

# 5.

# Current State

1./

# TOWN CENTRE ANALYSIS

## POLICY AND GUIDANCE EVIDENCE BASE

Existing strategies deeply influence the key moves of the framework for Kingston's town centre. The framework seeks to join up and synthesise these strategies and take them further.

Guidance and strategies supporting the framework comprise:

### **REIMAGINING KINGSTON TOWN CENTRE STREETS AND SPACES (2019) RBKUT**

Reimagining Kingston sets an aspiration for Kingston Town Centre's streets and spaces to be "filled with public life and activity". This strategy seeks to celebrate Kingston's unique identity. Central to this is a focus on the creation of a street network within the town centre that cohesively joins places together, is easy to navigate, and encourages people to walk and cycle.

To achieve this, future projects must look to address current issues of severance, visibility and accessibility, which will contribute to creating healthy and vibrant streets within the town centre.

### **KINGSTON TOWN CENTRE MOVEMENT STRATEGY (2014)**

Kingston Town Centre Movement Strategy provides an overall vision for movement within Kingston Town Centre, taking into consideration significant sites likely to be

redeveloped.

### **RBKUT AND KINGSTON TRANSPORT STUDY MODEL FORECASTING REPORT (2018)**

Kingston Transport Study details strategic modelling assessments of various transport interventions, including several growth and forecast scenarios over a 20-year period to year 2041.

### **FURTHER GUIDANCE**

The following document support the Framework's moves relating to history, heritage, culture and place;

- Kingston Riverside SPD - 2018 - RBKUT
- Kingston Views Study - 2018 - RBKUT
- Kingston Old Town Conservation Area Summary Character and Management Proposals - 2006 - RBKUT
- Kingston Town Centre - Historic Area Study - 2016 - Historic England

The following documents support the Framework's moves relating to sustainability and environment;

- Open Space Assessment for Kingston - 2006 - RBKUT
- Local Flood Risk Management Strategy - Action Plan - 2015 - RBKUT
- Nature Conservation in Kingston upon Thames - Ecology Handbook 18 (London Ecology Unit, 1992)

## REIMAGINING KINGSTON

### BIG PROJECTS

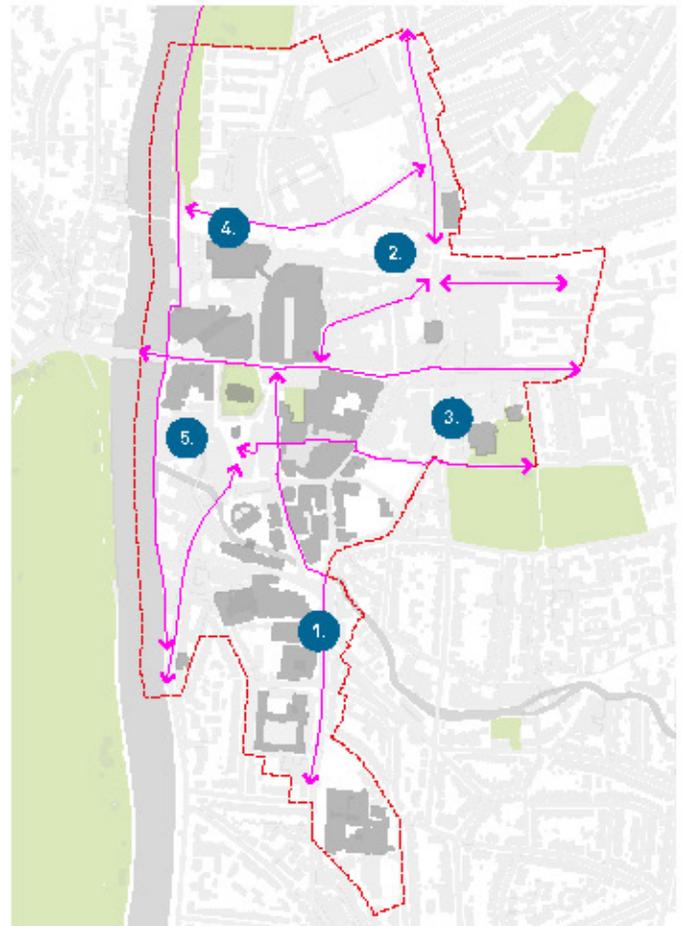
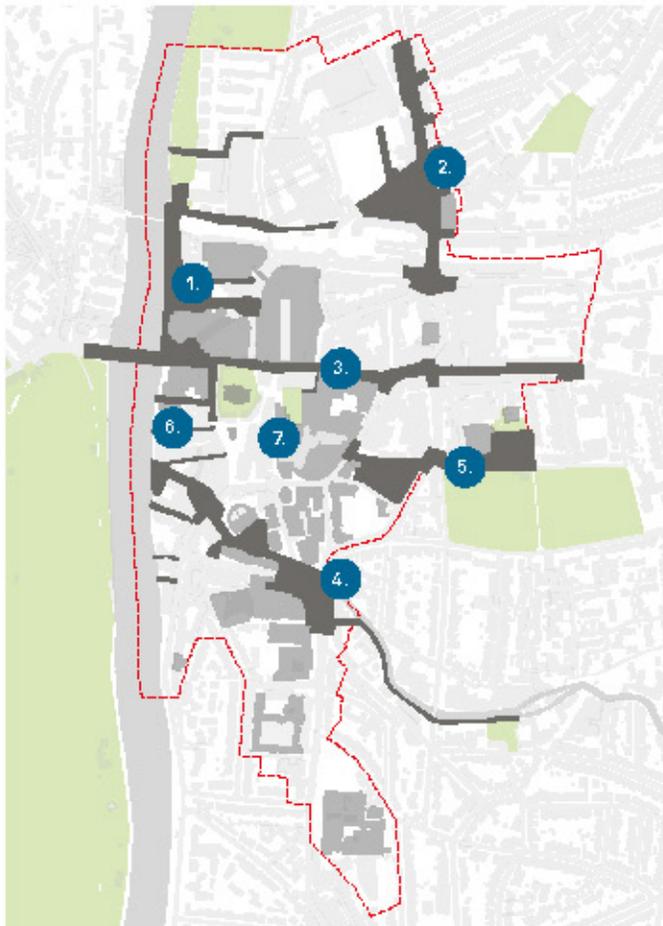
Catalyst projects to support development, population growth and wider placemaking objectives linked to heritage, culture, night-time use, liveability and inclusivity.

1. Thames Side Riverfront
2. Richmond Road
3. New Old London Road
4. Hogsmill River Walk
5. Fairfield Recreation
6. Alleyways to the Riverside
7. Illuminating Kingston (town centre wide)

### ROUTES AND WAYFINDING

Key town centre pedestrian routes, including interventions to support wayfinding, legibility and address severance.

1. Town Centre core to Kingston University link
2. Kingston Station arrival
3. Fairfield Bus Station
4. Railway underpasses
5. Ancient Market and alleyways

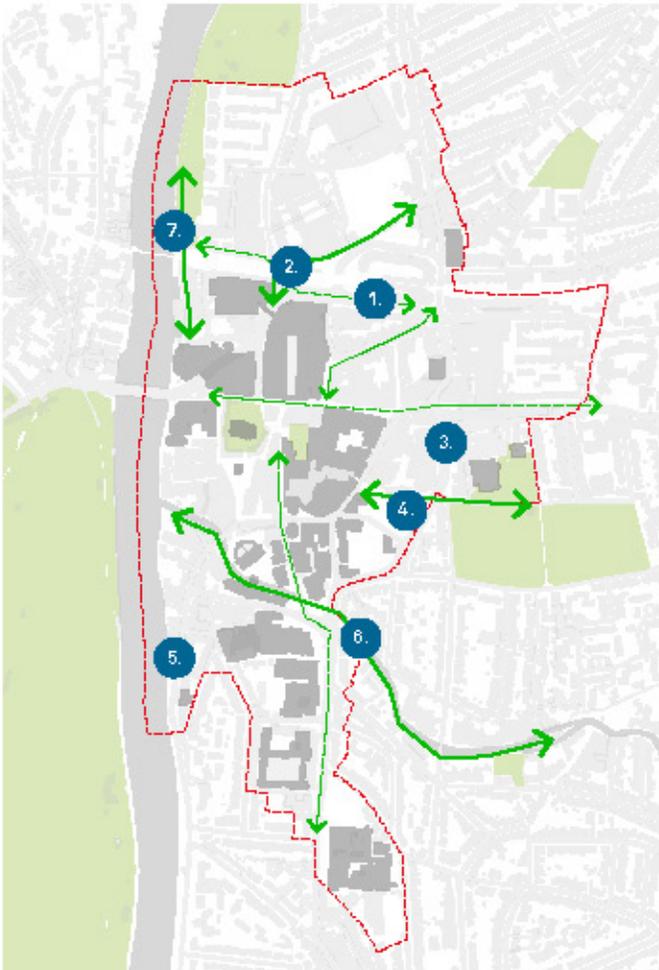


## REIMAGINING KINGSTON

### GREEN LINKS

Priorities for green space include health and wellbeing, addressing air quality, noise, connecting places and supporting biodiversity.

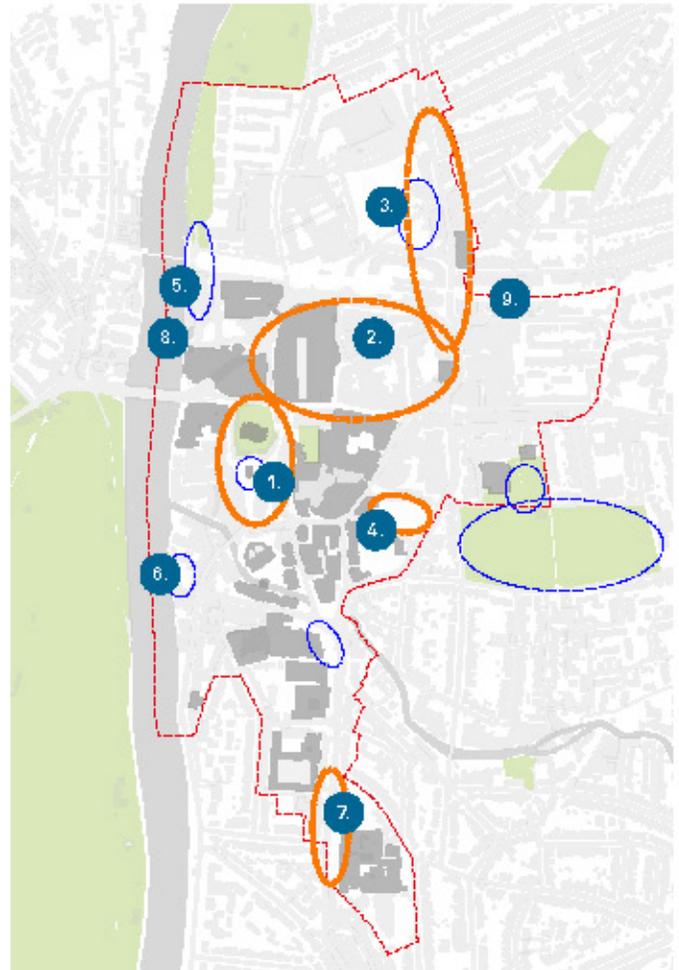
1. Kingston Station Forecourt
2. Sopwith Way and Canbury Passage
3. Fairfield Bus Station
4. Ashdown Road
5. Town End Gardens
6. Hogsmill River pocket spaces
7. Community hub - play and community gardening



### NIGHTTIME ACTIVATION, STREETLIFE AND CULTURE

Catalyst projects to diversify retail focused streets, support cultural activities and provide infrastructure for programming of events.

1. Ancient Market Place
2. Vacant units Fife Road
3. Kingston College creative hub
4. Ashdown Road community hub
5. Thameside community hub
6. Eagle Brewery
7. Kingston University Town House
8. Travelling boat at Turks Pier
9. Temporary closure of Old London Road

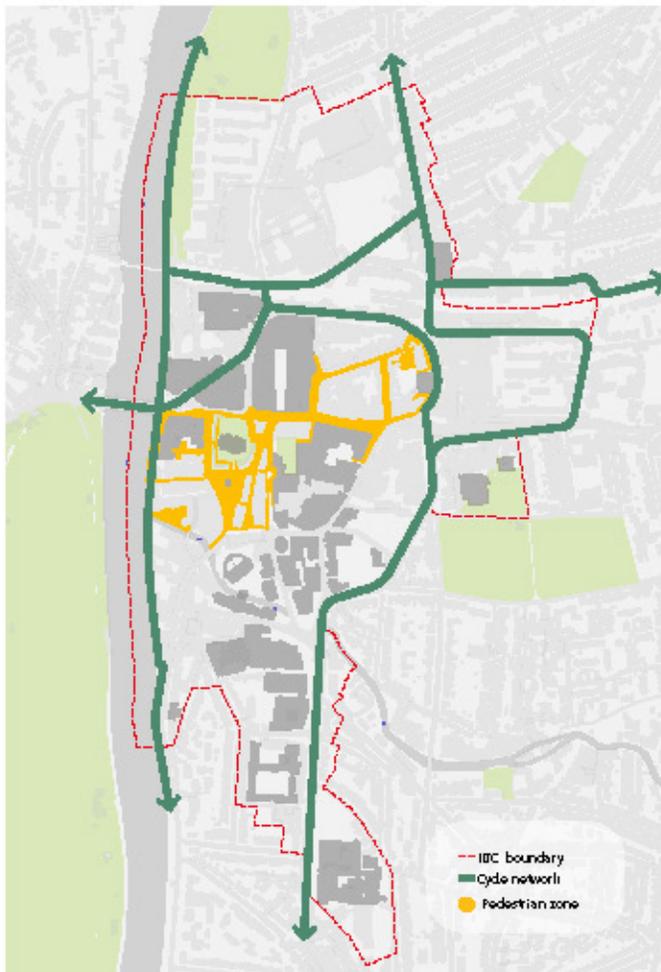


## TOWN CENTRE MOVEMENT STRATEGY

### WALKING AND CYCLING NETWORK

Cycling and walking will need to play an increasingly important role in the town centre's transport network.

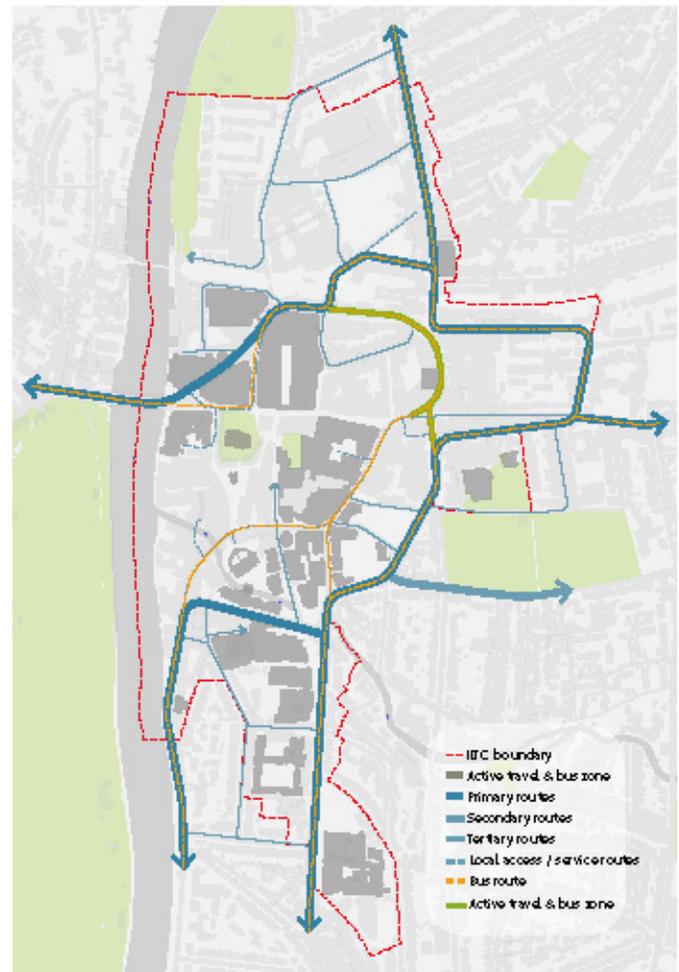
This is because makes more efficient use of the limited road space that is available, whilst also having benefits in terms of sustainability and health.



### VEHICULAR MOVEMENT

Key moves include reconfiguring the existing gyratory and a two-way bus lane through Clarence Street.

To support the positive outcomes of such a project, the study recognised that a more radical approach would be necessary to lead to a shift away from car-based travel or effect a switch to more sustainable modes.

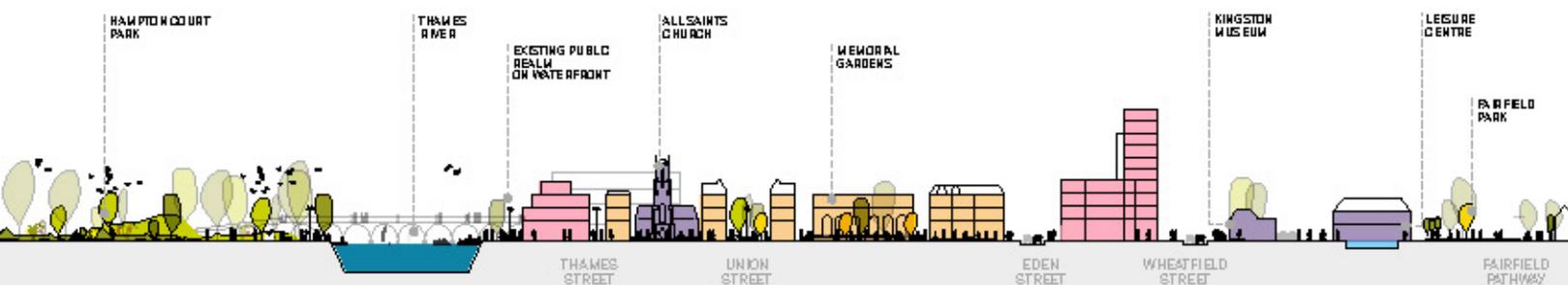


## 2. / CURRENT TOWN CENTRE LAND USE

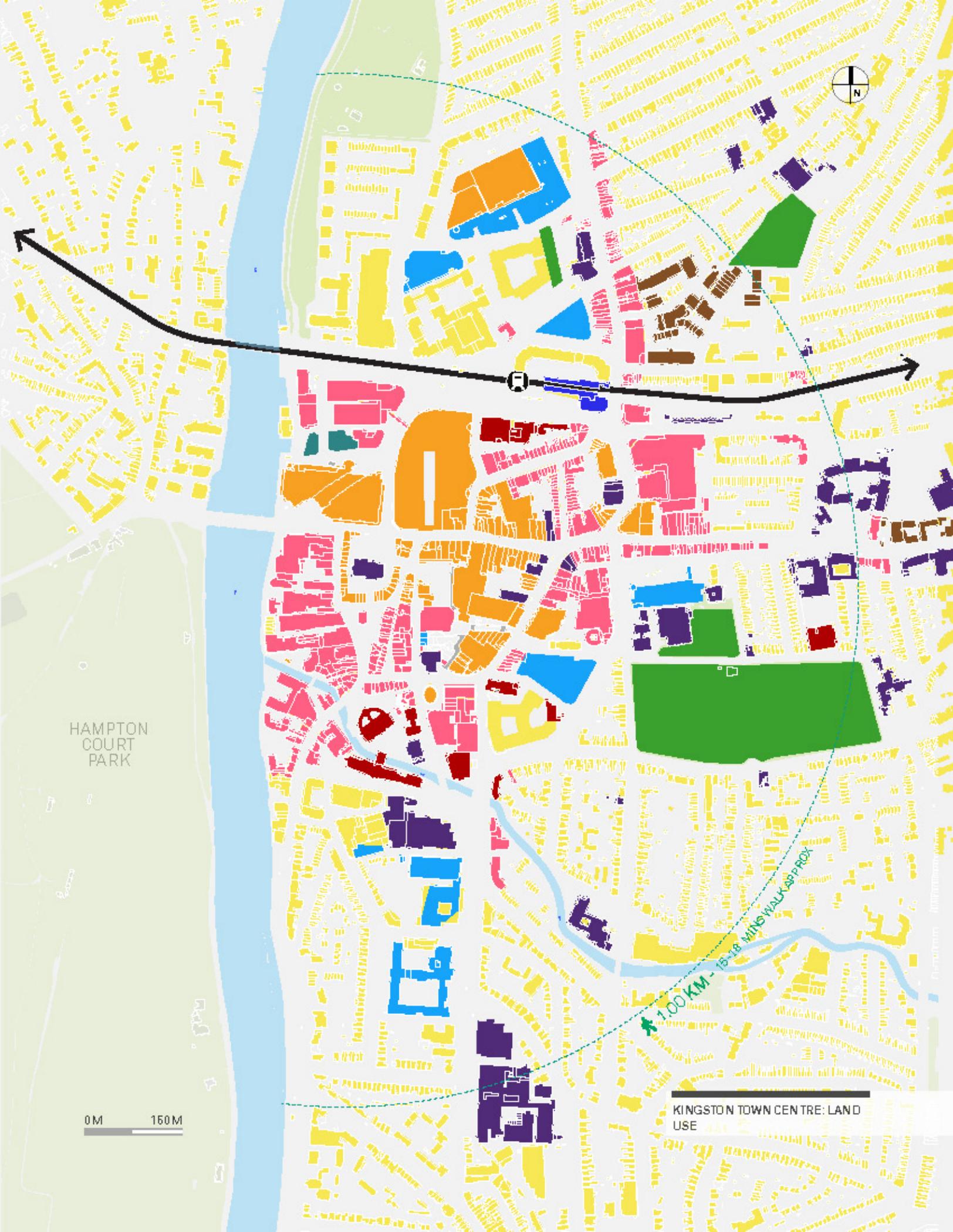
The current land use in the town centre shows that retail and activity areas are concentrated around the historic core. Surrounded by a ring of mixed-use development, with mostly commercial uses above, it's easy to understand why after 6 pm the population of the town centre decreases. A third outer-ring consists largely of low-density housing. As the stage one report set out, there needs to be a strategy that brings a multiplicity of uses and the right mix to activate and support each of these rings, allowing for new experiences to happen.

There are a number of schools and community sites at the heart of the town centre. These present a unique opportunity to enhance these little pockets of activities and link them up with a wider structure including the university, educational and incubator areas.

The waterfront currently presents a limited offer for people to drink and dine, and these opportunities are concentrated towards the first, central ring of activities and quickly dissipate over the Hogsmill River. A more conscious strategy can activate the waterfront by allowing for a more vibrant night-time economy, with new activity, a mix of uses and quality public realm and lighting strategies to provide places to meet and dwell.



**EAST - WEST SECTION**



HAMPTON COURT PARK

100 KM - 161A M16 WALKER PROJ

0M 160M

KINGSTON TOWN CENTRE: LAND USE

# 3. / CURRENT TOWN CENTRE BUILDING HEIGHTS

Density is currently concentrated to the north and north-eastern sides of the central/core area. The highest density and taller buildings are located along the perimeter of the town centre and over the railway areas meaning they are clustered away from places that could generate more activity.

While density around the historic core ranges from 2 to 3 storeys (approx. 7.5-11m), the first perimeter ring of mixed development is mainly composed of buildings of around 4 to 5 storeys height (approx. 12-16m).

This is followed by a Concentrated housing area of primarily townhouses, which range from 2-3 floors (approx. 7.5-11m).

The typology along the river waterfront is markedly different, with development concentrated away from the historic areas.

Along the river, heights vary from 3 to 5 storeys, with the highest buildings being important landmarks including the Guildhall Complex.

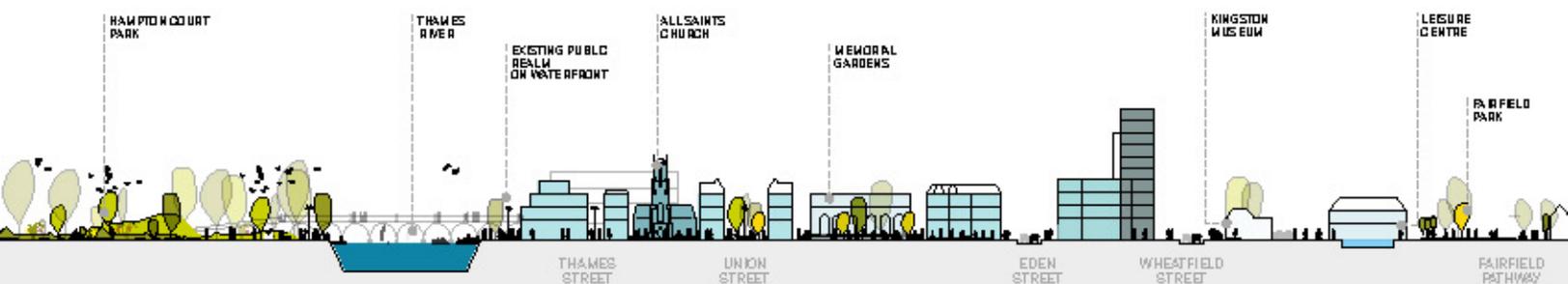
There is an opportunity to bring more density to the waterfront and activate this amazing feature.

**KEY:**  
-- KTC boundary

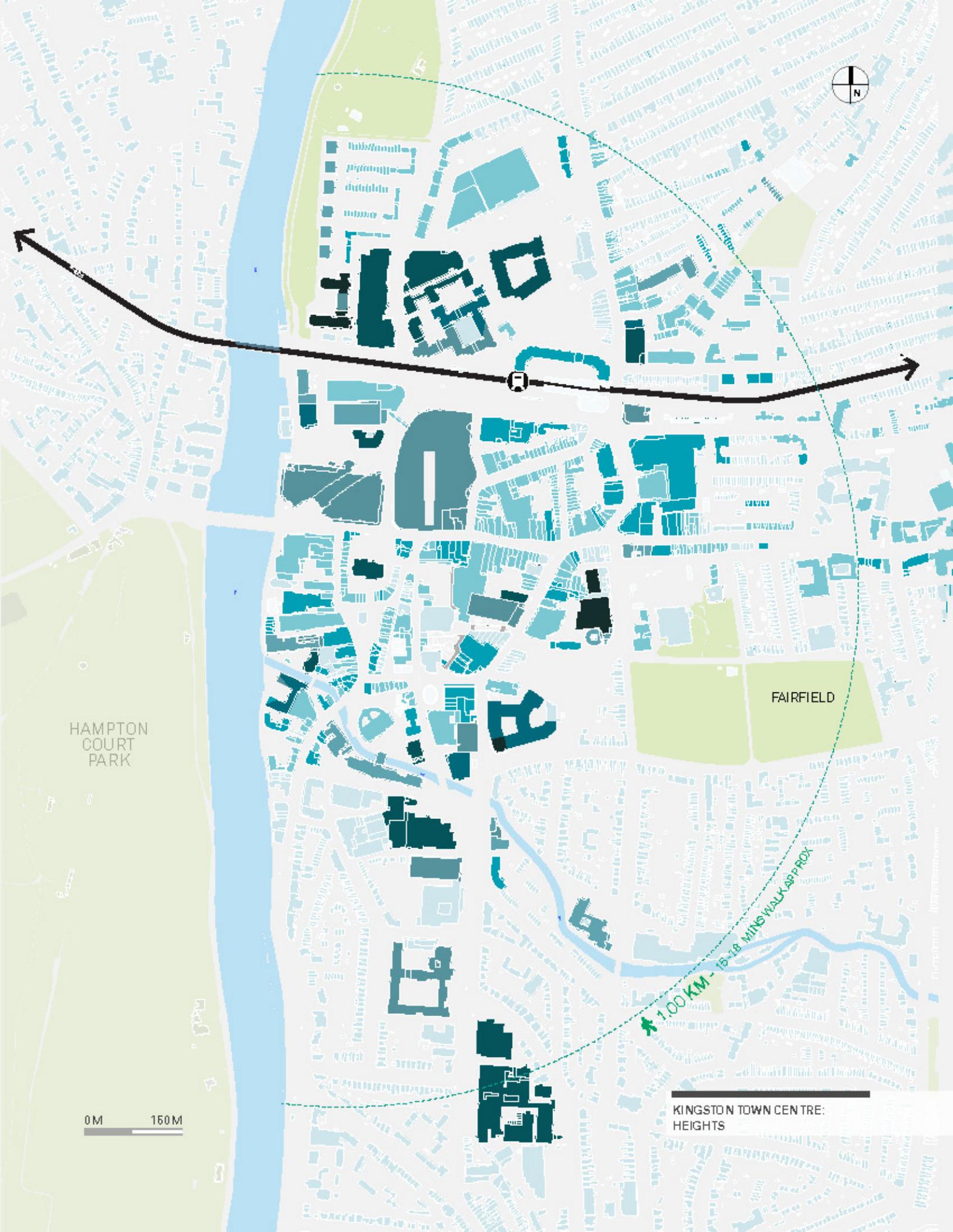
**OPPORTUNITIES:**  
🚉 Railway Station

**HEIGHTS:**

- 8+ storeys
- 5-7 storeys
- 4 storeys
- 3 storeys
- 2 storeys
- 1 storeys



**EAST - WEST SECTION**



HAMPTON COURT PARK

KINGSTON

FAIRFIELD

1.00 KM - 15-18 MINS WALK-UP PROJ

0M 150M

KINGSTON TOWN CENTRE:  
HEIGHTS

## 4. /

# CURRENT TOWN CENTRE VIEW CORRIDORS

## VIEWS STUDIES

The Royal Borough of Kingston Views Study and viewpoint location plans identify three categories of viewpoints in the town centre: very highly important, highly important, and important views. These categories are mainly related to the presence of both primary and secondary landmarks in the historic areas and the first perimeter ring of mixed use activity.

Very highly important views comprise those related to metropolitan infrastructure, such as the bridge over the river Thames, All Saints Church, the market place square, the waterfront views of KTC from the west side of the river and the view to Clarence Street from Eden Street Crossing.

Highly important views comprise local views of the landmarks identified on the first tier. These views relate to local points of visualisation over important buildings such as the Guildhall, Rose Theatre, Surrey County Hall House and Kingston University.

The density of development in the town centre includes lower heights, winding alleyways and historic landmarks with viewing corridors.

There are some constraints to some specific vantages of each site/landmark/plaza/waterfront feature although these are not all related to the boroughwide view protected corridors strategy however the study has taken a view on the different vantages. This has informed the need for a site-by-site basis for capacity testing and new development massing.

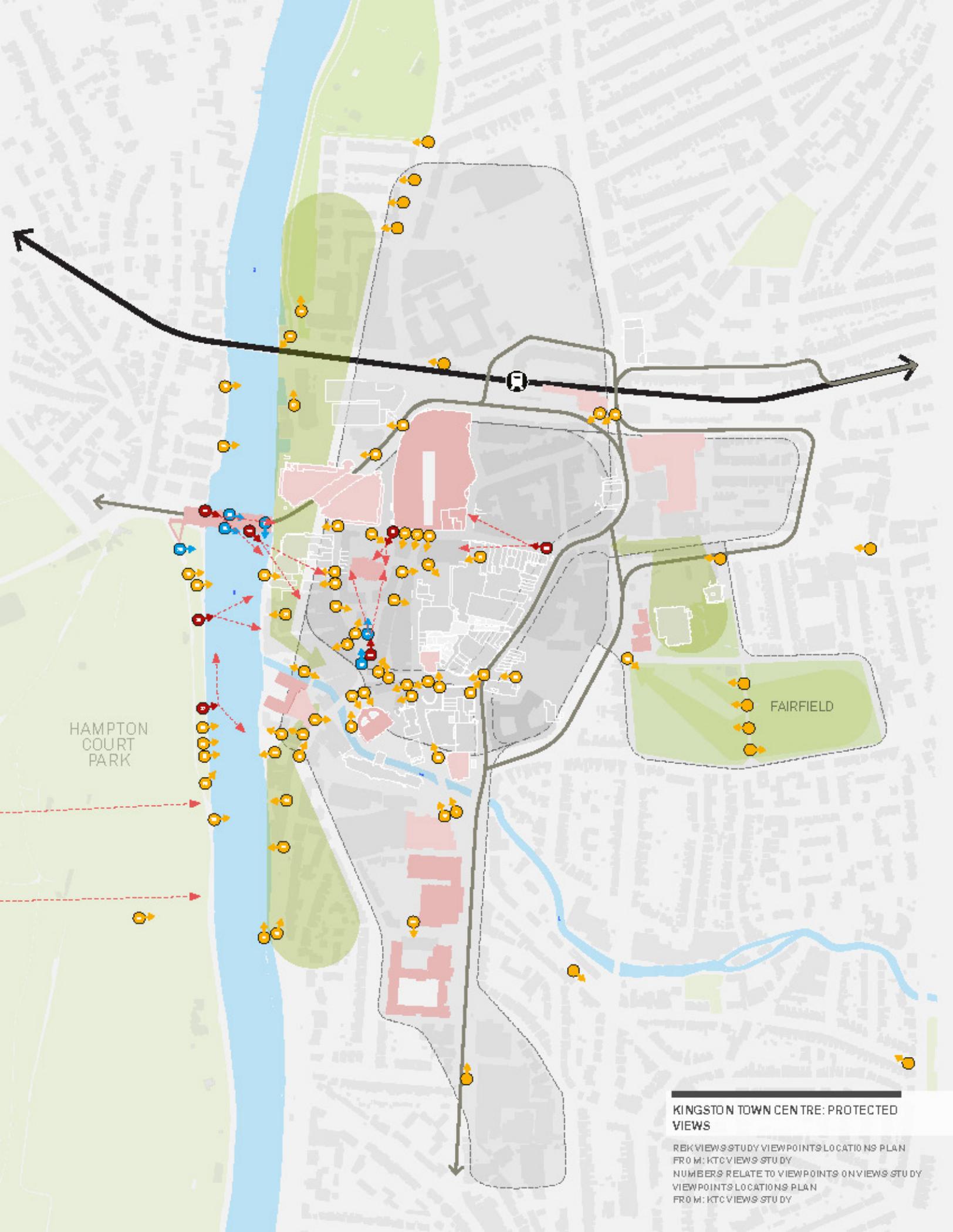
KEY:  
--KTC boundary

VIEWS:

- Very Highly Important Views
- Highly Important Views
- Important Views
- Landmark
- Secondary Landmark



LAND MARKS, PRIMARY AND SECONDARY VIEWS FROM: KTC AREA ACTION PLAN



HAMPTON  
COURT  
PARK

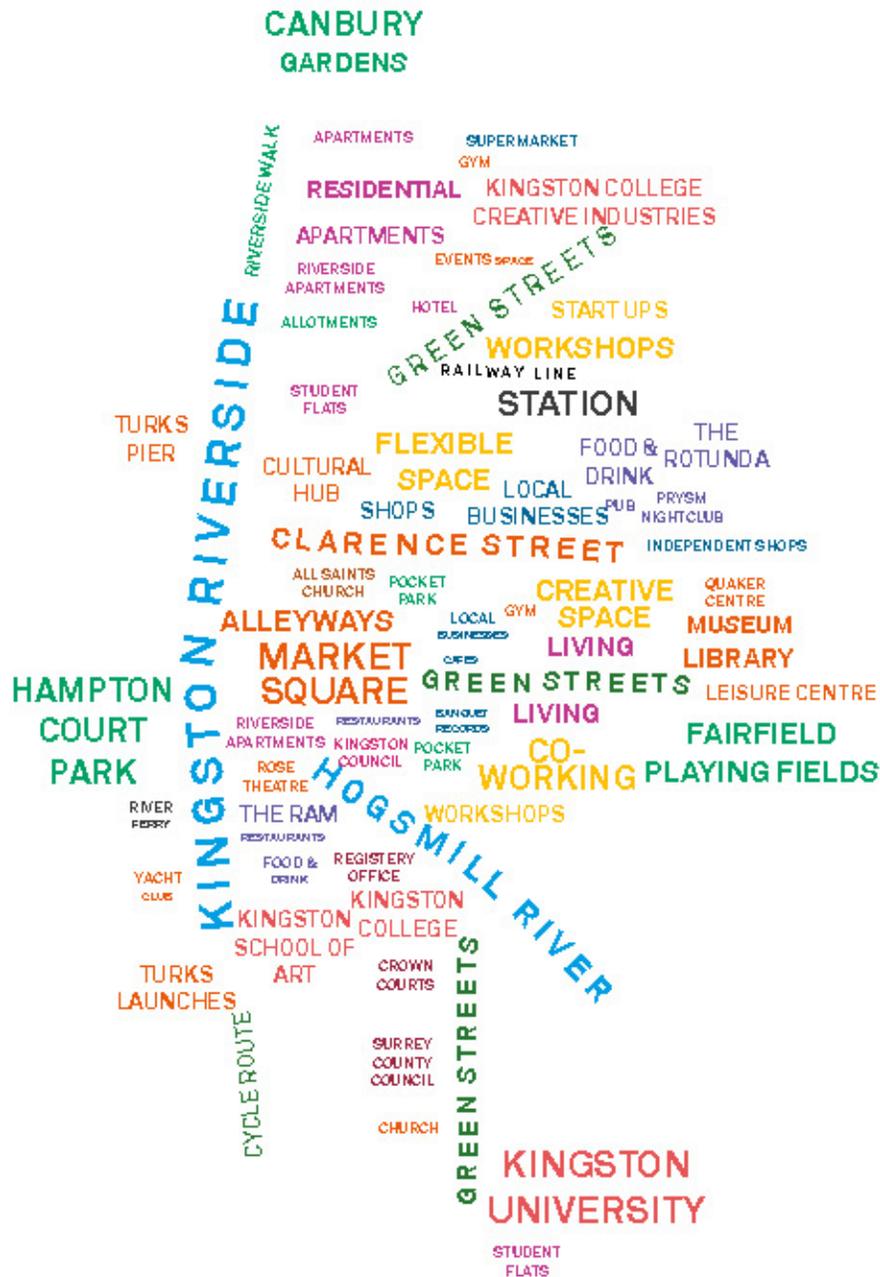
FAIRFIELD

**KINGSTON TOWN CENTRE: PROTECTED  
VIEWS**

REK VIEWS STUDY VIEWPOINTS LOCATIONS PLAN  
 FROM: KTC VIEWS STUDY  
 NUMBERS RELATE TO VIEWPOINTS ON VIEWS STUDY  
 VIEWPOINTS LOCATIONS PLAN  
 FROM: KTC VIEWS STUDY



PROPOSED



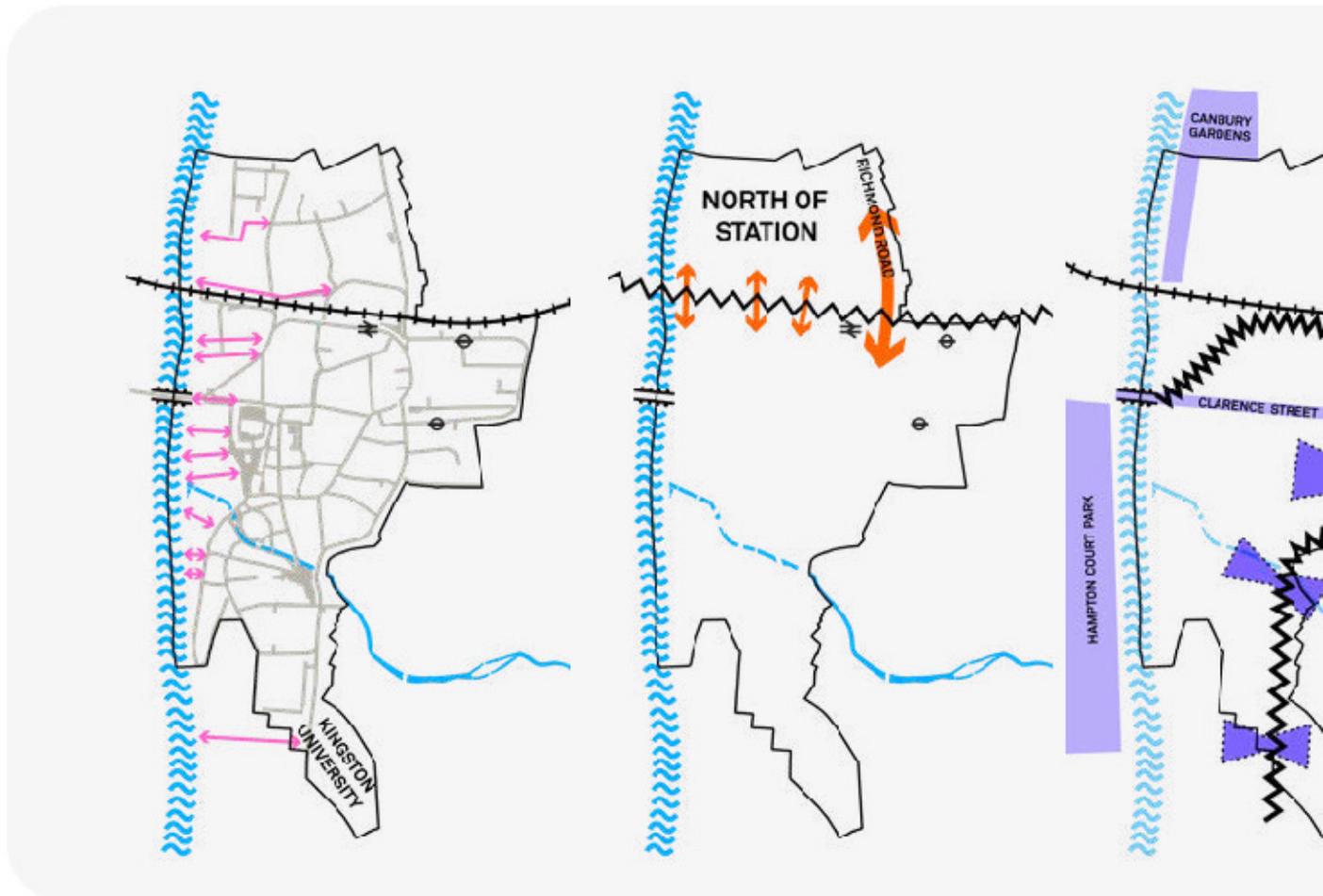
# 6./

## CRITICAL PHYSICAL CONSTRAINTS

### THE 5 STRATEGIC PRIORITIES

The research and local engagement for the development of the Reimagining Kingston document highlighted 5 key issues to be addressed when improving Kingston Town Centre, and they are presented in the diagrams below.

These preceding strategies have been included and considered in the development of this document and framework.



1. RE-ESTABLISH MISSING CONNECTIONS TO RIVER

2. IMPROVE SEVERANCE CAUSED BY RAILWAY

3. IMPROVE SEVERANCE BY GYRATORY R



Key

1. Railway line
2. A307/A308/ Wheatsheaf Way
3. River Thames
4. Hogsmill River

- Severance caused by A-road
- Severance caused by rail
- Severance caused by water
- Severance caused by lack of stability to the river
- Key link
- Town Centre boundary

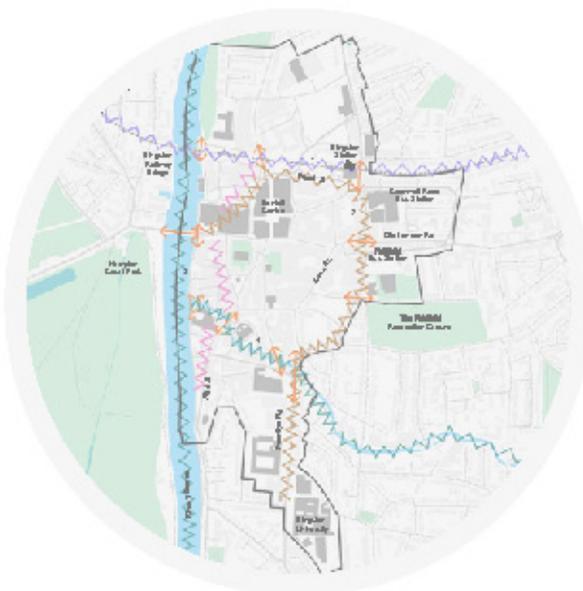
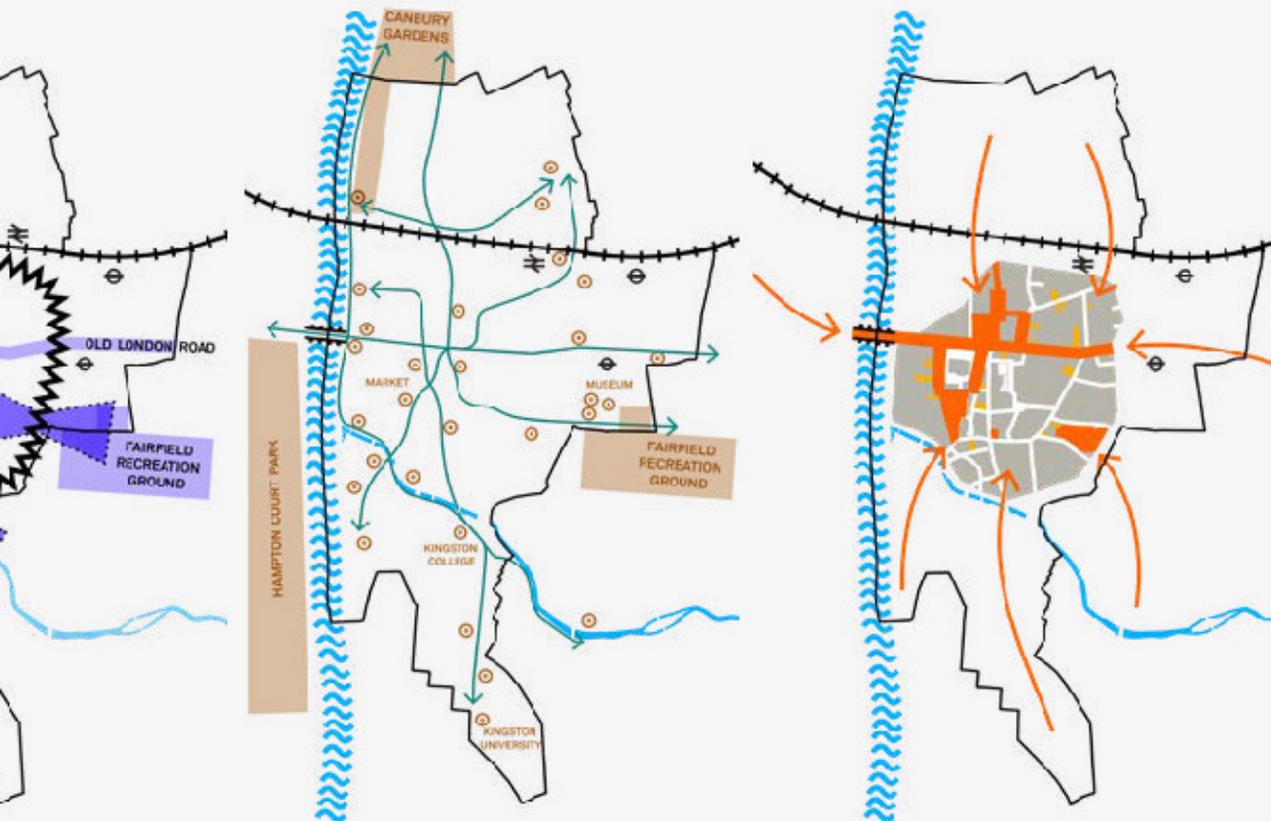


FIGURE 14: SEVERANCE AND KEY LINKS - FROM REIMAGINING KINGSTON STREET AND SPACES



SEVERANCE CAUSED BY A-ROAD

4. RE-ESTABLISH CONNECTION BETWEEN GREEN AND BLUE INFRASTRUCTURE ASSETS

5. CONCENTRATE INVITING AREAS WITH A 24/7 ACTIVE CHARACTER

FIGURE 15: FIVE STRATEGIC PRIORITIES - FROM REIMAGINING KINGSTON STREET AND SPACES

# 7. / ANALYSIS

## SUSTAINABILITY PERFORMANCE

Assessing sustainability performance across Kingston town centre will help to ensure sustainability is embedded in future development.

This report uses the SPeAR® (Sustainable Project Appraisal Routine) to provide an early indication of the town centre sustainability performance and assesses development scenarios against the current baseline.

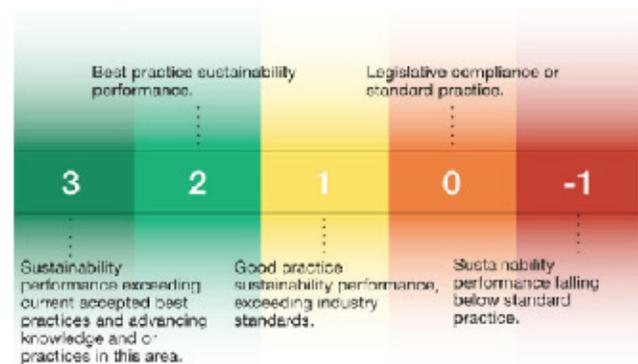
Building on resilience and sustainability as key components of the Kingston Town Centre Vision, SPeAR® enables a further interrogation of integrated and interdependent sustainability considerations, embedding the UN SDG's (Sustainable Development Goal) within the process.

Establishment of these issues early in the development process enables comparison of the pros and cons of various scenarios in order to guide decision making

The following methodology has been utilised to assess sustainability performance.

Sustainability indicators have been set to represent high-level sustainability issues, each represented as a 'wedge' within the SPeAR® diagram. The indicators have been developed by a global group of experts in the sustainability field and are adapted accordingly for the purposes of Kingston Town Centre Vision.

Rating system. The performance rating system for indicators is based on a traffic light-type system and shown below. It has five differentiating levels which range between +3 and -1. A rating of +3 is coloured dark green and represents best case, minimum standard is set at a score of zero, and substandard or worst case is -1.

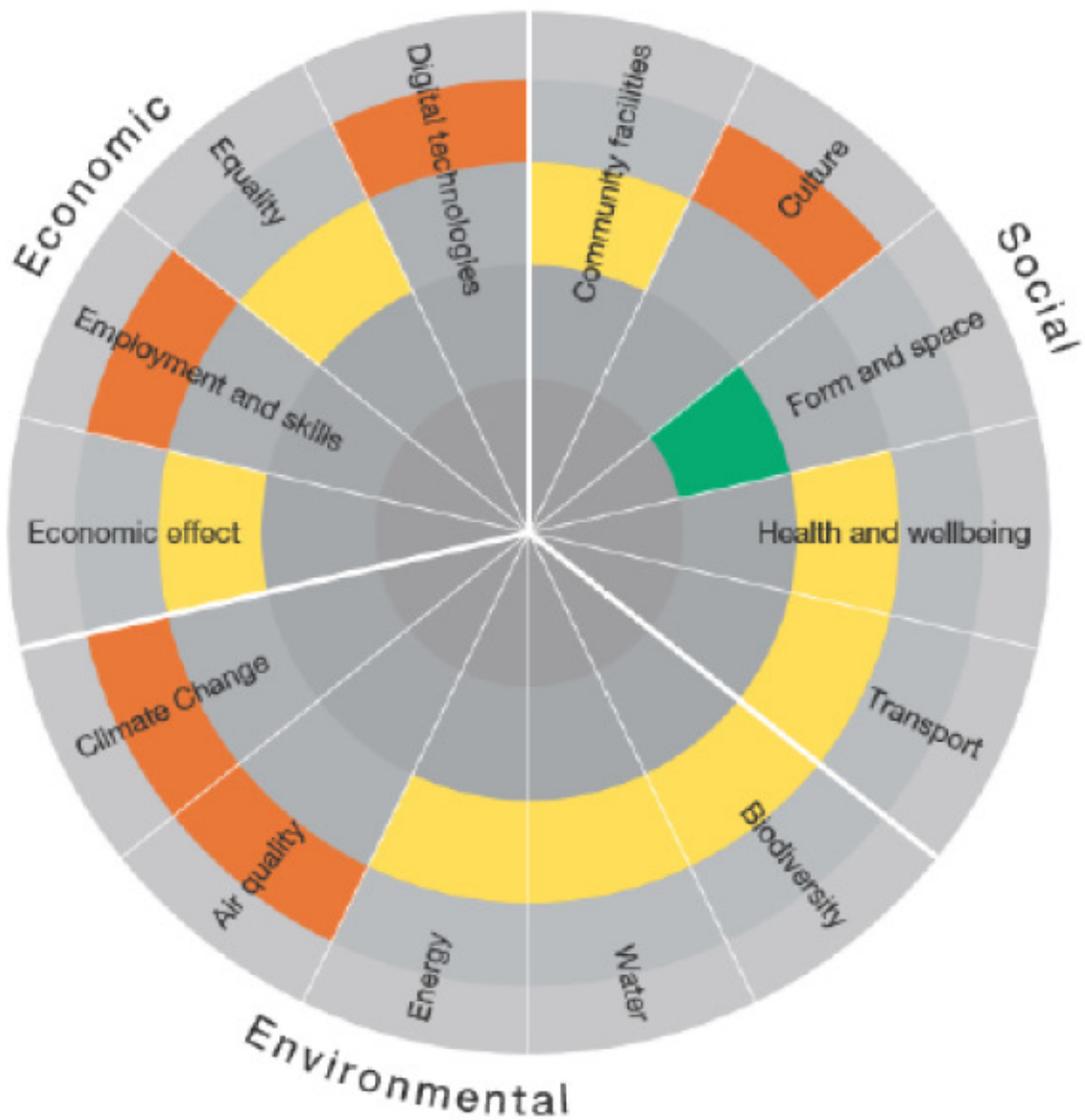


Indicators selected are based on the following determinants:

- Project vision, aims, objectives and values;
- Risk - indicators are included where there are any possible financial, social and environmental risks;
- Legal, regulatory, internal and external policy drivers;
- Stakeholder concerns and societal trends;
- Opportunity for innovation;
- Best practice, peer-based norms.

# SPEAR® (SUSTAINABLE PROJECT APPRAISAL ROUTINE)

BASELINE SCORING  
AUGUST 2020



# 6.

# Framework

1./

# LINKING TRENDS AND OPPORTUNITIES

TRENDS	CONSTRAINTS	OBJECTIVES
 <b>ECONOMY</b>	  <ul style="list-style-type: none"> <li> KTC boundary</li> <li> Key site</li> <li> Key building</li> <li> Active frontages</li> </ul>	 <b>1.</b>
 <b>DIVERSITY</b>	<ul style="list-style-type: none"> <li> Proposed open space for events and activities</li> <li> Key attraction</li> <li> New mixed-use opportunities</li> <li> Repurpose of existing retail space</li> </ul>	 <b>2.</b>
 <b>PLACE</b>	<ul style="list-style-type: none"> <li> Pedestrianised area</li> <li> Green asset</li> <li> Conservation area boundary</li> <li> Key View</li> <li> Listed building</li> <li> Proposed 'Streets and Spaces' Big project</li> <li> Connection to Hampton Court</li> <li> Riverfront</li> </ul>	 <b>3.</b>
 <b>EDUCATION</b>	<ul style="list-style-type: none"> <li> University/ College</li> <li> School</li> <li> Community learning (e.g. library, leisure centre)</li> <li> Curated uses</li> </ul>	 <b>4.</b>
 <b>RESILIENCE</b>	<ul style="list-style-type: none"> <li> Green infrastructure</li> <li> Riverfront</li> <li> New mixed-use opportunities</li> </ul>	 <b>5.</b>
 <b>MOVING</b>	    <ul style="list-style-type: none"> <li> Railway station</li> <li> Existing bus station</li> <li> Existing pedestrian connection</li> <li> Key pedestrian routes (outside pedestrianised zone)</li> <li> Movement impediment - rail corridor</li> <li> Movement impediment - primary road</li> <li> Hagsmill river</li> <li> Potential for enhancement of riverfront linkages</li> <li> Improved connection to Hampton Court Park</li> </ul>	 <b>6.</b>
 <b>DIGITAL</b>	<ul style="list-style-type: none"> <li> Digital Hubs</li> <li> Dynamic wayfinding</li> <li> Interactive environments</li> </ul>	 <b>7.</b>



# 2. / FRAMEWORK

## FRAMEWORK STRATEGY

The Framework combines all four key moves into a single, cohesive approach. It connects the town centre with active streets, implements a clear movement network with green corridors and creates better connectivity between the town centre and its major assets, such as the river and the waterfront.

It is proposed that temporary land uses are used to innovate ahead of and in parallel to physical development of the vision sites to set out a clear path for delivering one of the most exciting town centre opportunities in London.

The Framework also identifies key sites, whether for their potential, their use or their possible role in activation or placemaking, as a set of areas that can be Concentrated as the plan progresses. Shown as pockets of development with distinctive but integrated land use, the idea of the plan is to set a background for all actors to collaborate towards achieving a shared vision, while enhancing major infrastructure and inviting everyone to be part of the newly thriving town centre.

**KEY:**  
-- KTC boundary

**OPPORTUNITIES:**  
 Railway Station  
 Green asset  
 Green asset outside KTC Boundary  
 Key Landowner site locations

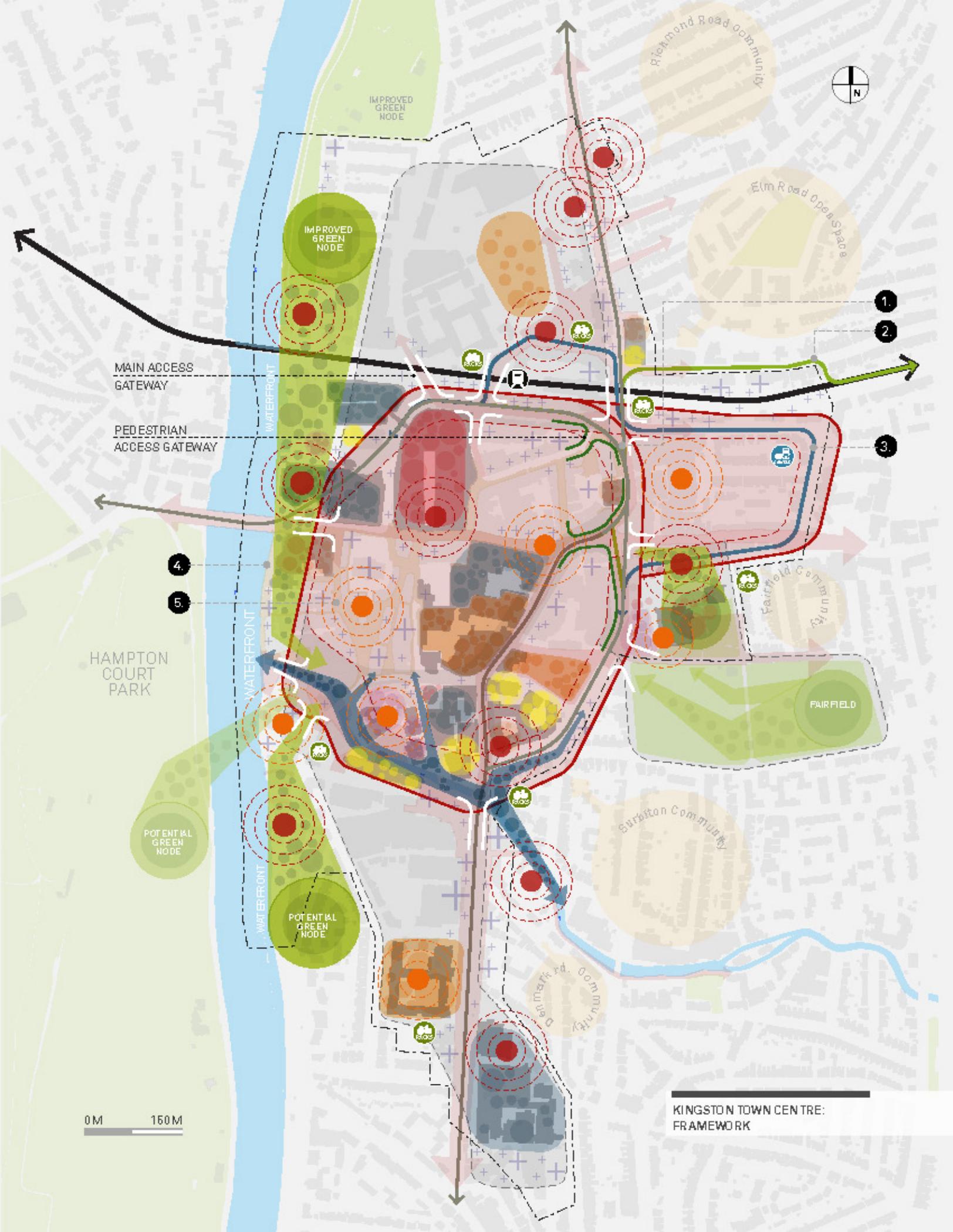
 Public realm improvements  
 Retail  
 Mixed use - commercial  
 Mixed use - residential  
 Mixed use - innovation  
 Culture and heritage

 Bus Stop  
 Existing Communities  
 + Curated New businesses / value uplift

 New Key Projects (Locations to be defined)  
 Key Projects on existing listed assets

 Rail corridor  
 Primary roads  
 Hogsmill River  
 Potential for enhancement of riverfront linkages

1. Clarence Street  
 CONVERT CLARENCE STREET TO BUS & CYCLE ONLY (AS PER KTC MOVEMENT STRATEGY)
2. Cycling network  
 NEW CYCLE ROUTES COMPLETED (AS PER GO CYCLE PROGRAMME)
3. Gyrotory system  
 MODIFY GYRATORY TO TWO-WAY FLOW (AS PER KTC MOVEMENT STRATEGY)
4. Enhanced pedestrian and cycling Waterfront  
 HOGSMILL RIVER AND THE RIVER SIDE WALK REVITALISATION AS ATTRACTIVE ROUTES WITH BIG POTENTIAL.
5. Enhanced T. C. pedestrian area  
 DISTINCT ACTIVITIES AND COMPLEMENTARY DIVERSE IDENTITIES FOR PEOPLE TO LIVE, WORK AND VISIT



IMPROVED GREEN NODE

IMPROVED GREEN NODE

MAIN ACCESS GATEWAY

PEDESTRIAN ACCESS GATEWAY

WATERFRONT

WATERFRONT

WATERFRONT

HAMPTON COURT PARK

POTENTIAL GREEN NODE

POTENTIAL GREEN NODE

FAIRFIELD

Richmond Road Community

Eim Road Open Space

Fairfield Community

Surbiton Community

Denmark Road Community

1

2

3

4

5

0M 150M

KINGSTON TOWN CENTRE: FRAMEWORK

# 3./

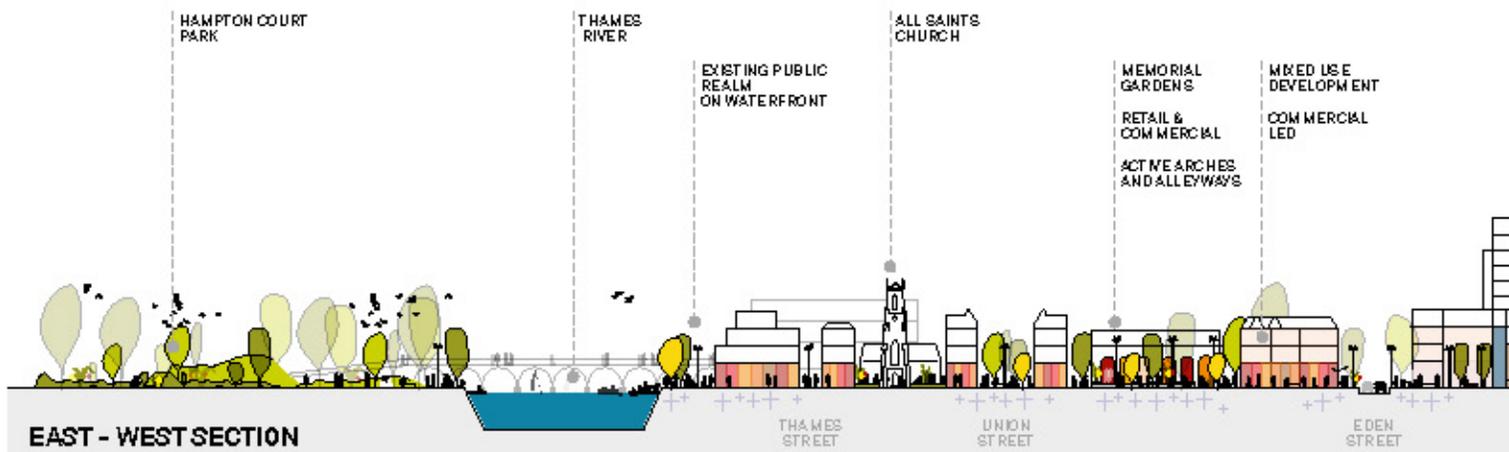
## FRAMEWORK SECTIONS

Connection between the pockets of development must happen through a distinctive but integrated land use overlay. Conceptualising the framework in section aims to establish a background for all actors, activities and dynamics to start collaborating together at different levels.

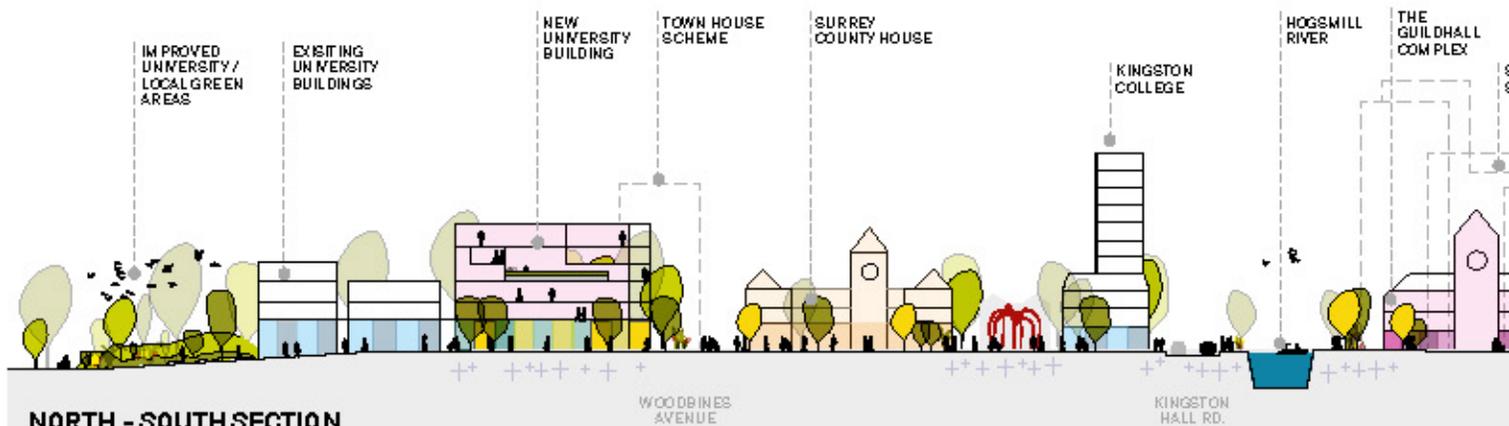
Through this process and based on their size and location, the value of existing and heritage buildings can be integrated and enhanced.

Improving major infrastructure refreshes it and returns it to the town centre improved, inviting everyone to be part of the new thriving experience.

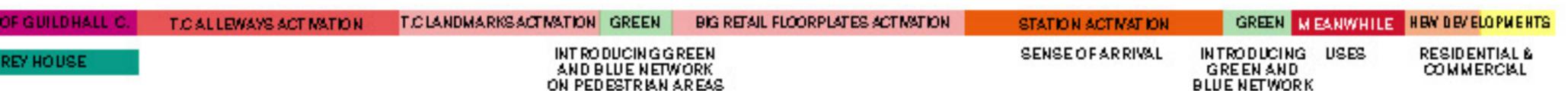
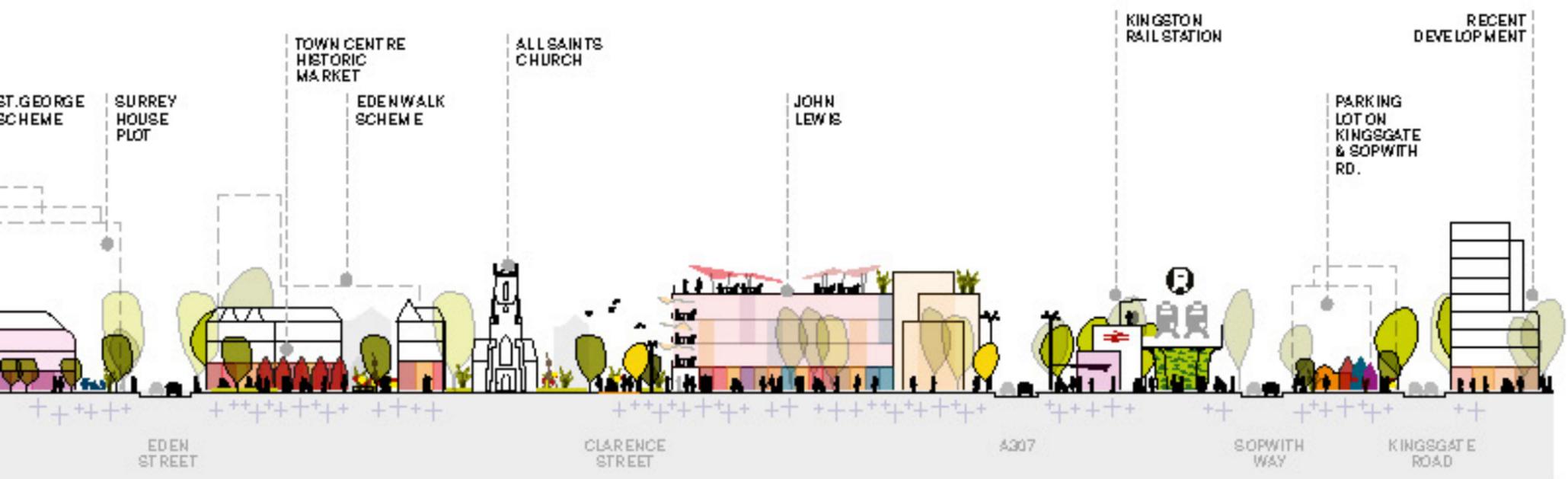
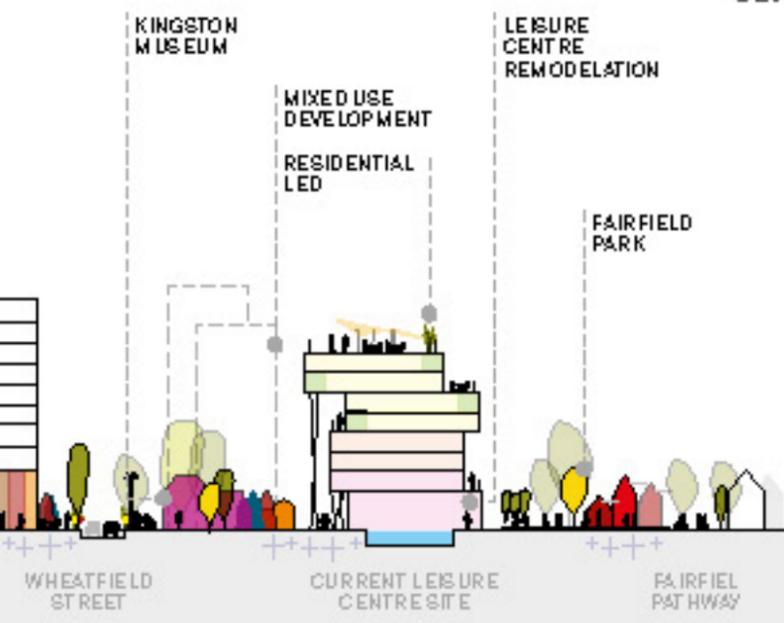
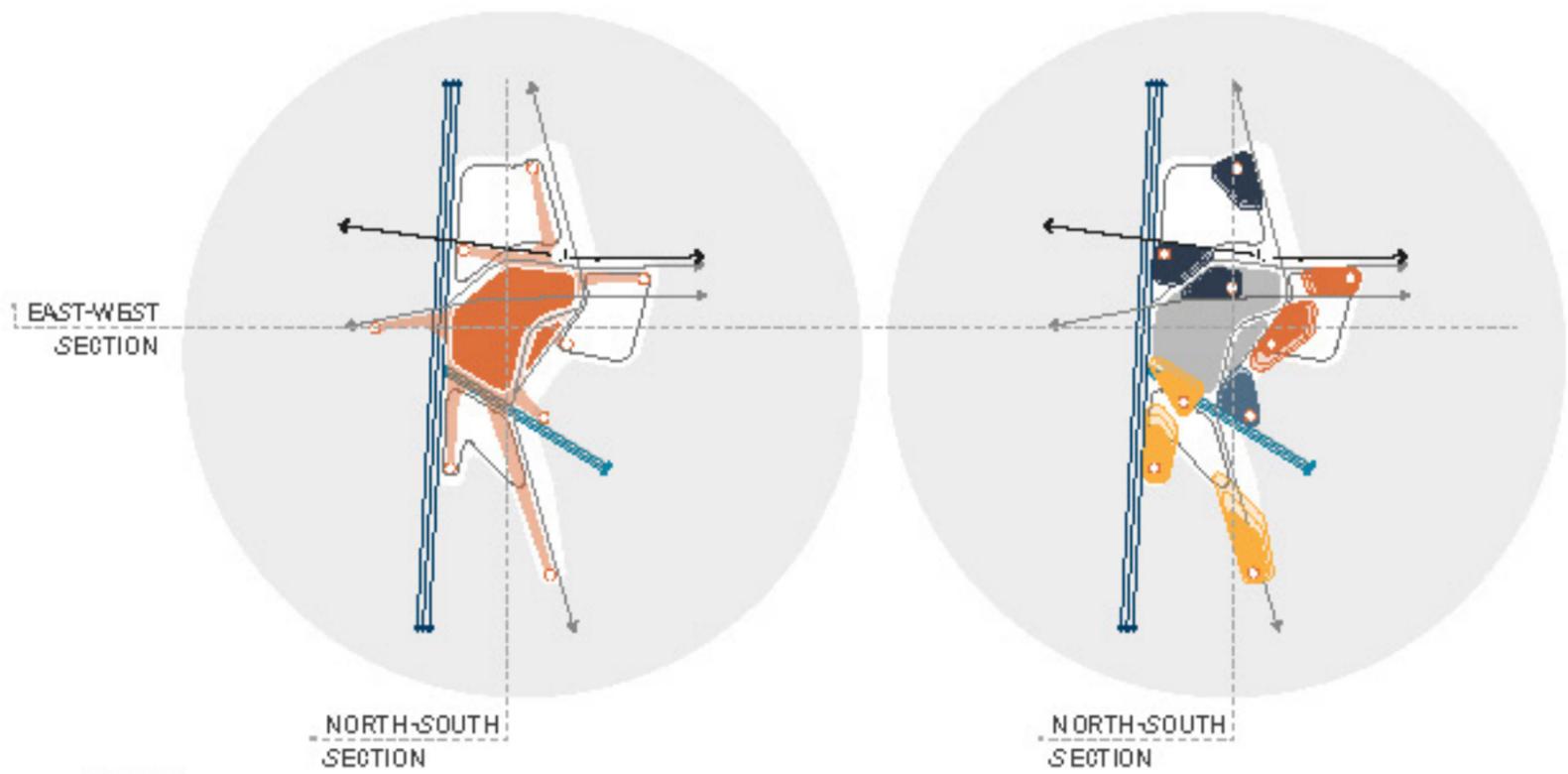
In areas without current active frontages or development, it is proposed that temporary land uses are used – at different levels – to innovate ahead of or concurrent with development of the sites, creating a new attraction, generating footfall, engaging visitors and building a sense of belonging.



ACTIVATION ACTIVATION INTRODUCING GREEN AND BLUE NETWORK + CURATED ACTIVITIES TO INCENTIVE PEDESTRIAN AREAS



CONNECTION TO EXISTING UNIVERSITY CONNECTION PUBLIC SPACE ACTIVATION MEANWHILE COLLEGE RIVER ACTIVATION REDEVELOPMENT NEW DEV. SUR

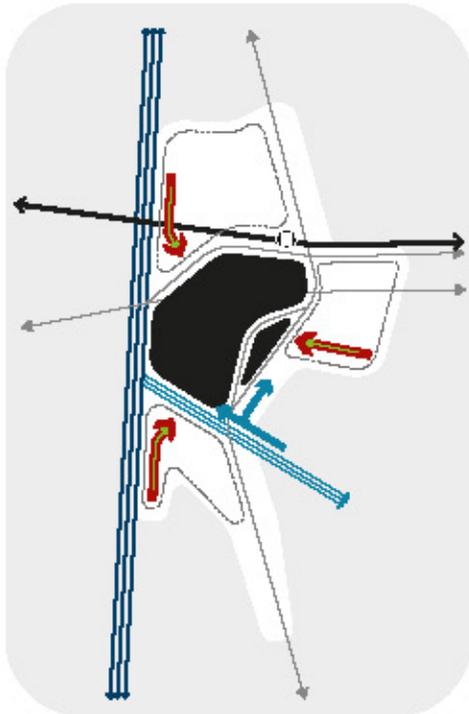


## 4. /

# KEY MOVES

The four Key Moves of the Framework support the realisation of the project principles, vision and objectives described in Sections 3 and 4. These high-level strategies form the key foundation for the town centre's regeneration.

The Key Moves are set to be flexible, allowing for multiple outcomes dependent on factors such as timing, economic changes and engagement with key landowners and their plans for their sites.



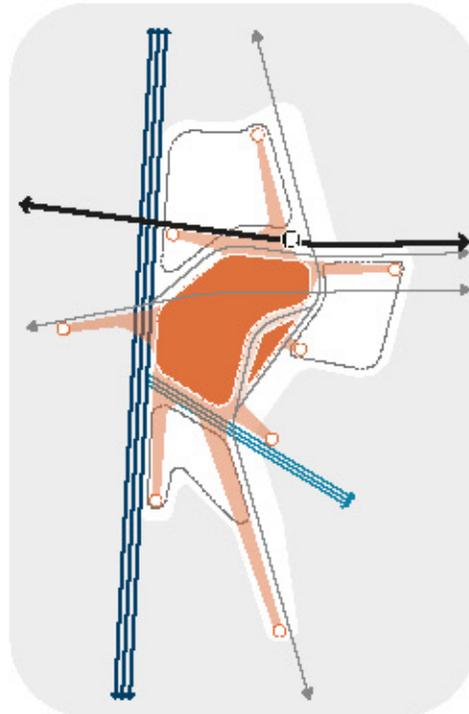
01

### **CONCENTRATE** the Town Centre

Increase footfall and create an active Town Centre. This will be achieved by condensing the hub of retail and food and beverage activities.

Strengthen the sense of place through a distinctive centre supportive of diverse identities for people to live, work and visit.

Concentrate a clear sense of community and engagement to foster collaboration and reduce discrimination.

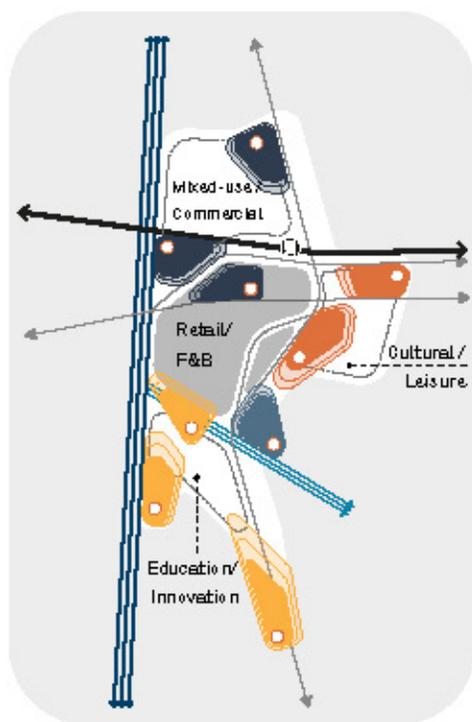


02

### **CONNECT** to the river and wider area

Improve permeability to the core of the Town Centre which is locked in by major roads in its existing condition.

We have identified six key routes that connect the Town Centre to the surrounding area. These routes are defined by main assets within the Town Centre. To improve permeability, we have suggested a series of interventions to the existing road infrastructure, highlighted in the framework.



03

### CREATE hubs of activities

Build on the existing uses to create three new character areas: a new innovation hub that complements the existing university buildings to the south, a new mixed-use and commercial hub around the existing rail station to the north and finally a new hub for culture and leisure to the east.

These new cores will overlap with the Concentrated retail hub in the centre by filling empty places and consequently creating a vibrant and mixed-use place.



04

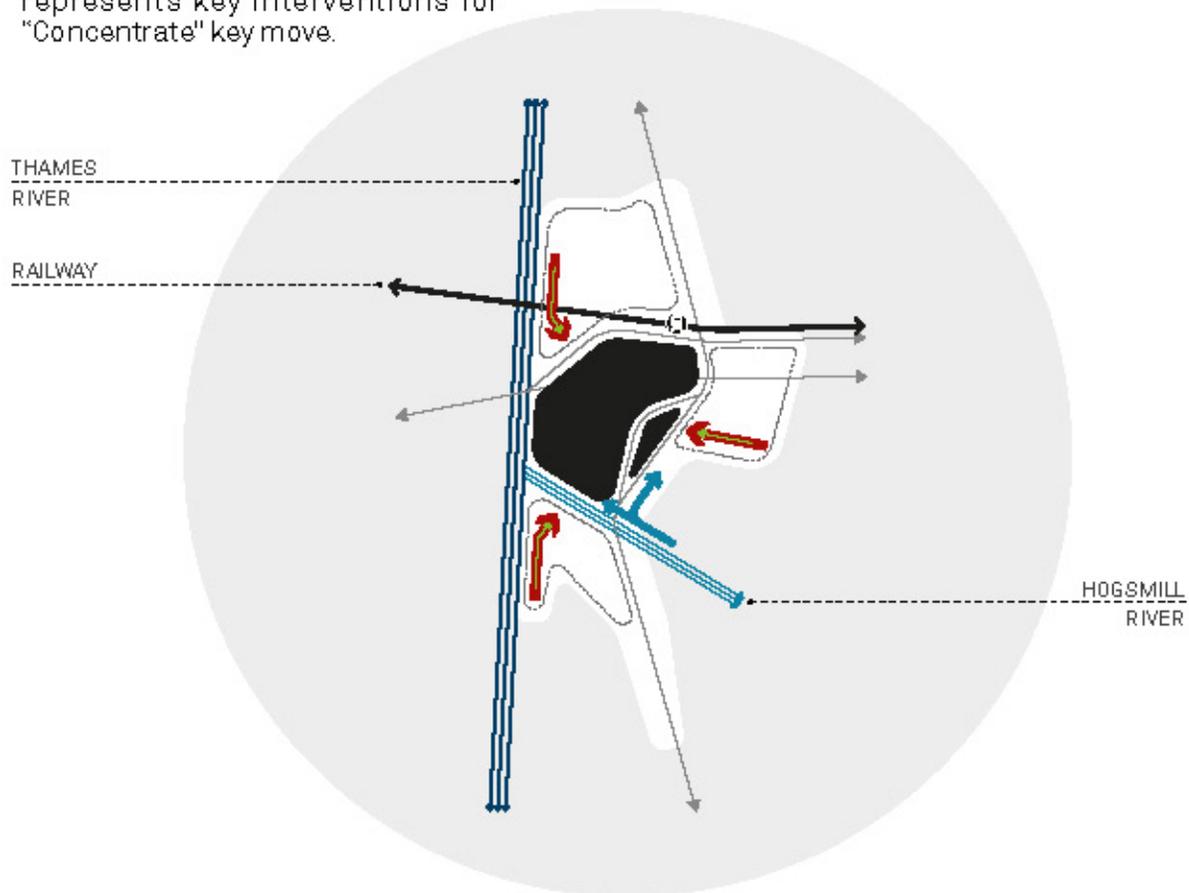
### CURATE activities along the routes

Focus new activities along the proposed six key routes (supported by several secondary routes) to free up the inner zone, for future uses such as commercial and residential. This will also animate, improve safety and create 24/7 pedestrian routes.

Revitalisation of Hogsmill River and the river side walk as attractive routes has potential to offer more attractive spaces that link up student accommodation, the Guildhall, the Rose Theatre, the River Thames and the potential cultural and small business hub to the north of the town centre.

# CONCENTRATE

The diagram on the following page represents key interventions for "Concentrate" key move.

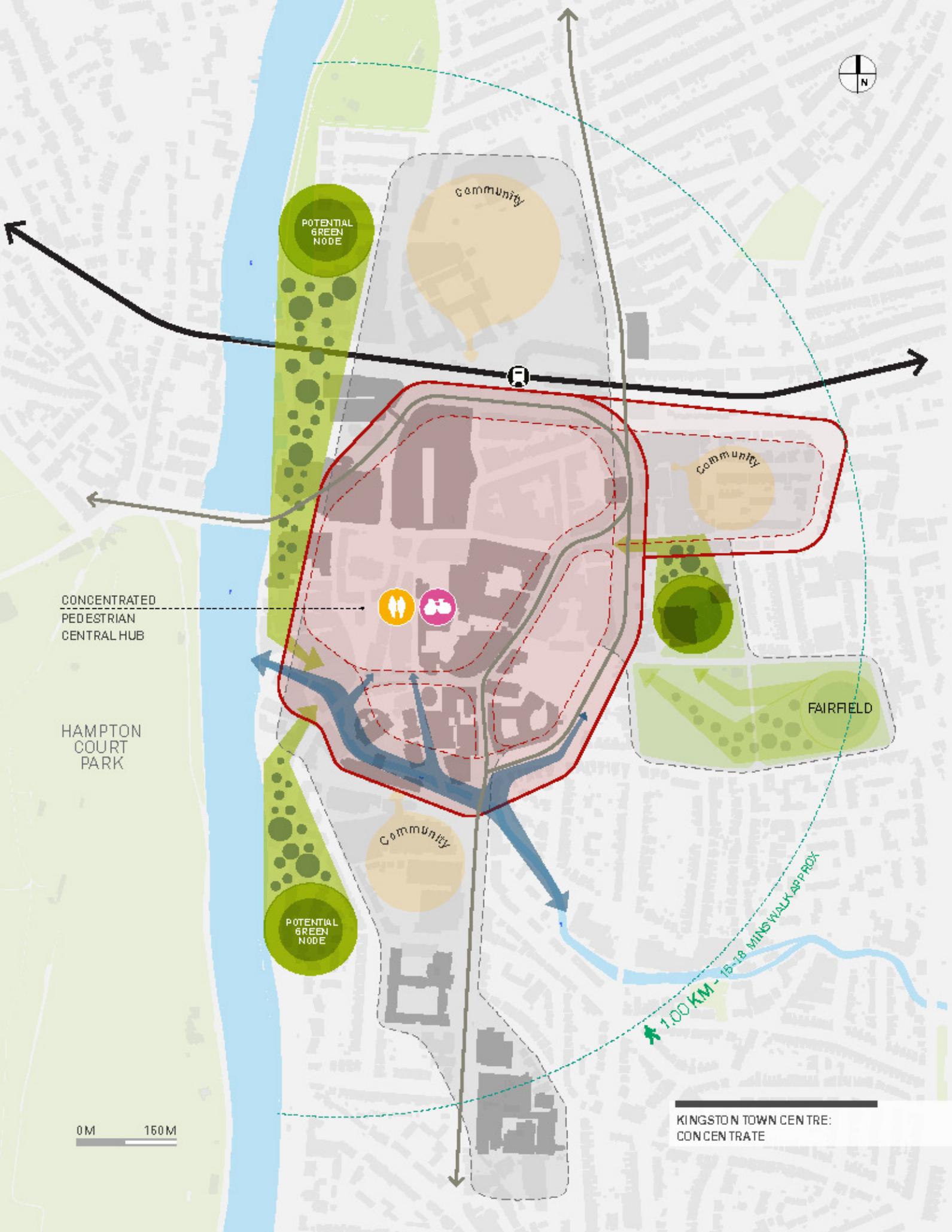


## CONCENTRATE

### the Town Centre

- Concentrate the town centre core area as a retail and food and beverage hub and surround it with natural assets
- Identify key development sites and key issues
- Open up and redirect activities towards the river
- Unlock the public realm and new uses
- Limit the spread of land uses to the East, consolidating development towards the river





POTENTIAL GREEN NODE

Community

Community

FAIRFIELD



POTENTIAL GREEN NODE

Community

1.00 KM - 15-18 MINS WALK APPROX

KINGSTON TOWN CENTRE:  
CONCENTRATE

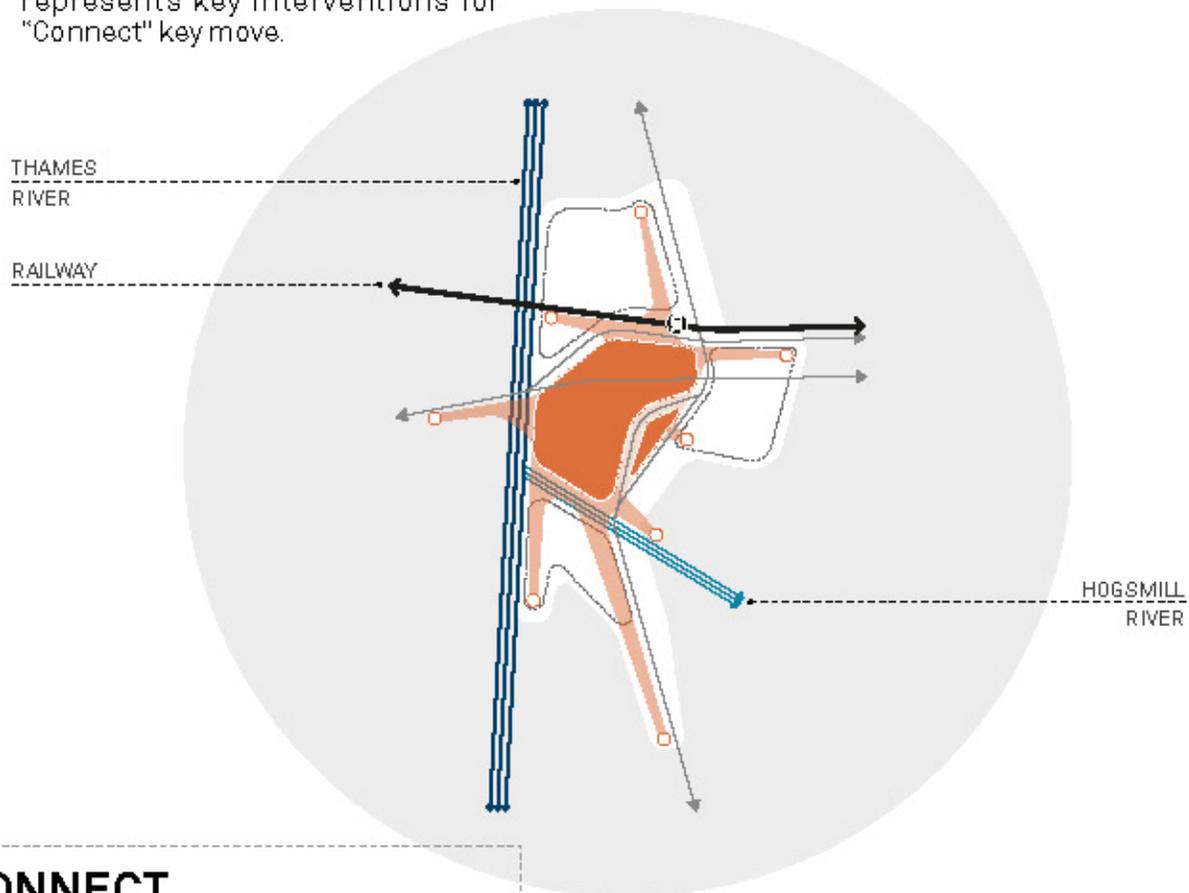
CONCENTRATED  
PEDESTRIAN  
CENTRAL HUB

HAMPTON  
COURT  
PARK

0M 150M

# CONNECT

The diagram on the following page represents key interventions for "Connect" key move.

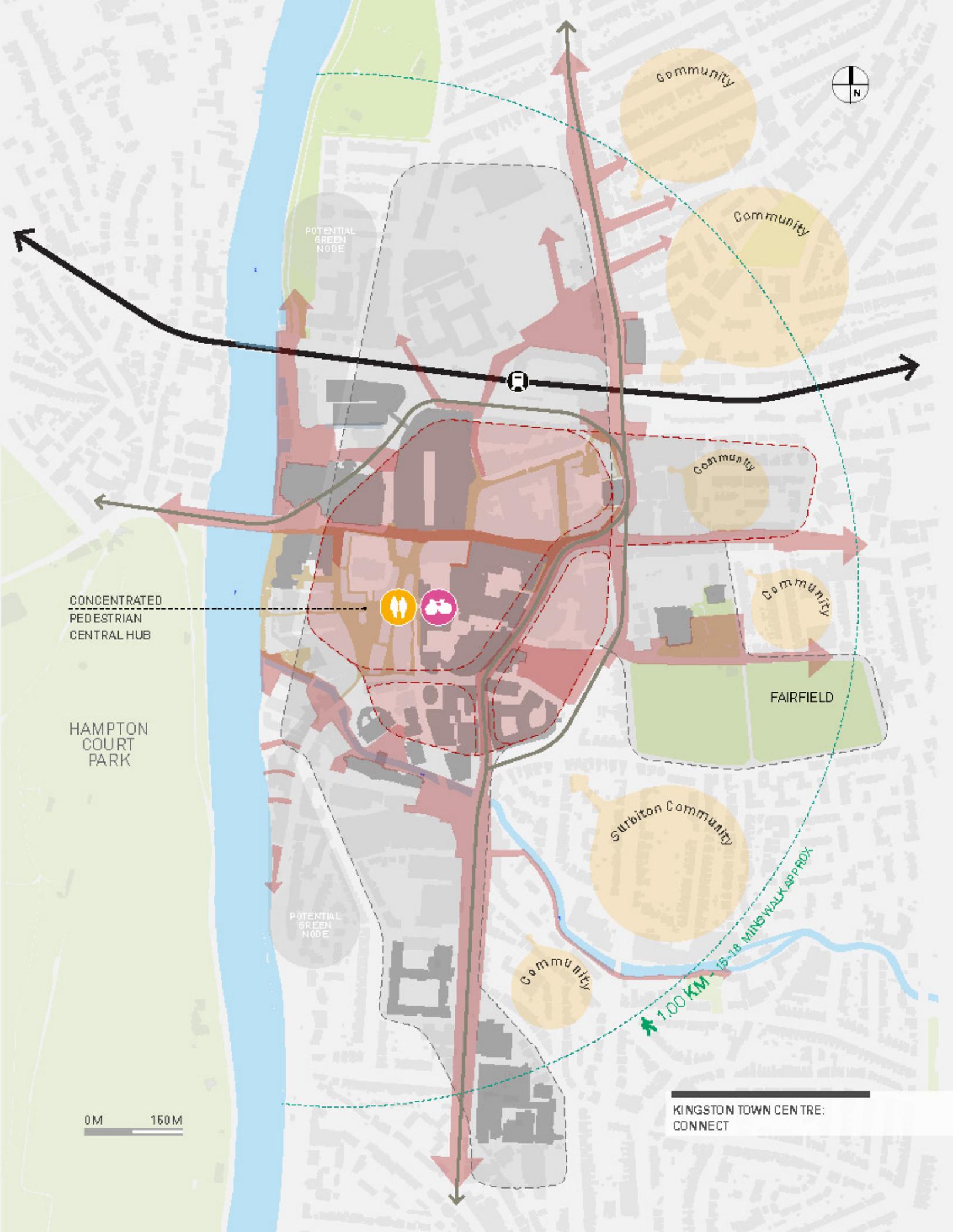


## CONNECT

### to the river and wider area

- Enhance the sense of arrival into the town centre by any mode of transport
- Leverage proximity to the river using wayfinding to increase knowledge of how to reach the river
- Restitch the severance caused by the railway by enhancing north/south movement
- Mitigate the physical barrier of the gyratory, which impedes walking and cycling and isolates the town centre
- Promote a network of green and blue infrastructure assets (both at a wider and smaller scale)
- Use heritage to curate and create walks and wayfinding across the town - walk the history of Kingston





Community

Community

Community

Community

Surbiton Community

Community

FAIRFIELD

POTENTIAL GREEN NODE

POTENTIAL GREEN NODE

CONCENTRATED PEDESTRIAN CENTRAL HUB

HAMPTON COURT PARK

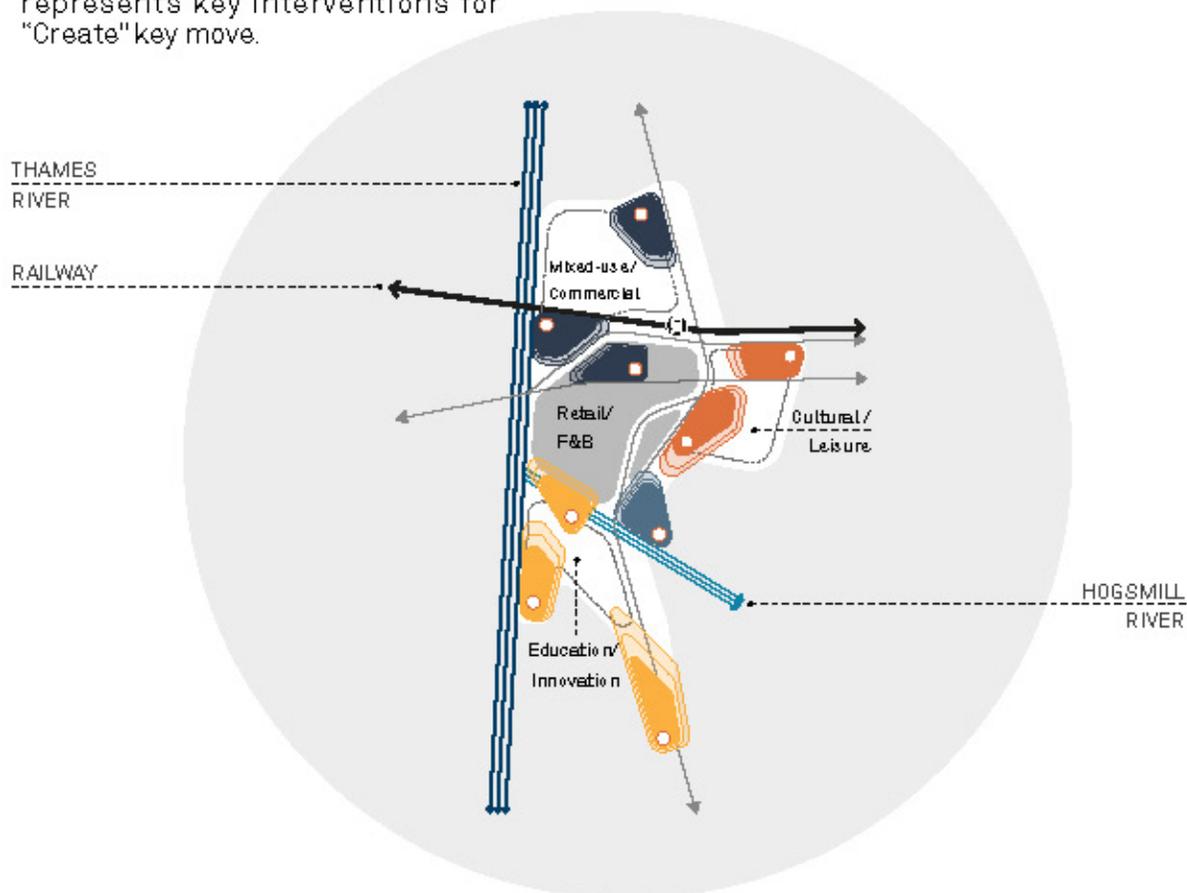
1.00 KM - 15-18 MIN WALK APPROX

0M 150M

KINGSTON TOWN CENTRE: CONNECT

# CREATE

The diagram on the following page represents key interventions for "Create" key move.



## CREATE hubs of activities

- Identify character areas
- Enhance existing assets
  - Natural / Educational / Cultural
- Provide opportunities for growth and interaction of these new uses
- Craft connections between proposed and existing uses with new pockets of activity based on proximity
- Define a new user experience based on activities along the routes that lead to the town centre
- Strengthen the sense of place and civic pride





STATION QUARTIER  
ACTIVITY POCKET

NEW ACTIVITY  
POCKET

CONCENTRATED  
PEDESTRIAN  
CENTRAL HUB

HAMPTON COURT  
PARK

POTENTIAL  
GREEN  
NODE

FAIRFIELD

POTENTIAL  
GREEN  
NODE

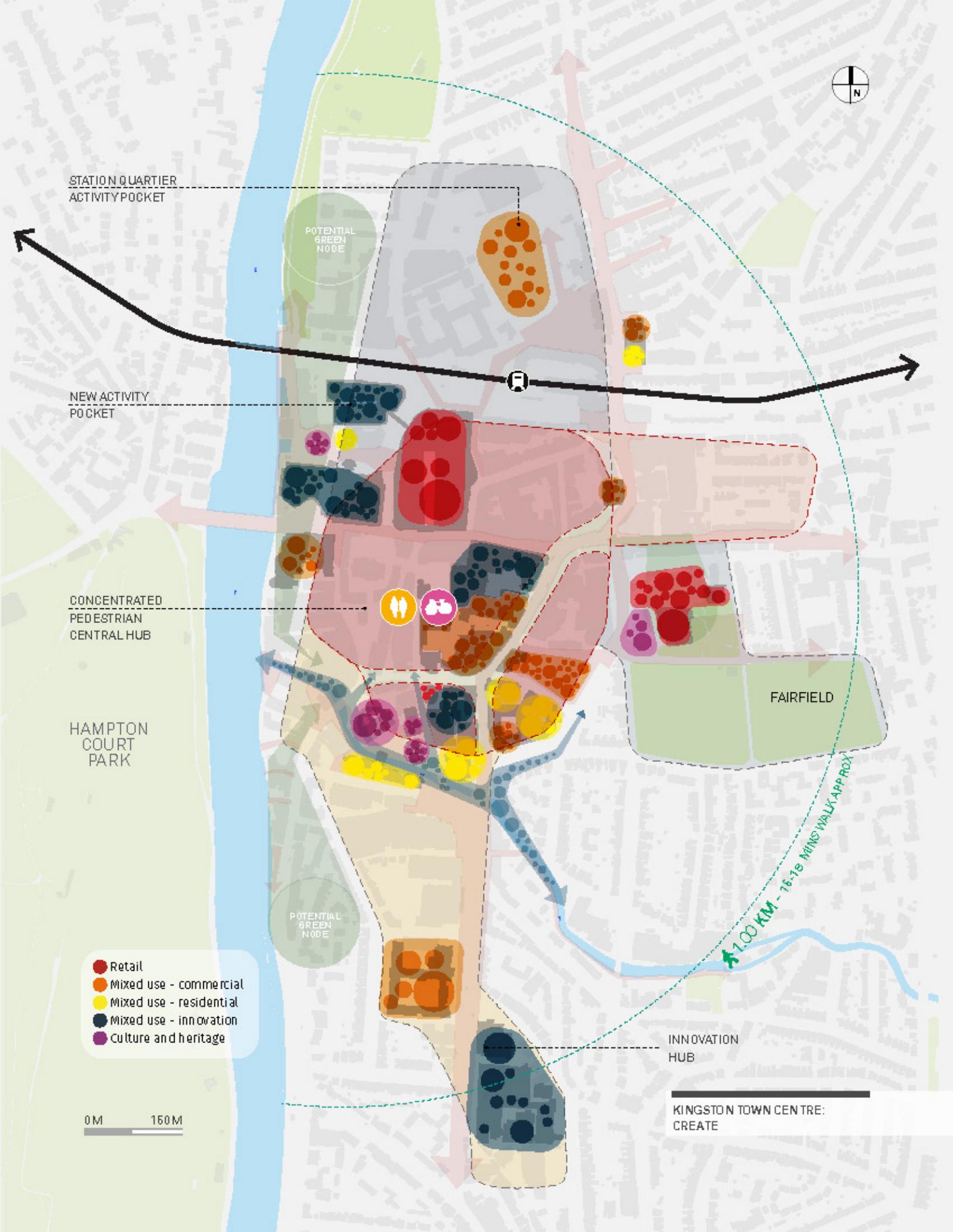
1.00 KM - 16.1e MINS WALK APPROX

INNOVATION  
HUB

- Retail
- Mixed use - commercial
- Mixed use - residential
- Mixed use - innovation
- Culture and heritage

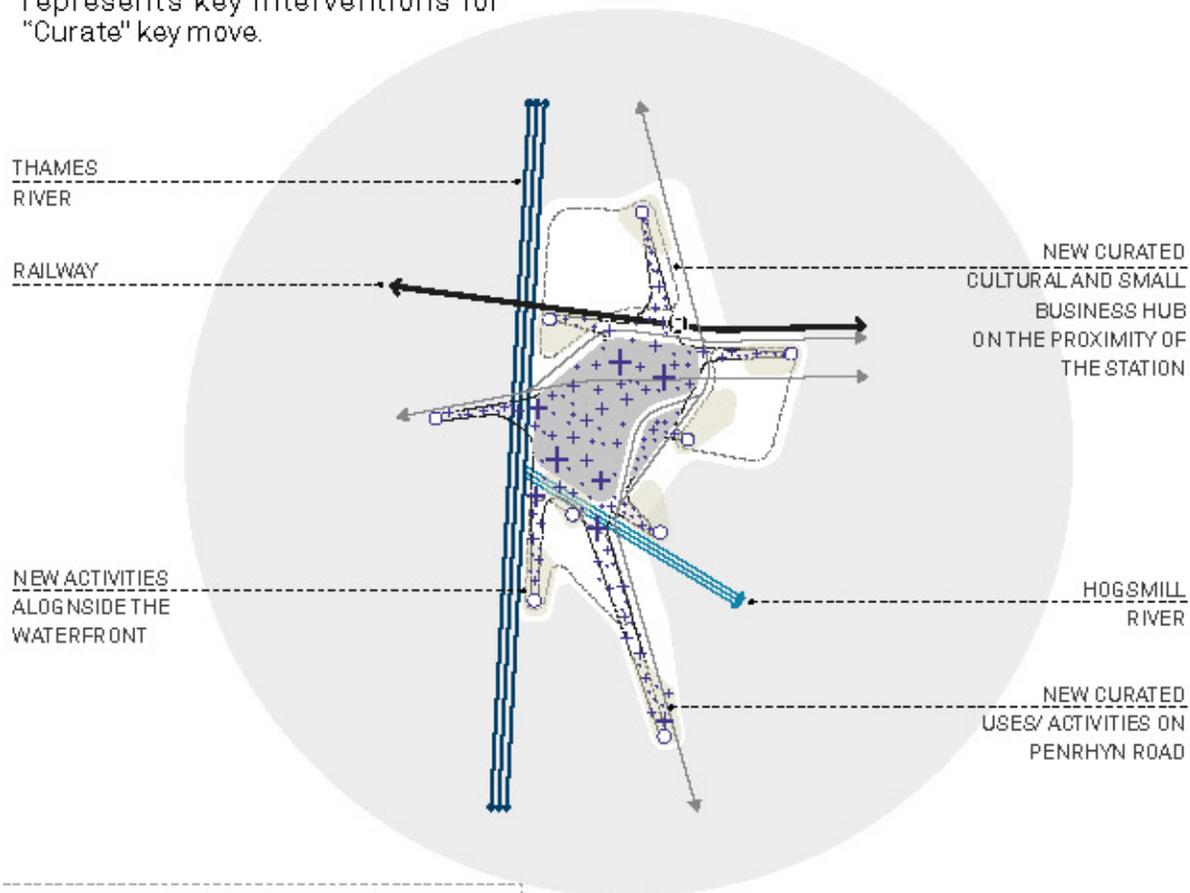
0M 150M

KINGSTON TOWN CENTRE:  
CREATE



# CURATE

The diagram on the following page represents key interventions for "Curate" key move.



## CURATE activities along the routes

- Introduce new and user-directed activities along the way to the main identified activity hubs
- Highlight heritage assets along the routes and identify the right uses for them
- Promote a 24-hour economy with nighttime uses, activities and retail
- Foster a diverse catalogue of activities inclusive to people of all ages
- Bring new uses around the University
- Ensure waterways are places of activity
- Deploy meanwhile uses on opportunity sites to test different uses and support the vision for the town centre





KEY CATALYTIC PROJECTS

CONCENTRATED PEDESTRIAN CENTRAL HUB

HAMPTON COURT PARK

POTENTIAL GREEN NODE

POTENTIAL GREEN NODE

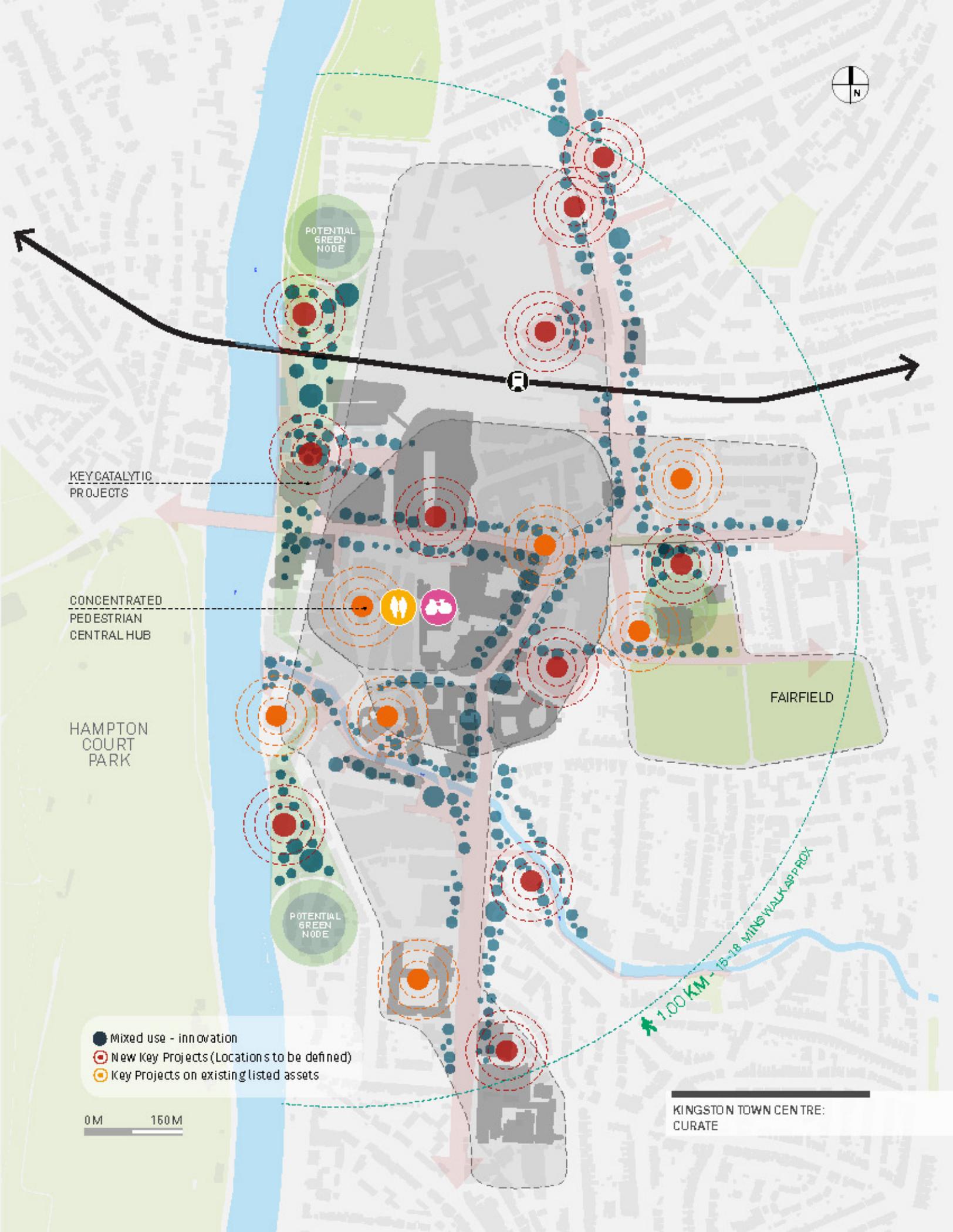
FAIRFIELD

1.00 KM - 15-18 MINS WALK APPROX

- Mixed use - innovation
- ⊙ New Key Projects (Locations to be defined)
- ⊙ Key Projects on existing listed assets

0M 150M

KINGSTON TOWN CENTRE:  
CURATE



## 5./ SMALL INTERVENTIONS AS CATALYST

Catalytic projects are spatially targeted interventions that aim to increase economic output, generate positive environmental impacts and deliver social value for the communities involved. They are planned and designed to create a corresponding and complementary development reaction on surrounding properties.

The Big Projects identified in the Reimagining Kingston document and described in the previous pages, can be seen as catalytic projects. They can play a key role in accelerating positive change in the town centre and encouraging future development of the vision sites. Changing and upgrading a site's surroundings can be the first step to influencing its future development for the better. Though they may seem small relative to long-term development, meanwhile and temporary uses are not insignificant at all and can bring new opportunities to change the town centre's landscape and land use, offering alternative ways of experiencing, testing and developing it.





**THE RIVERFRONT**



**THE HOGSMILL RIVER**



**NIGHTTIME ACTIVITIES**



**THE MARKET**



**THE GUILDHALL**



**THE ROSE THEATRE**



**THE MEANWHILE USES**



**THE LARGE FLOORPLATES STRATEGY**



**ILLUMINATED KINGSTON**

## MEANWHILE USES

Vacant or under-utilised land and buildings are scattered across towns and cities. Leaving sites empty or vacant for extended periods of time can be costly, unattractive and misses a valuable opportunity to temporarily activate the space through a range of meanwhile uses.

The meanwhile use of vacant land and property has increased over the last decade and incorporates a range of actors, including policy makers and politicians, community activists, charities, academics and entrepreneurs. The possible benefits of meanwhile are numerous.

The temporary use of space can drive economic outputs, increase positive environmental impacts and deliver social value for the actors

and communities involved and within the vicinity. Moreover, social systems, just as much as physical systems, are crucial for the resilience of cities. In the current socio-economical context with a great level of uncertainty and where conditions can evolve quickly, towns and cities should plan for the long-term introduction of a degree of flexibility in their land uses.

Meanwhile use is challenging the traditional top-down urbanism in which planners define how the city would be built. It can be a powerful tool to introduce flexibility and inclusivity required in planning our cities.

## SUCCESSFUL EXAMPLES

### POP BRIXTON, LONDON



A temporary conversion of vacant land into a retail and social enterprise space comprised of 55 re-purposed shipping containers, seating areas and an events space. Designated for mixed-use development with retail, commercial, community, leisure, residential and town-centre car and cycling parking. Planning permission originally granted for 5 years until 2017, extended to 2020, and an application has been submitted to extend until 2024. It attracts over 1 million visitors a year - about the same as the Tate Britain.

### BLUE HOUSE YARD, LONDON



“MEANWHILE USES TAKE ADVANTAGE OF A WINDOW OF OPPORTUNITY ON A SITE, BEFORE AND AFTER ANOTHER USE.”

'Meanwhile, in London: Making use of London's empty spaces',  
Centre for London, Oct. 2018



Blue House Yard is located in a vacant council office building with an adjacent car park in north London. The project, targeted at local businesses and residents aims to provide suitable, affordable workspaces and social space as an important aspect of the local economy. It has been active since 2016. It responds to local needs - fuelling Haringey's creative industries and catalysing wider socio-economic outputs. It created both private spaces for rent and new public space for meeting and social interaction.

#### SKIP GARDEN, LONDON



Skip Garden is a moveable urban food garden that works within the wider King's Cross masterplan area. It has changed locations across the site as plots have been developed. The objective of the project has been to work with local children, residents and businesses to grow food and create environmentally responsible communities through engagement and social cohesion.

0M 150M



# Deployment

## of the 4 Key Moves

# 1. / BIG PROJECTS

FROM: REIMAGINING KINGSTON TOWN CENTRE

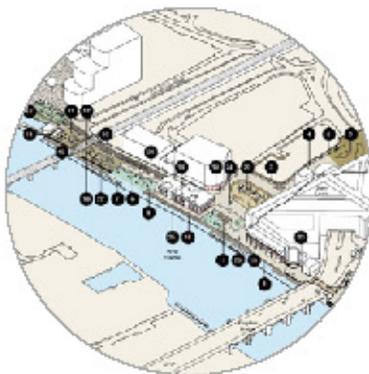
## OPPORTUNITIES FOR CHANGE

The Reimagining Kingston Town Centre strategy describes its seven proposed Big Projects as: *'a physical catalyst for change and an opportunity to bring different people together to rethink the way our streets and spaces work in a wider network.'*

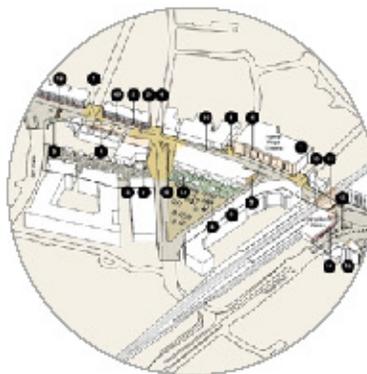
*'These seven 'Big project' areas have a significant role to play in making these places more enjoyable, liveable and inclusive; valuing and celebrating the town centres diversity, creativity and heritage.'*

Catalytic projects from Reimagining Kingston Document - 'We Made That'

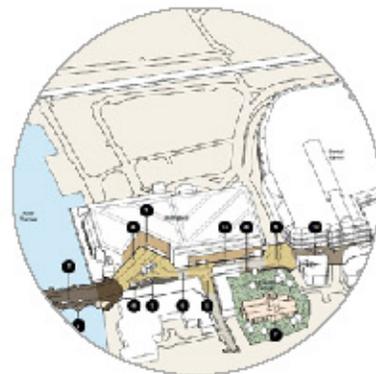
- 1. Thames Side Riverfront
- 2. Richmond Road
- 3. New Old London Road (Clarence Street)
- 3a. New Old London Road (Old London Road)
- 4. Hogsmill River Walk
- 5. Fairfield Recreation
- 6. Alleyways to the Riverside
- 7. Illuminated Kingston / Night time (town centre wide)



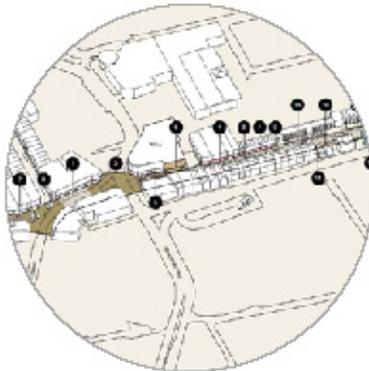
1



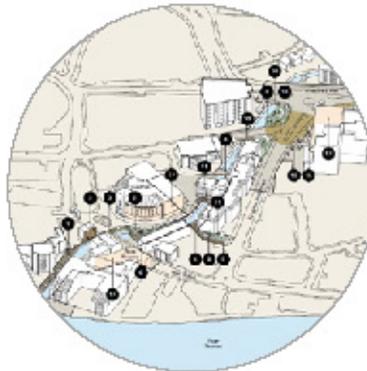
2



3A



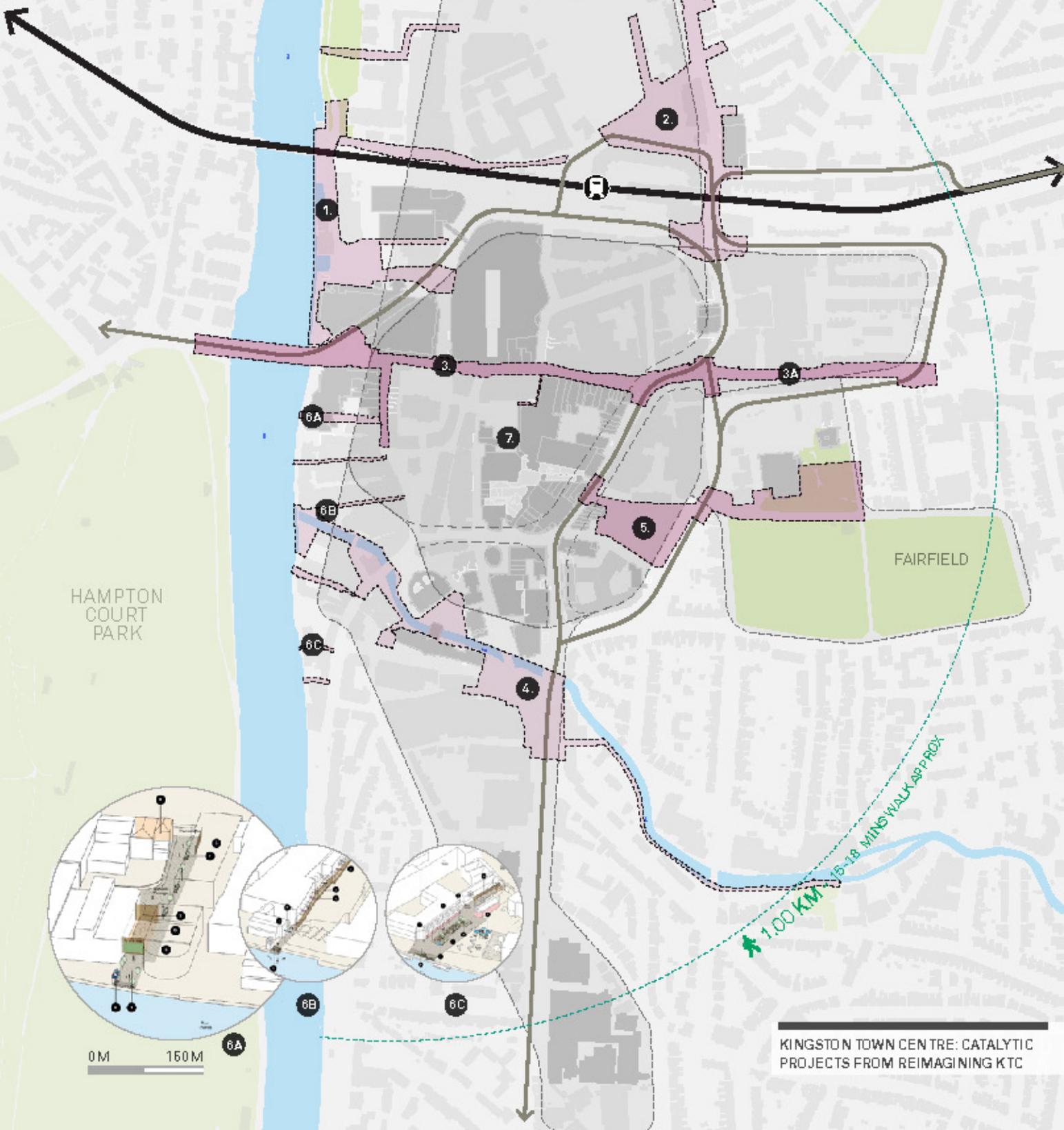
3A



4



5



HAMPTON COURT PARK

FAIRFIELD

1.00 KM 15-18 MINS WALK APPROX

0M 150M

KINGSTON TOWN CENTRE: CATALYTIC PROJECTS FROM REIMAGINING KTC

# BIG PROJECTS

## FROM: REIMAGINING KINGSTON TOWN CENTRE



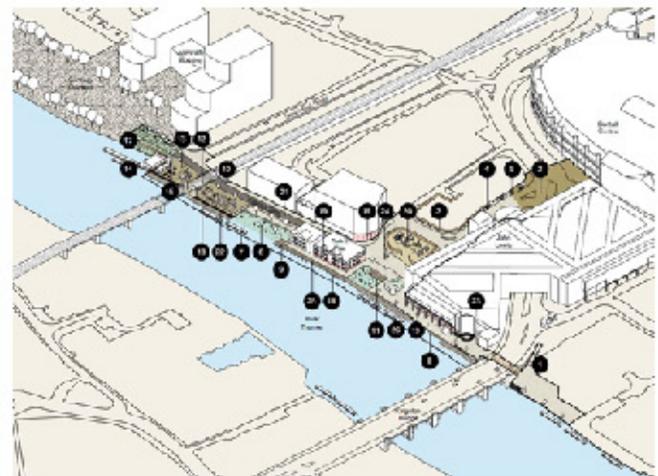
Each of the Big Projects proposed in Reimagining Kingston Town Centre are developed to a high level of detail related to implementation. It describes the precise actions to be undertaken for each of the Big Projects to reinvigorate the town centre and to create a new sense of place.

This Site Development and Master-Planning report embraces these projects, adopts every action proposed, and brings them on board as important pockets of activation.

These key projects could be undertaken either as separate activities or collectively as a group of interventions that form part of the wider strategy for the borough. Most importantly, these should be included as part of the strategies for each of the vision sites (which are described in later sections of this document). The redevelopment of each vision site can drive public space regeneration.

### THAMES SIDE RIVERFRONT

1



#### KEY:

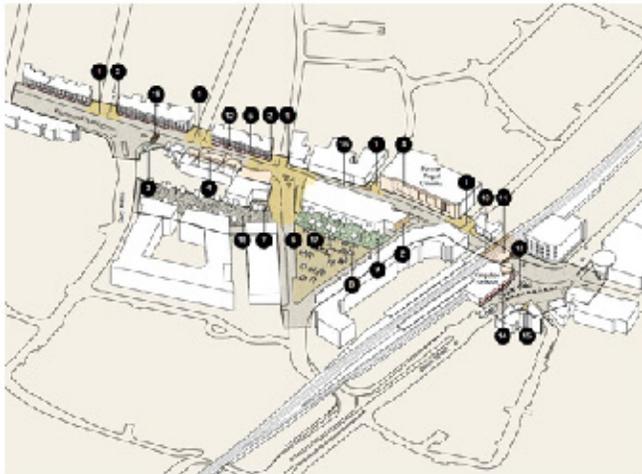
- |   |  |
|---|--|
| 1. Underpass improvements                   | 13. Paving improvements                    |
| 2. Pedestrian priority crossing             | 14. Community cafe/hub                     |
| 3. Improve fences and hoarding              | 15. Visible wayfinding marker              |
| 4. Sustainable urban drainage interventions | 16. Improvement of existing riverside path |
| 5. Green Street                             | 17. Improved park entrance                 |
| 6. Naturalise the river edge                | 18. Play space                             |
| 7. Moorings                                 | 19. Bringing vacant units into use         |
| 8. New floating river path                  | 20. Temporary activities in car park       |
| 9. New floating river platform space        | 21. Cycle street                           |
| 10. Allotments in planters                  | 22. Floating events pontoon                |
| 11. Stepped river edge                      | 23. Highlighting heritage art commission   |
| 12. Reactivate space under the bridge       | 24. Playful road painting                  |
|   | 25. Riverside lighting                     |
|   | 26. Potential event space                  |

Regeneration of the waterfront north of Kingston Bridge is vital and the connection along the riverside to the other side of the railway will help bring life to big floorplate buildings.



## RICHMOND ROAD

2



KEY:

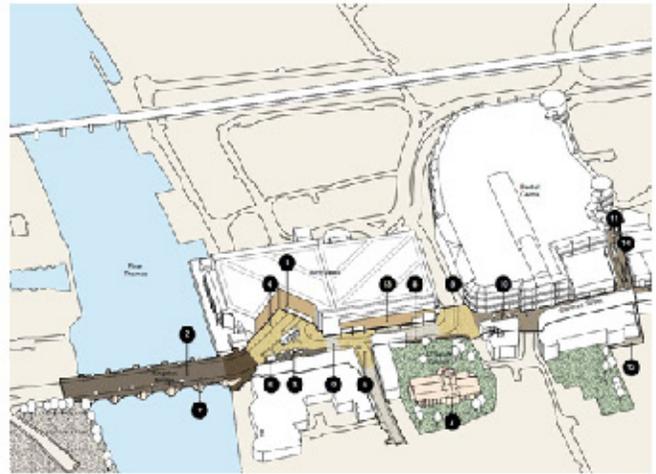
- |                                     |                                    |
|-------------------------------------|------------------------------------|
| 1. Level street crossing            | 12. Bringing vacant units into use |
| 2. Flank wall signage               | 13. Light touch greening           |
| 3. Street greening                  | 14. Building facade improvements   |
| 4. High lighting local landmarks    | 15. Welcome flank wall             |
| 5. Shopfront improvements           | 16. Paving improvements            |
| 6. Pedestrian crossing improvements | 17. Improved lighting              |
| 7. Drinking fountain                | 18. Potential event space          |
| 8. Off peak events in car park      | 19. Playful crossing               |
| 9. Linear park continuation         |                                    |
| 10. Welcome signage on bridge face  |                                    |
| 11. Underpass improvements          |                                    |

An activation strategy for the north side of the station, including night time lighting strategy, is also crucial to extend the influence of the town centre towards the more residential area to the north of the borough.



## NEW OLD LONDON ROAD (CLARENCE ST)

3A



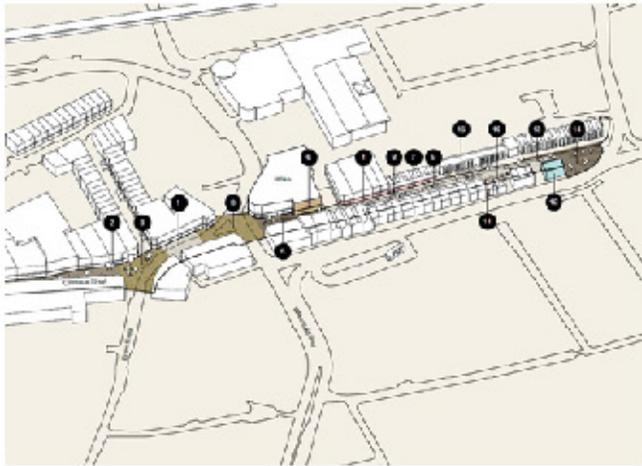
KEY:

- |  |
|--|
| 1. Blank wall signage                        |
| 2. Pedestrian & cycle experience improvement |
| 3. River connection space                    |
| 4. Pedestrian crossing improvements          |
| 5. Level street crossing                     |
| 6. Visible welcome marker                    |
| 7. Heritage highlighting                     |
| 8. Improve church walls                      |
| 9. Paving improvements                       |
| 10. Light touch greening                     |
| 11. Performance space                        |
| 12. Improve connectivity                     |
| 13. Activate blank walls                     |
| 14. Potential event space                    |
| 15. Digital infrastructure                   |

Realigning Clarence Street at the foot of Kingston Bridge and the waterfront activation area is a key move to bring footfall and unlock views to the river.



## NEW OLD LONDON ROAD (OLD LONDON RD.) 3B



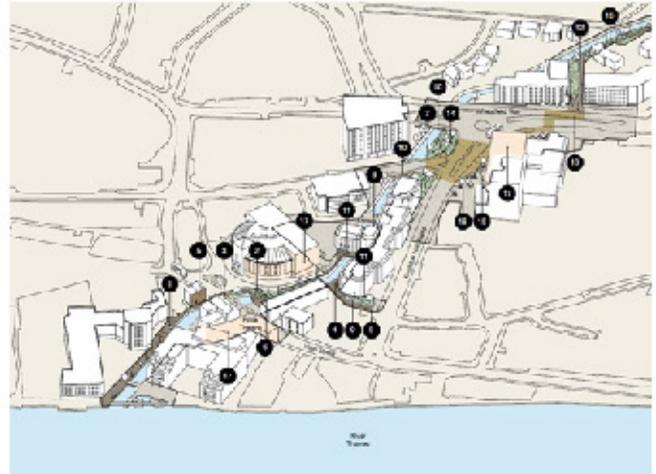
1. Paving improvements
2. Light touch greening
3. Pedestrian crossing improvements
4. Shopfront improvements
5. Transformed dwell space
6. Blank wall signage
7. Paving extension and improvements
8. Temporary market street
9. Parklets
10. Highlighting local landmarks
11. Improve connectivity
12. Bringing vacant units into use
13. Improve fences for wayfinding and identity signage
14. Community gateway space
15. Potential event space

KEY:

Activating the western part of Old London Road will enable the creation of a pedestrian area away from the new gyratory system. It will connect to listed landmarks and could be linked to the development of vision site 2.



## HOGSMILL RIVER WALK 4



1. Paving improvements
2. Improved greening
3. Level street crossing
4. Improved paving & river edge
5. Activate blank walls
6. Playful and educational stopping points
7. Enhancing ecology
8. Riverside lighting
9. Enhanced dwell space
10. Characterful signage on bridge face

KEY:

11. Underpass improvements
12. Improved lighting
13. Pedestrian crossing improvements
14. Transformed dwell space
15. Entrance space improvement to Kingston College
16. Improve connectivity
17. Highlighting local landmarks
18. Potential event space

Improving public space and lighting to activate the frontage along the Hogsmill River is a priority. The regeneration of this amazing asset and the introduction of pedestrian friendly uses will contribute to an uplift in both economic and social value. This can be linked to the development of vision sites 4 and 5.



## FAIRFIELD RECREATION

5



- 1. Pedestrian crossing improvements
- 2. Temporary events in car park
- 3. New green link
- 4. Playful crossing
- 5. Spill-out space for public buildings
- 6. Improve fences for wayfinding and identity signage
- 7. Blank wall signage
- 8. Highlighting local landmarks
- 9. Improved lighting
- 10. Temporary play street

KEY:

The connection to Fairfield Park and Fairfield Green is a key move to connect vision sites 1 and 2 with a regenerated green area (site 2) and a new public space (site 1) over Wheatfield Way. It is crucial to improve their night time activity and the east-west connectivity on the site.



## ALLEYWAYS (BISHOP'S PASSAGE)

6A



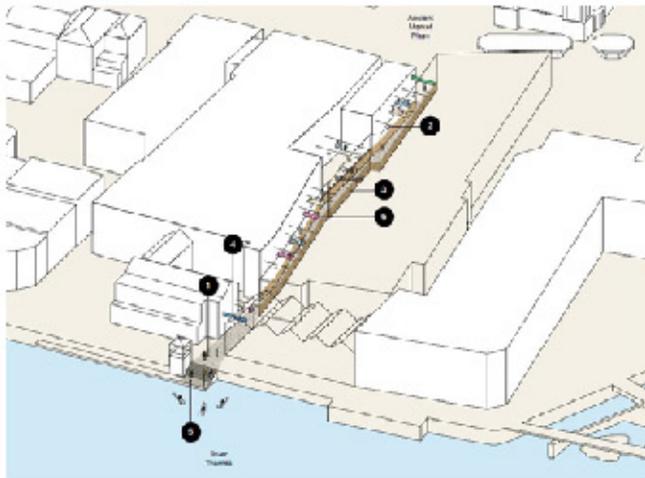
- 1. Paving improvements
- 2. Improved lighting
- 3. Activate blank walls
- 4. Highlight local landmarks
- 5. Blank wall signage
- 6. Feature lighting
- 7. Alleyway greening
- 8. Identity signage

KEY:



### ALLEYWAYS (KING'S PASSAGE)

6B



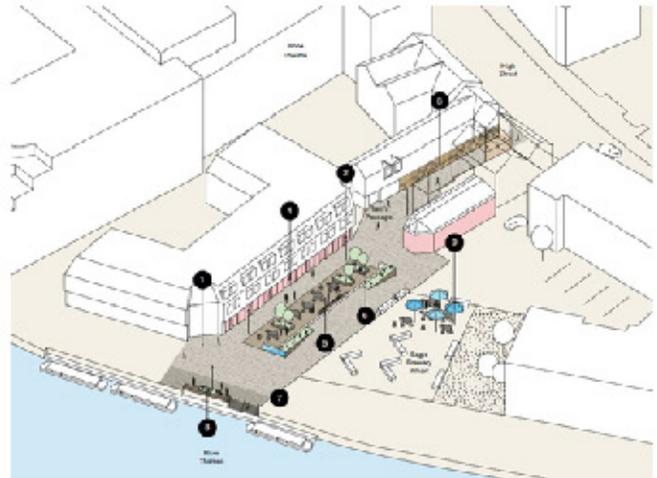
KEY:

1. Paving improvements
2. Improved lighting
3. Activate blank walls
4. Identity signage
5. River edge intervention
6. Temporary art installations



### ALLEYWAYS (RAM'S PASSAGE)

6C



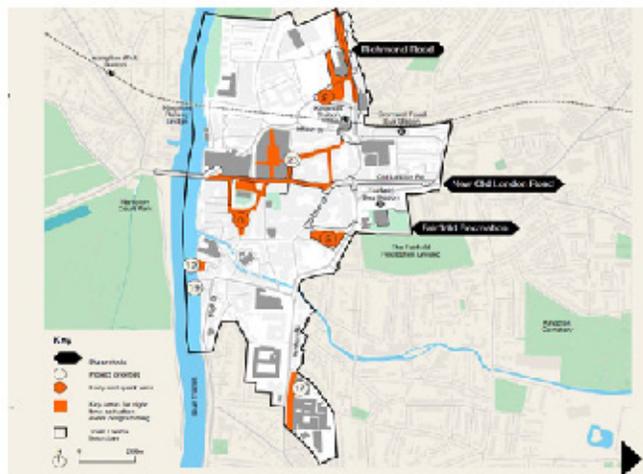
KEY:

1. Paving improvements
2. Improved lighting
3. Activate blank walls
4. Shopfront improvements
5. Improved layout for restaurant terrace
6. Stepped seating and planters
7. Identity signage
8. River edge intervention
9. Pub spill out space

Regeneration of the alleyways linking the southern part of the town centre with the river is also a priority intervention. These little alleyways illustrate the historic relationship between the town centre and river. Their improvement presents an opportunity to expand the currently active areas further south along the waterfront.



**ILLUMINATED KINGSTON / NIGHTTIME ACTIVATION** 7



**KEY:**

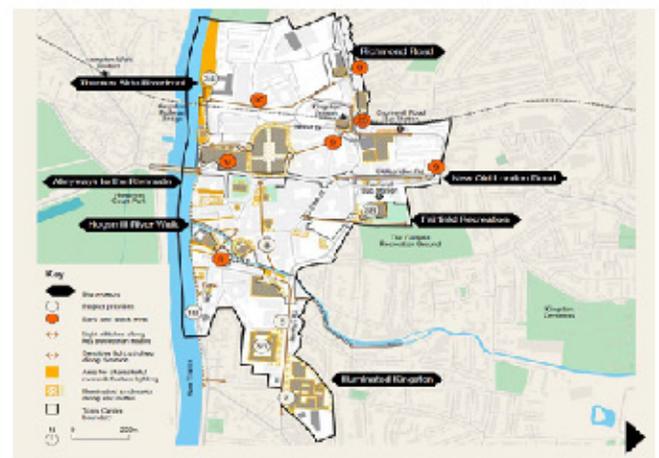
The Mayor of London's Night time Commission (2018) highlights the importance of developing a night time culture which will support the local economy, promote culture for all ages and interests, and ensure the safety for residents, visitors and night time workers. The projects below support night time activity within Kingston Town Centre by:

- Introducing catalyst projects to diversify existing retail focused streets, to support new cultural activities in the evening once the shops close.
- Providing infrastructure for programming events within streets and spaces during off peak hours to expand the town centre's offer and provide for a range of ages and interests.

Night time activation around the historic area is key. Projects here must not only attract new development and activities but also link up with major citywide strategies like the Mayor of London Night Time Commission.



**ILLUMINATED KINGSTON / NIGHTTIME ACTIVATION** 7



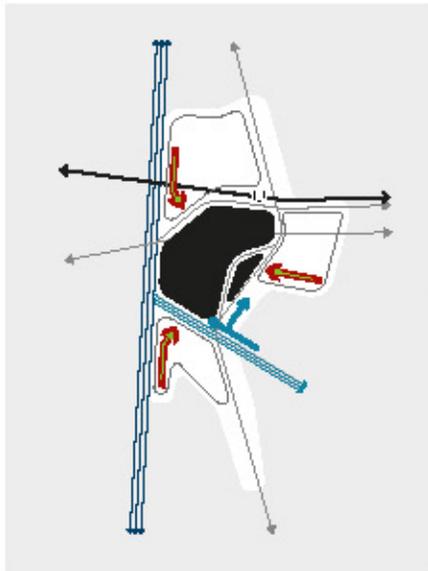
**KEY:**

Illuminating the streets of Kingston Town Centre will support the development of night time activity and assist navigation, whilst also making streets and spaces feel safer to encourage walking and cycling. The projects below support this by:

- Dressing the town with projections and illumination to support night time activity across the town centre.
- Improving lighting to increase safety along pedestrian and cycle routes particularly along links towards local assets.

This projects extends beyond the town centre and links up the vision sites and the University campus along Penrhyn Road. It will support walkability, increase footfall and enhance pedestrian safety, especially during night time.

## 2. / KEY MOVE: CONCENTRATE



**KEY MOVES  
CONCEPT**



**PHYSICAL  
STRATEGY**

### DESCRIPTION

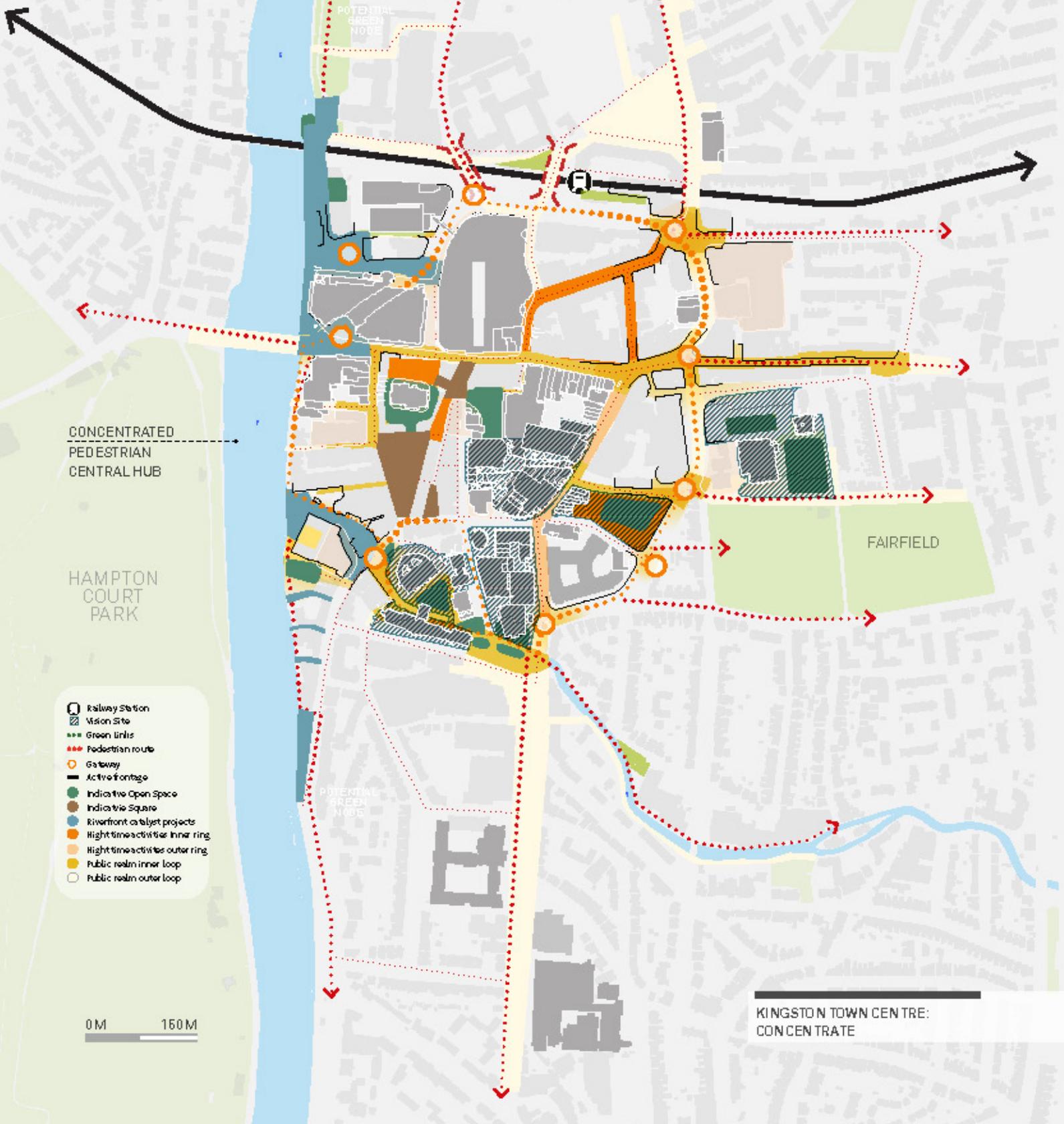
The goal of this key move is to increase footfall and support an active town centre. To do so, it proposes to Concentrate retail and food and beverage activities into a concentrated and condensed central area.

This will concentrate the sense of place into a distinctive town centre supportive of diverse identities for people to live, work and visit.

It can also help to build a clear sense of community, foster collaboration and reduce discrimination.

This strategy can be achieved through the following spatial interventions:

- Concentrate the town centre core area as a retail and food and beverage hub and surround it with natural assets.
- Identify key development sites and key issues.
- Open up and redirect activities towards the river.
- Unlock the public realm and new uses
- Limit the spread of land uses to the east, consolidating development towards the river.



CONCENTRATED PEDESTRIAN CENTRAL HUB

HAMPTON COURT PARK

- Railway Station
- Vision Site
- Green Links
- Pedestrian route
- Gateway
- Active frontage
- Indicative Open Space
- Indicative Square
- Riverfront catalyst projects
- Nighttime activities inner ring
- Nighttime activities outer ring
- Public realm inner loop
- Public realm outer loop

FAIRFIELD

0M 150M

KINGSTON TOWN CENTRE: CONCENTRATE

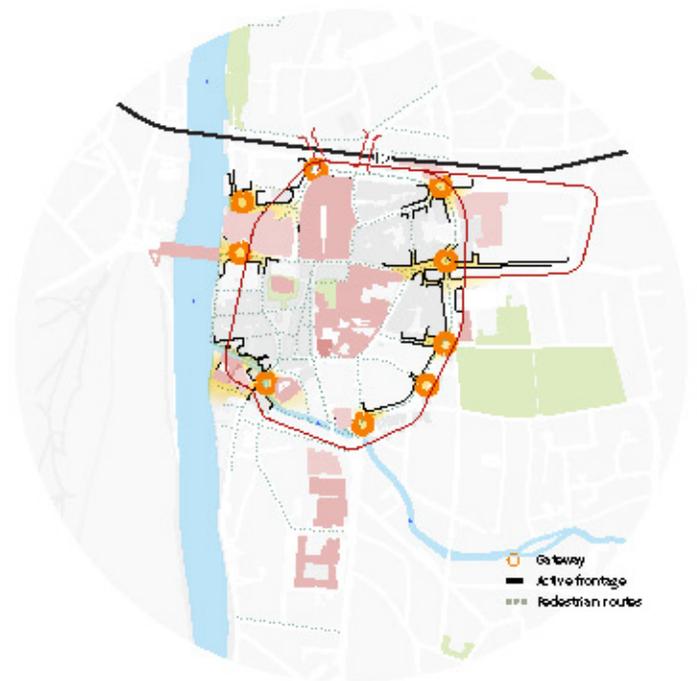
# CONCENTRATE ANATOMIES

## PUBLIC SPACE



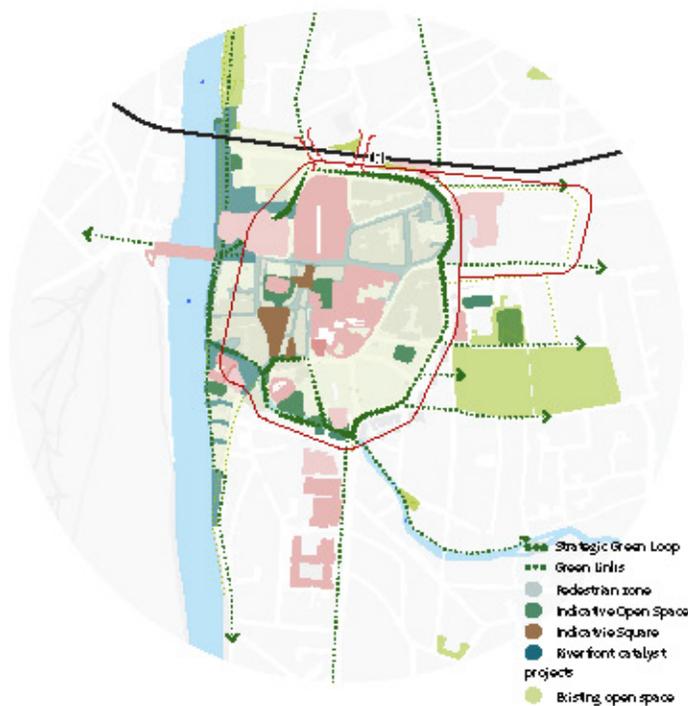
- Establish a well-defined pedestrian zone within the core town centre area.
- Create a clear system and hierarchy of public spaces that it's easy to understand and navigate.
- Ensure each of these public spaces has a start and an end and connect the end point visually to the wider structure of the borough so people can continue their journey.

## GATEWAYS & ACTIVE FRONTAGE



- Establish a set of gateways or access points with a relevant hierarchy and set of activities, creating a sense of arrival that can tell a story about entering the town centre.
- Define a set of active frontages as part of these gateways, so they can become a reference point to people crossing on the east-west axis.

## CONNECTION WITH GREEN ASSETS AND WATERFRONT



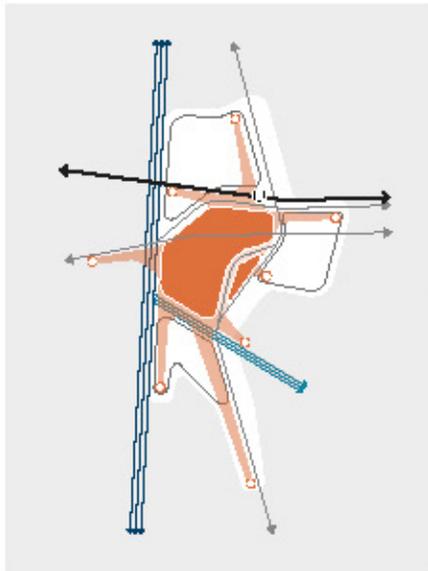
- Connect with green assets and to the waterfront by introducing a new green loop to thread a set of existing, improved and new green infrastructure or public spaces.
- This green loop will include a set of riverfront catalyst projects connected as part of the pathway and alleyways.
- The loop will also establish connection points to the greater borough infrastructure that extends beyond the core area.

## NIGHT TIME ACTIVITIES

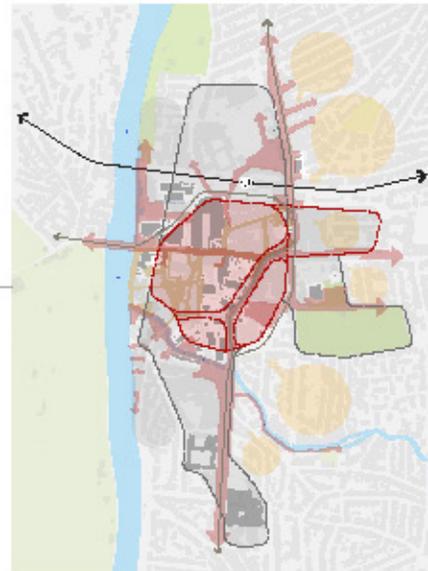


- Introduce a set of night time active spaces, lit after 6 pm, with a strategy of either enhancing an existing landmark or improving public space legibility by lighting up the green elements.
- This strategy should link up with the green loop allowing pedestrian flow to exist in and around the core town centre area even after working hours.

## 3. / KEY MOVE: CONNECT



**KEY MOVES  
CONCEPT**



**PHYSICAL  
STRATEGY**

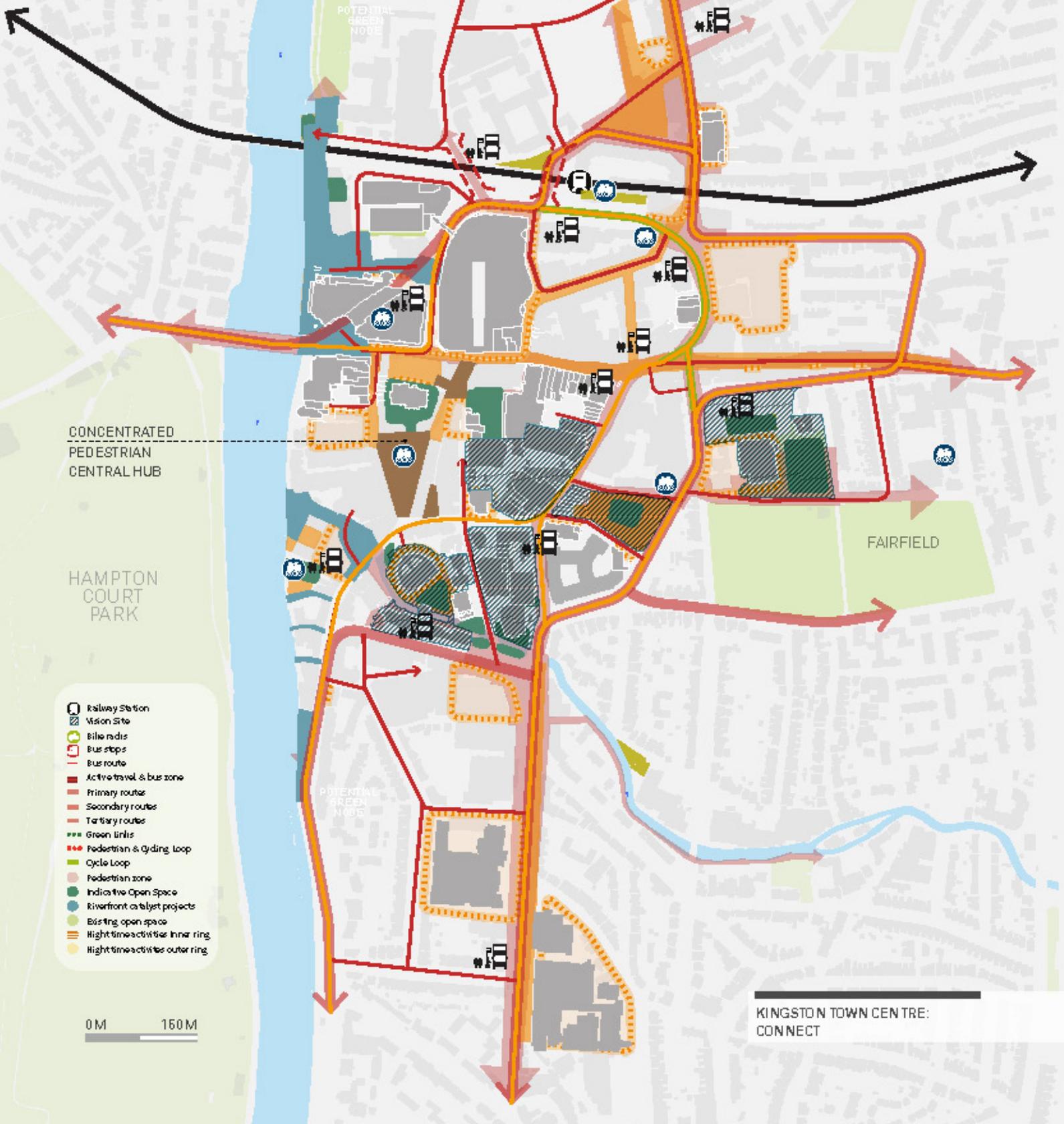
### DESCRIPTION

The main goal of this key move is to improve permeability to the core of the town centre which is currently locked in by major roads in its existing condition.

We have identified six key routes that connect the Town Centre to the surrounding area. These routes are defined by main landmarks within the town centre. To improve permeability, we have suggested a series of interventions to the existing road infrastructure, highlighted in the framework.

This strategy can be achieved with the following spatial actions:

- Enhance the sense of arrival into the town centre by any mode of transport.
- Leverage proximity to the river using wayfinding to increase knowledge of how to reach the river.
- Mitigate the severance caused by the railway by enhancing north/south movement.
- Mitigate the physical barrier of the gyratory, which impedes walking and cycling and isolates the town centre.
- Promote a network of green and blue infrastructure assets (both at a wider and smaller scale).



CONCENTRATED  
PEDESTRIAN  
CENTRAL HUB

HAMPTON COURT  
PARK

FAIRFIELD

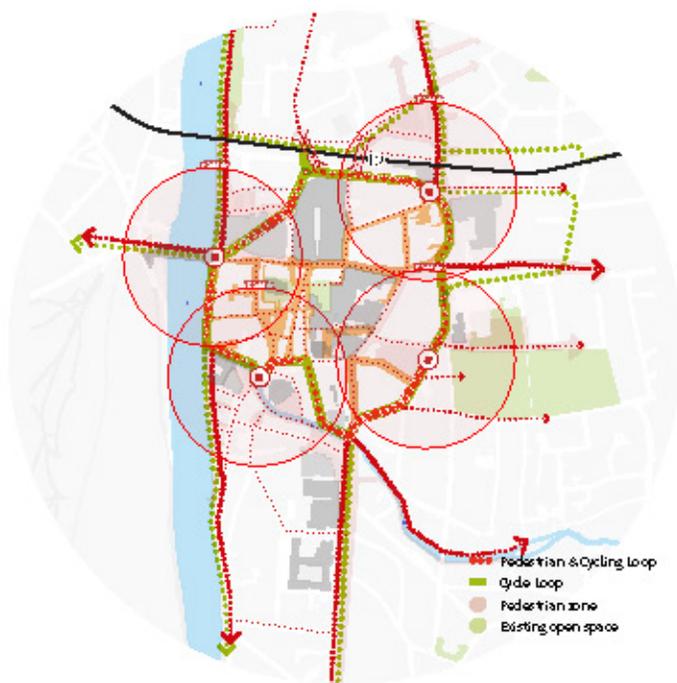
-  Railway Station
-  Vision Site
-  Bike route
-  Bus stop
-  Bus route
-  Active travel & bus zone
-  Primary routes
-  Secondary routes
-  Tertiary routes
-  Green Links
-  Pedestrian & Cycling Loop
-  Cycle Loop
-  Pedestrian zone
-  Indicative Open Space
-  Riverfront catalyst projects
-  Existing open space
-  Nighttime activities inner ring
-  Nighttime activities outer ring

0M 150M

KINGSTON TOWN CENTRE:  
CONNECT

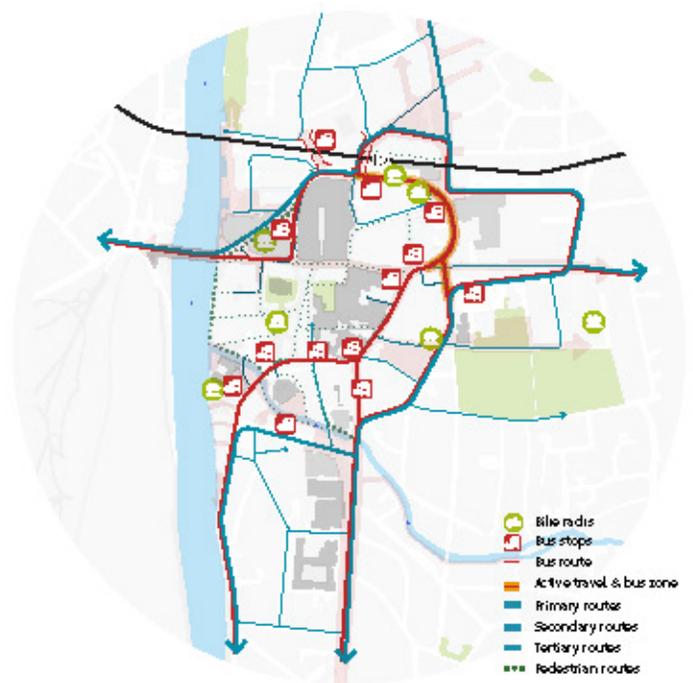
# CONNECT ANATOMIES

## PEDESTRIAN AND CYCLING



- Create a clear and connected pedestrian and cycling loop which is fully integrated to the gateways and access points created as part of the Concentrate key move.
- This strategy should aim for a more legible and organised cycle pathway structure on the perimeter of the core area and should introduce a set of modal interchanges between cycling and pedestrian routes.
- A set of reference and navigation help points for walking routes will allow people to reference the real distance between existing assets and to realise that none of them further away than a five minute walk.

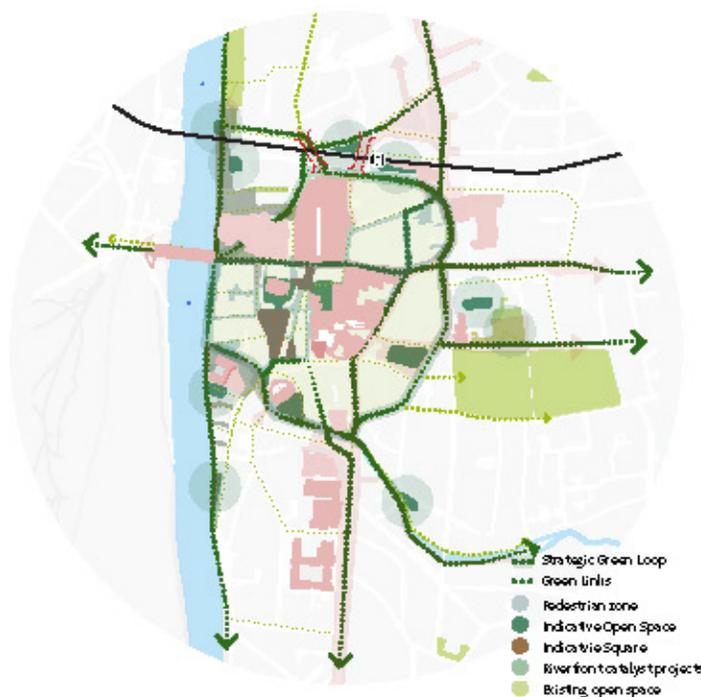
## VEHICULAR PUBLIC TRANSPORT



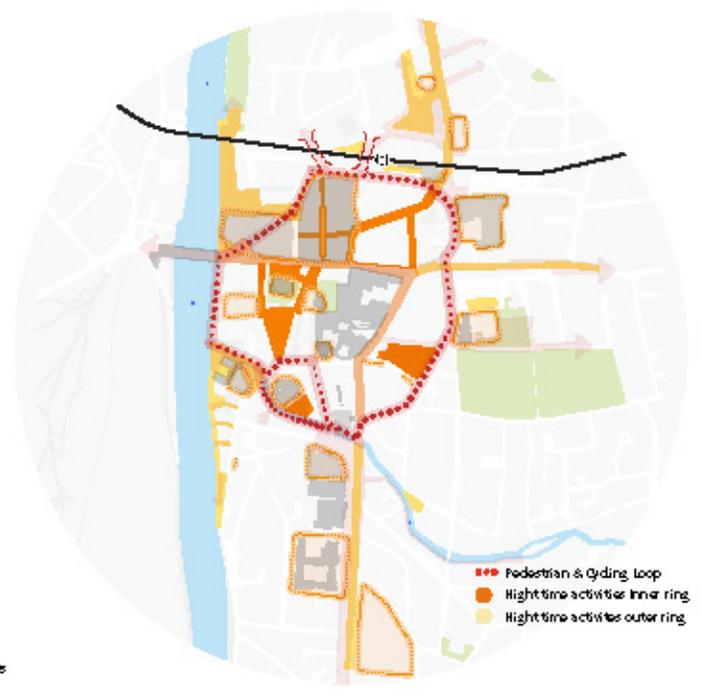
- With the introduction of the gyratory system around the A307, Clarence Street could be extended northwards as a new pedestrianised and bus circulation area. This will help configure the vehicular movement loop in a more efficient but still parallel loop to the pedestrian and cycling areas.
- Alongside the development of the vision sites, a new set of bus stations is to be discussed, allowing for an improved transport offer.



## GREEN NETWORK

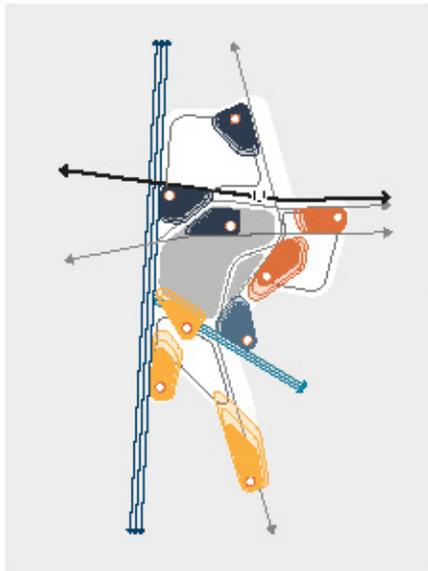


## NIGHTTIME ACTIVITIES

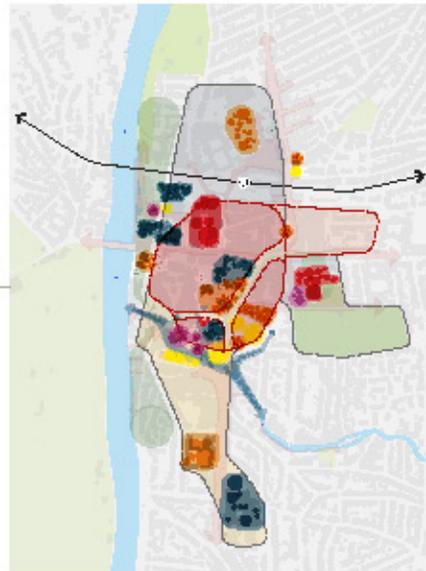


- Building on the green loop proposed in the Consistate key move, the green network should present itself as the extension of the main circulation around the core area perimeter; which reaches out to the rest of the borough open space infrastructure, stabilising a chain of spaces and landmark that have a clear reference to the original loop, but also to the waterfront, the river and the food and beverage hub.
- This network will be in complete symbiosis with the pedestrian and cycling structure.
- Lighting the historical areas of the town centre will benefit from lighting up all the spaces that link up to it from the wider area.
- The spaces could receive a strategy of illumination after 6 pm, with different characters depending on the route and the landmark to which they connect.

## 4. / KEY MOVE: CREATE



**KEY MOVES  
CONCEPT**



**PHYSICAL  
STRATEGY**

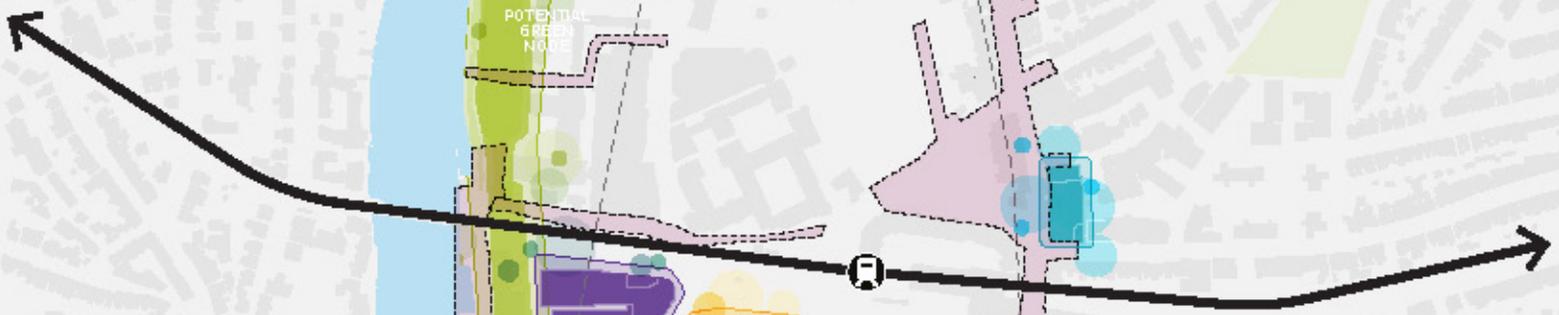
### DESCRIPTION

The Concentrate key move will open up space in the town centre for new character areas. The main goal of this key move is to build on the existing uses to create three new character areas: an innovation hub that complements the existing university buildings to the south; a mixed-use and commercial hub around the existing rail station to the north and a hub for culture and leisure to the east.

These new areas will overlap with the Concentrated retail hub in the centre by filling empty places and consequently creating a vibrant and mixed-use town centre.

This strategy can be achieved through the following spatial actions:

- Identify and create a clear set of character areas.
- Enhance the presence of existing assets - natural / educational / cultural.
- Provide opportunities for growth and interaction of these new uses.
- Craft connections between proposed and existing uses with new pockets of activity.
- Define a new user experience based on activities along the routes that lead to the town centre.
- Strengthen the sense of place and civic pride.



POTENTIAL GREEN NODE

FAIRFIELD

POTENTIAL GREEN NODE

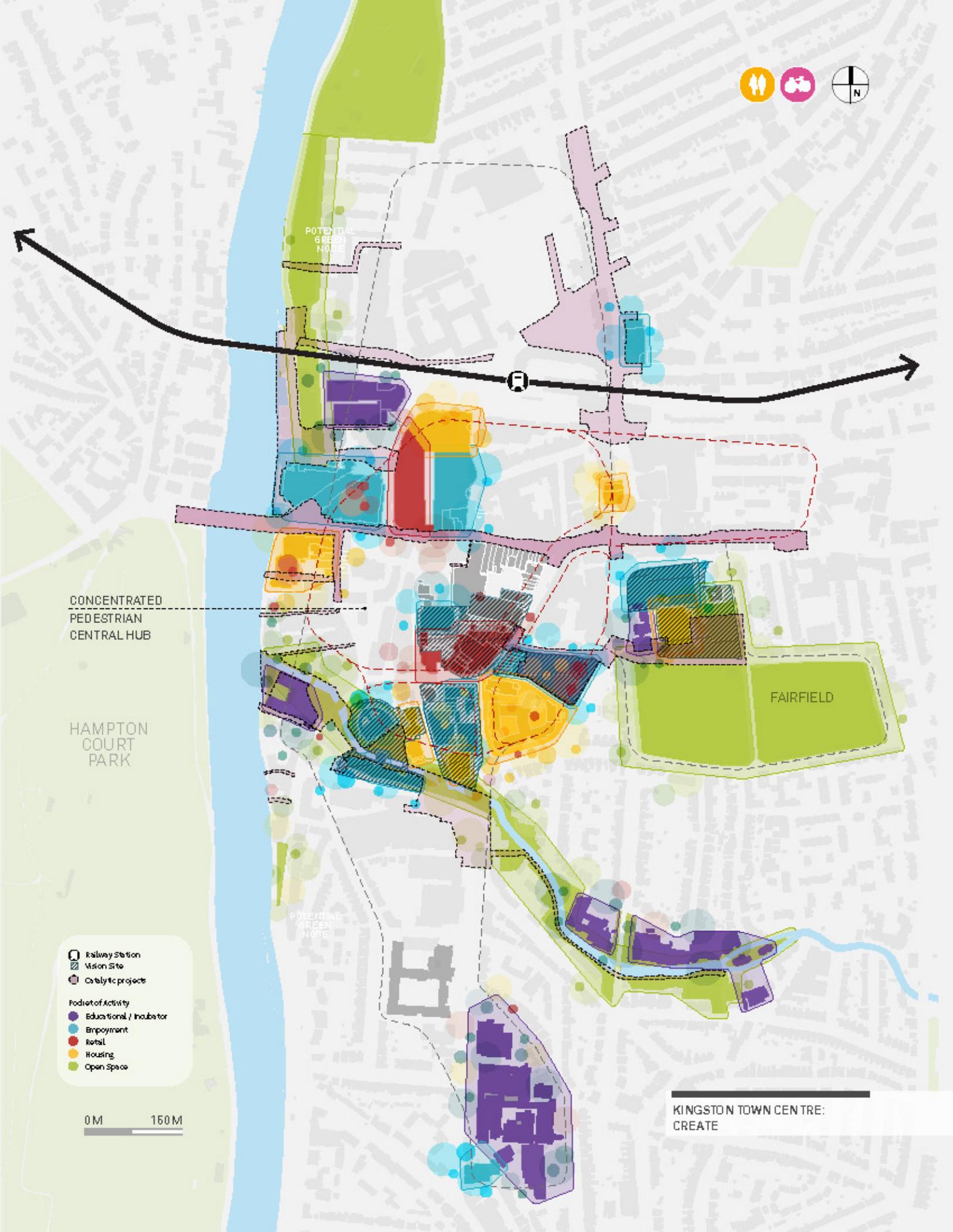
CONCENTRATED PEDESTRIAN CENTRAL HUB

HAMPTON COURT PARK

- Railway Station
- Vision Site
- Catalytic project
- Podiat of Activity**
- Educational / Incubator
- Employment
- Retail
- Housing
- Open Space

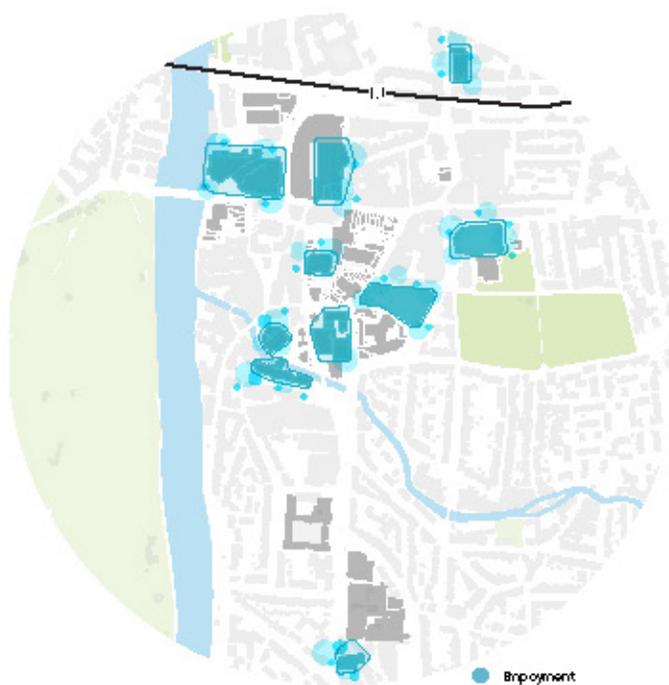
0M 150M

KINGSTON TOWN CENTRE:  
CREATE

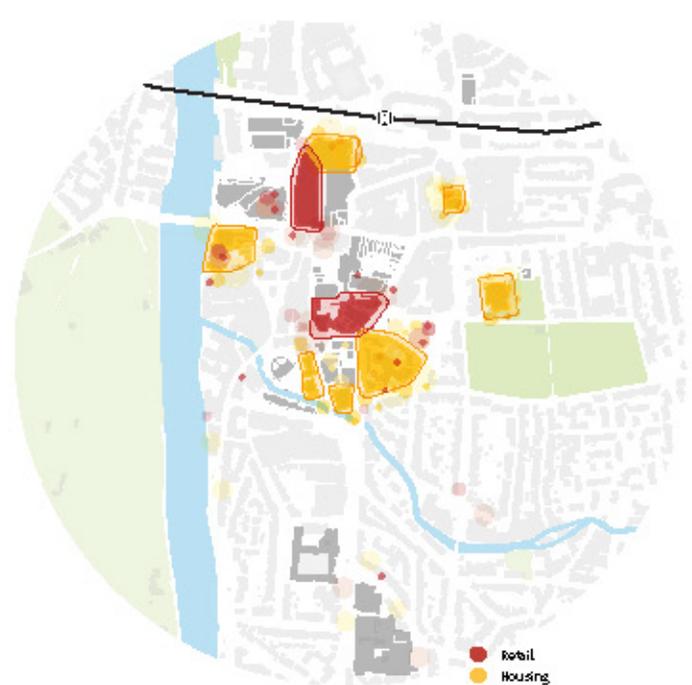


# CREATE ANATOMIES

## EMPLOYMENT POCKET OF ACTIVITY



## RETAILS & HOUSING POCKET OF ACTIVITY

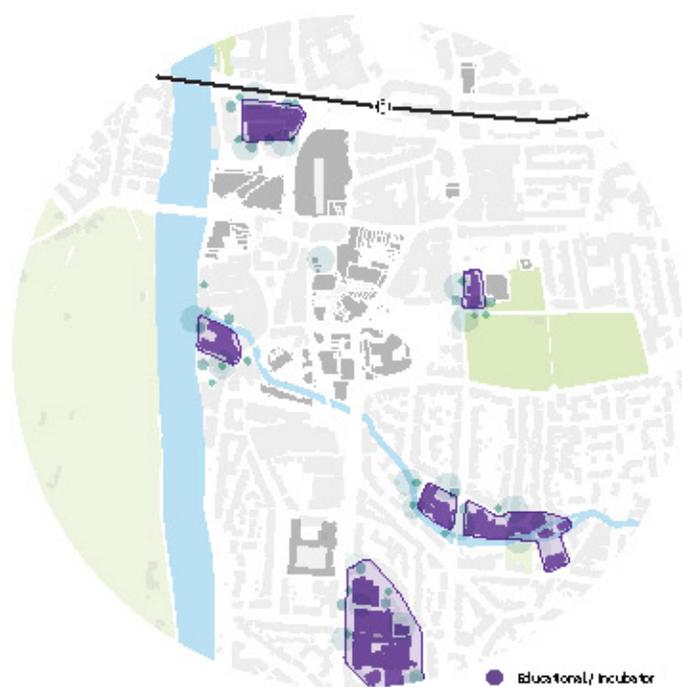


- To reinvigorate the town centre a set of pockets of activity need to be created, close to existing features or landmarks that contribute to their consolidation.
- Employment areas will be the first focus of activity required to bring back activity and reactivate dormant areas.
- These employment areas are designed to complement important sites like the existing Guildhall or the University campus, offering a more diverse set of users around these highlights.

- The creation of a set of mixed used projects around each of these pockets will allow the employment areas to flourish. They will be accompanied by land uses and new users to activate 24/7 activity. A balance of residential activity with the development will also support night time activity and vibrancy in the area.



### EDUCATIONAL INCUBATOR/ POCKET OF ACTIVITY



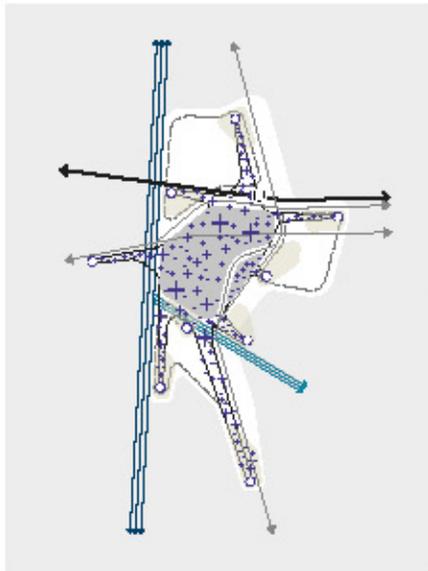
- A complementary incubator with pockets of activity will offer local students a more varied opportunity to develop internships, apprenticeships, or continue their professional development after finishing their studies.
- This layer will support educational and employment uses by locating itself in proximity to the university or cultural areas. This could allow the student population to make the most out of existing landmarks and seek a career locally without moving out from the town centre.

### OPEN SPACE POCKET OF ACTIVITY

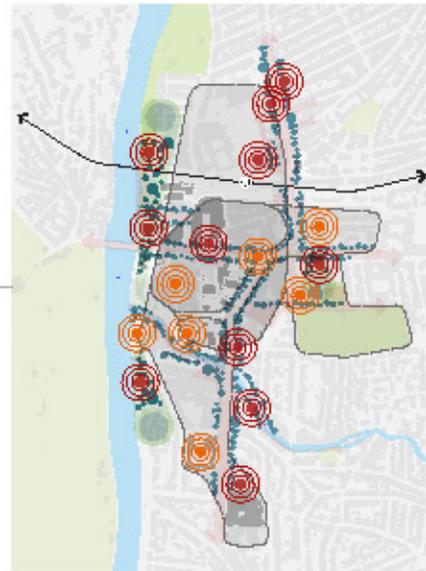


- All these new pockets should benefit and at the same time drive transformation to the green and blue infrastructure of the town centre.
- Important assets like the Hogsmill River and the Thames riverfront, are to be enhanced as a set of green lungs for all these other activities to converge.
- Which connected to the open-space strategy will allow for not only the new pocket but the whole town centre to benefit from the improvements to these natural features.

# 5./ KEY MOVE: CURATE



**KEY MOVES  
CONCEPT**



**PHYSICAL  
STRATEGY**

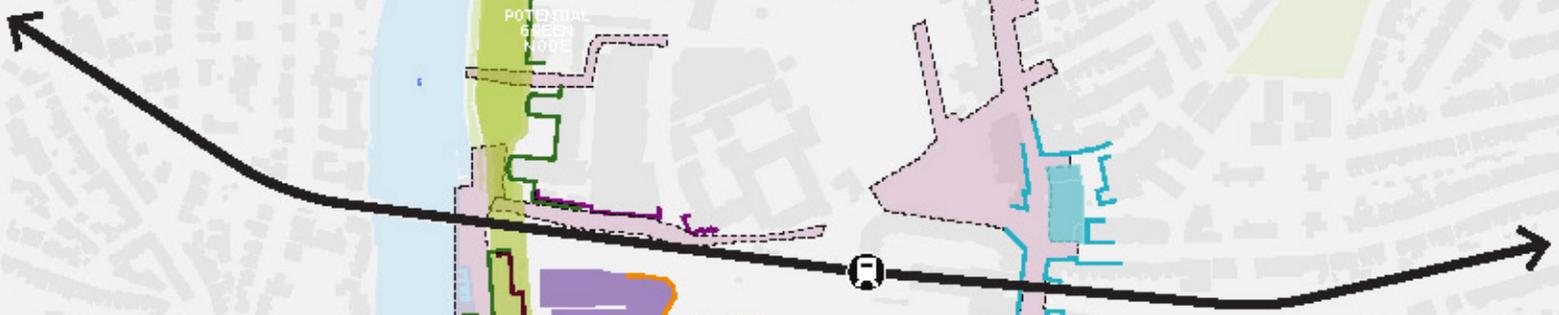
## DESCRIPTION

The goal of this key move is to create new activities along the proposed six key routes (supported by several secondary routes) in order to free up the inner zone for future uses such as commercial and residential. This will also animate, improve safety and create 24/7 pedestrian routes.

Revitalisation of Hogsmill River and the riverside walk as attractive routes has the potential to offer spaces that link up student accommodation, the Guildhall, the Rose Theatre and the River Thames.

This strategy can be achieved through the following spatial actions:

- Introduce new and user-directed activities along the way to the main identified activity hubs.
- Highlight heritage assets along the routes and identify the right uses for them.
- Promote a 24-hour economy with night time uses, activities and retail.
- Foster a diverse catalogue of activities inclusive to people of all ages.
- Bring new uses around the University.
- Ensure waterways are places of activity.
- Deploy meanwhile uses on opportunity sites to test different uses and support the vision for the town centre.



POTENTIAL GREEN NODE

KEY CATALYTIC PROJECTS

CONCENTRATED PEDESTRIAN CENTRAL HUB

HAMPTON COURT PARK

FAIRFIELD

POTENTIAL GREEN NODE

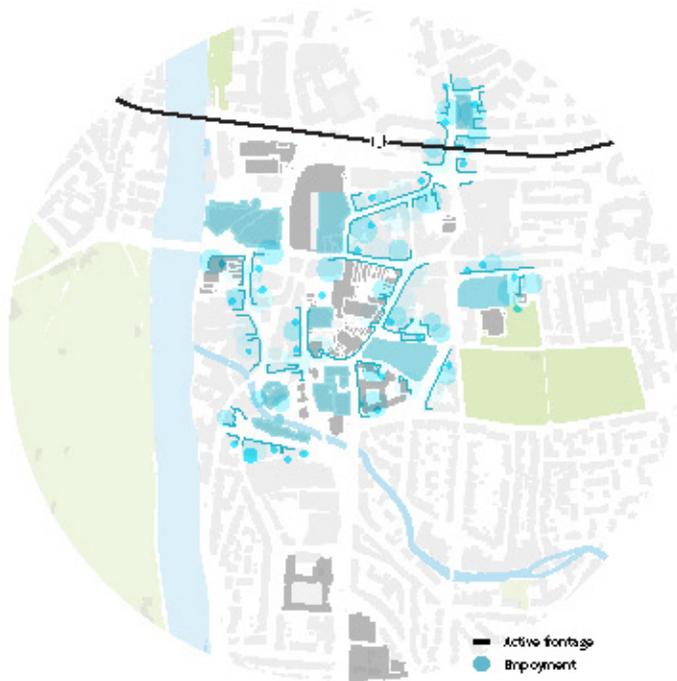
- Railway Station
  - Vision Site
  - Catalytic projects
  - Active frontage
- Podiat of Activity
- Educational/ Incubator
  - Employment
  - Retail
  - Housing
  - Open Space

0M 150M

KINGSTON TOWN CENTRE: CURATE

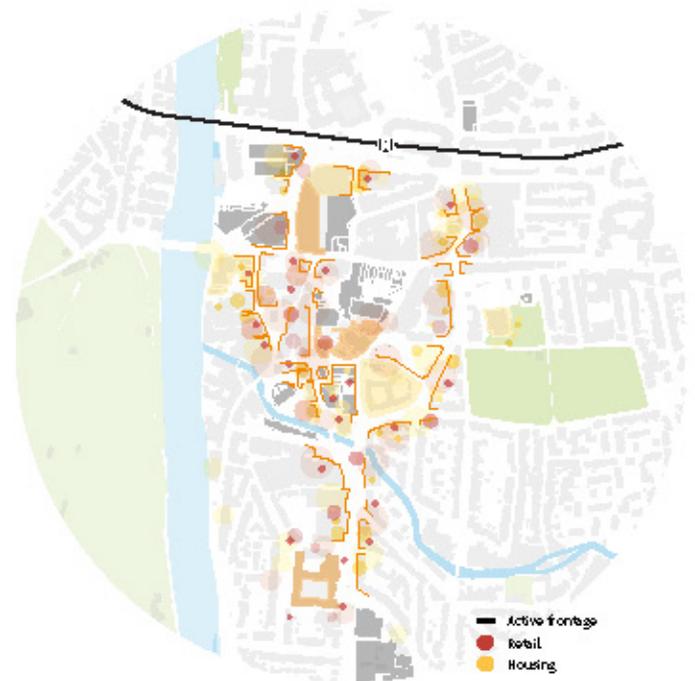
# CURATE ANATOMIES

## EMPLOYMENT SITES



- Creating connections between pockets of activities is as important as the pockets themselves
- Conditions for this to happen depend on choosing the right business and typology of retail to be introduced; placing it in the right location for footfall and exploration; and creating enough active frontage to maintain a consistent flow of people.
- Employment active frontages are proposed to activate not only the site where workplaces are to be located, but also the frontage of the blocks around it.

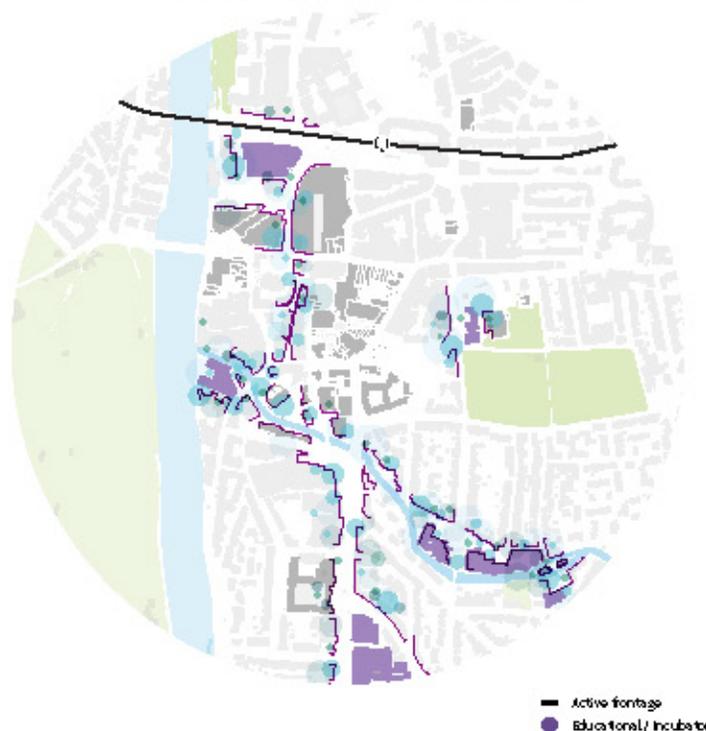
## RETAIL BUSINESSES



- Introducing the right mix of use in between and around each of these pockets will allow activities to be present at all times of the day.
- Retail is at the heart of this. Creating the specific type of retail will contribute to those activities to maintain a presence in the area and will activate the public space and give character to the routes connecting them.
- A night time strategy could bring other visitors to the same areas on a different schedule, increasing the diversity to the town centre.



## EDUCATION/INCUBATOR SPACE



- Creating incubator uses will help uplift value and bring new uses to the town centre. It will also help to bring new types of people to the town centre.
- Incubator uses are flexible in space type and size, so their inclusion on either existing or new buildings is flexible. Activation can happen throughout the curated routes, landmark buildings or existing warehouses.
- New retail and night time activities such as a curated set of coffee shops, extended hours bars, and high quality F&B offer can support these spaces.

## OPEN SPACE AND NIGHT TIME ACTIVITIES



- Allowing all the parks and squares to adopt different characters throughout day and night time will enhance connectivity and also to the attractiveness of the pockets areas.
- A lighting strategy for these spaces could also benefit the regeneration of existing landmarks and public spaces.
- Curation of existing spaces is also critical, ensuring that new uses and activities come to inhabit these existing spaces. This can help to balance the relationship between existing spaces and new places that will be built.

# NEXT STEPS

The force of the global pandemic has been significant, if not devastating, for some over the past year, impacting jobs, businesses and residents with damage to the economy and people's livelihoods. The true impact of Covid will not be known for some months when economic output and activity will be better understood. However, what is known is that small businesses and high street retailers in Kingston Town Centre will need to be supported as we move to recovery.

As discussed in this study, retail was starting to change before the pandemic and perhaps one impact has been a great acceleration on some of the trends that were already playing out. This means that changes of use and mix of activities and development in the town centre will be required to help the town centre and the surrounding area recover strongly from the impact of Covid. As people's leisure activities, working demands and travel patterns change, there could be an opportunity for Kingston Town Centre to build on these factors to attract more people back to the town centre 7 days a week including those choosing to work more from home, or those who choose to walk and cycle more. In order to both support recovery and deliver growth and prosperity, the stakeholders and partners in the town centre, and Council, will need to work closer together than ever before to leverage investment and drive footfall.

There will be an urgent need to build on the strength of partnership working in the borough, seeking different ways of working together to deliver change in the town centre than can best impact people, business the environment and place.

Kingston's relationship with regional and national Government is important. It also needs to work hard to position itself with potential investors who want to bring opportunities into the town centre and support the ambitions set out in the vision and framework.

A next step is for Kingston Town Centre to be promoted to both public and private sector investors to see funds flow for new development, public realm and transport improvements and the delivery of high quality and loved public space.

There is also a need to forge strong partnerships with the University and the third sector to deliver projects in the short and medium term in the town centre which showcase the University and make best use of under-utilised space to enliven the Town Centre and provide something for businesses, residents and tourists to enjoy. The Council has a series of assets.

Another next step is to take these to market and deliver development that will drive the need to diversify the town centre through new commercial and residential uses. The Council has the power to attract the right type of investment and the best type of development working with the private sector to develop schemes that deliver the widest possible benefits for the town centre.

The Council will consult with its business and residents to hear views and ideas and deliver short term recovery through the pandemic with long term ambitions

The Business Improvement District will work with – and support – the Council with its ambitions for the Town Centre and champion the views of its members, driving economic activity and pride.

Finally, a next step is to test the options for change, introducing meanwhile uses over the next twelve months to see if ideas for development work. The public realm and access to the river will be prioritised as a capital programme of work, alongside introducing green space into the town centre as set out in the framework.

Kingston Town Centre is a place which has something for everyone and will continue to prosper as we move into a new economic era.

## CONCLUSION

Kingston has a strong future which can provide something for everyone with development that will provide new homes, new jobs, new leisure uses and amenity.

The mission in Kingston is threefold:

- Provide a strong and resilient economic future
- Be best in class for green and sustainable outcomes
- Lead by example with high quality spaces and places that ensures investment flows from both the public and private sector.

Kingston is a proactive and can-do Borough. Its Leadership wants to deliver positive and long-term change, delivering big projects itself on its key sites, whilst working with its partners to enhance its:

- Workspace offer to diversify the economic activity in the town centre
- Residential development
- Night-time economy and tourism
- Rich cultural and heritage assets
- Relationship with Kingston University to showcase the strength of HE and innovation in the Borough
- Access to the River Thames and local parks including Richmond Park and Bushy Park

Kingston's existing communities will be the beneficiaries of future investment alongside the new businesses and residents that will call Kingston home.

Kingston has the ability to deliver against some of the most important issues facing London and the UK today, including a strong recovery through and after the pandemic, climate change mitigation to meet net zero and social equity to make sure that people are in productive jobs.

Investing in Kingston will see long term and wide benefits for both investors and communities moving the town centre into a new era of transformation.

apper

# ndix 1

## Existing Documents Analysis

# DOCUMENTS MAP

## MAPPED BY GEOGRAPHY

Strategy documents for Kingston Town Centre exist at many different spatial scales. Some are specific to the town centre or a particular section of the town centre, whilst others concern larger areas.

This page shows a sample of reports organised by their geographic scales: **region**, **borough**, **town centre**, or **smaller neighbourhood**.

## BOROUGH

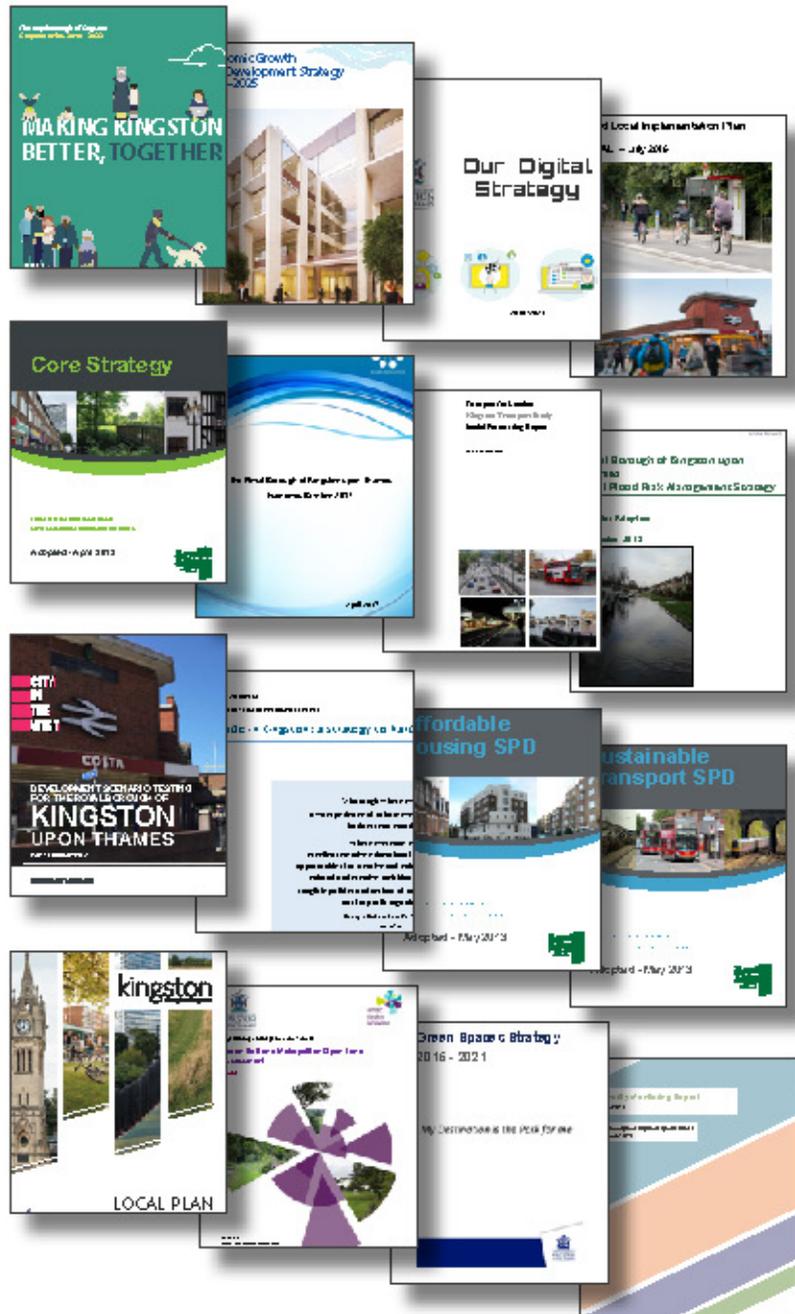


FIGURE 16: THE SUBJECT OF DOCUMENTS COVER DIFFERENT GEOGRAPHIC SCALES

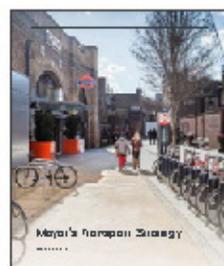
## REGIONAL



## TOWN CENTRE



## NEIGHBOURHOOD



# DOCUMENTS MAP

## MAPPED BY TYPE

The range of documents about Kingston Town Centre can also be mapped by types which fall into four categories:

- **Proposals** describe specific strategies for the future development of the town centre.
- **Guidance** documents provide overarching frameworks useful when developing more specific proposals.
- **Baseline** documents provide information on current and past conditions.
- **Analysis** studies are similar to baseline reports, but they are likely to draw out trends or take a more critical look at baseline conditions.

## PROPOSAL

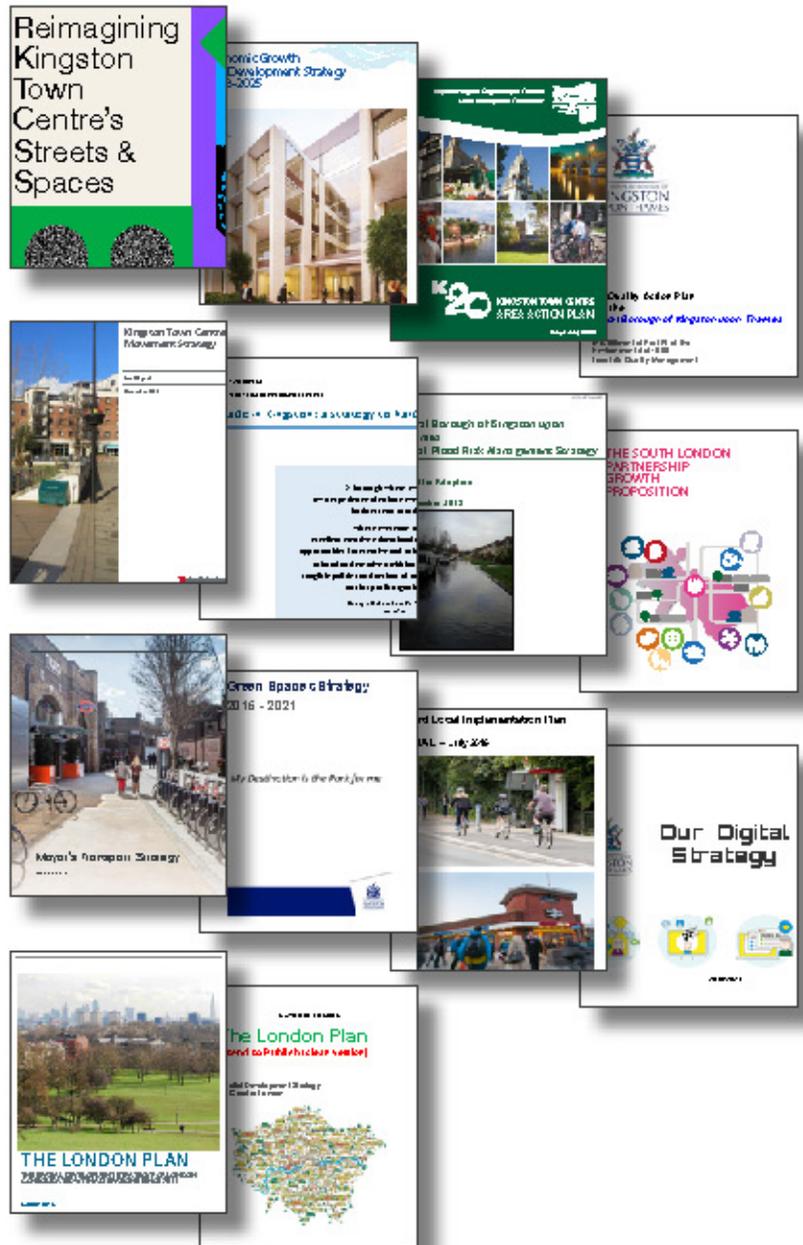


FIGURE 17: DOCUMENTS CONCERNING KINGSTON TOWN CENTRE SERVE DIFFERENT PURPOSES

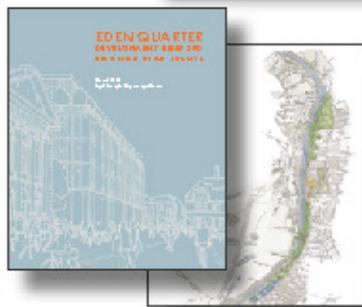
**GUIDANCE**



**BASELINE**



**ANALYSIS**



# DOCUMENTS MAP

## MAPPED BY SUBJECT AREA

The many reports about Kingston Town Centre cover a variety of interrelated subject areas. Some of the most common subject explored in the existing reports are:

- **Policy + Planning** documents focus on measuring long-range trends and developing strategies. They often have a focus on land use, development, and growth management.
- **Value + Economics** reports measure local commercial activity, evaluate the employment landscape, and describe the skillsets of residents.
- **Placemaking** documents discuss the programming and design of the public realm, open spaces, and fabric of the town centre.
- **Movement + Transport** reports discuss mobility and safety in the town centre and include walking, cycling, transit, and vehicles.
- **Community Engagement** findings are often found embedded within other subject areas, but there are also reports which focus primarily on the process and outcomes of engagement programmes.
- **Cross-Cutting** documents simply do not fit into a single category because they cover a broad range of subjects. An example of this type of document would be the Borough's Core Strategy.

## POLICY + PLANNING



FIGURE 18: THE DOCUMENTS CONCERN AT LEAST ONE AND, OFTENTIMES, MULTIPLE DIFFERENT SUBJECT AREAS

## VALUE + ECONOMICS



## MOVEMENT + TRANSPORT



## CROSS-CUTTING



## PLACEMAKING



## COMMUNITY ENGAGEMENT



# SUMMARY

This section provides a very short summary of the content of each of the main policy reports related to Kingston Town Centre.

The reports are organised by component/discipline:

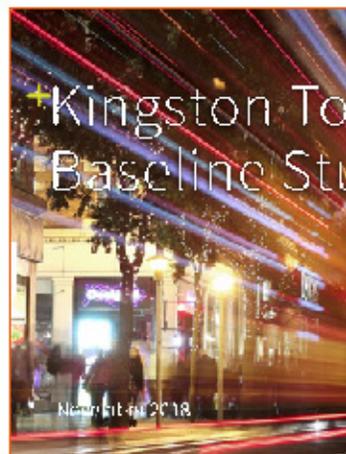
- Value And Economics
- Policy And Planning Context
- Community Engagement
- Placemaking
- Movement And Transport
- Climate Change

Within each component/discipline, the reports are organised by their function:

- Baseline Documents
- Analysis Documents
- Proposal Documents
- Guidance Documents

Kingston Town Centre  
Baseline Study  
Nov 2018

## VALUE AND ECONOMICS



This report analyses Kingston Town Centre in comparison with relevant Metropolitan Centres, particularly with regard to sectoral trends. Kingston has a low level of specialisation in professional, information and creative services, but has seen high growth in recent years. The key challenge for businesses to start up, experiment and grow is the amount and quality of existing office stock. The current office stock is primarily found in older structures in need of refurbishment or updating to be flexible in meeting the needs of different business types.

## BASELINE DOCUMENTS

Kingston First  
Non-Visitors Survey  
Sep 2019

## VALUE AND ECONOMICS



Kingston First, a Business Improvement District in Kingston, commissioned this work to see how people in neighbouring town centres like Epsom, Mitcham, Woking, Putney, and others thought of Kingston. The respondents had low familiarity with Kingston's restaurant and entertainment offer, which might indicate the challenge related to the existing offer. Many suggested that better public transport connections would encourage them to visit more frequently.

### COMPONENT / DISCIPLINE:

- VALUE AND ECONOMICS
- POLICY AND PLANNING CONTEXT
- COMMUNITY ENGAGEMENT
- PLACEMAKING
- MOVEMENT AND TRANSPORT
- CLIMATE CHANGE

### KEY:

- BASELINE DOCUMENTS
- ANALYSIS DOCUMENTS
- PROPOSAL DOCUMENTS
- GUIDANCE DOCUMENTS

## ANALYSIS DOCUMENTS

Economic Growth and Development Strategy 2018-2025

VALUE AND ECONOMICS



The economic growth and development strategy proposes interventions to promote inclusive growth in Kingston, ensuring its continued development. It identified several priorities:

1. Ensure quality office space for businesses to experiment and grow
2. Attract businesses and diversify sectoral composition
3. Engage with local communities
4. Retain talent
5. Ensure resilient transport accessibility
6. Strengthen and promote Kingston USPs.

Brexit Business Feedback Sep 2019

VALUE AND ECONOMICS

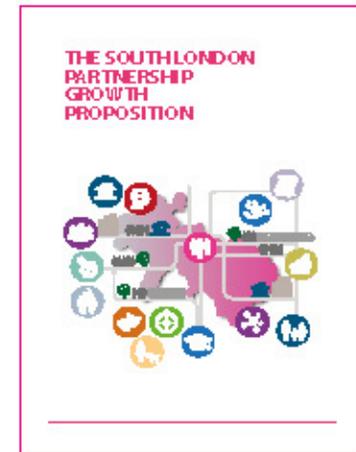


The survey was commissioned by the Kingston Chamber of Commerce and was designed to provide a snapshot of the business climate around Brexit. The survey provides sector-specific insights, identifying those which would be most directly affected by Brexit, including hospitality and beauty services. In addition to these more direct effects, the survey indicated that no sector in the Borough would be unaffected, especially in the light of forecasts of economic downturn for larger European countries such as Germany.

## PROPOSAL DOCUMENTS

The South London Partnership Growth Proposition

VALUE AND ECONOMICS



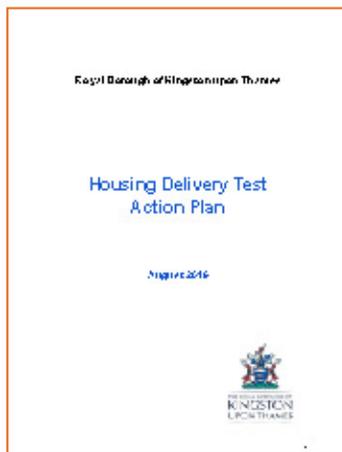
The report identifies 5 collective action to boost the economic potential of South London.

1. Develop a shared programme for economic growth
2. Strengthen the pathways from education and learning to jobs
3. Invest in transport infrastructure and improvements in services to address congestion
4. Establish new ways to work with businesses and partners to maximise the potential of sub-regional growth sectors and to attract inward investment and tourism
5. Protect land for jobs, while securing affordable housing

# SUMMARY

## Housing Delivery Test Action Plan 2019

### POLICY AND PLANNING CONTEXT

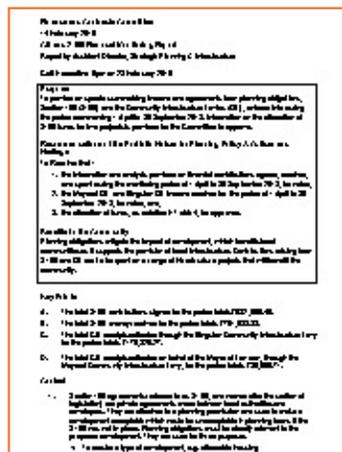


This document compares housing delivery from April 2015 to March 2018 against the borough's housing targets for these three financial years. The borough met 75 percent of its housing target in this three year period – 1,042 homes delivered against a target of 1,381. In 11 financial years spanning April 2007 to March 2018, Kingston met its annual housing delivery target in only one of these years.

## BASELINE DOCUMENTS

## CIL and S106 Biannual Monitoring Report 2019

### POLICY AND PLANNING CONTEXT



This document provides information on income from Section 106 and Community Infrastructure Levies between 1 April and 30 September 2018. These funds generated over £380,000 for Kingston Town Centre between April 1 and September 31 2018. In the town centre, the funds support initiatives including Go Cycle, public realm improvements, sustainability, and more.

## Development Scenario Testing 2017

### POLICY AND PLANNING CONTEXT



The development scenarios in this report were produced to as part of the evidence base for the borough's local plan, which is still in development. However, since publication, emerging conditions, such as changes to retail growth, have limited the usefulness of the development scenarios.

**COMPONENT / DISCIPLINE:**

- VALUE AND ECONOMICS
- POLICY AND PLANNING CONTEXT
- COMMUNITY ENGAGEMENT
- PLACEMAKING
- MOVEMENT AND TRANSPORT
- CLIMATE CHANGE

**KEY:**

- BASELINE DOCUMENTS
- ANALYSIS DOCUMENTS
- PROPOSAL DOCUMENTS
- GUIDANCE DOCUMENTS

**ANALYSIS DOCUMENTS**

Local Plan Site Assessments 2019

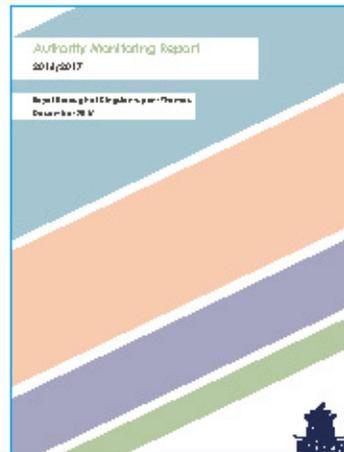
**POLICY AND PLANNING CONTEXT**



This document is a catalogue of all sites identified as potential locations for development in the borough. The sites were identified as part of the borough's open 'call for sites' or as part of the London Strategic Housing Land Availability Study in 2017. This work will form part of the evidence base for the new local plan and inform site allocations made in the plan.

Authority Monitoring Report 2017

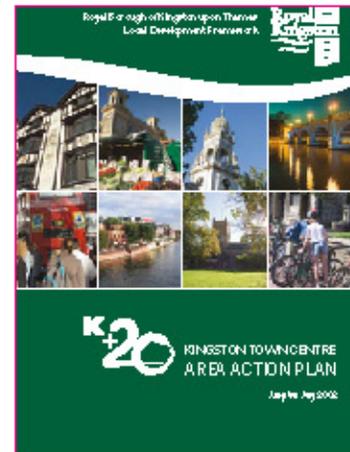
**POLICY AND PLANNING CONTEXT**



This document covers financial year 2016/17 and provides a report of progress made against the indicators laid out in the borough's local plan. The indicators are housing and affordability; economy and employment; character, design and heritage; open space and biodiversity, sustainable travel; and climate change, sustainability and environmental management.

K+20 Kingston Town Centre Area Action Plan 2008

**POLICY AND PLANNING CONTEXT**



The Town Centre Area Action Plan is outdated, but it is still considered a key development plan document for the purposes of reviewing planning applications. Despite needing an update to reflect current conditions, the overriding spirit of the eight spatial objectives of the plan are still relevant and should be used to influence a refreshed vision for the town centre.

# SUMMARY

## The London Plan 2016

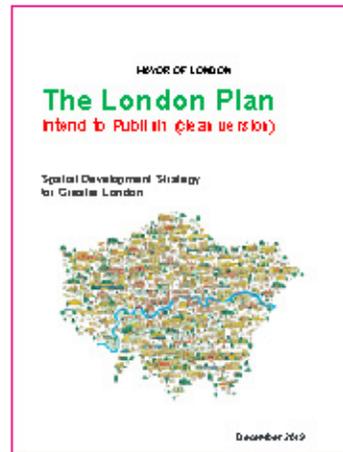
### POLICY AND PLANNING CONTEXT



The London Plan lays out an overall spatial development strategy for Greater London, including housing delivery, economic development, social infrastructure and transport. The plan sets a housing delivery target of 643 units per annum.

## The New London Plan 2019

### POLICY AND PLANNING CONTEXT



Mayor Sadiq Khan is in the final stages of preparing a new London Plan to replace the 2016 document. Although the timeline for official adoption is unclear, the plan will have many important implications for Kingston. These include doubling the housing delivery target for the borough and the designation of a new Opportunity Area in the town centre.

## PROPOSAL DOCUMENTS

## The Royal Borough of Kingston Corporate Plan 2019-2023

### POLICY AND PLANNING CONTEXT



The Corporate Plan is the borough's overarching strategic document. It lays out the vision for future of the borough, setting the tone for all other policy documents the borough produces. 'Kingston will be a vibrant, diverse and inclusive borough, where residents are active, empowered, engaged and able to remain independent and resilient.'

**COMPONENT / DISCIPLINE:**

- VALUE AND ECONOMICS
- POLICY AND PLANNING CONTEXT
- COMMUNITY ENGAGEMENT
- PLACEMAKING
- MOVEMENT AND TRANSPORT
- CLIMATE CHANGE

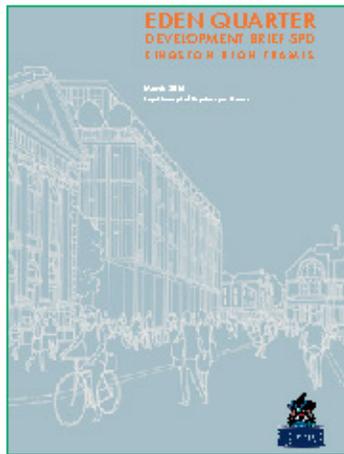
**KEY:**

- BASELINE DOCUMENTS
- ANALYSIS DOCUMENTS
- PROPOSAL DOCUMENTS
- GUIDANCE DOCUMENTS

**GUIDANCE DOCUMENTS**

Eden Quarter  
Development Brief SPD  
2015

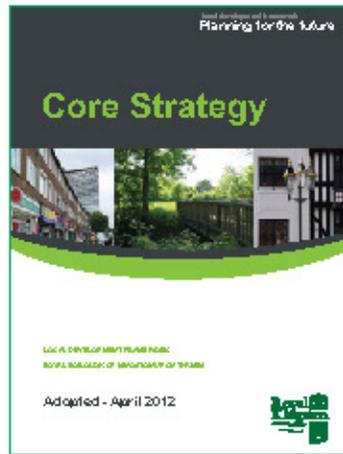
**POLICY AND PLANNING  
CONTEXT**



This SPD lays out a coordinated development approach for the Eden District of the town centre. The overall strategy is to extend the shopping district further east and south of the existing commercial core in the town centre. Since the publication of this document, trends in commercial property development have led to challenges implementing this plan.

Core Strategy and Local  
Development Framework  
2012

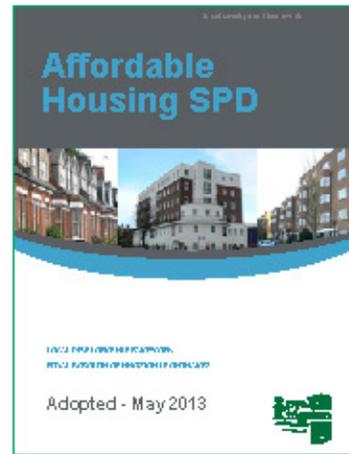
**POLICY AND PLANNING  
CONTEXT**



The Core Strategy is the primary planning document guiding the physical development of the borough. When it was produced in 2012, the Core Strategy sought to meet or exceed housing targets that have since doubled due to new guidance from the Government. Kingston is developing a new local plan which will replace the Core Strategy.

Affordable Housing SPD  
2013

**POLICY AND PLANNING  
CONTEXT**

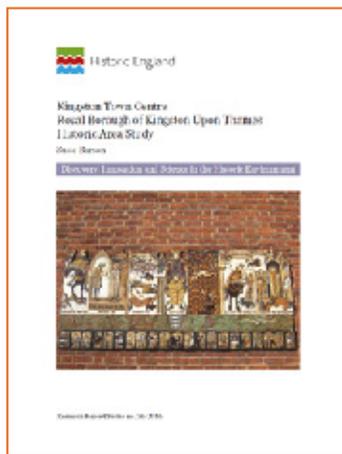


This SPD describes affordable housing requirements for new developments. It provides guidance on type, size and tenure. For example, it defines the different varieties of affordable housing, specifies when affordable housing must be provided and details the mix of sizes and tenures that should be provided in developments.

# SUMMARY

Kingston Town Centre -  
Historic Area Study  
2016

COMMUNITY ENGAGEMENT



An outline study of the historic growth, development and character of central

Kingston upon Thames, produced in collaboration with Historic England's Planning and Listing Groups, in response to emerging redevelopment proposals in the locality.

Made in Kingston  
2018

COMMUNITY ENGAGEMENT



The strategy outlines Kingston's priority for economic growth is to ensure the benefits of growth are enjoyed across the socio-economic spectrum, and by all residents from all communities.

It builds upon evidenced data sources and stakeholder input, creating a strategy that focuses on developing the 'per cent for culture' mechanism with an action plan agreed with key stakeholders.

## BASELINE DOCUMENTS

Reimagining KTC Public  
Realm Strategy: Social  
Value Audit  
2017

COMMUNITY ENGAGEMENT



The study is based on previous work and experience undertaken by consultants in 2017 for the GLA: 'High Streets for All' study, which was the first social value study of London's high streets and adapted for Kingston Town Centre.

The audit layers Kingston's profile with stakeholder insights into a set of social value drivers that celebrate Kingston's achievements and highlight improvement areas.

**COMPONENT / DISCIPLINE:**

- VALUE AND ECONOMICS
- POLICY AND PLANNING CONTEXT
- COMMUNITY ENGAGEMENT
- PLACEMAKING
- MOVEMENT AND TRANSPORT
- CLIMATE CHANGE

**KEY:**

- BASELINE DOCUMENTS
- ANALYSIS DOCUMENTS
- PROPOSAL DOCUMENTS
- GUIDANCE DOCUMENTS

**ANALYSIS DOCUMENTS**

**PROPOSAL DOCUMENTS**

Kingston Town Centre Workshop Findings Feb 2019

Community Engagement Framework 2019-2022

Reimagining Kingston Town Centre's Streets and Spaces Strategy - 2019

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT



The Kingston vision workshop findings formed part of the early engagement work with key stakeholders for the development of a new Vision for the Kingston Town Centre.

The insights largely focus on aspirations for Kingston's Town centre that focuses on activation of a creative quarter and waterways, enhancing Kingston's identity, stakeholder collaboration and governance, and transport infrastructure.

This framework outlines the council's approach for exemplar community engagement, which sets out clear guidelines on the stages and differing levels of engagement.

Kingston want to 'hardwire' effective engagement into decision making by involving stakeholders early in the design of local services and what will affect them. The framework emphasises that working together will achieve positive change, and lists a number of success measures.

Recognises streets and spaces as drivers for social value in Kingston town centre; with collaboration, inclusion, and health and wellbeing as key themes.

Projects are identified at a range of scales both small and large, many envisaged to be delivered by groups and organisations. Projects aim to activate evening activity, support local culture and collaboration, provide adaptable space, address severance, and to celebrate Kingston's identity.

# SUMMARY

Reimagining Kingston  
Town Centre Public Realm  
Strategy Consultation  
Summary - 2019

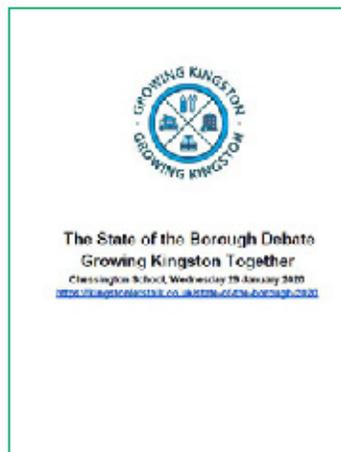
## COMMUNITY ENGAGEMENT



The document summarises the engagement programme and key findings, outlining a variety of methods to engage with strategic stakeholders and organisations. Recognising the differing views of landowners, academia, cultural providers and community organisations. The report highlights valuable stakeholder evaluations of Kingston Town Centre in terms of 'empowering people, making places better and growing prosperity'

The State of the Borough  
Debate - Growing Kingston  
Together  
Jan 2020

## COMMUNITY ENGAGEMENT

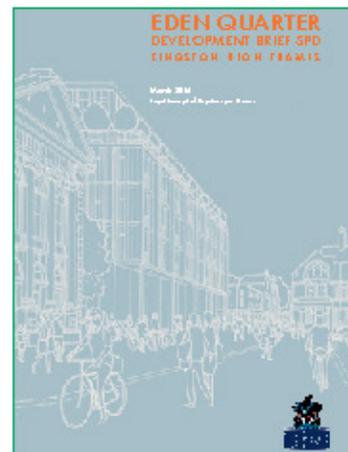


The report summarises the event, in which the topic 'growing Kingston together' was chosen by the local community, and an opportunity for the community to feed into place shaping and council decision making processes. There were a number of key themes;

- Opportunity areas
- Green infrastructure
- Local economy support
- Young people retention retaining talent and affordability
- Future ready Kingston
- Gocycle local benefits
- Climate change
- Local infrastructure and the built environment

Consultation report:  
EDEN Quarter  
development brief SPD  
Feb 2020

## COMMUNITY ENGAGEMENT



This report summarises the results of the consultation undertaken on the Eden Quarter Development Brief Supplementary Planning Document (SPD) in Kingston Town Centre. The Eden Quarter represents a large area of the town centre, and is one of Kingston's most significant opportunities for growth and change. There are a number of major land ownerships, and key strategic stakeholders that were engaged during the process, highlighting several significant opportunities for wider strategic benefits. The consultation report aided the development of the final brief.

### COMPONENT / DISCIPLINE:

- VALUE AND ECONOMICS
- POLICY AND PLANNING CONTEXT
- COMMUNITY ENGAGEMENT
- PLACEMAKING
- MOVEMENT AND TRANSPORT
- CLIMATE CHANGE

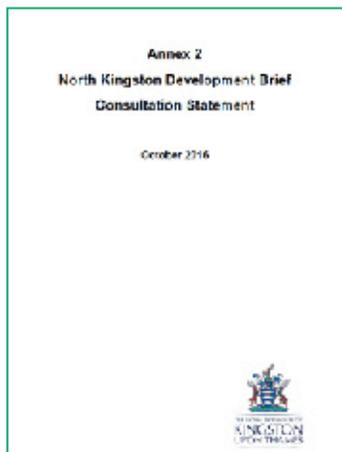
### KEY:

- BASELINE DOCUMENTS
- ANALYSIS DOCUMENTS
- PROPOSAL DOCUMENTS
- GUIDANCE DOCUMENTS

## GUIDANCE DOCUMENTS

Annex 2: North Kingston Development Brief - Consultation Statement  
October 2016

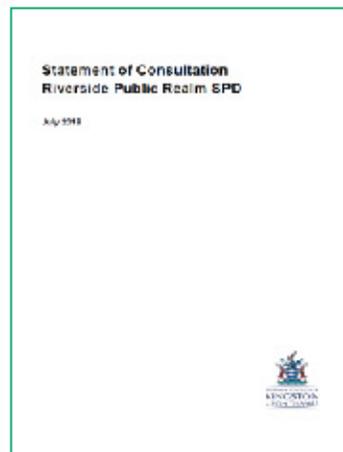
### COMMUNITY ENGAGEMENT



The consultation statement summarises the results of consultation undertaken on the draft North Kingston Development Brief. The Brief has been prepared with the aim to promote development opportunities for growth and change to the north of the town centre which will help support the Council's regeneration programme, Kingston Futures. There are a number of major land ownerships, and key strategic stakeholders that were engaged during the process, highlighting several significant opportunities for wider strategic benefits. The consultation report aided the development of the final brief.

Statement of Consultation: Riverside Public Realm SPD  
July 2018

### COMMUNITY ENGAGEMENT



This Consultation Statement sets out the approach and summarises the results of the public consultation undertaken on the draft Kingston Riverside Public Realm Supplementary Planning Document (Riverside SPD). The draft Riverside SPD was produced to explore how the riverside in Kingston can be improved. The vision and project ideas set out in the SPD were produced in collaboration with local groups and stakeholders at an early stage to help shape the SPD, so that it reflects local aspirations.

Local Plan Early Engagement  
May 2019

### COMMUNITY ENGAGEMENT



This first stage of consultation on the new Local Plan, was undertaken in line with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, closed on 31 July 2019.

# SUMMARY

## BASELINE DOCUMENTS

Reimagining KTC Public Realm Strategy: Baseline Appraisal - 2019

### PLACEMAKING



Baseline appraisal addressing policy and development; local assets; transport and movement; and digital participation.

Presents a series of findings including wayfinding and interpretation; diversifying uses, cultural activities and night time offer; visibility of landmarks, access to greenspace and connection to the riverside. Calls for a joining up of previous plans and initiatives, recognising previously overlooked spaces.

Reimagining KTC Public Realm Strategy: Social Value Audit - 2017

### PLACEMAKING/ALL

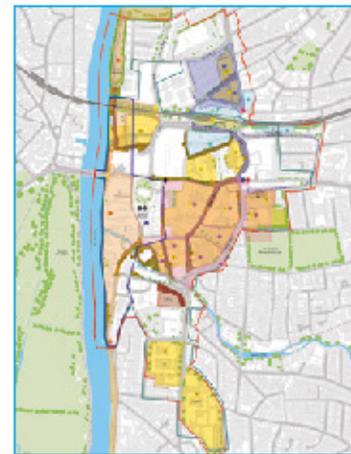


Based on user and business surveys, and physical analysis, the socioeconomic value of Kingston town centre was analysed. New cycle facilities, footpaths and crossings are generally welcome improvements, however retail focused developments considered negative.

A town centre focused on activates beyond retail is welcomed, alongside night time activities, a food and drink offer, and spontaneous social space, inclusive of a range of ages.

Growth Sites Identified 2020

### PLACEMAKING



A series of growth sites has been identified, based on the K +20 development sites (2008), the K +20 public realm (2008) and the LIP3 (2019-2020).

These sites have been divided in:

- Sites undergoing construction
- Sites delivered as completed individual schemes.
- Sites undergoing a design process and have applied for any type of planning applications.

However, there is no wider strategy identified driving these individual sites allocation or cohesion.

### COMPONENT / DISCIPLINE:

- VALUE AND ECONOMICS
- POLICY AND PLANNING CONTEXT
- COMMUNITY ENGAGEMENT
- PLACEMAKING
- MOVEMENT AND TRANSPORT
- CLIMATE CHANGE

### KEY:

- BASELINE DOCUMENTS
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- GUIDANCE DOCUMENTS

## ANALYSIS DOCUMENTS

GoCycle Scheme

### PLACEMAKING



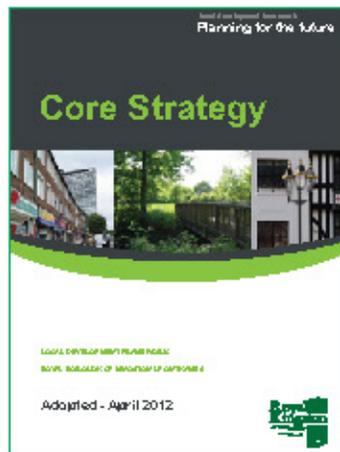
GoCycle scheme highlights KTC waterfront as potential.

Holistic transport infrastructure – under construction or complete - enhancing the environment and improving flow; to accommodate a modal shift to sustainable transport and population growth. Whilst Kingston Riverside is not part of the Go Cycle project, it is identified as a significant public space in need of improvement for social and cultural use in the Riverside SPD.

## GUIDANCE DOCUMENTS

Core Strategy and Local Development Framework 2012

### PLACEMAKING/ ALL



For the place making specific field, the 2012 Core Strategy sets out the primary planning document guidelines for future physical development of the borough.

Although the housing targets it chased aimed for a lower number of housing than the one currently required, there are generic guidelines for public space and open space strategies /use.

However, Kingston is developing a new local plan which will replace the Core Strategy.

# SUMMARY

Eden Quarter  
Development Brief SPD  
Feb 2020

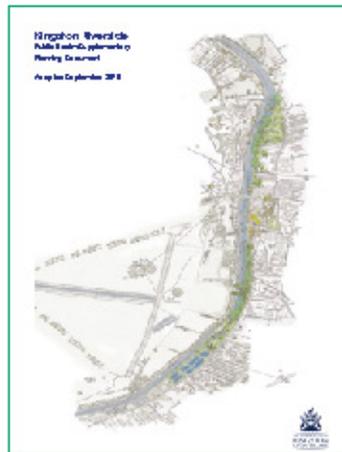
## PLACEMAKING/ALL



Vision and development framework for the expansion of Kingston town centre. Identified principles include heights and massing; streets and spaces; transport; and uses. Significant reliance on the role of retail in supporting the public realm to be reconsidered. Further interrogation into the role of the placemaking to support residential, community and cultural uses required; alongside legibility wayfinding, cultural heritage, green spaces and links.

Kingston Riverside  
SPD  
2018

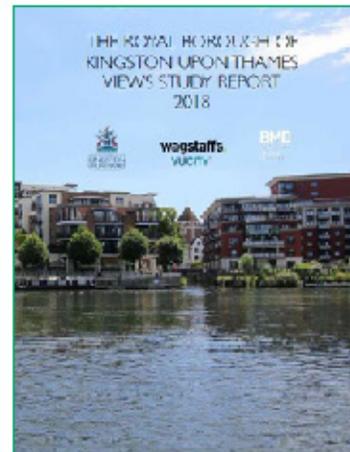
## PLACEMAKING



Kingston riverside considered to be underperforming; poorly connected to the historic market town with green space to the north and south of the town centre deteriorating. Legibility and accessibility is hindered by infrastructure, car parking and level changes. The SPD presents a vision for active riverside, unique to Kingston, and connected to the town centre, with space for water and biodiversity and improved connectivity to walking and cycling routes.

Kingston Views  
Study  
2018

## PLACEMAKING



Identifies 'Very highly important views' as representative of Kingston's character and identity. Panoramic views are identified at the ancient market; and from Clarence Street to All Saints Church. Sequential and kinetic views are along the riverside and towards Guildhall; from Barge Walk and Kingston bridge. Very highly important static vistas are identified from Hampton Court palace towards All Saints Church, and from Clarence Street towards Kingston Bridge.

**COMPONENT / DISCIPLINE:**

- VALUE AND ECONOMICS
- POLICY AND PLANNING CONTEXT
- COMMUNITY ENGAGEMENT
- PLACEMAKING
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- CLIMATE CHANGE

**KEY:**

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- PROPOSAL DOCUMENTS
- GUIDANCE DOCUMENTS

**GUIDANCE DOCUMENTS**

Healthy Streets  
Transport for London  
2017

PLACEMAKING/ ALL



Sets out a series of Healthy street indicators to encourage less car use, more walking cycling and use of public transport and encouraging active healthy lives. Indicators span the themes of noise, attractions, safety, crossings, air quality, shade and shelter, relaxation and inclusion.

Making London Child  
Friendly  
Jan 2020

PLACEMAKING/ ALL



Presents findings and guidance relating to the United Nations' Convention on the Rights of the Child, recognising the rights of people under the age of 18 to participate freely in public and cultural life. Independent mobility; to occupy space and move without adult supervision has an impact on development and mental health. Access to greenspace, play in public areas, good air quality, and active travel contribute to independent mobility.

High Streets & Town  
Centres  
Jan 2019

PLACEMAKING/ ALL

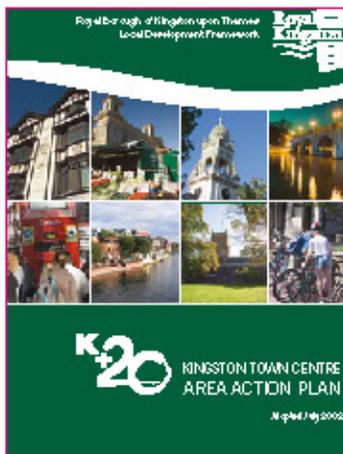


Guidance recognises high streets as complex places where intelligent investment can achieve multiple goals. Social integration, well-being, environmental sustainability, civic and cultural life, and smart cities are high on the political agenda, with high streets and town centres well placed to drive for change. The document sets out strategies for an interactive, interactive process to address place-based environmental, social and economic challenges.

# SUMMARY

K+20 Kingston Town Centre Area Action Plan 2008

PLACEMAKING/ALL



Provides a spatial framework to guide Kingston town centre improvements to 2020; focusing on growth, investment, sustainability and viability. Scope of improvements to support retail, homes, offices, new university facilities, culture and leisure and the public and voluntary sector. Proposals focus on public realm, open space, public art and cycle routes relating to existing sites and proposed developments. Many projects now delivered or under construction.

Reimagining Kingston Town Centre's Streets and Spaces Strategy - 2019

PLACEMAKING/ALL



Recognises streets and spaces as drivers for social value in Kingston town centre; with collaboration, inclusion, and health and wellbeing as key themes. Projects are identified at a range of scales both small and large, many envisaged to be delivered by groups and organisations. Projects aim to activate evening activity, support local culture and collaboration, provide adaptable space, address severance, and to celebrate Kingston's identity.

Air Quality Action Plan 2016

PLACEMAKING



Potential for a deterioration in the levels of pollution experienced in the town centre during significant development, population expansion and infrastructure improvement - needs to be addressed. Potential measures to improve air quality are assessed, include one way streets, encouraging sustainable travel, and low emissions hot spots in areas of poorest air quality such as Cromwell Road.

### COMPONENT / DISCIPLINE:

- VALUE AND ECONOMICS
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- CLIMATE CHANGE

### KEY:

- BASELINE DOCUMENTS
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- GUIDANCE DOCUMENTS

## PROPOSAL DOCUMENTS

Digital strategy  
2018-2021

PLACEMAKING / ALL

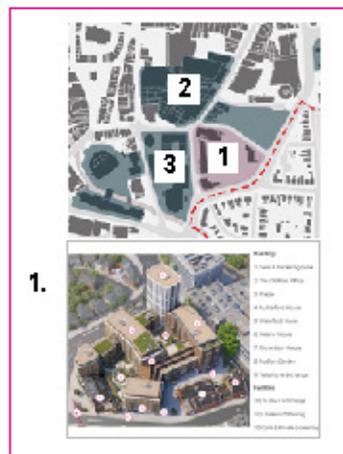


The KTC digital strategy is an aspirational document that envisions a "smarter" approach for available / new digital infrastructure, and on how the borough is delivering services. It aims to explain how innovation can be a tool to regeneration by adopting a "smart city" approach.

The strategy has produced 'Connected Kingston' to involve the community, and change their health and wellbeing. It has impacted public realm by the installation of free Wifi in Kingston. And a Complete Digital modernised Libraries programme.

KTC Planning applications and schemes currently under construction - 2020

PLACEMAKING



1. The Old Post Office Site | Royal Exchange  
**Full Planning Permission**  
2016  
Under construction  
Landowner – St George

2. Eden Walk  
**Full Planning Permission**  
2015  
Enabling works under construction  
Landowner – British Land

The demolition and redevelopment of Eden Walk Shopping Centre; development comprises (up to 16 storeys) retail, leisure, office and residential, basement and multistorey car parking.

KTC Planning applications and schemes currently under construction - 2020

PLACEMAKING



Surrey House  
**Full Planning Rejected**  
following Appeal 2019  
Landowner – NUF Mutual Fund. Scheme refused on the grounds of:

- built form (bulk, scale, detailing, mass) and lack of opportunities taken to improve the character of the area;
  - the public realm did not maximise urban greening; harm to the setting of listed buildings;
  - the mix of residential units e.g. family units and affordable housing.
- Statutory c. comments included climate change adaptation, transport, and opportunities for community and cultural uses.

# SUMMARY

Healthy Streets  
Transport for London  
2017

TRANSPORT



Healthy Streets is Transport for London's strategy to put people and their health at the centre of its decision making. The approach aims to improve Londoners' and visitors' experience of streets, creating spaces which are pleasant and safe to use, therefore encouraging people to use cars less and to walk, cycle and use public transport more.

The Healthy Streets Approach includes ten indicators of what makes streets attractive places. Development in and around Kingston Town Centre will be expected to demonstrate how it meets each indicator, ensuring its streets and spaces are designed with the wellbeing of all people at its core.

The Mayor's Transport  
Strategy (MTS)  
Mayor of London  
2018

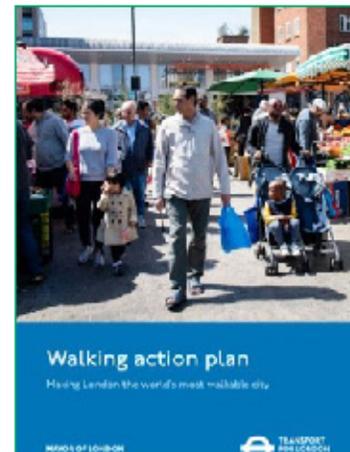
TRANSPORT



The Mayor's vision is to promote a reduction in Londoners' reliance upon private cars through a shift to sustainable modes such as walking, cycling and public transport. This is supported by a target for 80% of all Londoners' journeys to be made by such modes by 2041.

Walking Action Plan  
Transport for London  
2018

TRANSPORT



The Walking Action Plan sets out TfL's approach to increase walking in London. The vision is for London to become the world's most walkable city, underpinned by the Healthy Streets approach.

The plan highlights that outer London areas, including the Royal Borough of Kingston, have the greatest potential to increase walking as a mode of transport, with more than 60% of all walkable trips in London currently being made by car, bus or taxi in these outer areas. For outer London, the plan seeks to introduce measures to address the dominance of motorised transport, improving walking and cycling environments and supporting infrastructure such as public transport and planning for efficient and sustainable travel.

### COMPONENT / DISCIPLINE:

- VALUE AND ECONOMICS
- POLICY AND PLANNING CONTEXT
- COMMUNITY ENGAGEMENT
- PLACEMAKING
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- CLIMATE CHANGE

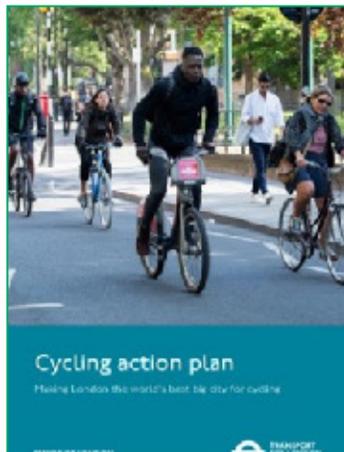
### KEY:

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## GUIDANCE DOCUMENTS

Cycling Action Plan  
Transport for London  
2018

TRANSPORT



Sets TfL's approach to making London the world's best big city for cycling.

To enable more people to cycle, the plan highlights the need to develop improved cycle routes and facilities that work to reduce motor vehicle dominance. This includes supporting boroughs in completing local and neighbourhood improvements (such as Kingston's Mini-Holland scheme, rebranded as 'Go Cycle' programme), overcoming severance and reducing danger at junctions, each of which will help to build London's wider cycling network.

Vision Zero  
Transport for London  
2018

TRANSPORT



Vision Zero sets out the approach to achieve the MTS goal that by 2041 all deaths and serious injuries will be eliminated from London's transport network.

The action plan highlights that road danger, whether actual or perceived, is a significant barrier to increasing active travel. Where opportunities exist to upgrade and enhance street networks, such as within Kingston Town Centre, steps should be made to ensure that these are designed to influence people to drive slower and provide safer facilities for vulnerable road users.

London Plan  
Mayor of London  
2016

COMPONENT / DISCIPLINE



The London Plan sets the overall strategic plan for London over the next 20-25 years. Although being prepared prior to the election of the current Mayor and the advent of TfL's 'Healthy Streets' guidance, the London Plan seeks to better integrate transport and development through appropriate planning, and better managing street space to take account for different roles of roads for neighbourhoods and road users. These approaches support other London Plan policies which promote public transport and other sustainable means of transport and high quality public realm.

# SUMMARY

## GUIDANCE DOCUMENTS

Draft New London Plan  
Mayor of London  
2019

ALL



Applicable to Kingston Town Centre, the plan includes policy where new development should:

- Demonstrate how they will deliver improvements that support the ten Healthy Streets indicators,
- Reduce the dominance of vehicles on London's streets whether stationary or moving, and
- Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.
- It is anticipated that the New London Plan will be finalised and adopted within the next 6-12 months.

## BASELINE / PROPOSAL DOCUMENTS

Reimagining Kingston  
Town Centre's Streets and  
Spaces Strategy - 2019

TRANSPORT/ ALL



This document sets an aspiration for Kingston Town Centre's streets and spaces to be "filled with public life and activity". Central to this is a recognised importance on the creation of a street network within the town centre that cohesively joins places together, is easy to navigate, and encourage people to walk and cycle.

To achieve this, future projects must look to address current issues of severance, visibility and accessibility, which will contribute to creating healthy and vibrant streets within the town centre.

Royal Borough of Kingston  
Third Local Implementation  
Plan (LIP3)  
2019

ALL



Adopted in July 2019, the LIP3 for Kingston sets out the current borough-wide transport objectives and commitments. It specifically identifies how the borough proposes to deliver on the objectives of Mayor's Transport Strategy (MTS), by setting out a delivery and investment plan for the next three financial years to 2021/22. This will be achieved by focussing investment on sustainable transport modes and working with Transport for London, GLA, and neighbouring authorities.

### COMPONENT / DISCIPLINE:

- VALUE AND ECONOMICS
- POLICY AND PLANNING CONTEXT
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- CLIMATE CHANGE

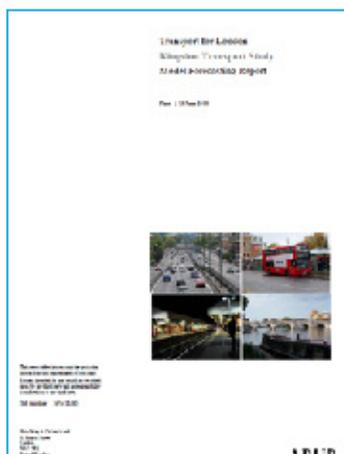
### KEY:

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## ANALYSIS DOCUMENTS

Kingston Transport Study  
Model Forecasting Report  
2018

TRANSPORT



This report details a strategic modelling study undertaken to assess various transport interventions to support the delivery of Kingston's Local Plan, including a number of growth and forecast scenarios over a 20-year period (to year 2041). Specifically in relation to Kingston Town Centre, the study included reconfiguring the existing gyratory and a two-way bus lane through Clarence Street. To support the positive outcomes of such a project, the study recognised that a more radical approach would be necessary to lead to a shift away from car-based travel or effect a switch to more sustainable modes.

Kingston Town Centre  
Movement Strategy  
2014

TRANSPORT

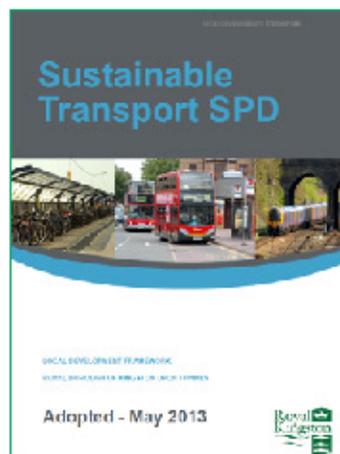


This strategy provides an overall vision for movement within Kingston Town Centre, taking into consideration a number of significant sites likely to be redeveloped, and balancing future transport needs and taking opportunities to enhance connectivity and place-making within the town centre. The strategy identified a number of highways scenarios – one of which has been assessed in further detail as part of the Kingston Transport Study (2018) – as well as a number of wider short and long term strategic measures.

## GUIDANCE DOCUMENTS

Sustainable Transport  
Specific Planning  
Document (SPD)  
2013

COMPONENT / DISCIPLINE



A guidance document which forms part of the Borough's Local Development Framework. It is aimed at assisting developers in ensuring all relevant transport considerations have been made prior to application, and how development proposals may contribute to the enhancement of the Borough's transport network. This SPD is associated with the now superseded Core Strategy (2012) and LIP2 (2011).

# SUMMARY

## BASELINE DOCUMENTS

## GUIDANCE DOCUMENTS

Climate Emergency Initial Assessment 2019

Climate Emergency Website 2019

London Environment Strategy, GLA 2018

### CLIMATE CHANGE

### CLIMATE CHANGE

### CLIMATE CHANGE



Climate Emergency - Initial Assessment

RBKUT declared a Climate Emergency motion on 25th June 2019. The Council have established a cross-directorate working group to lead on the response to the Climate Emergency, to develop an action plan; monitor progress; manage resources, planning and funding; and to lobby to the GLA. The approach includes sustainable transport, electric vehicles energy and air quality in addition to carbon offsetting and waste management.

Themes established are:

- Air quality
- Air quality Action plan
- Energy efficiency in homes and workspaces
- Generating and harnessing energy
- Waste management, recycling and the circular economy
- Sustainable transport and travel
- Biodiversity and Green space
- Green spaces strategy

Vision for improving the environment across the London Boroughs to 2015; outlining current challenges relating to air quality, green space, biodiversity, energy, waste and water; setting guiding principles for change. New approaches are outlined related to green infrastructure, air quality, climate change adaptation and mitigation and the circular economy. Recognises the Major of London's role in providing leadership, influence and funding on environmental issues alongside policy.

**COMPONENT / DISCIPLINE:**

- VALUE AND ECONOMICS
- POLICY AND PLANNING CONTEXT
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- CLIMATE CHANGE

**KEY:**

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- ANALYSIS DOCUMENTS
- PROPOSAL DOCUMENTS
- GUIDANCE DOCUMENTS

**BASELINE DOCUMENTS**

Kingston Old Town  
Character Area - Appraisal  
and Management Proposals  
RBKUT, 2006

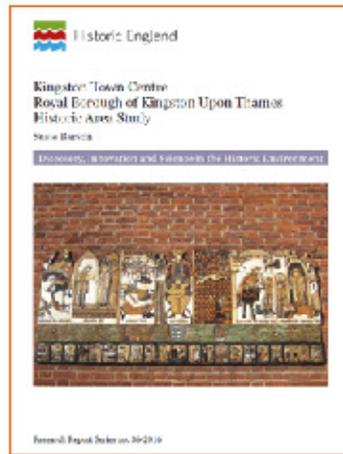
**BUILT HISTORY AND HERITAGE**



Supplementary planning document provides an overview of Kingston Old Town Conservation Area – of special architectural and historic interest stretching from Kingston Bridge to Portsmouth Road. Kingston Old town is recognised as one of the best-preserved examples of a medieval street pattern in outer London with vernacular architecture dating from the 15th century. Character Areas include the Medieval Quarter; High Street and Riverside.

Kingston Town Centre  
Historic Area Study,  
Historic England  
2016

**BUILT HISTORY AND HERITAGE**



Study aims to facilitate sustainable growth in Kingston; by increasing the understanding of Kingston's unique characteristics and identifying character areas for future retention of distinctive character in masterplanning. The study recognises both the town centre context and the wider landscape as contributors to historic value.

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Town Centre

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Analysis

# TOWN CENTRE ANALYSIS

The town centre spatial analysis is informed by Kingston Borough Council priority projects, strategies and relevant Supplementary Planning Documents (SPD's).

This evidence base will inform the Kingston Town Centre Vision 2035 strategic framework, with Reimagining Kingston Streets and Spaces forming as a core component.



Kingston Riverside SPD 2018, RBKUT

Vision for the riverside to become a remarkable public space at the heart of Kingston. Character Areas include;

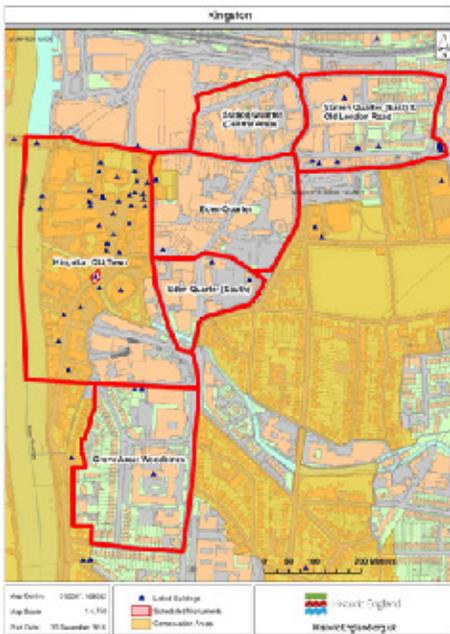
- Kingston's historic wharves and market town. An urban promenade, with strong connectivity to the town's ancient market and medieval street network. Supported by new river uses, a programme of activities, and measures to ease congestion.
- Canbury Gardens to the north and Town End Park to Ravens Ait to the south. To be reinvigorated as green public spaces with our natural ravine character.



Views Study Report 2018, RBKUT

Important views within the town centre are clustered within the medieval core and the riverside, including significant vistas from Hampton Court Palace. Very highly important views in the town centre include:

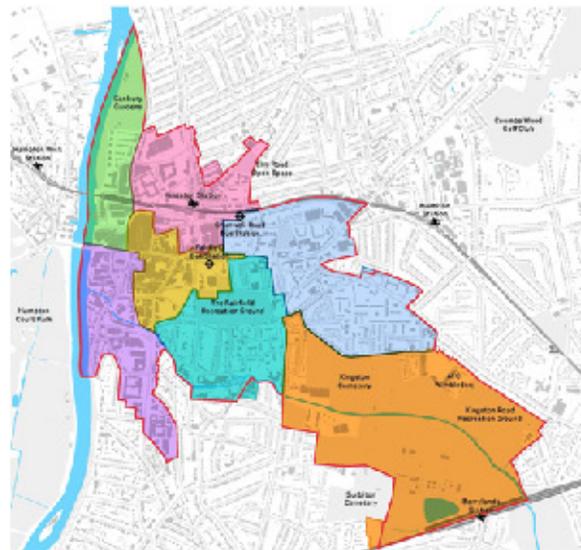
- Hampton Court Palace to all Saints Church
- Clarence Street to Kingston Bridge
- Ancient Market towards Market House
- Kingston Bridge - west to east
- Barge Walk towards the Guildhall



Kingston Town Centre Historic Area Study 2018, Historic England

Distinctive character areas within Kingston Town Centre have developed over time, including earlier building fabric, re-fronting, small scale change and the extensive redevelopment of large plots. This development informs our understanding of place and particularly the medieval scale and grain of the Kingston Old town conservation area. Character areas are defined as:

- Kingston Old Town
- Station Quarter Central
- Station Quarter East
- Eden Quarter
- Eden Quarter South
- Grove Area - Woodbines



Development Scenario Testing 2017, Mayor of London

Key opportunity areas for development in Kingston Town centre and the Hogsmill Valley, testing various development scenarios. Development areas are defined as:

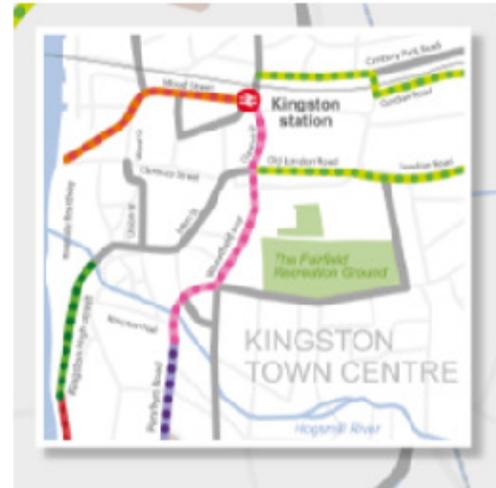
- Kingston Retail Centre (retail assumptions considered to be superseded)
- Kingston Station Area
- Northern Riverside
- Kingston Town Centre South
- London Road and Cambridge Road Estate
- Kingston Town Centre East and Hogsmill River

# TRANSPORT

## KTC MOVEMENT STRATEGY



## GO CYCLE



## KTC MOVEMENT STRATEGY / TRANSPORT STUDY / LIP3



## LIP3



# RE:IMAGINED KINGSTON

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KINGSTON TOWN CENTRE

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**2020**

**ARUP**