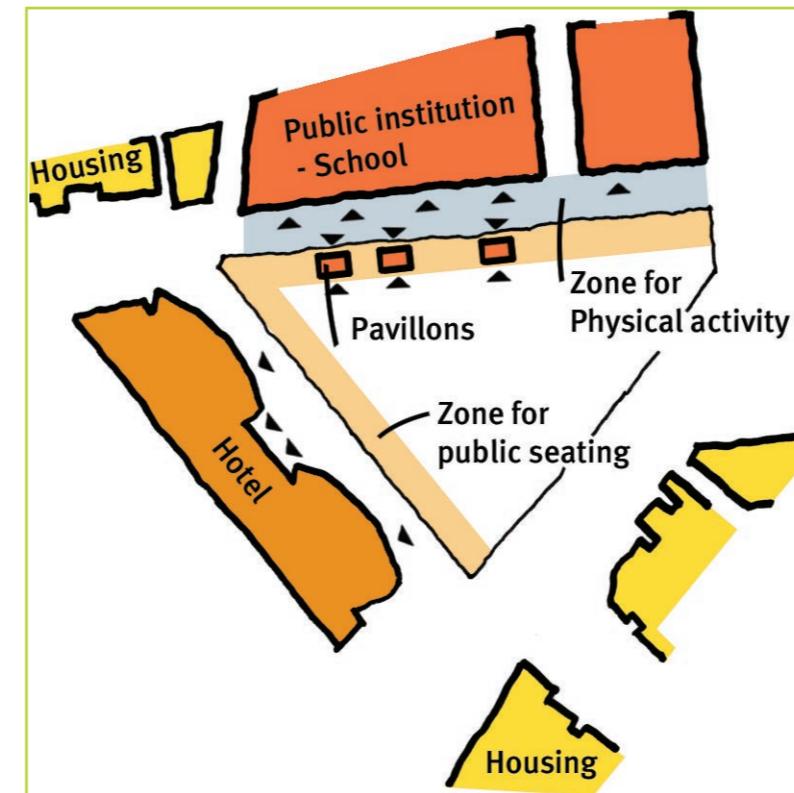
Public seating

The main part of the park is open for recreational activities with benches along the edges to invite people passing to have rest.

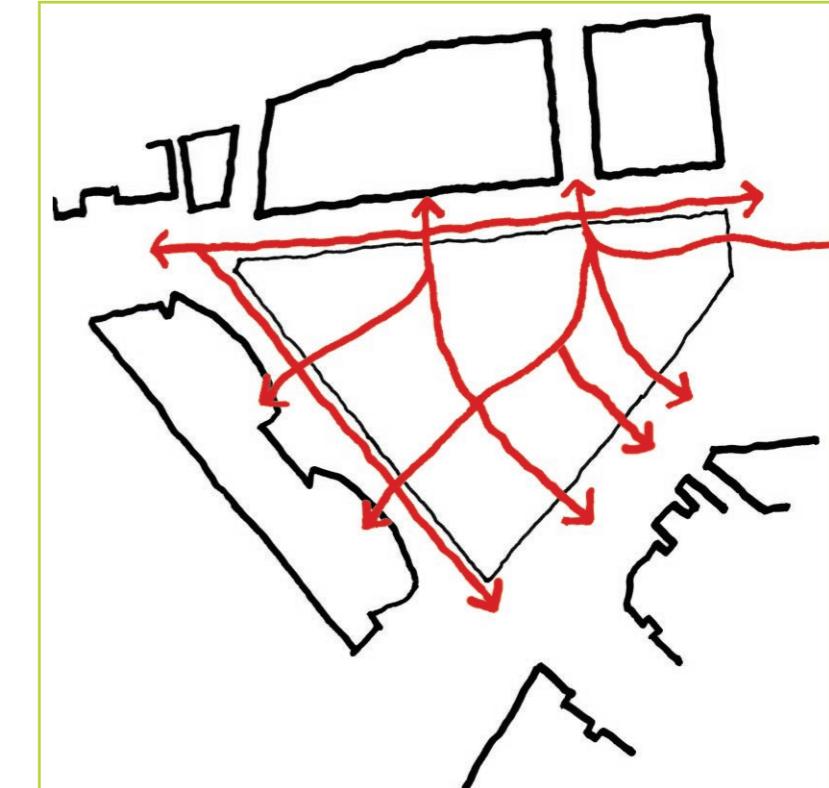


Playing...

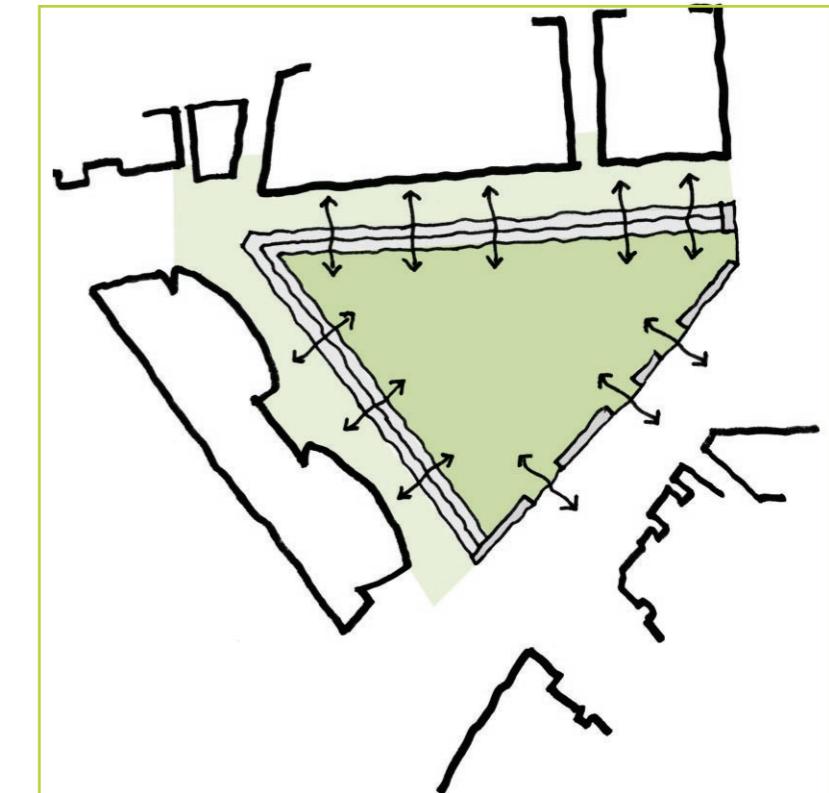
The steps can at certain points also be designed as ramps for climbing, skating etc.



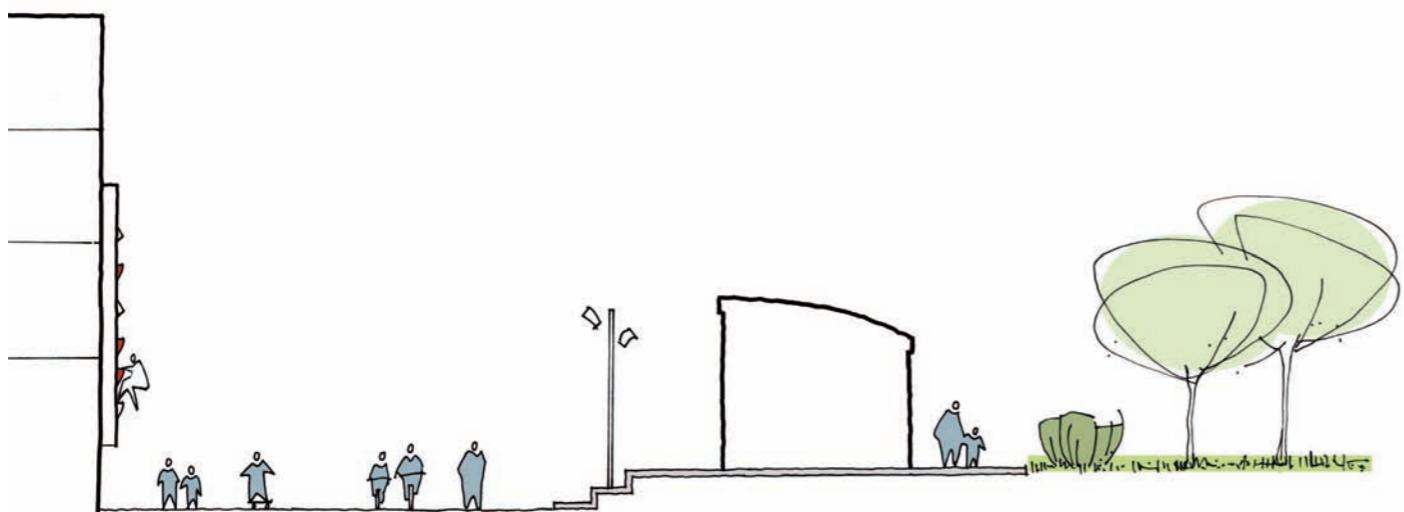
Functions & activity zones



Pedestrian links



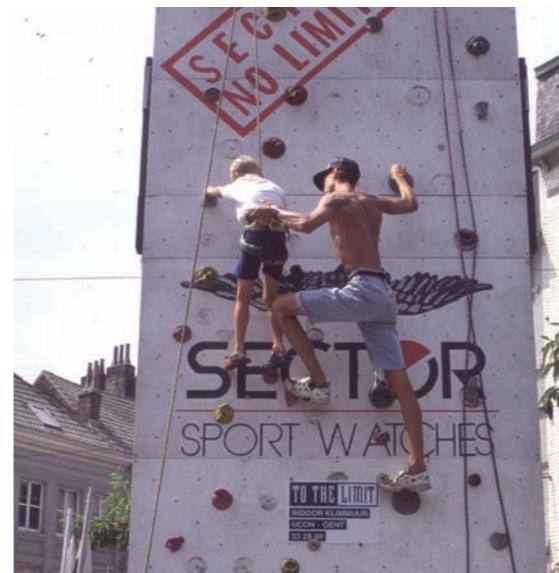
Surface & edges



Section: Active promenade in front of the future school.



Plan: Pedestrian environment



Sports activities

A climbing wall could be incorporated at the south facing facade of the school, to invite different age groups to use the park.



Performance

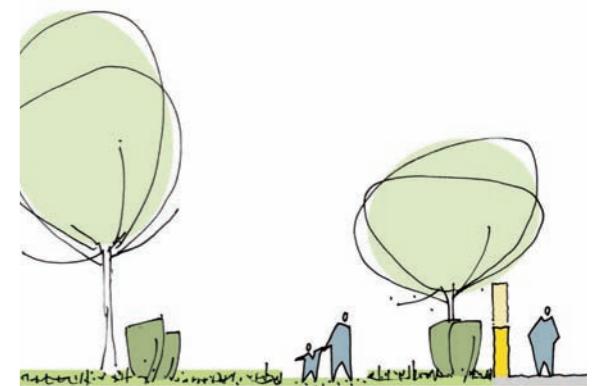
One of the suggested pavilions along the edge can have a puppet theatre for small children towards to the park.

Other pavilions can have public toilets or a kiosk facing the active space in front of the school.

● Activity

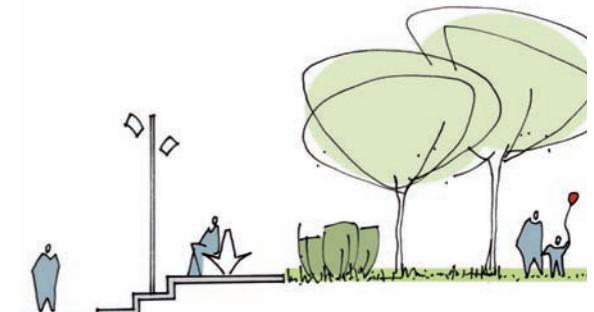
St. Mary's Churchyard can incorporate both quiet and slow recreational activities and more sport like activities to invite different age groups to use the area - both small children looking at for example a puppet theatre, young people skating or climbing and elderly people resting on a bench.

The park should have a new entrance towards the east west link to the New Town Park, plus other openings and entrances towards the road to allow more people to filter through the park.



Section:

A wall element can have a differentiation in height and length to allow opening towards the street.



Section:

Steps and a zone of paving can provide an area for public seating, where it is possible to overlook the sport activities taken place at the edge of the park. The benches can be double benches to allow people to look either to park or to the promenade.

New Town Park

• Identity

The New Town Park has a local character and a unpretentious relaxed but modern design that should invite the local residents and residents from neighbouring housing areas to use the park for playing and for other kinds of recreational purposes.

The park is well linked to surrounding streets, and to the east/ west park axis connecting New Town Park with St. Marry's Churchyard.

Further the park is connected to the lively New Market Square by the suggested cultural building that mainly front the square, but also allow some activities to be connected to the park on the other side.

The small local street that surrounds the park should be designed in such a way, that traffic is calmed as much as possible. This can for instance be achieved by letting the street drive through the park rather than drive on the edge of the park. Zones of green are taken over to the other side of the buildings entrances to achieve this relationship.

In the same way small buildings elements can establish a connection with the taller block surrounding the park. The smaller pavilions can create a secondary edge to the park of a more human scale enhancing the centre of the park as a calm and quiet area.

The zone towards the edge can be used for many different activities as illustrated on the following pages.



Reference: Park Andre Citroën

The small pavilions along the edge of the park can for example be botanical greenhouses or water follies, as more commercial activities are not feasible in this area.

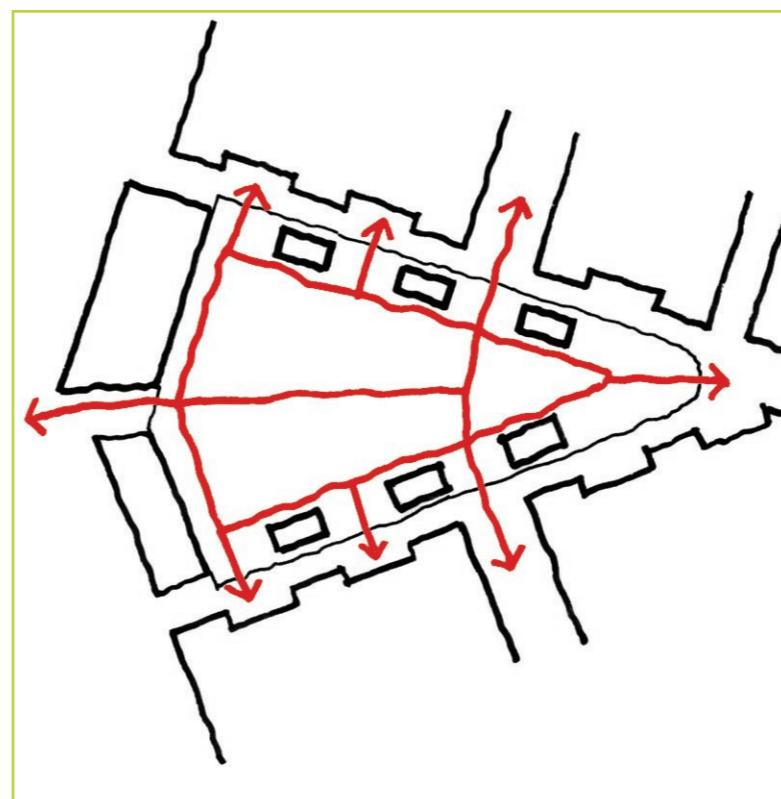


Reference: Placa in Lyon

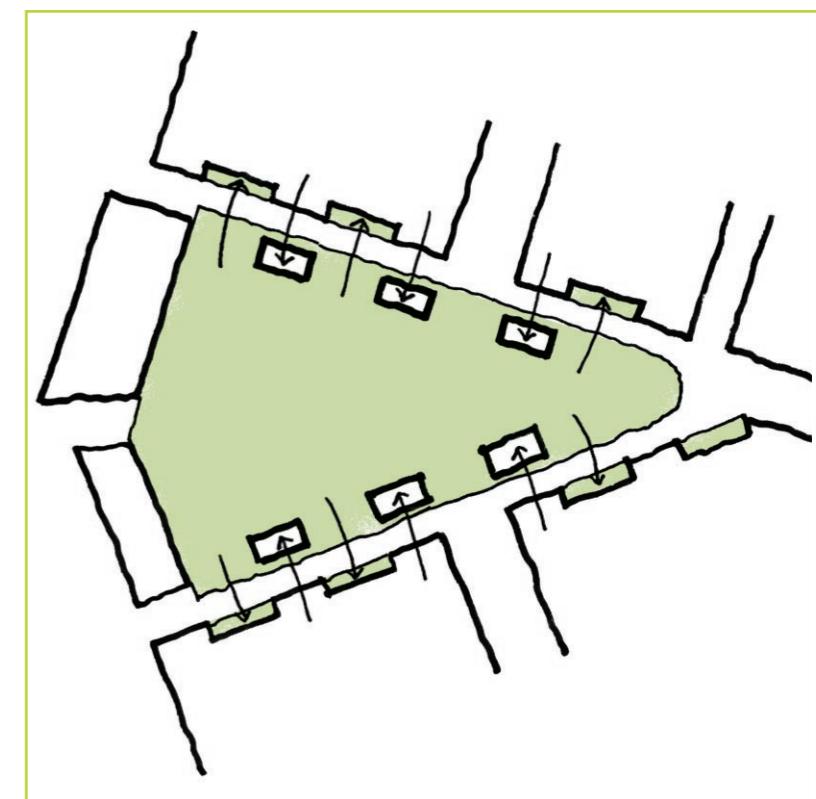
The edge of the park could be very dense green, but in an urban way like on this reference, whereas the inner area of the park could be left open as a pause for more spontaneous activities.



Functions & edges



Pedestrian links



Surface & activity zones



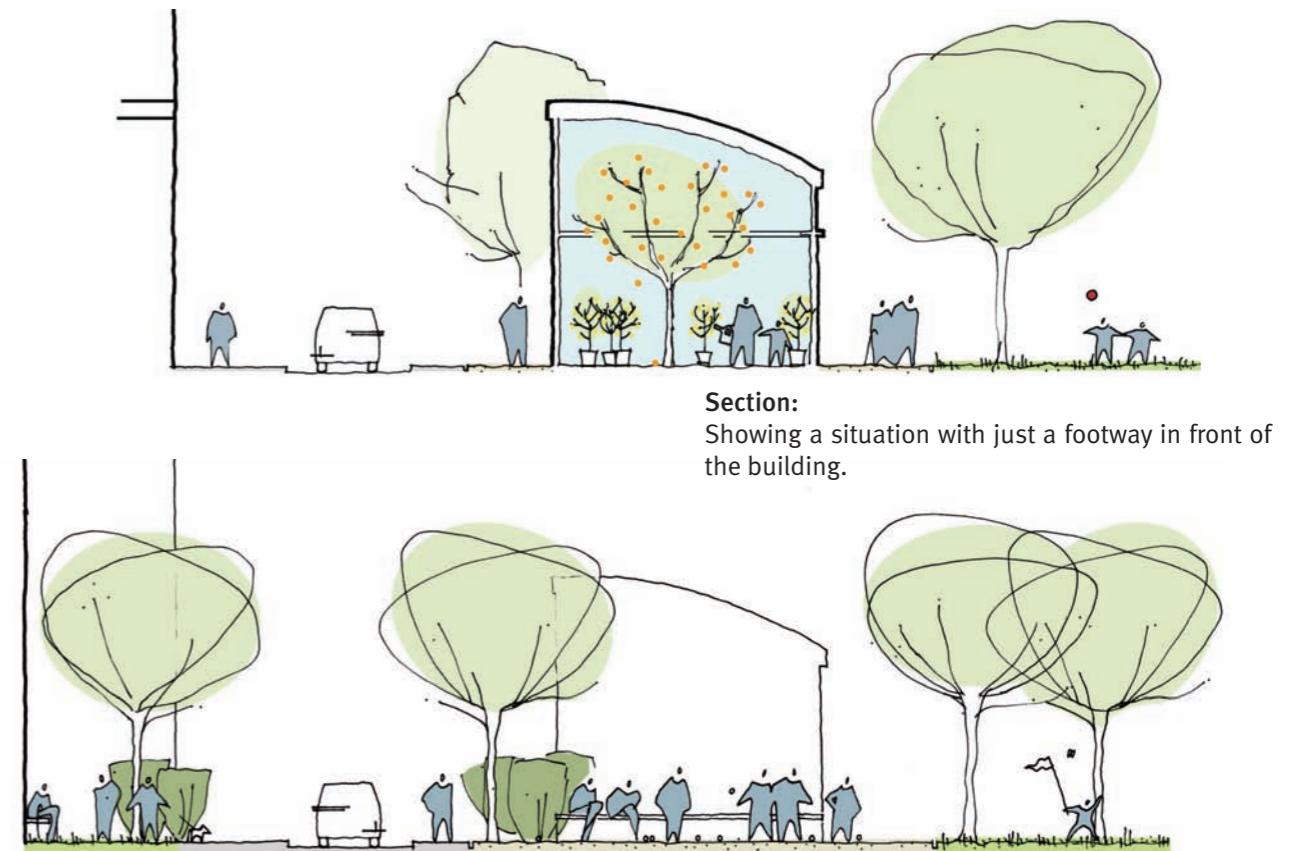
Plan: Pedestrian environment

The edge of the park should invite people to use it, but should not only address the people living around the park but also people from other parts of the Elephant & Castle - a public character is to be incorporated into the landscape design.



An open area...

The centre of the park can be more open to provide visual links across the park.



Section:

Showing a situation with just a footway in front of the building.

Section:

Showing a situation with green entrance zone in front of the buildings.

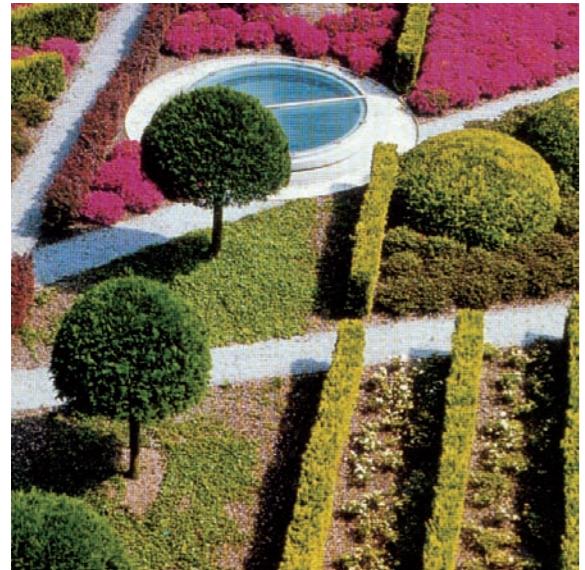
• Landscape

To minimise the street space the park is connected with the buildings to the west of the park. Similarly the park is taken over to the buildings creating a small green entrance area in front of the buildings towards the park. Also the courtyards of the buildings are expected to be green to provide the maximum quality to the apartments.

It is important to locate as many entrances to the apartments towards the park as possible to enliven it at most time of day, and to invite as many people as possible to use the park.

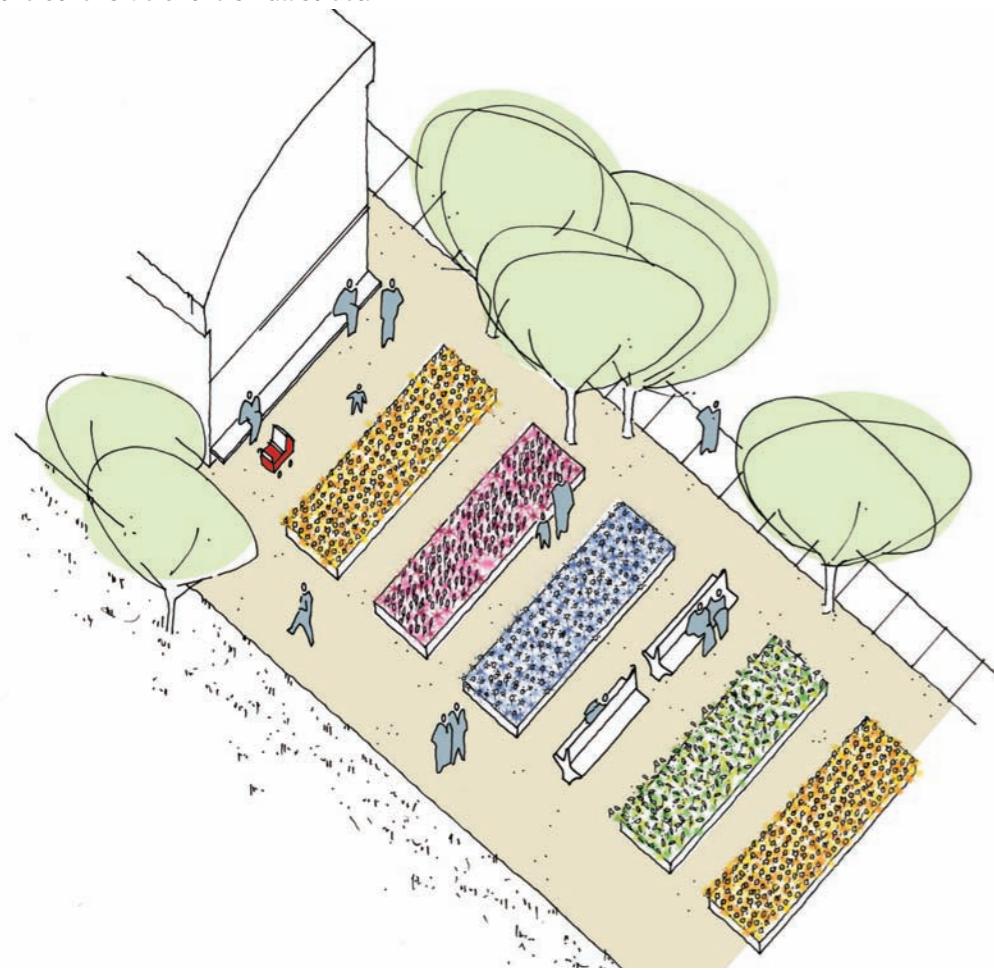
● Activity

The edge of the New Town Park can be used for multiple activities like playing, flower beds, benches etc.



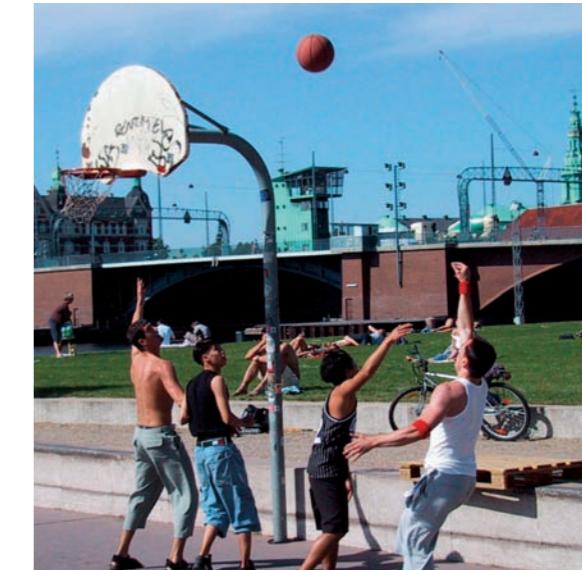
Flowers...

Flower beds can be placed along the edge in relation to the pavilions and in front of the buildings on the other side of the small street.



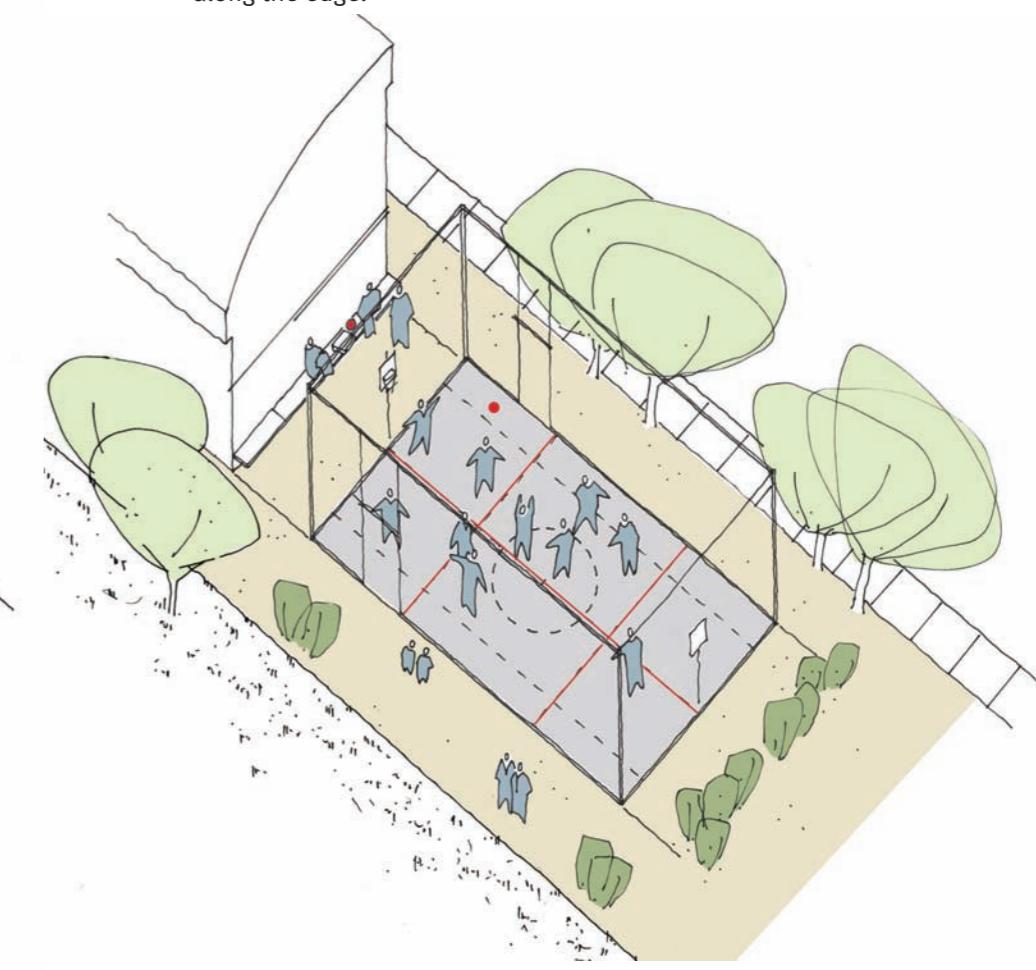
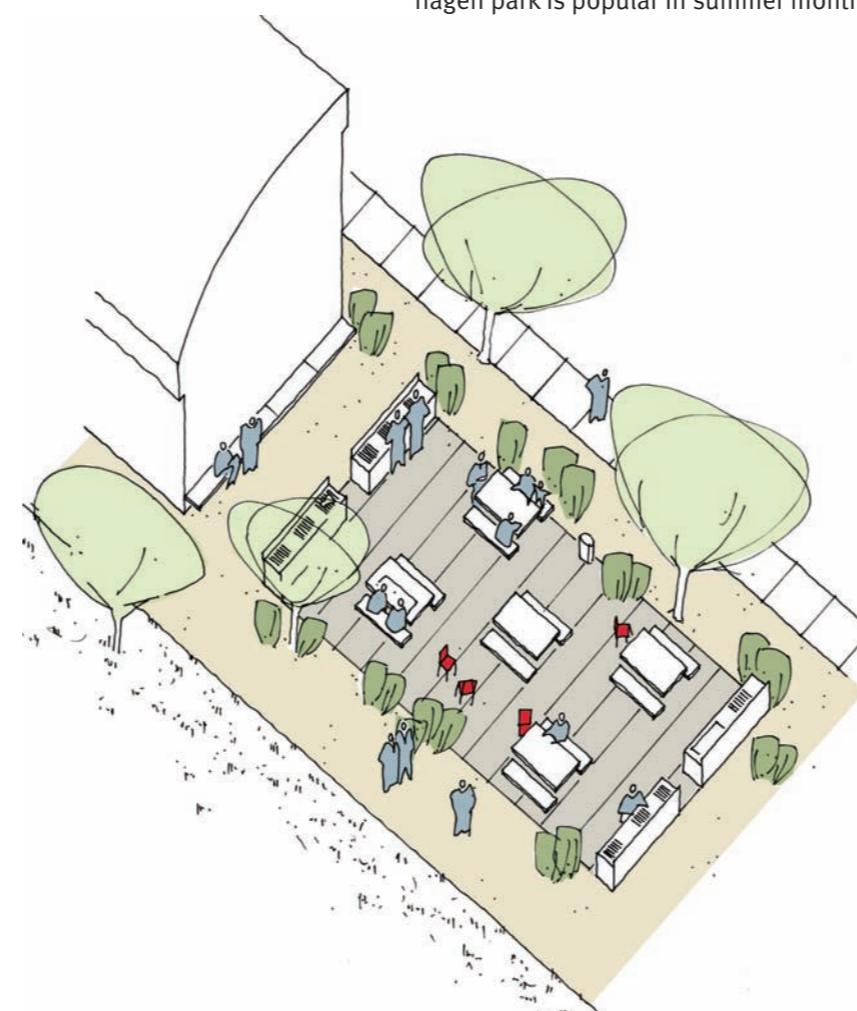
Eating out...

Barbecue areas placed along side boule in a Copenhagen park is popular in summer months.



Playing...

Areas for street basket or other playground areas for children at different ages can be incorporated along the edge.



The Pedestrian Street - New Walworth Road

• Identity

New Walworth Road is the most important new link through the area. In London terms it has quite a unique quality as being a pedestrian street.

The street is 25 meters wide at the northern end allowing people to flow freely between the buildings in a traffic free and noise free environment, all though the space will be influenced by the elevated train in regards to noise and fumes.

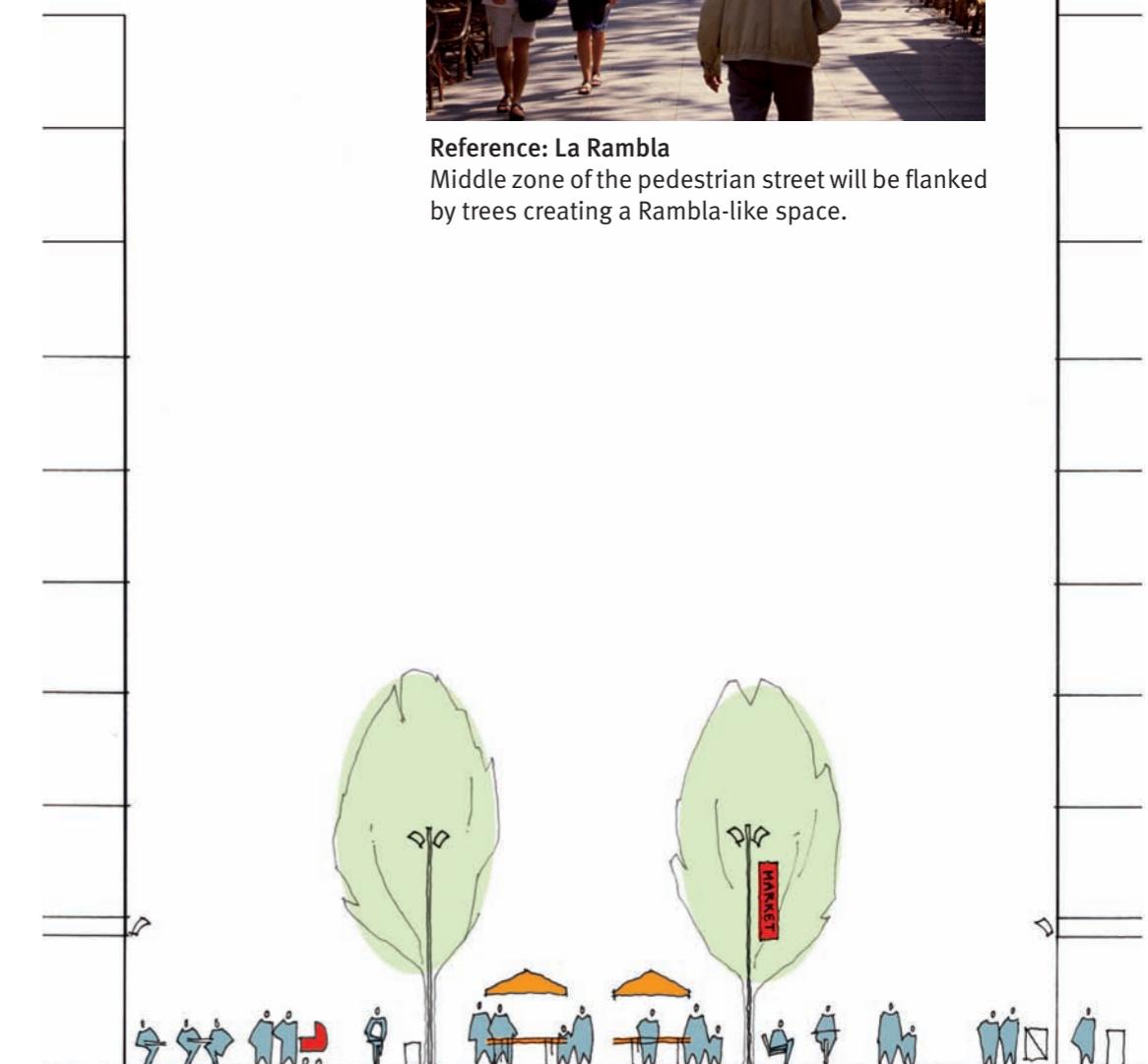
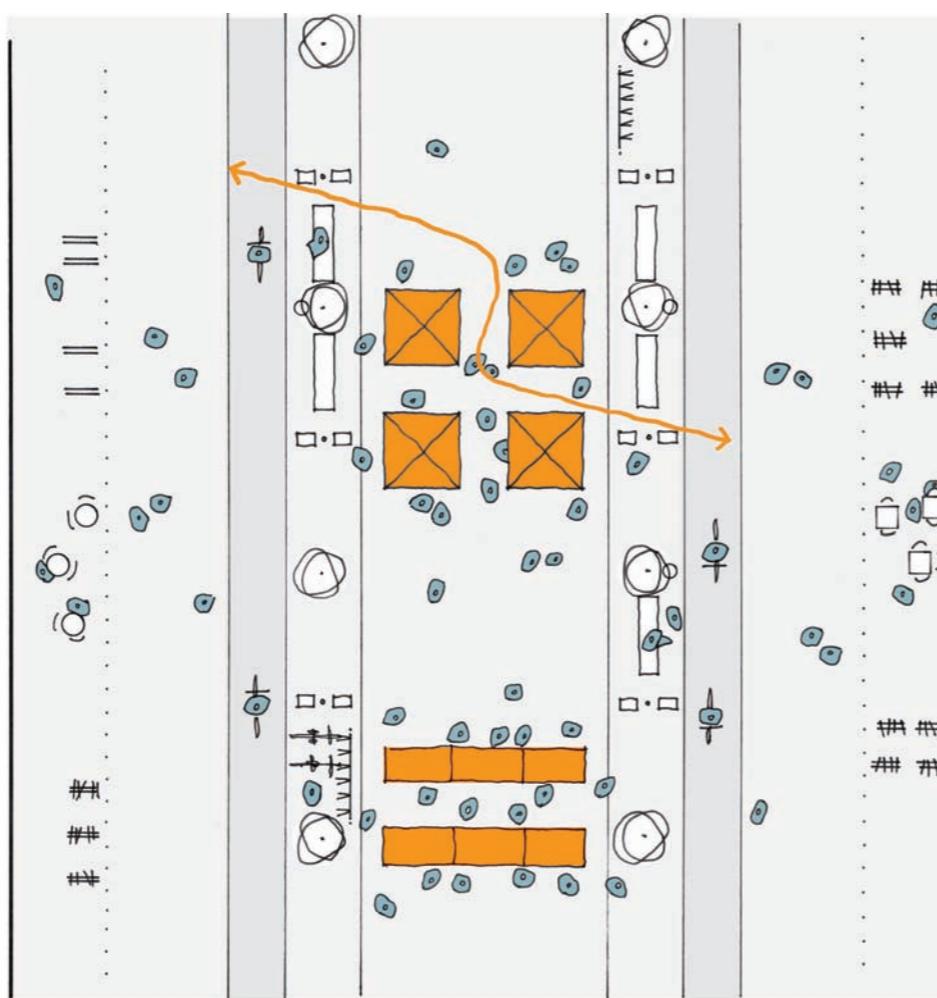
To scale down the buildings and create a people scaled environment at ground level two rows of trees create a rambla-like zone in the middle of the street.

The promenade is divided in different zones. Close to the buildings a zone at 2.5 meters can be used for displays and outdoor serving. This zone can be marked by a special stone or small metal line or the like. A wide zone for walking in both sides of the street is separated from the middle part by a bicycle lane, which should be differentiated in pavement to make people aware of the people on bike. The central space is flanked by trees and are placed in a zone which also incorporates double benches, bicycle rags, bins, lighting etc.

The middle zone of the street can be used for a lot of different purposes. On normal weekdays it will just be open for promenade, but on special days - for example when there is a market at the New Market Square - this part of the street can incorporate stalls or exhibitions.

The facades should be as active as possible - a minimum of 10 entrances per 100 meter. (From historic city district we know that a very lively street often accommodate 15-20 entrances per 100 meter.) To allow a great variety of shops and retail units of different sizes the rent can be lowered to get the right mix, and instead this can be collected further up in the buildings.

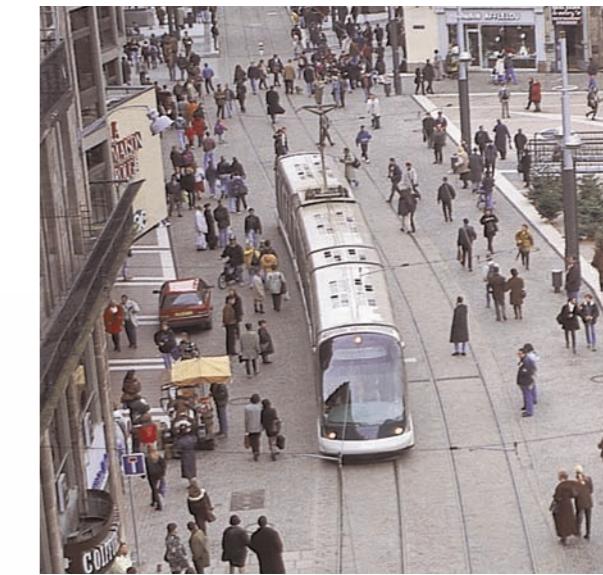
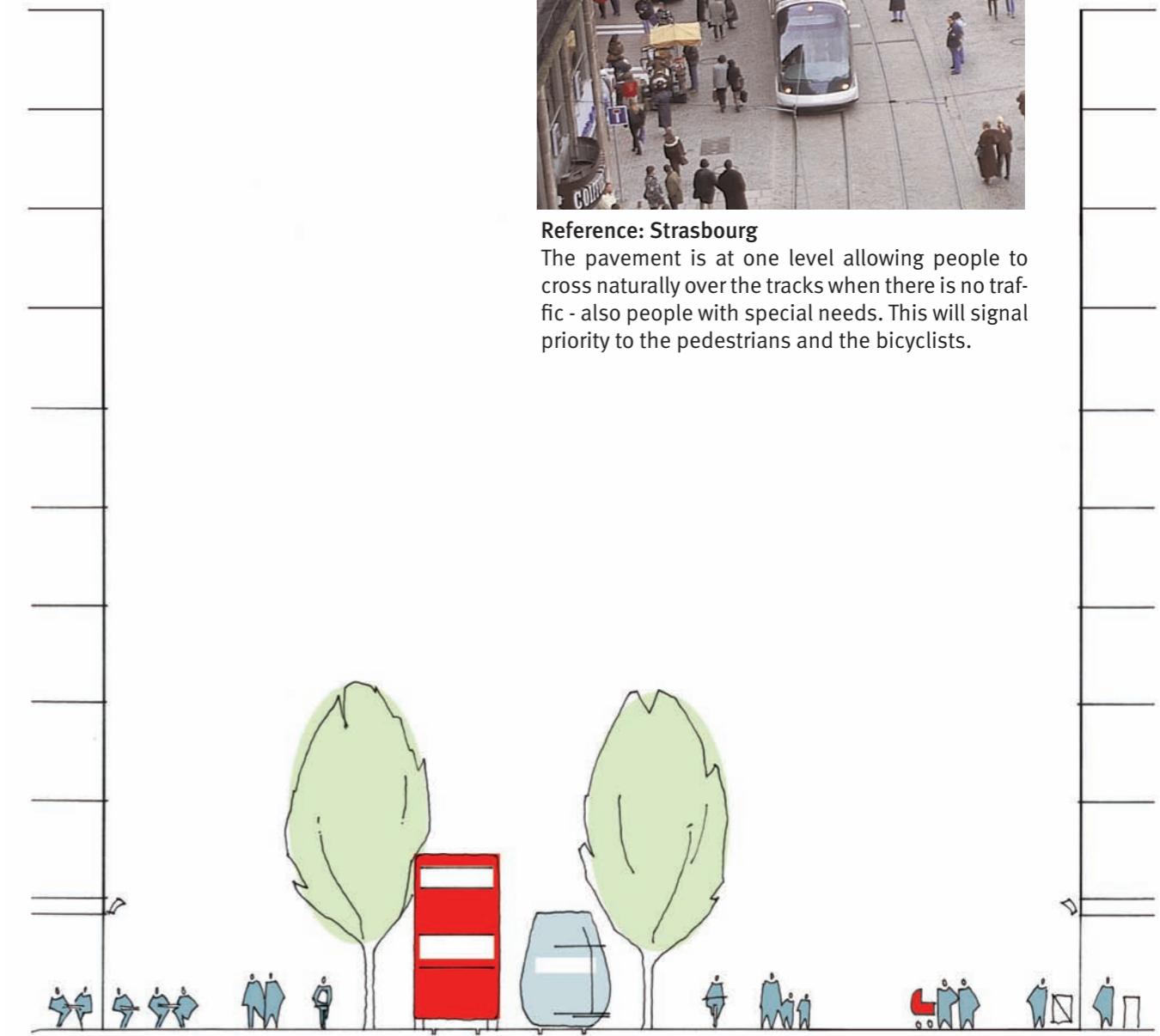
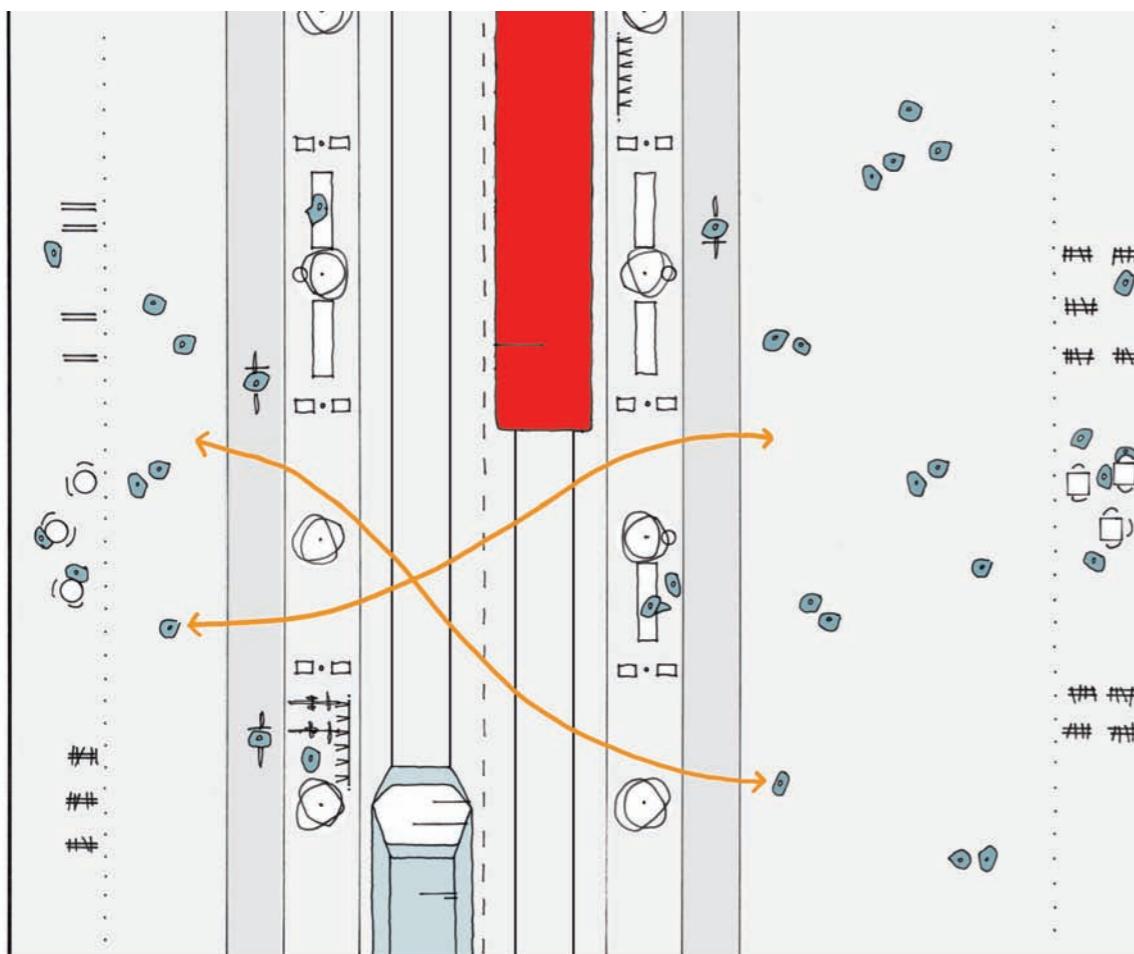
The detail level is important to ensure a high quality. For example it is important to light the street to create a safe environment also at night, and the quality of pavement should indicate that this is the most important street in the area.



Reference: La Rambla
Middle zone of the pedestrian street will be flanked by trees creating a Rambla-like space.

● T r a f f i c

At the south end of New Walworth Road - north of Heygate Street, the street widens to 30 meter, to line up with the existing Walworth Road, and to allow a continuous footway to connect the two parts of the street. This part of the street is designed as a pedestrian priority street, with a tram and buses are taking up the zone between the trees. The tram and the buses do not stop in the street, but just off to the side, to minimize the time they take up space and the influence of fumes and noise.



Reference: Strasbourg

The pavement is at one level allowing people to cross naturally over the tracks when there is no traffic - also people with special needs. This will signal priority to the pedestrians and the bicyclists.

The car-oriented street - Heygate Street

• Identity

After New Walworth Road Heygate Street is quite important as it is a main public transport corridor. The trams and the buses continue down through the centre of this street and a major area for stops is located in the middle of the street.

Heygate Street has two important crossings at either end.

To the west the street intersects with Walworth Road. At this intersection it is important to design a continuous flow for pedestrians. The footway continues in front of the small side street Steedman Street. The other footway is continued by a large pedestrian crossing. Also the bicycle lanes need to be continued from Heygate Street into the old and the new part of Walworth Road.

At the other end of Heygate Street the tram continues south, whereas the buses drive in all directions. Like in the other end wide pedestrian crossings are incorporated and bicyclists have their priority lane.

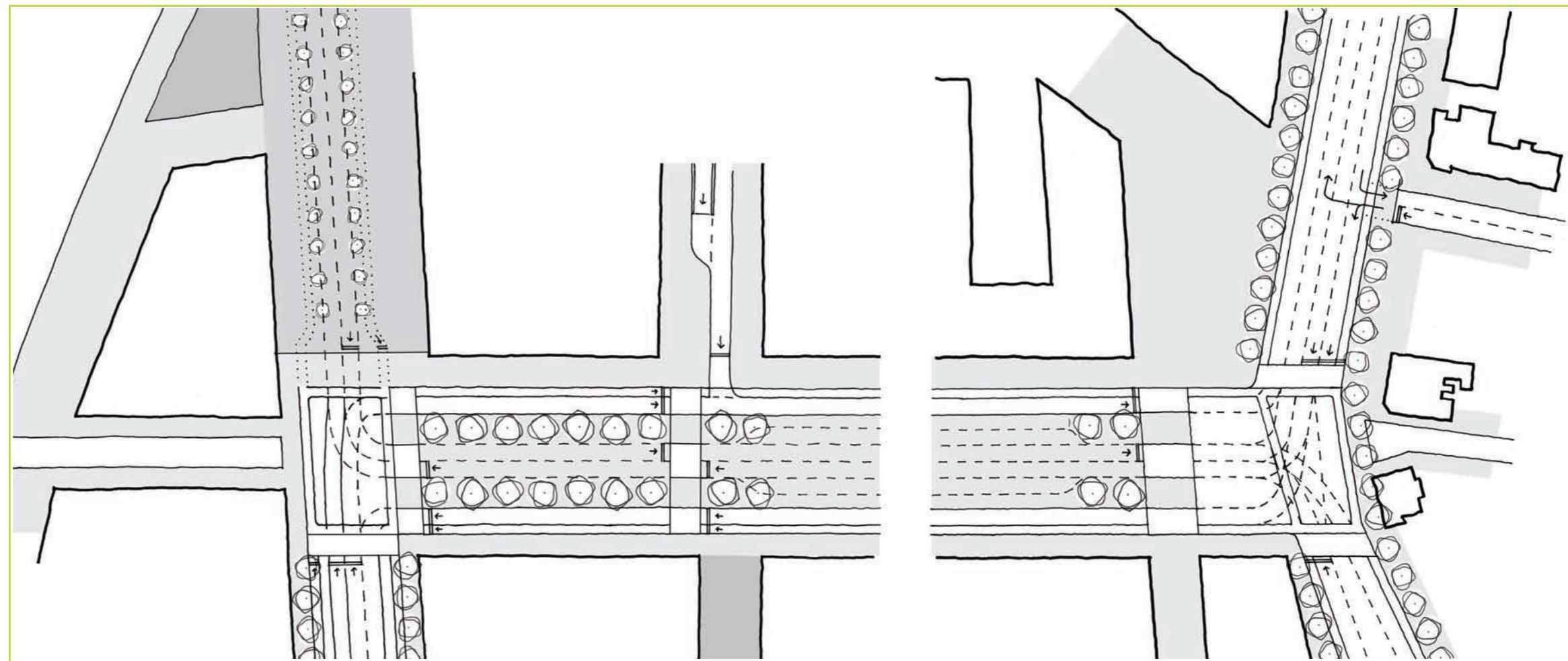
At the first small side street coming from Walworth Road there is an entrance for cars and delivery vans into the area. At this point another pedestrian crossing is located connecting the New Town Park and the New Market Square with the smaller New Walworth Square. This will be an important local route through the area.



Reference: Bicycle lanes in Copenhagen

The bicycle lane should be elevated to provide a more safe network, which is separated from the traffic.

At crossings bicycle lanes should be visible to provide safety.



● T r a f f i c

Heygate Street is 39.1 meters wide, which is a fairly wide street in London context.

The street accommodates both one lane of car traffic in each direction, and buses and trams in the middle zone apart from having wide footways and bicycle lanes.

The footway along the south facing facade is wider as it will be sunny most part of the day, and thereby more likely to carry most of the pedestrian activity. Along this side of the street commercial functions can be placed along with entrances to offices and apartments. In that way it will be a more mixed street at ground level compared with the New Walworth Road.



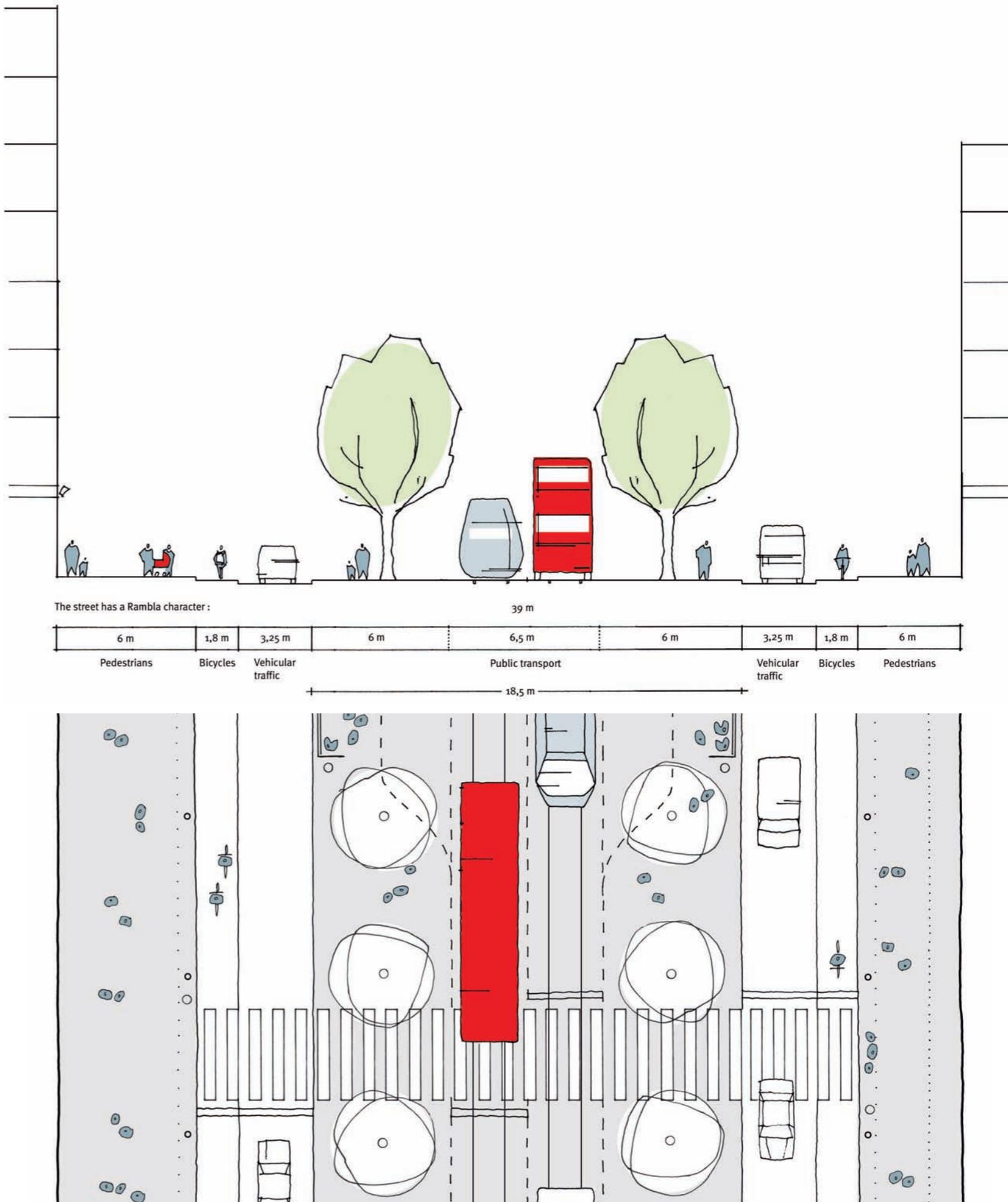
Reference: Tram in Lyon

Where the tram and the buses stop the pedestrian zones ramp up to eliminate level differences and improve accessibility.

Section: Heygate Street - before tram and bus stop
There are some important level changes between the car lanes and the bicycle lanes. And the public transport zone is kept at one level as the pedestrian priority street in New Walworth Road, which is keeping to the idea of the Rambla space.

Plan:

A Rambla-like space is centred in the street incorporating public transport.



Introduction to Small Scale

- Urban furniture
- Lighting
- Paving

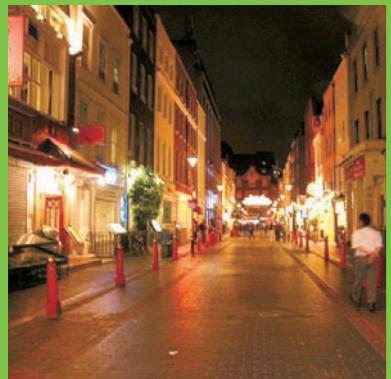


Modern Public Realm Issues in Small Scale



High quality level in street furniture

- Develop a special programme of street furniture to be placed in all of Elephant & Castle
- Ensure a high standard of maintenance of street furniture
- Ensure good comfort sitting options



Good quality lighting

- Develop a lighting strategy for:
Main street - local streets
Main square - local squares
- Ensure light from ground floor frontages at night
- Ensure a high level of lighting to improve security
- Ensure a unity in colours and types



Good quality paving

- Develop a paving strategy for:
Main street - local streets
Main square - local squares
- Ensure good quality in materials
- Ensure a high level of maintenance
- Develop a strategy of messages to the blind

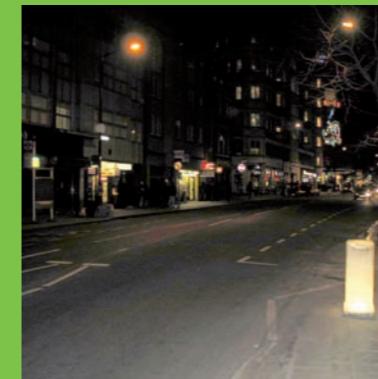
Benches of poor quality

Few benches are found in Elephant & Castle today. The benches which are there are of poor quality. Too hard, too low and of poor design. More and better benches need to be introduced to invite people to rest and linger in their city.



Low quality in lighting

Disperse lighting does not enhance the spatial qualities at night. A strong character of space is enhanced only through the design of a good quality lighting formed for the particular space. Lighting levels need to ensure the possibility of recognizing faces of passers-by.



Pavement quality

A multiple use of various pavement types and colours contribute to a confused street environment where the aesthetic quality is low. Messages from traffic engineers painted at the road further contribute to a low quality city floor.



Large scale signs

Freeway signs belong to the freeway not the city streets. Signs of this size and quality degrades the pedestrian landscape and ought to be avoided.



Designer light

Some companies want to stand out at night through expansive lighting schemes often breaking up the unity of a city street. As such an overall lighting scheme needs to ensure a coherent lighting strategy throughout the street and control individual wishes.



Pedestrian crossings

Pedestrian crossings could be improved to ensure that markings in pavement are clearly visible, pedestrian signals are provided, push buttons are removed and detours through pedestrian islands are not part of the pedestrian landscape.

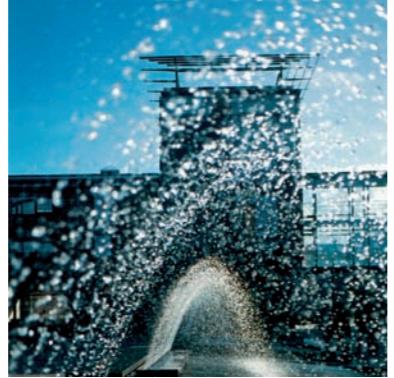


Urban furniture

Benches



Water elements



Signage



Shop elements



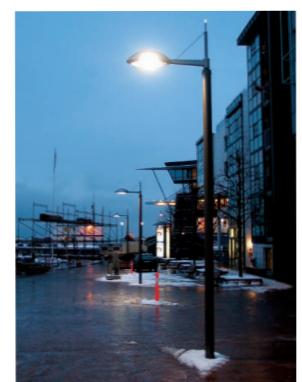
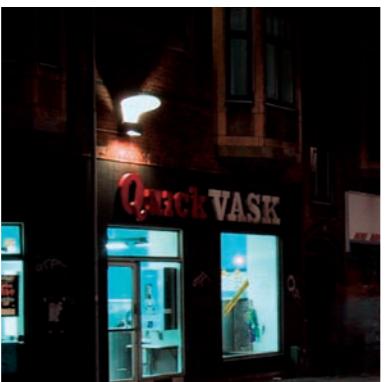
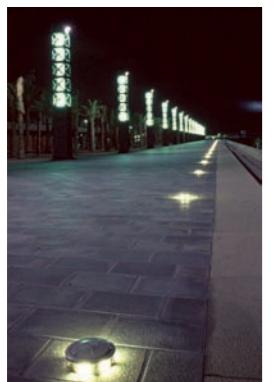
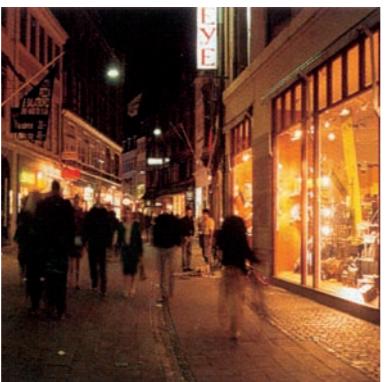
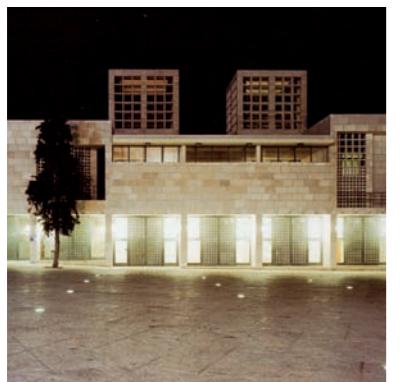
Outdoor serving



Refuse



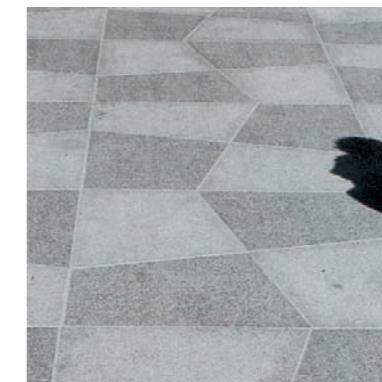
Lighting



Kiosks



Paving





Summary

● Strategy

A Public Realm Strategy deals with issues on all levels of scale. The sketches shown in this report should not be read as finished design proposals for each square, park and street, but as a recommendation for layout of the spaces. The plans, sections and reference pictures illustrate in this way a space program.

● Program

Life

The space program for the Elephant & Castle first of all describes the possible use of the spaces - the public life. Reference pictures are used to create a vision and an understanding of these activities and the user groups.

The life of the spaces are important for understanding the identity of each space and how it is different from other spaces in the area or in London as a whole.

Space

A recommended layout of the spaces illustrate room for activities within the spaces, important pedestrian links, layout of streets, placement of play areas, areas for outdoor serving etc. The layout illustrates how the life can take place during day and night and at different seasons.

The Layout of the spaces are important for the design of the spaces and how they link to other part of the surroundings.

Buildings

The recommended layout is reinforced by urban design guidelines for the buildings. In relation to the use of the spaces especially the ground floor facades are important - i.e. where restaurants or cafes are places, where to locate cultural facilities, where to have residences etc.

The urban design guidelines are important for the design of the buildings.

● Planning

City Scale

The master plan is taking many issues of scale, proportions, build form, street pattern, permeability and environment in to account.

District Scale

This report further describes the size and overall strategies for the spaces. At the same time though this report is a "still painting" of the design process as it was at this stage. Further detailing can possibly add more to the space program and to the urban design guidelines for the buildings.

Detail Scale

At the detail level of scale this report illustrates a catalogue of street furniture, aesthetic qualities and materials. This level has not been dealt with in great depth, but it is recommended to continue the process of programming and designing the spaces to incorporate strategies at this level of scale.

● Process

New strategies

When a final layout of the area has been agreed strategies can be developed for the following elements within the public spaces:

Urban furniture

Benches, Refuse, Sun screens, shop elements

Materials

Paving, urban furniture, buildings

Buildings

Pavilions, kiosks, greenhouses

Art

Water elements, sculptures, light

Lighting

Overall traffic light, lighting of streets, lighting of / on buildings, lighting of details.

Future design proposals for all the spaces can be based on the strategies presented in this report and these suggested new strategies at the detail level.

The aim for the future Elephant & Castle is to be exemplary and visionary in the design of public spaces in relation to the new buildings in the area.

If the public spaces - the activities, the life and the quality of the spaces - is designed with the described urban qualities in mind, they will draw people to the area from local neighbourhoods and other London areas.

