

PUTTING THE HEART INTO BATTERSEA

A vision



INTRODUCTION

This document is a vision for creating a Battersea that its community can be proud of and it is about putting Battersea on the map. It is being proposed by a local architectural practice, Goldstein Ween Architects; several of whom are also local residents.

LACK OF IDENTITY

Battersea has little sense of place or neighbourhood. Its centre is Clapham Junction, but it does not have a 'heart'. The urban realm is primarily focussed on catering for high levels of through-traffic at the expense of access for local people with three major East-West trunk road intersections (A3 York Road, Lavender Hill/St John's Hill and Battersea Rise). By creating a route that crosses these roads with safe people-oriented crossings, it will be possible to create calmer and more people-friendly streetscapes. The driving force of these proposals is to create a new 'heart' for Battersea by creating a coherent and continuous route from the Southern end of Northcote Road to St Mary's Church, Battersea, on the River.

POOR STREETSCAPE

Battersea has long suffered from poor streetscape and drab public space. There is no legible connection from the Thames in the North to the end of Northcote Road in the South, yet there is a continuous street network (albeit interrupted by highway junctions and barriers). Much of this route is, in fact, the course of the Falcon Brook that has been laid into an underground drainage channel since Victorian times.

BATTERSEA FALCON ROUTE

URBAN REALM INTERVENTIONS

This Vision proposes a number of urban realm, sustainability and landscape interventions along the route, that could evoke the history of the Falcon Brook and local history. It proposes urban realm improvements that have positive impacts on the environment, that create healthy streets that encourage healthy active travel as well as providing places to dwell and repose.

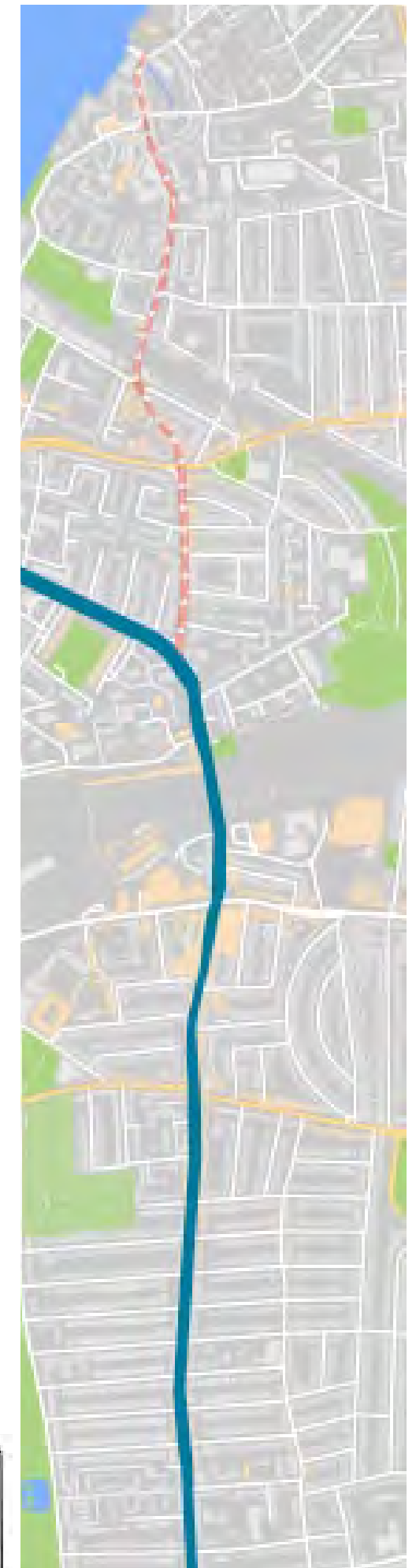
This document sets out suggestions, rather than specific proposals, for how the area could be enhanced.

CREATE A VIBRANT BATTERSEA

The intention is to inspire Wandsworth Council, local stakeholders and community groups to invest energy and money into creating a local neighbourhood that will help local residents and businesses to thrive and enjoy being part of Battersea.



Lost rivers of London



OBJECTIVES

Key objectives are:

CREATE A SENSE OF PLACE

and put a heart back into Battersea, so we know where it is

IMPROVE URBAN REALM

Green, clean, attractive

PROMOTE SUSTAINABLE URBAN LIVING

Encourage active travel

Promote recycling and re-use

HISTORICAL CONNECTIONS

Evoke the memory of Falcon Brook

Connect to The Thames

Celebrate Battersea's history



BATTERSEA FALCON ROUTE

STRATEGY

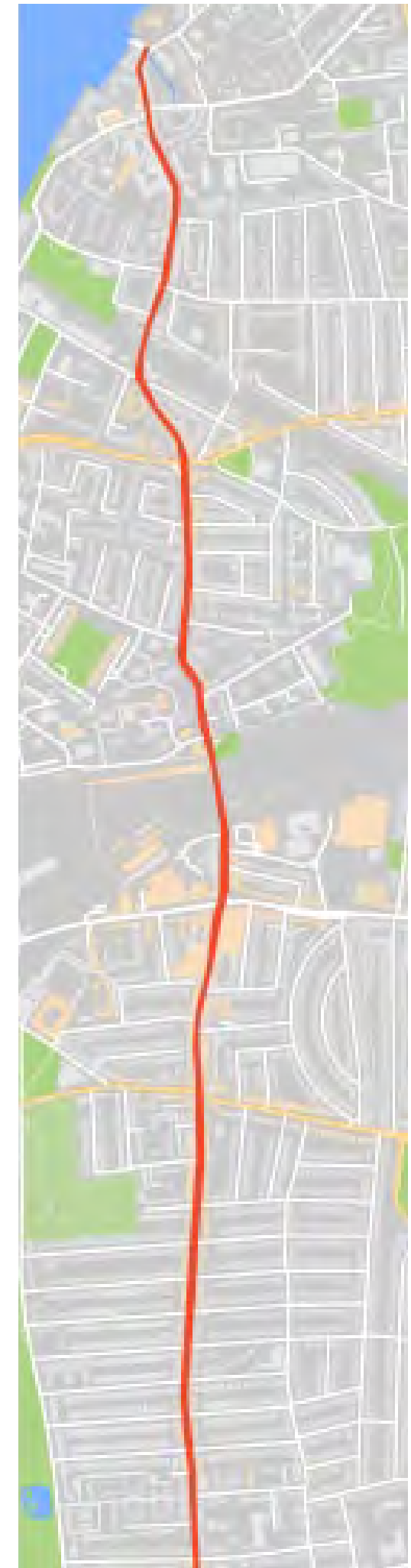
The key features proposed are:

- 'Green' the entire route with a continuous tree planting strategy that ties all the streets together
- Introduce a continuous lighting strategy that unites the various sections and makes it feel safe at night
- Create a continuous protected cycle route
- Create people-friendly crossings at major junctions
- Radical make-over of the Clapham Junction rail-underpass
- Encourage street life, street cafes and activity through public realm enhancements and providing public seating
- Reduce plastic water bottle waste by introducing public water fountains where passers-by can drink and fill water bottles
- Promote recycling with the introduction of a bottle recycling scheme
- Evoke the memory of Falcon Brook with water features and fountains.



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The proposed route

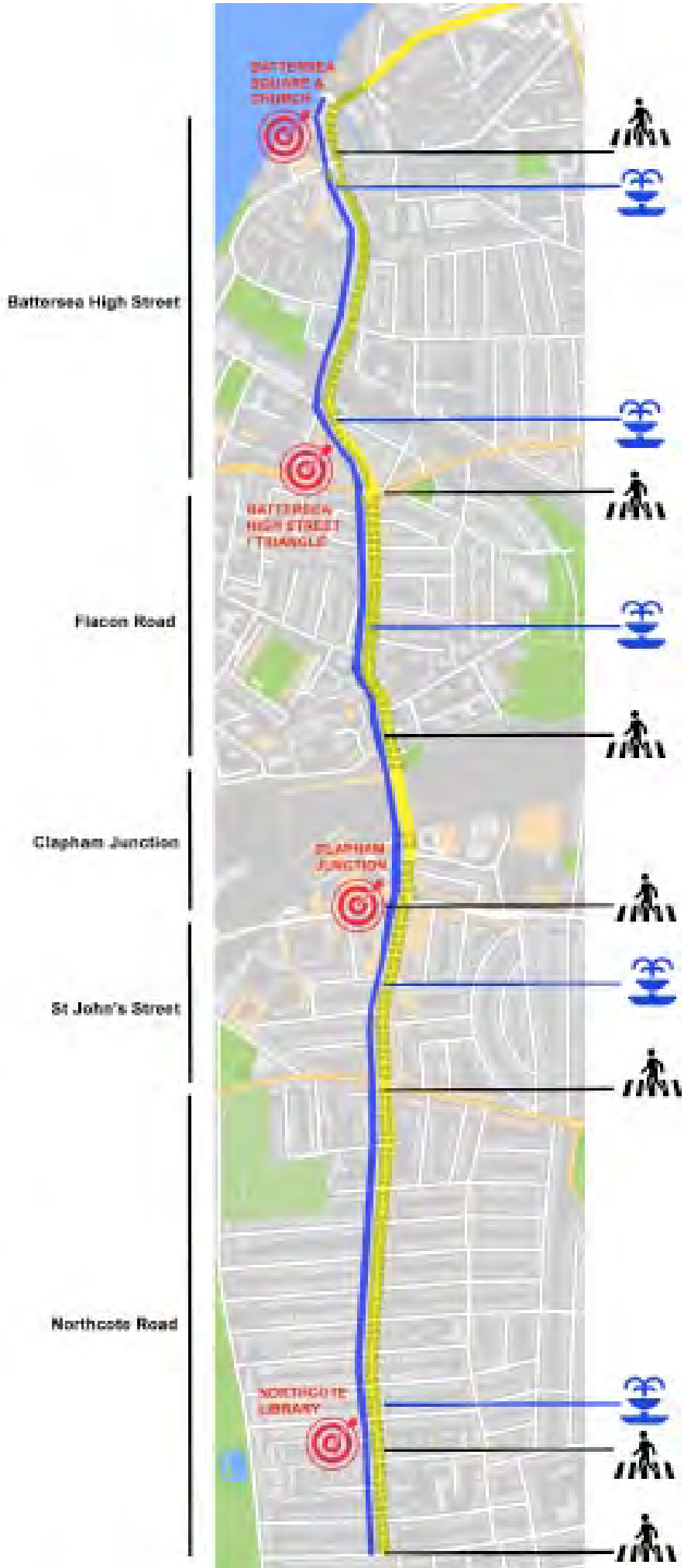


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THE KEY PROPOSALS

ALONG THE WHOLE LENGTH

- Continuous tree planting strategy, that creates the visual cue of connectivity
- A lighting strategy for the whole route, using low energy and solar powered lights, inset pavement lights etc.
- Protected cycle lane
- People-friendly crossings at major junctions and natural crossing points
- Iconic drinking fountains installed at regular intervals to encourage use of reuseable water bottles (and reduce single-use plastic). These could be a new *'Battersea Fountain'*.
- Water features
- Benches for meeting frineds and resting



Trees



benches



Lighting



Fountains



Cycling



THE KEY PROPOSALS

AT SPECIFIC LOCATIONS

CONNECT ST. MARY'S CHURCH

Widen the pavement on Battersea Church Road to create a proper link from St Mary's Church to Battersea Square.

BATTERSEA HIGH STREET (Market)

Transform Battersea High Street into a pedestrian priority street with access-only one-way traffic and a two-way cycle route, so that cafes and businesses can open onto the street. This will require removing parking spaces (but allowing loading bays). Move the market Northwards, away from the junction with York Road, to allow for a new public space at the southern end, which will act as gateway and focal point. The area to the North at the junction with Simpson and Gwynne Roads should be landscaped to form a pocket park, with the removal of the fire barrier.

FALCON ROAD/ YORK ROAD JUNCTION

Create a more people friendly crossing point that gives clear crossings on desire lines.

FALCON ROAD

Widen the Eastern (shop side) pavement to allow activity on the street and to accommodate the higher footfall on this side of the street. Include a protected cycle route. Landscape the Western pavement and create a new safe crossing at the bus stop near Grant Road.

BATTERSEA FALCON ROUTE

CLAPHAM JUNCTION RAIL UNDERPASS

A major overhaul of the streetscape under the Clapham Junction rail bridge, including slightly widening the pavements and reducing the carriageway widths. Art works evoking the history of Battersea and the Falcon Brook could be included in the wall treatment.

NORTHCOTE ROAD LIBRARY

Create a new public space on Northcote Road outside the Northcote Library, to act as a community focus and meeting point.

JUNCTIONS

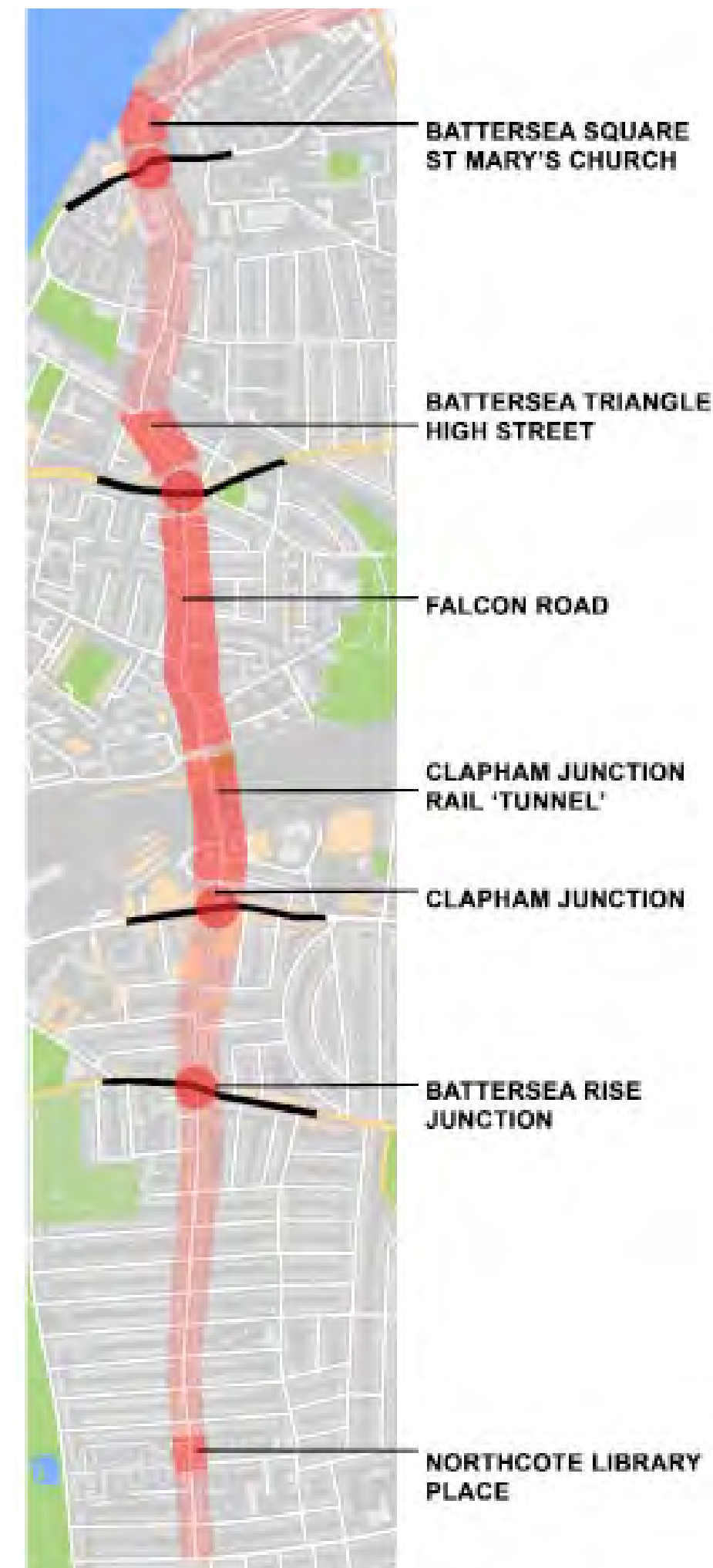
Remodel the major junctions (Falcon Road & York Road / Lavender Hill & St John's Road / Battersea Rise & Northcote Road) to be more attractive and people and cycle friendly.

RECYCLE STATION

Introduce a plastic bottle refund scheme (possibly at Clapham Junction crossing) that will scan bottles and issue credit notes that can be spent in nearby shops.



Junction improvements



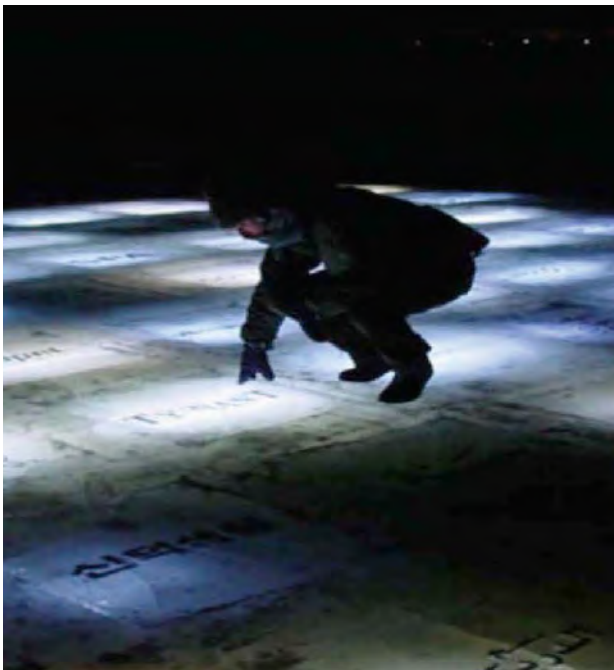
THE KEY PROPOSALS

TREES



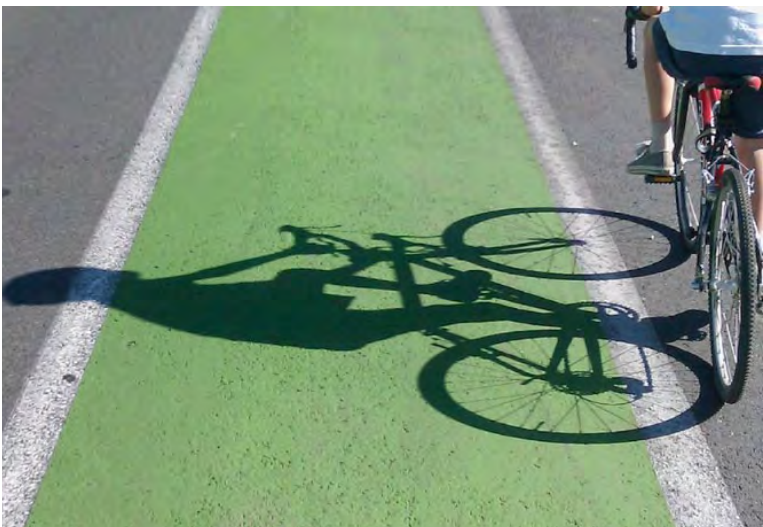
BATTERSEA FALCON ROUTE

LIGHTING



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CYCLE LANE



BENCHES



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THE KEY PROPOSALS

DRINKING FOUNTAINS



BATTERSEA FALCON ROUTE

RECYCLE



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WATER FEATURES



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ST. MARY’S CHURCH to BATTERSEA SQUARE

THE PROBLEM

Currently the pedestrian access from Battersea Square to St Mary’s Church is horribly narrow and dangerous, effectively cutting off the Thames Route from the neighbourhood.

THE PROPOSAL

The proposal is to reduce the carriageway width and allow only one-way traffic (through traffic in the opposite direction would follow the existing 170 bus route), widen the pavements, introduce tree planting and a cycleway. The pedestrian crossing would have a raised platform and simplified signalling.



Existing

Proposal

BATTERSEA HIGH STREET (MARKET)

THE PROBLEM

Battersea High Street feels drab and dead.

THE PROPOSAL

The idea is to create a vibrant local street that encourages activity, meeting and dwelling. Market stalls would be of a consistent design and follow a tidier layout. The market location will be pushed a little North of the current area, to allow for the creation of the 'Battersea Triangle', which will act as the new gateway to Battersea High Street. The street will be treated as a shared space, with only occasional access vehicle traffic. Car parking would be relocated to adjacent streets, allowing only loading bays. A two-way cycle lane will pass through the shared space.



Existing

Proposal

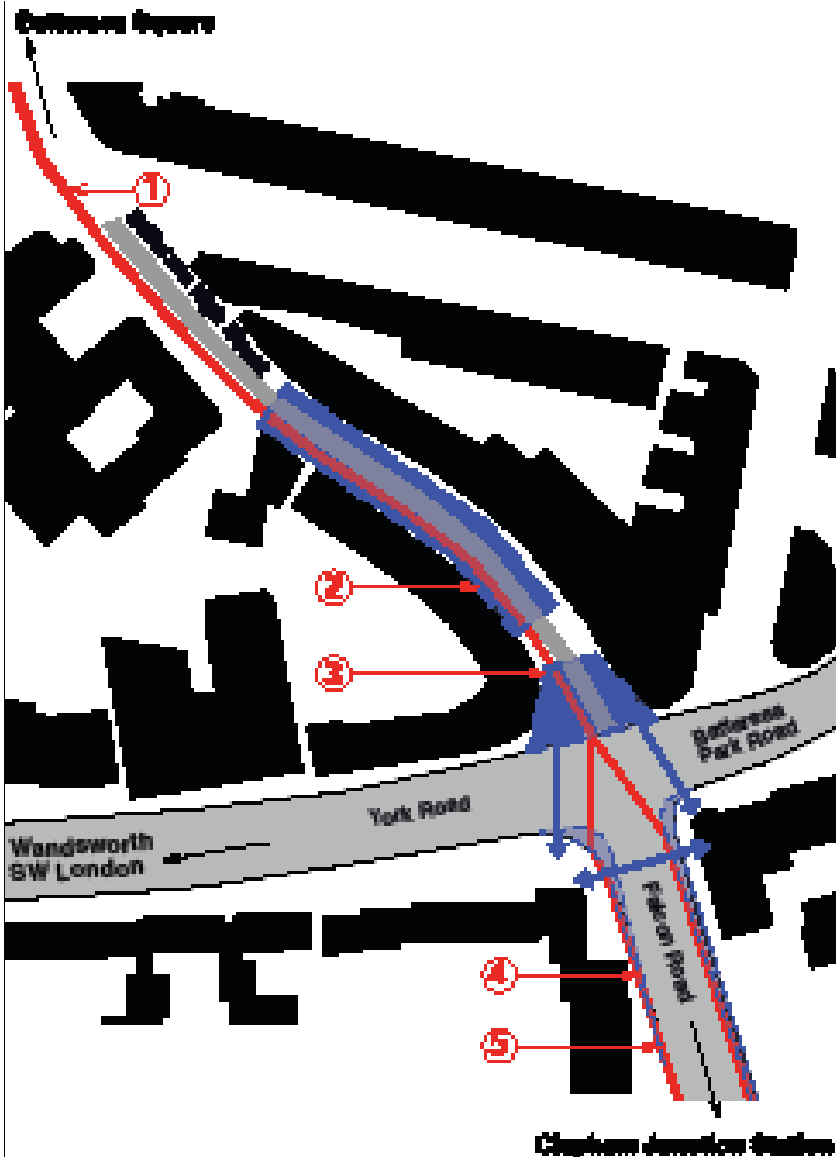
BATTERSEA TRIANGLE YORK ROAD JUNCTION

THE PROBLEM

This junction is engineered to favour vehicle traffic and implies that there is no entry to Battersea High Street.

THE PROPOSAL

The junction should be de-cluttered and re-designed to create pedestrian crossings on the desire lines and clear access to Battersea High Street for cycles.



BATTERSEA FALCON ROUTE



Proposal

Concept scheme

- 1** Cycle path
- 2** Market pushed back
- 3** Battersea Triangle public space
- 4** One traffic lane omitted from Falcon Road
Wider pavements on both sides
- 5** Traffic lane width reduced, wider pavement

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Existing
De-cluttering
needed



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FALCON ROAD

THE PROBLEM

The street is drab and does not respond to the activity along it. The Eastern side, where the majority of the shops are located, has an inadequate, narrow pavement whereas the West side is generous, though poorly landscaped. The street has attractive curves and bends, but the street furniture and tree planting has not capitalised on this feature.



Existing

BATTERSEA FALCON ROUTE

THE PROPOSAL

The pavement on the East side should be widened to encourage activity on the street and street cafes. The West side could be narrower, but with enhanced landscaping so that it becomes an attractive 'commuter walk route'. A consistent tree planting scheme would reinforce the street along its length and a lighting scheme could make this an attractive place at night. Water fountains and water features would evoke the Falcon Brook (in a pipe under the street) memory. The overall theme would be clean, green and attractive, aiming at supporting local business as well as encouraging community gathering.



Proposal

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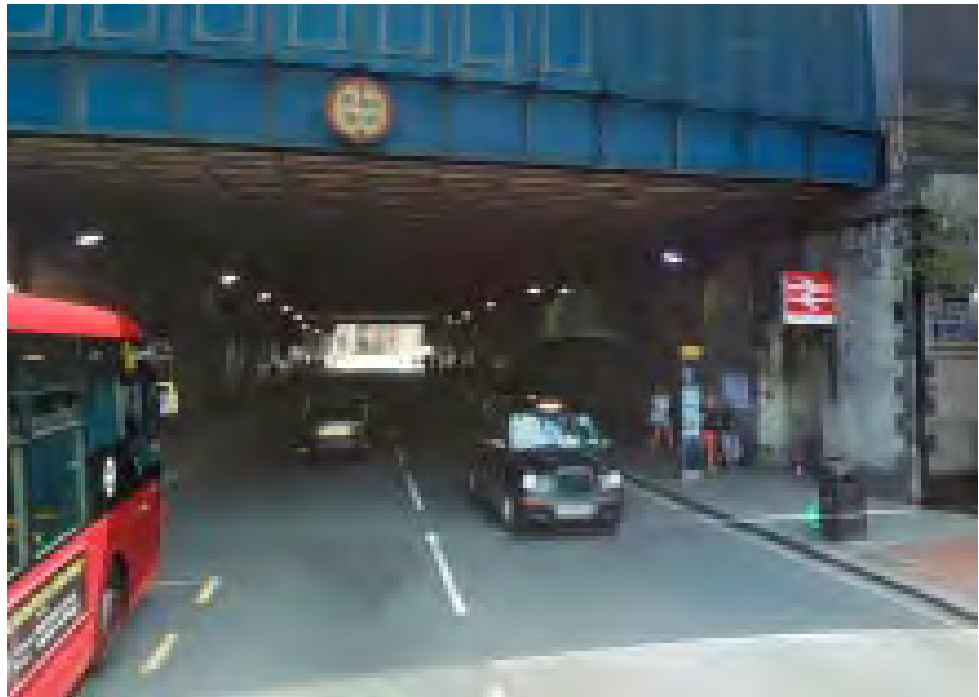
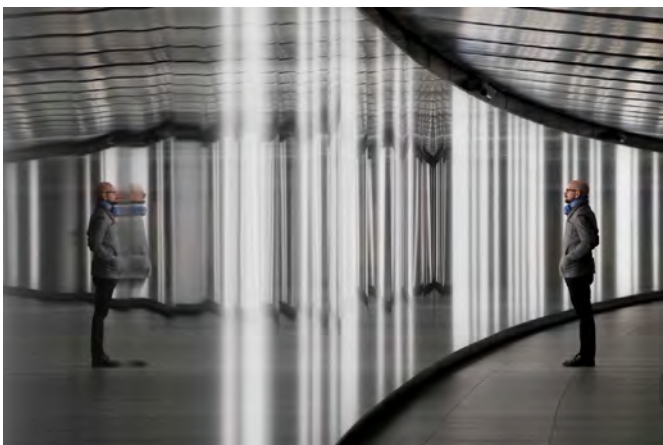
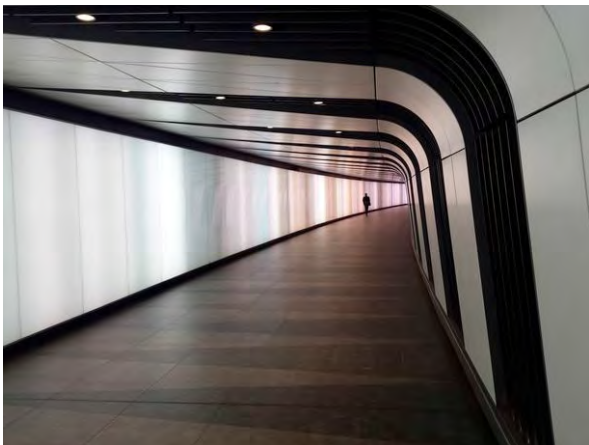
CLAPHAM JUNCTION RAIL UNDERPASS

THE PROBLEM

The under-passage feels dark, dirty and noisy and the pavements are very narrow.

THE PROPOSAL

The carriageway width would be slightly reduced to allow for pavement widening. The walls and ceiling would be 'dressed' and lit, to brighten the atmosphere. Tiled wall or light panels could evoke scenes from Battersea's history and the Falcon Brook.



Existing

Proposal

CLAPHAM JUNCTION CROSSING

THE PROBLEM

Though this has had some recent enhancements, it is focussed heavily on traffic engineering. The crossing has high numbers of pedestrians, but the sense is 'hurry up and move on'.

THE PROPOSAL

To make Clapham Junction crossing more like a public square. This will require a more people-focussed approach that includes better paving, more planting, fountains and street furniture. Planting could include lavender to celebrate Lavender Hill.



Existing

Proposal

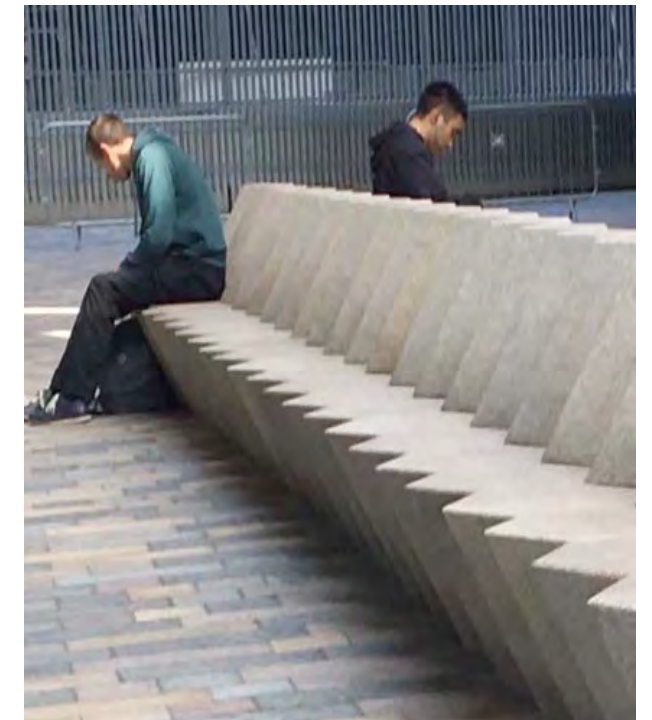
‘NORTHCOTE LIBRARY PLACE’

THE PROBLEM

The library is an important civic amenity; it currently has almost no identity on Northcote Road and will have even less when it is redeveloped across the street.

THE PROPOSAL

The idea is to create a mini civic centre near the library by narrowing the carriageway, to create space for dwelling and meeting. The highway at this point could have a raised platform to provide ‘access for all’ to the library, as well as a water feature and seating.



Existing



Proposal

SPREADING THE BENEFITS TO THE NEIGHBOURING COMMUNITIES

For the benefits to be enjoyed by the wider community, side links away from the route also need enhancement and more attractive landscaping.

An example is Patrick Passage, which links Home Road to Winders Road. This proposal for simple landscaping improvements will enhance and link the Spine more deeply into the neighbouring communities. The link could be continued right the way through to Battersea High Street by the Katherine Low Centre.



Existing



Proposal



DELIVERY

The overall vision could be developed and implemented in sections over several years. However, it is recommended that some of the major elements such as the tree and lighting strategy, the rail underpass and Falcon Road and Battersea High Street should be delivered as quickly as possible, to signify the changes to come and to encourage a sense of 'Battersea Rising'.

Funding is always an issue, but all sources should be explored such as Transport for London, Lottery, Community Infrastructure Levy etc. It is recommended that the Council establish a Steering Group consisting of the local council, residents, local businesses, community and advocacy groups, such as Wandsworth Living Streets and the Battersea Society.

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JUNE 2018