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Light at the End of Tunnel (LET) was launched by Cross River Partnership in 2002 to tackle the severing effect of the ten kilometres stretch of disused railway viaducts running parallel to the Thames and forming a north-south divide.

The provision of further funding and support would guarantee the preservation and continuation of the project's outstanding legacy. It would continue to guarantee the transformation of dark, intimidating viaducts into bright, safe and enjoyable passageways. It would also transform a cumbersome 19th century structure at the centre of an ever developing city into a 21st century's asset to the London's economic and social growth.





A Celebration of LET

Light at the End of Tunnel (LET) was launched by Cross River Partnership in 2002 to tackle the severing effect of the ten kilometres stretch of disused railway and forming a north-south divide.

Since 2002, Cross River Partnership, and a number of partners from the private and public sector, worked together to restore arches and tunnels to the highest standard, using state of the art material and technique to refurbish the tunnels, including innovative lighting, pigeon proofing, and CCTV.

By cleaning the viaducts, increasing illumination with creative lighting techniques and by commissioning new public art, the pedestrian experience has been transformed and the tunnels and arches have become viable, safe and, above all, functional spaces.

The regeneration of the tunnels and the areas surrounding them has enhanced access to transport, public safety and enjoyment in local tourist and leisure attractions. It has also triggered investment in some of the most deprived

areas of the capital, promoting growth and development.

Today, the renovation of a third of the pedestrian tunnels and 24 arches has been completed through the LET programme.

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Light through the tunnel

In the past years, Light at the End of the Tunnel has achieved outstanding results. The project has widened to create whole area-based schemes.



This concept begins with renovation of tunnels and arches, expanding to incorporate wider environmental improvements to the surrounding public realm, parkland and streetscape.

High quality solutions are continually sought. Extensive work has been put into developing superior alternatives to ineffective net pigeon proofing, in order to protect the high quality finishes of the paintwork.

This results in the ability to undertake a wide range of initiatives including environmental improvements not only to tunnels but also to pedestrian environments and roads, pedestrian safety initiatives, including park access, new pedestrian crossings and environmental improvements to parks and open space.

This publication is a celebration of the endless opportunities that the renovated Victorian arches and tunnels offer to London's communities, businesses and visitors. It is a celebration of the creativity and technical innovation employed in the renovation of an incredibly versatile urban space. It is also the recognition of the Light of the End of the Tunnel's latest achievements, but above all it is an appeal to perpetrate the outstanding legacy of the programme.

The following three sections mirror three important components of LET physical and social regeneration efforts: tunnel and arches refurbishment, public realm improvements and display of public arts in adjacent areas.

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Tunnel refurbishment and Public Realm improvements

The work is often completed in groups of tunnels. The major benefits of this is that costs are reduced due to shared preliminaries, there is less inconvenience for residents and businesses, the perception of wider regenerative impact is generated and whole area based schemes can be undertaken more effectively, incorporating wider environmental improvements to the surrounding public realm, parkland and streetscape. The following sections offer an east to west overview of the tunnels, starting from Roper Lane in Southwark all the way through to Vauxhall Tunnels in Lambeth.

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Maltings Place – Roper Lane, Southwark

Maltings Place is an excellent example of public realm improvements accompanying LET projects, in this case the refurbishment of Roper Lane tunnel, which has recently been completed.

Here a landscaped plaza has been created where before there was an old highway section and a traffic island adjacent to the railway viaduct along Tower Bridge Road.

Suffering from illegal parking, poor drainage and irregular fly tipping, the Pool of London Partnership and Southwark Council identified Roper Lane as an area in need of regeneration.

The design of the space was completed by Weston Williamson Architects on a pro bono basis. The final schemes provided an orchard of 16 cherry trees which are up-lit by 32 coloured lights.

The light colour changes daily to create a strong visual impact for user residents, office workers and tourists passing by and for commuters on the train!

The space is shared by pedestrians and cyclists with high quality granite paving throughout and seating and cycle racks.

The scheme demonstrates what can be achieved on both sides of the railway viaduct, not just the riverside.



Crucifix Lane, Whites Grounds and Tanner Street Southwark

Southwark Council, in co-operation with the LET partners, has delivered a major bridge refurbishment project as part of the LET master plan. The Crucifix Lane project includes a network of three bridges: Crucifix Lane, Whites Grounds and Tanner Street.

The tunnels and viaducts around this area had become a no-go area for the local community. The refurbishments included new footways and carriageways, brick cleaning, metal girder cleaning and painting, anti-pigeon measures, signage and feature lighting. The area was also lacking in play facilities which was very much needed for the ten housing estates nearby. The refurbishment of Whites Grounds west includes the construction of a skate park.

Built under the viaducts near London Bridge, Whites Grounds Playspace is an exciting place for young people in Southwark to get together. The ground

is broken up into two fragmented planes, allowing the teenagers to find their own uses of space. The park will be managed by Downside Fisher Youth Club who will also run workshops for local young people. This is a unique and inspiring place for fun, sports and games.

Transport for London has pledged to construct a new crossing to connect the viaduct and complex of bridges with the recently completed Druid Street home-zone to the north. This improved environment will enable residents, workers and visitors to walk safely and easily between riverside and Bermondsey village.



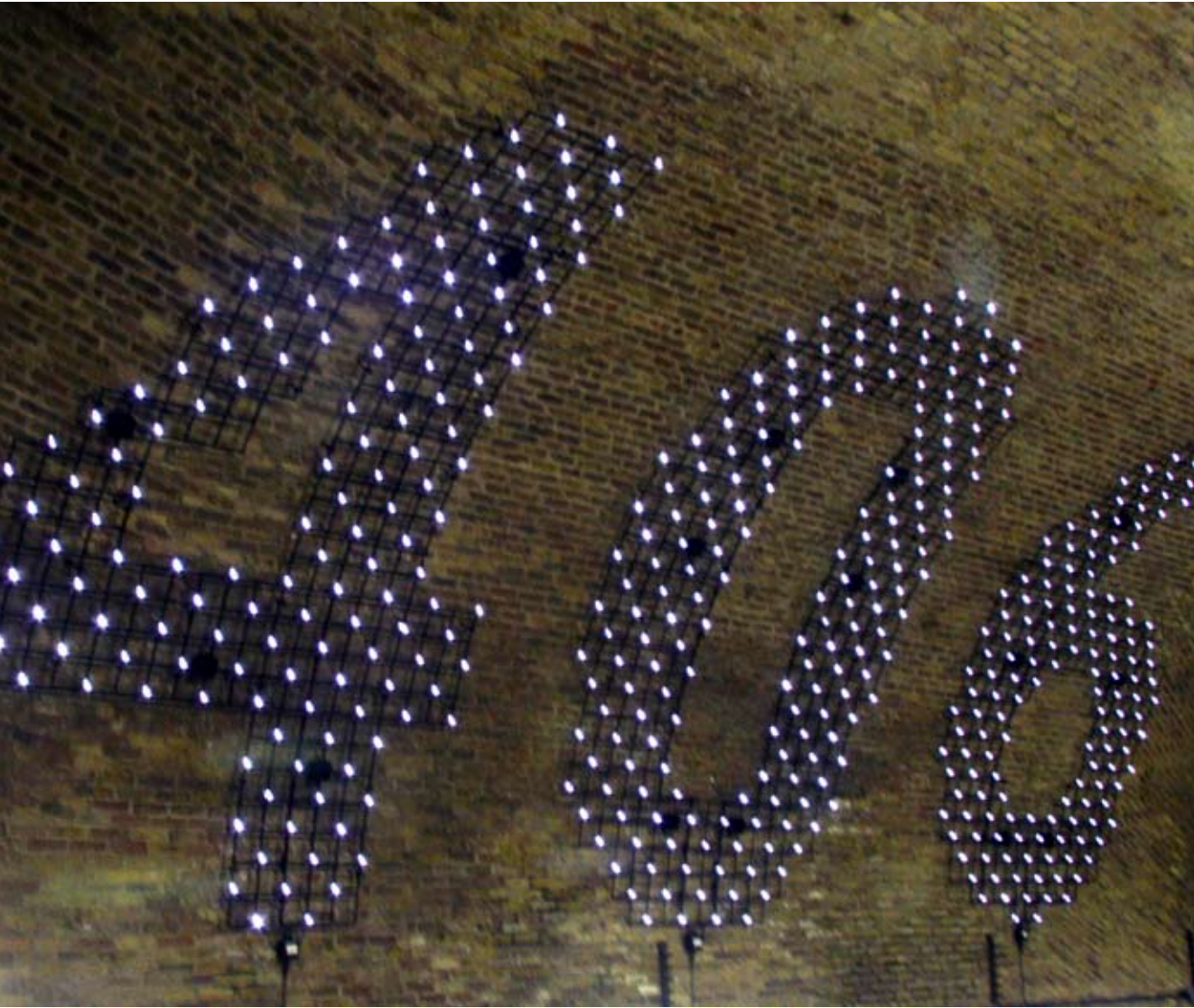
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Bear Lanes bridges Southwark

This area based scheme included the cleaning of the tunnels on Gambia, Dolben, Treveris and Burrell Streets. Two of the bridges were used for the installation of new art works in the form of a lighting scheme. The art works are inspired by the bridge identification numbers and use steel frames and L.E.D. lighting to great effect.



Tenison Way Tunnels Southwark

Boyce Street connects Waterloo Stations main entrance directly to the new Tenison Way bus station. Renovation works include cleaning the brickwork and installing specially designed new lighting units. A series of streetscape improvements have been undertaken, including new paving and lighting that complement the work in the Tenison Way tunnels, and increase safety and security for pedestrians.

The picture shows the LED uplighters which were designed to accentuate the brick arch structure.



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Ticket kiosk – Blackfriars Road, Southwark

Set into the wall of the viaduct of Blackfriars road, there was an old dilapidated Victorian ticket kiosk that was part of the former South Eastern Railway’s original Blackfriars station. The refurbishment of the exteriors of the ticket hall was led by Railway Heritage Trust with contributions by Cross River Partnership and the London Borough of Southwark.

The Railway Trust has long been aware that all this remained hidden behind two large advertising boards and many layers of paint and filth, with the arched entrance covered over by a derelict

kiosk in front. The opportunity to reveal and restore this a amazing survivor came quite by chance when the London Borough of Southwark sought the Trust’s help within the LET scheme to repaint the steel truss railway bridge, clean the brick abutments and improve the lightening under it. Network rail fully restored the station façade, including floodlighting in the front, brickwork cleaned, the render stripped and repaired, and the cement removed from the indented lettering. The interiors have been renovated by Spacia, which will mean that the space can be brought into commercial use.



Southwark
Gambia Street Bridges
Four were the tunnels refurbished in this area based scheme. Work included tunnel cleaning and painting as well as improvements to pigeon proofing measures. A feature lighting scheme was installed.

Southwark Street Gateways
Two bridges on Southwark Street form a gateway to Bankside and Southwark Street. Both of the bridges were in a state of neglect and were very unwelcoming. The aim was to create an attractive, high quality, safe and welcoming environment. The tiles and brick work were cleaned, bridge fascias and beams painted, anti graffiti coatings applied, drainage improved and pigeon proofing installed.

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Light at the End of the Tunnel
Celebrations Report

Southwark and Lambeth
Hatfields, Windmill Walk, Greet Street
Running beneath Waterloo East station, Greet Street was refurbished as part of an area-wide scheme including Windmill Walk, Hatfields, and forthcoming streetscape works at The Cut. This connects Wootton Street to Brad Street, and complements the recent conversion of 18 adjacent arches to hi-spec commercial space (above).



Lambeth
Centaur Street
Centaur Street lies to the south of Waterloo Station and our picture illustrates the Ultramarine Blue paint chosen as a 'brand identity'.
Also visible is the wire mesh in the girders, installed to prevent pigeon roosting.
Immediately next to the bridge lies a unique new residential and office block, One Centaur Street. The block [below] won RIBA's 'London Building of the Year' in 2003.

BRASS
Black Prince Road and Salamanca Street area based scheme (BRASS) combined existing greening initiatives with the LET programme, and brings together a range of borough departments including Transport and Highways, Environment and Parks. This area has suffered from a cycle of neglect and misuse over the past few years. The upgrading work included improving the lighting, resurfacing the roads, new pavements and street furniture, cleaning the brickwork in the tunnels, the installation of mosaic artwork. There was also major redevelopment of the areas green spaces. Similarly, as part of a wider scheme, improvements were made alongside the adjacent tunnel refurbishments at Black Prince Road, Salamanca Street and Whitgift Street. There has been a second phase in the BRASS regeneration scheme, including the cleaning of footways, walls and ceilings, improved drainage systems, pigeon proofing measures installed and a new lighting scheme for the New Spring Gardens Walk, Glasshouse Walk and Tinworth Street.

Vauxhall Foot Tunnels
Two pedestrian tunnels link the local community and businesses south of the viaduct, in Vauxhall with the transport links of Vauxhall Cross Interchange, which sees tens of thousands of people passing through each day. Prior to refurbishment, the tunnels were dark, dirty and forbidding. As such they limited public access to transport services, preventing them from switching between transport modes, continuing journeys on foot or walking in the area. Now that the foot tunnels have been restored, access to the interchange has been opened up, and perceptions of personal safety have increased. The transformation is dramatic; the tunnels now feature stunning blue and white lighting, and graffiti-proof, brightly coloured artwork panels. As a main pedestrian route to Vauxhall interchange, the scheme complements the re-modelling of Vauxhall Cross as a major new transport interchange.



Light at the End of the Tunnel
Celebrations Report

Public art

Ian Davenport's 'Poured Lines': a major new piece of public art for London 'Poured lines' is a major new dazzling, multicoloured art installation for the Western Bridge on Southwark Street.

At almost 50 meters long and three meters high, it's one of the largest permanent pieces of public art in London. Designed by Turner Prized nominated artist and Peckham resident, Ian Davenport, the art work is created

using fluid enamel on metal panels fired at very high temperatures and incorporates over 300 colours. It has taken two years to create and was officially unveiled in September 2006.

The painting has been commissioned by Land Securities and Southwark Council as part of Southwark Street Gateway Improvement Project to regenerate this route into Bankside. A part for the art installation, the bridge has also benefited

from a general make-over, including fresh paint, new lighting, and pigeon protection and cleaning. This striking piece occupies a prime location close to Tate Modern and it is likely to be viewed by over a million people every year.

Mike Hussey, Managing Director of the London Portfolio at Land Securities said: Bankside is a thriving area and this commission will create another dynamic focus for the area's economic, social and environmental improvement.

Serena Davies from the Daily Telegraph the project has transformed a 'dirty thoroughfare into a symphony of stripes.'

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Black Prince Road artworks

The installation of a series of artworks created by Southbank Mosaics is part of an area-wide scheme including the restructure of adjacent tunnels at Whitgift & Salamanca Streets, and the re-modelling of Pedlars Park.

According to history, in 1337, King Edward III gave the manor of Kennington to his eldest son Edward, Prince of Wales, who then built himself a large royal palace nearby. A successful and popular military leader, he subsequently became known as the Black Prince, now depicted in a series of mosaics along one side of the tunnel.

Southbank Mosaics is a Community Interest Company employing local volunteers and artists, and those from marginalised backgrounds, with the aim of creating a mosaic craft industry in the Southbank area. The studio takes inspiration from the historic roots of a neighbourhood.

On the opposite side of the road, ceramics depict motifs from the Lambeth range of Doulton pottery, whose ornate head offices are close-by.



Sutton Walk

Refurbished under the management of South Bank Employers' Group in 2002, an illuminated white panel depicting an image of the original wall behind was installed along the right hand wall.

Carlisle Lane

Carlisle Lane tunnel acts as a way through from Hercules Road to Archbishops Park for local residents. William Blake lived for ten of his most productive years in North Lambeth at 13 Hercules Buildings. The old house has been knocked down, but there is a plaque where it once stood on Hercules Road. Southbank Mosaics worked with local teenagers on this project. Together they created a series of mosaics based on their interpretation of Blake's epic poem, Innocence & Experience. The mosaics are permanently displayed in the newly refurbished railway tunnel at Carlisle Lane, Waterloo, changing it from a dark and dingy tunnel to a brilliant exhibition.



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Life under the Arches

Cross River Partnership and Spacia worked in partnership to restore derelict railway arches south of the river and convert them into modern premises for offices, shops, leisure and light industrial units.



Cross River Partnership and Spacia (the UK's largest provider of small and medium-sized business accommodation) worked in partnership to restore derelict railway arches south of the river and convert them into modern premises for offices, shops, leisure and light industrial units.

The railway arch properties in Southwark and Lambeth accommodate attractive and conveniently priced office and business space close to the West End and just minutes away from the City.

In the last few years, the arches have been on demand, lending themselves ideally to different types of businesses, including independent artists' showrooms, architecture studios and design-conscious restaurants and bars, including Wagamama and Vinopolis.

The height of the arches provides a light airy space, which is ideal for open-space offices, bar and restaurants, shops and exhibitions.

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The use of the arches is versatile as the space can be furnished and designed to meet the business needs and requirements. In most cases, the tenants have kept the original structure as it was, and used effective lighting to emphasise the exposed brickwork and original Victorian features, being able to create spacious and unique environments. The arches are conveniently located close to major transport hubs, providing space where businesses need it most.

The following examples demonstrate how arches have been the location of choice for different types of lively and entrepreneurial businesses:





Restaurants, Bars and Clubs

A series of popular restaurants find their ideal location under the arches restored to high standard, combining unique original features such as high ceilings and exposed brickwork and state of the art technology, including LED lighting and slick furniture. This ambience provides character to the restaurants, becoming a real asset for the business.

Cantina Vinopolis takes full advantage of the lofty and broad monumentality of the space under the arches next to Cannon Street Bridge. The impressive work of restoration of the floors and the brickwork in the arches give the impression of being in a cellar in the

center of Rome! Under the arches of Isabella Street,Tas, the middle Eastern restaurant, has gone for a combined solution, introducing wooden arches for an intimate feel and incorporated uplighters which create soft and diffuse light. While in Thai Silk Restaurant the ceiling has been lowered and decorated with Thai lamps and paintings. The walls alternate stretches of warm colours with exposed bricks.



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Wagamama applied its trademark minimalist ethic to the spaces under the arch, leaving the brickwork exposed and introducing Japanese eatery-style tables and benches.

Nestled in Arch 69, Goding St, Bar Code in Vauxhall is the biggest gay bar in London with a new space boasting over 5,000 square feet. The venue has two large bar areas with a flashy mezzanine overlooking the main dance floor.

The covetable sound system and a unique lighting rig are unseen anywhere in the UK. Bar Code is a very slick venue which evokes clubs in New York whilst delivering a unique style of its own.



Community Trade and Shops

A series of traditional continental groceries have successfully filled the arches under Vauxhall Bridge, including a delightful Italian delicatessen and a picturesque Portuguese restaurant cum shop and café.

Borough Market is a busy market selling high quality delicacies and regional specialities from UK and Europe but also good-value seasonal fish, meat, vegetables and fruit. An important section of the Market has been strategically located beneath the London Bridge railway arches where a couple of centuries ago thousands of tons of produce used to be wheeled to the Market. Borough Market recently celebrated 250 years of trading on its current site. It has survived in this area for centuries and remains an ideal centre for trade.

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East of London Bridge Station there is a series of very unique arches, with a distinct bohemian flavour that provide the ideal space for art studios such as the gallery of Pierre Garroudi, a cutting edge fashion designer from Iran.

In addition to his pieces, the gallery houses the works of over thirty artists working in various mediums: painting, print, sculpture, ceramic, glass, light, furniture, fashion, photography, illustration, graphics and drawing.



Union Theatre

Nestled under the arches in Union Street, the Union theatre is an independent theatre with an impressive list of productions, spanning from modern plays to classical masterpieces such as Medea. Established just five years ago the theatre has already earned itself a glowing reputation for exciting and groundbreaking theatre. Most recently, it was described as “one of the most exciting spaces on the London Fringe” by Time Out magazine and in the Stage Newspaper it was reviewed “as a venue that drips with quality.”



The Fredrick Topolski Memoir of a Century

The 'Memoir of the Century' is a unique mural depicting the major political world events of the Twentieth Century and the personalities who fashioned them. Six hundred feet long the 'Memoir' is painted on hardboard panels twenty feet high and curves snake-like through railway viaduct arches Nos 150, 151 and 152, on the south bank side of London's Hungerford Bridge over the River Thames.

The 'Memoir', opposite the Royal Festival Hall in the arts complex at Waterloo, was opened by Prince Philip, Duke of Edinburgh, donated to the nation by the artist in 1984. It is now owned and administered by the South Bank Arts Centre.



Offices and Industrial storage spaces

An alternative solution is to convert the arches into office space. This has been done in a group of 15 arches along Wootton Street, which have been let to architecture, design and marketing businesses.

Here the arches have been waterproofed, soundproofed and insulated to very high standard. A mezzanine floor has also been introduced to utilise to the maximum the height of the arch and the incoming natural light.

In Hercules Road and Carlisle Lane, Lambeth, the arches spaces have been used as light industrial and storage premises. Spacia has constructed 25 new business units, conveniently located next to Waterloo station and Lambeth North Tube station.

Features include a secure private yard for parking, electronically operated roller shutters, brick enclosures with glazing, kitchenette and WC facilities.

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The floor area varies from 3906 sqft to 1323 sqft.

The arches in Scoresby Street are located within the thriving business community of SE1 and are close to many attractions and landmarks. Opposite Southwark underground station, there is excellent access to the City, Blackfriars Road (A201) and the Waterloo mainline station is only a short walk away. Here Spacia has created five industrial arches to accommodate offices, light industrial and storage companies. The development marks the latest phase of refurbishment of the viaduct between Waterloo East and London Bridge Stations, following the completed successful Wootton Street and Joan Street developments.

For further information about rental of the arches for commercial use, please contact Spacia or visit www.spacia.co.uk





CARLISLE LANE

HERCULES ROAD

VIRGIL STREET

189 190 191 192 193 194 195 196 197 198 199 200 201 202 203

Best practice and funding

The methodology and solutions used throughout the LET programme are invaluable and transferable assets to the continuation of arch and tunnels refurbishment as well as future urban regeneration projects.

LET sets best practice example in terms of technical and design regeneration solutions and successful partnership work between different organisations, which have access to a very diverse pool of resources, skills and expertise. Designing solutions

The new look includes features that make people feel safe and secure as well as making these spaces interesting and aesthetically appealing. Contemporary design principles have been applied to the Victorian structures and their surrounds.

A powerful and sustainable lighting scheme has been very successful at improving pedestrian movement beneath the viaduct; while an innovative lighting unit was designed to help solve the problem of pigeon droppings.

Pigeons were a problem in many tunnels the lighting and guttering provided warmth and shelter for them. Unique luminaries were designed to prevent pigeons from roosting.

LED up lighters were installed to illuminate and accentuate brick arch structure, creating a safer and brighter passageways for pedestrians and changing the perception of the viaduct from one of decay and fear to one of modernity and confidence. Alongside the development of lights, a mortar-line

guttering system was also designed to intercept any flows of water dripping down the walls.

Streetscape improvements include new paving and purpose-designed amenity lighting, which complement the work in the tunnels and increase safety and security for pedestrians. PHOTOS of Salamanca place and Black Prince Road

Old tunnels and arches can suffer from dampness and water ingress because of a failure of the original waterproofing system. Many viaducts and arches have been coated with new waterproofing system which prevents humidity and leaks, making the environment comfortable for work and living.



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An innovative framework contract

A framework contract was designed to ensure quality, value for money and flexibility for LET when appointing construction and professional services companies. The innovative tender process allows deployment of resources in the most efficient way; the overarching project can in fact carry ‘reserve’ projects to ensure the maximum number of tunnel refurbishment possible

Experience has shown that benefits can be gained from regenerating groups of adjacent tunnels at the same time. This is due to the reduced costs due to shared preliminaries, increased perception of wider regenerative impact and less inconvenience for residents and businesses.

Cross River Partnership won the Best Community or Partnership Initiative award at the London Planning Awards 2005 with its Light at the End of the Tunnel project defined as “an exciting strategy to transform often threatening railway viaducts into pleasant public and private spaces.”

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Funding

£7,425,000 has currently been spent on the regeneration of the viaduct. The refurbishment of 97 tunnels identified in the Light at the End of the Tunnel audit is over half way to completion and funding is in place to deliver a programme of additional bridge refurbishment projects until 2009.

The project has been funded by Southwark Council, Lambeth Council, Section 106, Single Regeneration Budget, Transport for London – Borough Spending Plan, London Development Agency, Network Rail and the Railway Heritage Trust.

London: a world-class city
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National and international examples of viaducts regeneration:

Light at the end of the Tunnel belongs to a wave of viaducts regeneration initiatives sweeping across the UK and Europe. There are fine examples of creative regeneration projects throughout major international cities, including Berlin, Paris, Rotterdam, Zurich and Vienna, and also New York.

The initiators of these projects inspire each other with the courage of undertaking changes. They are aware of the revolutionary effect that the viaduct renovation has on cities, filling the gap in the urban mesh, activating re-urbanisation process and opening up economic and social opportunities.

London, as a world class city hosting the Olympics in 2012, will be under the world's scrutiny in the next few years. It is important that the LET's example of best practice and innovation is taken forward in the completion of a much needed facelift for the south of the river area, offering new opportunities to its thriving communities, businesses and tourist activities.

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Glasgow
The Arches, 253, Argyle Street

The renovated space under the railway arches in Glasgow has unique characteristics which enable the venue to run a festival style programme on a regular basis and exhibition spaces on the main floor of the building as well as workshop, sound recording studio and rehearsal spaces on the lower floor. Since refurbishment, ‘the Arches’ has now become an accessible venue for people to meet, eat, drink and socialise as well as visit and participate in arts events.

Manchester
Deansgate Lock

The railway arches at Deansgate Lock in Manchester were originally desolated and characterless. They have now been properly restored and provide space for a fantastic collection of canal side bars. Nobody could have ever predicted how popular Deansgate Locks have become!

Paris
Viaduct des Arts – 1 to 129 Avenue Daumesnil – 75012

Once a decaying train viaduct, the Viaduct des Arts was resurrected, restored, and turned into a home for artisans. Near Opéra Bastille and Gare de Lyon the viaduct arches house fifty six boutiques and art galleries. There are artisans working in silver, leather, wood, glass and ceramic amongst others. On the top of the viaduct a park and a walkway have been created.

Berlin
Charlottenburg and Ostbahnhof

The urban railway running between the Charlottenburg and Ostbahnhof stations is one of the most important architectural structures in Berlin. It is twelve kilometers long and consists almost exclusively of brickwork. While the train rattles along the modernized elevated railway above, visitors on the ground level of the station chat, dine and meet for drinks. In the high-ceiling halls that were created by the viaduct construction, spacious restaurants, bars and fashion stores have been established. The arches, once used as warehouses garages or small businesses, were transformed into the longest consumption and culture stretch in Berlin, animated by new shops, restaurants, arts and antiques markets.

Vienna
West-Gürtel

The area of West-Gürtel is being renovated under the project URBION, which includes the restoration of protected railway line arches and stations and the redesign of the surrounding public spaces. The improvement of the Gürtel is meant to attract investment in the neighbouring buildings. In 2005 Zaha Hadid carried out a spectacular housing project on a disused branch of the urban railway in the Gürtel. The redesign of open spaces, green areas, pedestrian and cycle paths in the Gürtel make just as important contribution to the psychological safety of the area as the revitalisation of the arches themselves. The new uses of the latter include restaurants, bars, cultural events, educational and entertainment facilities.

New York
The High Line

The High Line is a section of a disused elevated train line in Manhattan. This railway was built in the thirties and closed down in 1980. The non-profit organisation Friends of the Highline and the City of New York invited teams of architects to take part in a competition to develop a master plan for a conversion. The winner project is a plan for a ‘secret garden’ at the level of the train tracks with wooden boarding between which plants will grow, green landscapes of green and grasses. The project will be completed in 2007.



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National and international press

LET in the press: wisi enim ad minim veniam, quis nostrud commodo consequat.

As the viaduct and its surrounding areas are occupied and enhanced, so the economic barrier is eroded. The prosperity and development which has so clearly crossed the river into areas such as Bankside and London Bridge, for example, will eventually spread further south.

**South London press,
10 February 2004**

The drive is on to breathe new life into a thousands Victorian railway arches south of the river Thames. Light at the end of the Tunnel is a classic demonstration of how lively entrepreneurial small businesses are attracted to older buildings or structures. All 97 of these (pedestrian) routes have been improved with better lighting, CCTV, colourful cladding and artworks.

**Marcus Binney, The Times,
28 November 2005**

Under the name Light at the End of the Tunnel, Cross River Partnership produced a master plan for the railway viaducts in the city area with the goal of reducing the barrier effect [of the river] and improving the quality of life in residential districts flanking the structure...The residential use (of the arches) will bring life into a very unsafe street along the viaduct, above all at night time, and should increase the safety of pedestrian outside office hours...These measures will bring the districts of Lambeth and Bermondsey closer to the Thames.

**Architectur Acktuell,
Social Structures
June 2006**

This is just the sort of win-win project that needs support. These arches are an undervalued part of our 19th century urban and railway heritage which need adapting for 21st century use. It makes use of underused urban space, helps regenerate rundown areas and creates opportunities for small businesses.

Chris Wolmar

<http://www.southwark.gov.uk/YourServices/RegenerationSection/lightingstrategy/lightingstrategy.html>

‘LET is breaking down the barriers to regeneration by providing an innovative leisure resource and much-needed live work units for a thriving creative community in the area’

‘Inspired by vibrancy and success’

‘A strong visual presence’

‘A catalyst to draw new visitors’

‘This special public resource will then act as a catalyst to draw new visitors to redeveloped arches that incorporate new retail, arts spaces and live and work units for the thriving existing design and fashion community in the Bermondsey district’

Quotes from Sustain magazine

Our Partners

Lambeth | Southwark | LDA | Better Bankside | Network Rail | TfL | Railway Heritage Trust | Spacia | SBEG



Before and after

Proof: wisi enim ad minim veniam, quis nostrud exearci tation ullamcorper suscipit commodo consequat.



Before: Salamnca



Before: Black Prince Road



Before: Boyce Street



Before: Druid Street



After: Salamnca



After: Black Prince Road



After: Boyce Street



After: Druid Street