13.0 DESIGN INSPIRATION

ARCHITECTURE

The Grid

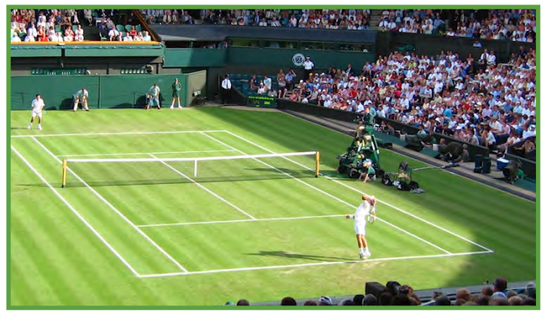
Station - Victorian architecture

Decorative Panelling

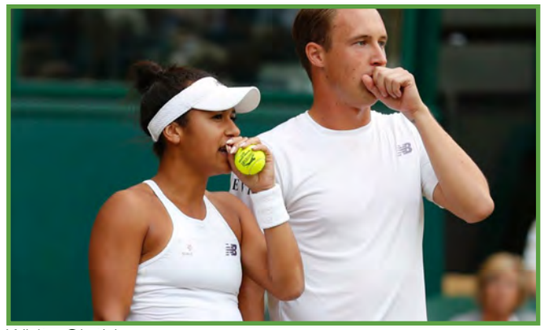
The Fazl Mosque

WIMBLEDON

History



Games



White Clothing

Station Theming

CULTURE

George Elliot

Library

First Mosque

Wimbledon Park

COMMUNITY

Shops

Play

Outdoor Lifestyle

Community Events

14.0 DESIGN LANGUAGE

The grid layout of the neighbourhood adjacent to Replingham Road is a key aspect in the identity of Southfields as a place.

This ‘green’ grid has been celebrated by the local community and it will be one of the sources of inspiration that will help define the design language for this scheme.

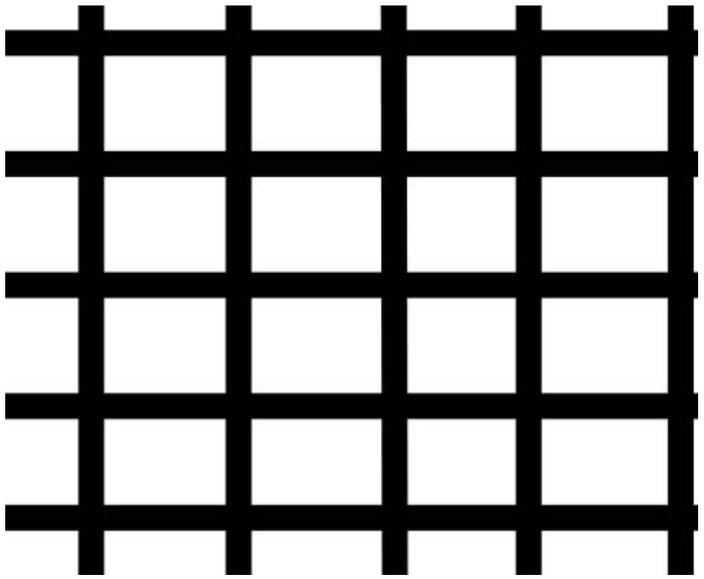
Other elements such as the Late Victorian patterns – existing in Wimbledon Park Road and Replingham Road – and the fact that Southfields is a key link for the Wimbledon Championships are key to inform our design for this project.

The design language will also be very influenced by the green and leafy character that this area is known for.

Below are key values that will drive our design:

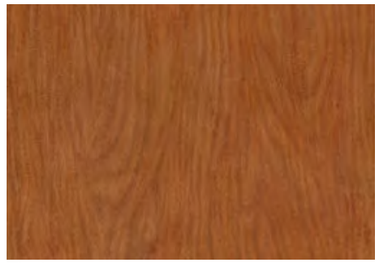
- FAMILIAR
- ELEGANT
- POSITIVE
- TIMELESS
- ROBUST
- SENSE OF PLACE

GEOMETRY



TEXTURES

Concrete

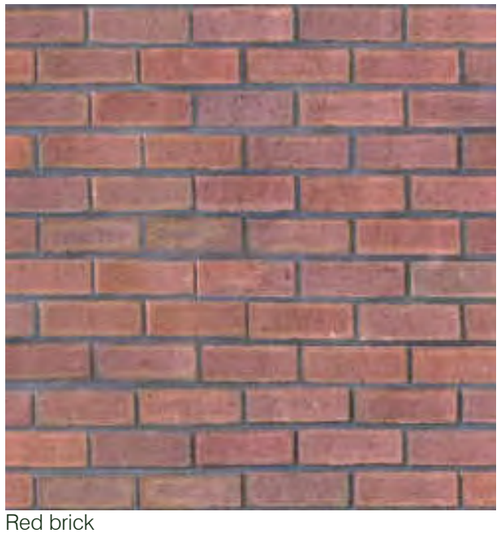


Timber

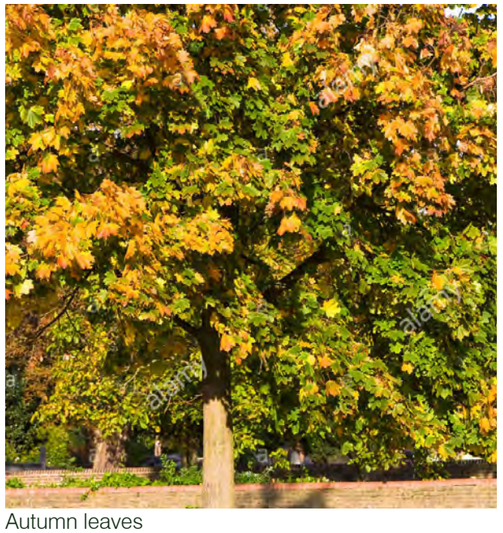
Metal powder coated

Leaves

COLOUR



Red brick



Autumn leaves

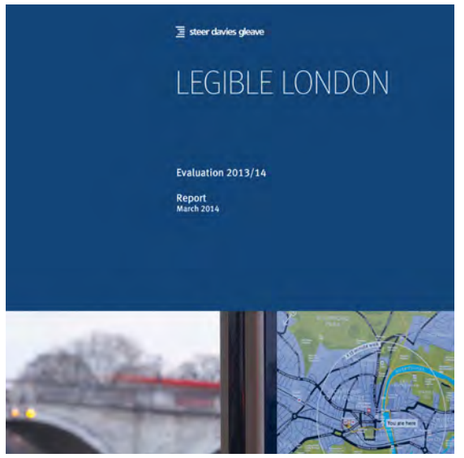
Green

15.0 REFERENCES

These documents are valuable in terms of highlighting relevant precedents that share some of the same challenges and have been successfully resolved.

On a strategic level it is also important that the public realm design for Southfields Underground Station meets relevant agendas.

MAYOR OF LONDON + TfL
Streetscape Guidance



LEGIBLE LONDON
Evaluation 2013-14

TfL
Healthy streets for London

LEGIBLE LONDON
Yellow book

MAYOR OF LONDON + TfL
Better Street Delivered

LONDON UNDERGROUND
Station Design Idiom

DEPARTMENT OF TRANSPORT
Vehicle Safety Barriers within the Streetscape

15.1 REFERENCES - TfL Streetscape guidance

2.4 Street design principles

Early 'Street Types' work proposed six key roles which streets and roads need to fulfil including moving, living, unlocking, functioning, protecting, and sustaining (www.tfl.gov.uk/cdn/static/cms/documents/rtf-report-chapter-1.pdf). Below, each role is described. From these six roles, key design principles have been extracted which define the aspirations of this guidance. These symbols will appear alongside case studies, vignettes and trials to denote how these interventions are working to achieve the aspirations of 'Street Types':

'Moving'
Help people, goods and services get from A to B, by enabling more efficient and reliable movement for a range of transport modes.

a) Facilitate an increase in walking and cycling – ensure that walking and cycling are the most competitive transport modes for short and medium length journeys. This can be achieved through an enhanced public realm, safer, more convenient crossings and prioritising pedestrian movements in key locations.

b) Balance user priorities – explore techniques that prioritise particular road users and communicate with the use of surfacing and material layouts.

c) Manage traffic speeds – ensure that vehicle speeds are appropriate for the surroundings, and reinforced through the street layout, scale and type of materials used.

'Living'
Provide welcoming and inclusive places which support economic, cultural and community activities.

a) Implement contextually sensitive design – streetscape design must respect the character of the place through which the TLRN passes, not only the physical attributes of landscape and townscape, but also the activity, vitality and distinctiveness of the local community.

b) Apply inclusive design principles – people of all abilities should be able to access different modes of transport and conveniently change between them. People should be able to comfortably move along footways unhindered by street clutter, poor quality materials or inappropriately located obstacles.

c) Facilitate social interaction – opportunities should be taken to encourage people to interact socially on the street and support stationary activities where appropriate.

d) Improve journey experience – ensure a high quality streetscape that makes the best use of the space available through rationalisation of street furniture and utilities, and through the use of high quality materials.

'Unlocking'
Improve the accessibility, connectivity and quality of major growth areas to support the delivery of new homes, jobs and economic sectors that London needs as it grows.

a) Reduce severance – the provision of safe and convenient crossings between neighbourhoods divided by infrastructure should be prioritised.

b) Foster regeneration – recognise the impact that streetscape improvements may have on public and private interests. Public realm improvements can act as a catalyst for further regeneration.

'Functioning'
Ensure essential access for deliveries and servicing, and upgrade utilities to better serve London's growing needs and foster a digital city.

a) Fit for purpose – products must be robust, durable, and fulfil their designed lifespan, wearing well over time.

b) Adaptable – select materials and products that are flexible to change, such as street light columns that can be adapted to take signs, signals and banners.

c) Convenient to maintain – new products should accord with current maintenance regimes and all existing assets brought up to a good state of repair.

d) Timeless – materials and designs must embody a simple and consistent approach to ensure that the street does not look dated quickly.

e) Seamless – avoid abrupt changes in paving and street furniture materials and patterns where possible and work to provide seamless integration of materials across administrative boundaries.

f) Simplicity – minimise the variety of materials; use intuitive solutions and declutter.

g) Improve legibility – streets need to be easy to understand and move through. This can be achieved through the consistent use of materials, good wayfinding signage, and a logical approach to street design.

'Protecting'
Improve safety and ensure that streets are secure.

a) Create safer streets –slowing traffic speeds where appropriate, maintaining good visibility and reducing the likelihood of collisions.

b) Improve the perception of personal security – design and manage our streets to actively reduce crime and the fear of crime.

c) Reduce crime and disorder – design teams have a duty to ensure that highway schemes provide a safe and secure environment and do not create opportunities for crime. This is especially important for pedestrian and cycling only routes.

'Sustaining'
Reduce road network emissions and support clean, green initiatives for a healthier and more active city.

a) Resilient design – mitigate the impact of current and future climatic conditions by assessing, managing and minimising risk through good design. Plant trees and integrate sustainable urban drainage systems to better accommodate surface water runoff.

b) Invest in modal change – support sustainable transport modes with greater capacity for cycling and higher quality public realm to enable walking.

c) Low carbon materials – priority should be given to materials that support local economies and reduce negative environmental impacts.

15.2 REFERENCES - TfL Healthy streets for London

10 Healthy Streets Indicators

Pedestrians from all walks of life

London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.

People choose to walk, cycle and use public transport

Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.

Clean air

Improving air quality delivers benefits for everyone and reduces unfair health inequalities.

People feel safe

The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.

Not too noisy

Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.

Easy to cross

Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.

Places to stop and rest

A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.

Shade and shelter

Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.

People feel relaxed

A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.

Things to see and do

People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.

Source: Lucy Saunders

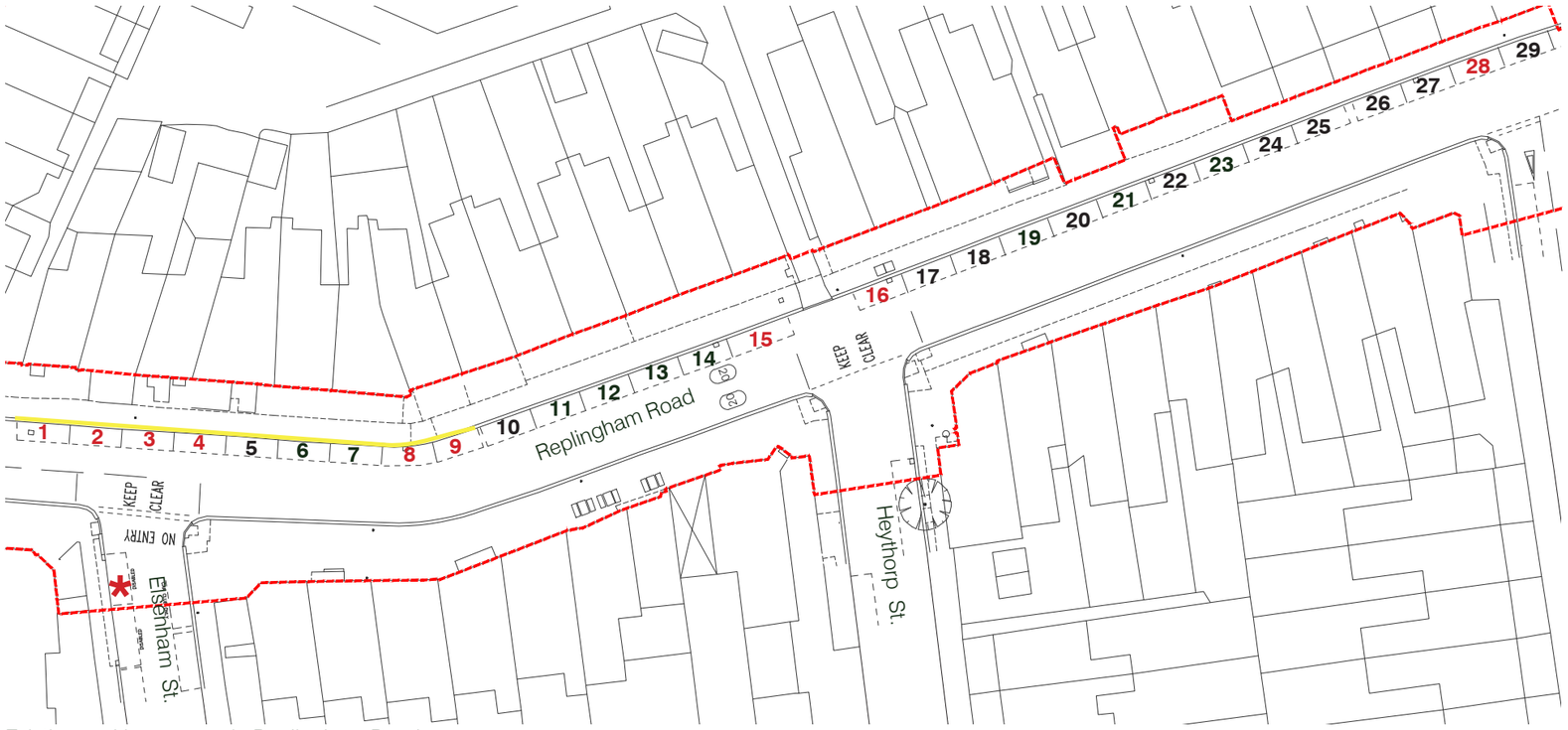
10 Healthy Streets Indicators - from Healthy Streets for London by Mayor of London + TfL ©

16.0 PROPOSED TRANSPORT LAYOUT - Replingham Road

On Replingham Road it is proposed to remove 9 vehicle spaces and 1 space on Elsenham Street (not in diagram).

- Loading and parking spaces have been removed to widen the footway opposite Elsenham Street because cars parked opposite the junction were having a negative impact on the left turn for vehicles turning onto Replingham Road from Elsenham Street
- Parking spaces have been removed from the bend to make this area safer for pedestrian as well as improving visibility for vehicles
- Parking spaces have been removed between Heythorp Street and Clonmore Street or the north side of Replingham Road to allow for tree planting. These traffic calming changes will significantly change street character in terms of safety for pedestrians, decrease severance and improve pedestrian comfort
- A 'Copenhagen' crossing has been introduced to the junction of Heythorp Street with Replingham Road

Proposed parking spaces in Replingham Road



Existing parking spaces in Replingham Road

No. Existing car parking space kept

No. Existing car parking space removed

* The disabled parking spaces in Elsenham Street will not be lost, just shifted back along the kerb line to make room for the proposed tree. One parking permit bay will be removed along the street to enable this shift.

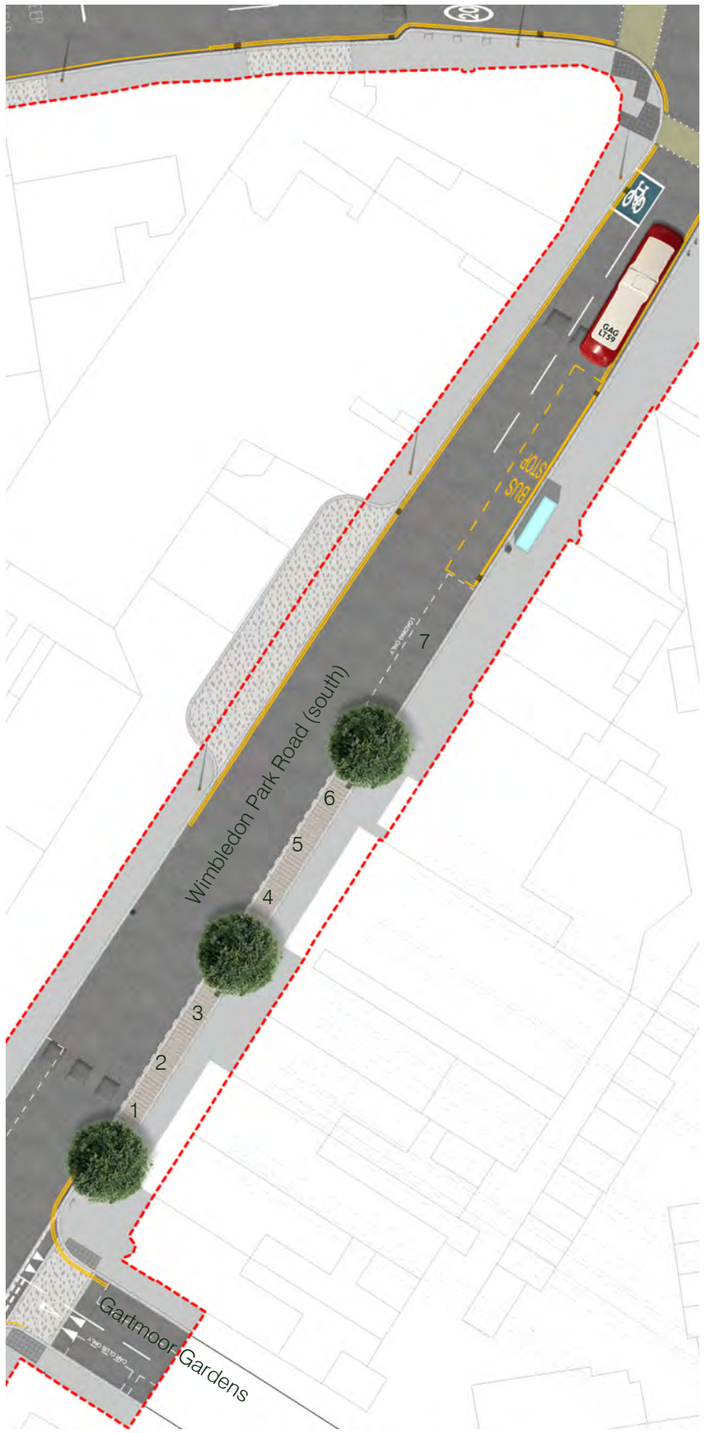
TOTAL LOSS OF PARKING SPACES: 10 (INDICATIVE)

16.1 PROPOSED TRANSPORT LAYOUT - Wimbledon Park Road (south)

On Wimbledon Park Road (south):

- The existing bus stop has been reduced in size (to be agreed with TfL)
- The existing loading bay has been retained
- 2 car parking spaces have been removed to introduce street trees and repave the area.
- A raised table has been introduced and the footway has been widened at both sides of the Gartmoor Gardens junction with Wimbledon Park Road (south)

By introducing trees and paving the parking areas, the proposal creates the feeling of the carriageway being narrower which has a traffic calming effect. The additional trees create visual separation from the road and therefore a more pleasant space for pedestrians. The trees will also improve air quality and create a positive visual buffer between traffic and buildings. The raised table and widened footway at Gartmoor Gardens improves visibility and pedestrian comfort at the crossing.



Proposed parking spaces in Wimbledon Park Road (south)

Existing parking spaces in Wimbledon Park Road (south)

No. Existing car parking space kept

No. Existing car parking space removed

TOTAL LOSS OF PARKING SPACES: 2 (INDICATIVE)

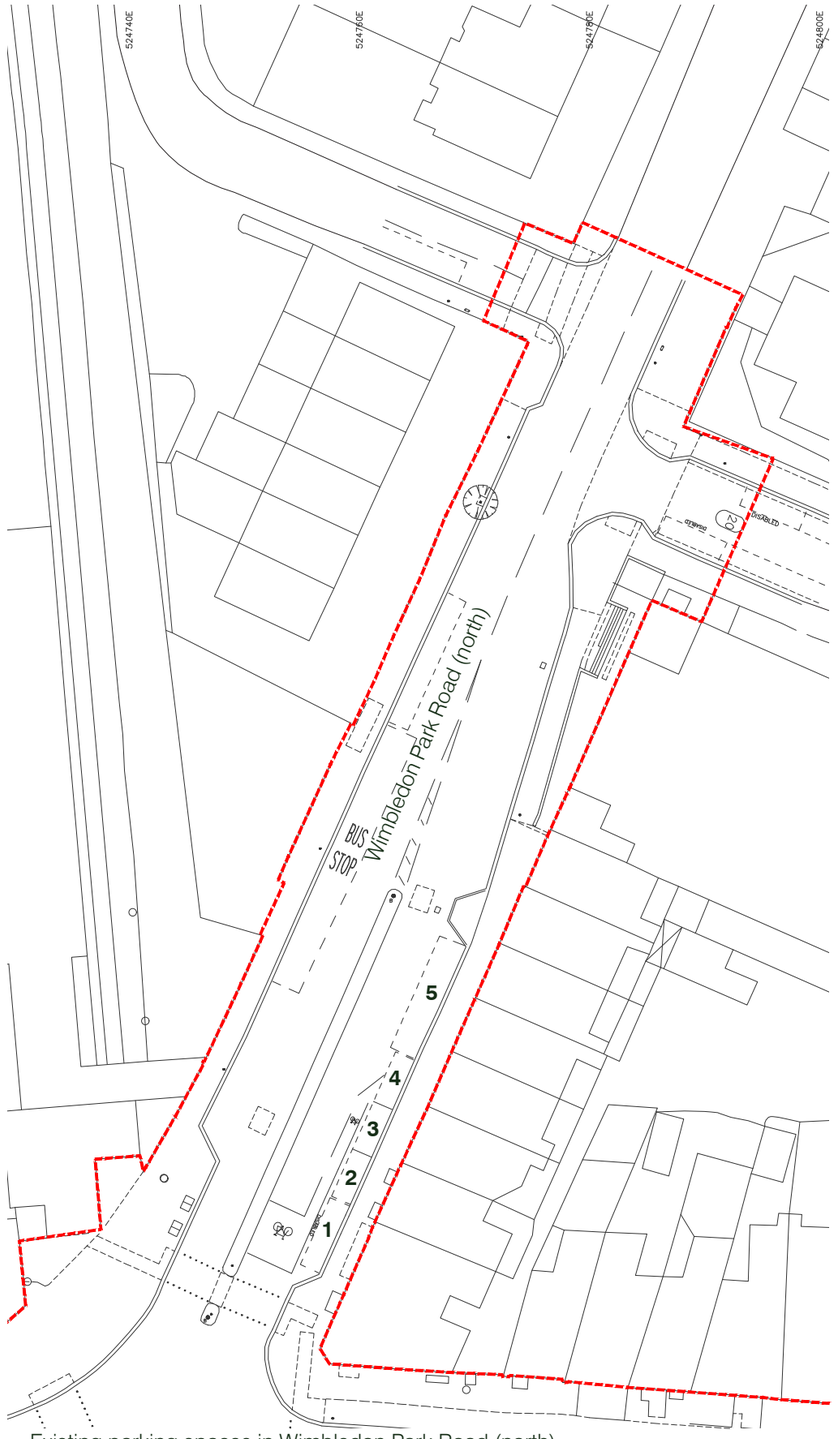
16.2 PROPOSED TRANSPORT LAYOUT - Wimbledon Park Road (north)

On Wimbledon Park Road (north):

- On the western side, the bus stop, taxi rank and existing parking bays will be retained
- On the eastern side as a result of the removal of the central island the footways will be extended. The existing loading bays are retained and repaved. The existing parking spaces are retained and will have a consistent treatment to the loading bays
- A ‘Copenhagen’ crossing has been introduced at the junction of Wimbledon Park Road (north) and Pirbright Road

As on Wimbledon Park Road (south) street trees have been added to enhance the street scene, provide a sense of safety and have a traffic calming effect.

Proposed parking spaces in Wimbledon Park Road (north)



Existing parking spaces in Wimbledon Park Road (north)

No. Existing car parking space kept

No. Existing car parking space removed

TOTAL LOSS OF PARKING SPACES: NONE (INDICATIVE)

17.0 DESIGN PRINCIPLES

CONCEPT DESIGN

1. Crossing improvement (raised table)
2. Gateway treatment at side roads
3. 'Copenhagen' crossing
4. Footway improvement
5. Footway widening
6. Retail access / facilities improvement
7. Temporary art crossing

- Crossing improvement in the form of raised tables (1) are proposed for Elsenham Street and Clonmore Street off Replingham Road and for Crowthorne Close and Gartmoor Gardens off Wimbledon Park Road. The raised area on Heythorp Street extends across Replingham Road
- Gateway improvements in the form of tree planting and cycle parking (2) are proposed for Elsenham Street and Heythorp Street
- Crossing improvements in the form of 'Copenhagen' crossings (3) are recommended for Heythorp Street off Replingham Road, Pirbright Road off Wimbledon Park Road and Sutherland Grove off Augustus Road
- Footway improvements (4) are indicated for Wimbledon Park Road, on the north and south sides of the junction and on Replingham Road
- Footway widening (5) is proposed for the Wimbledon Park Road (north) arm of the junction to facilitate a simplified crossing movement for pedestrians with the existing central island being removed. On Replingham Road from the Junction to Elsenham Street, the parking is removed and the footway widened to assist vehicles turning out of Elsenham Street
- Retail access / facilities improvement (6) are recommended for both sides of Replingham Road and the Eastern side of Wimbledon Park Road (south). Due to the slope of the road, the access to properties is inconsistent and could be standardised

Figure 11. Design Principles

Engage with local history and the history of the station wherever possible...

TfL - Station Design Idiom

17.1 DESIGN PRINCIPLES - Precedents

Station forecourt improvements


Tree planting / footway extensions


Art opportunities

Gateway treatment at side roads


Seating/Safety element

17.2 DESIGN PRINCIPLES - ‘Copenhagen’ Crossings + raised tables

Side Raised Entry Treatments improve pedestrian priority, accessibility and safety when crossing the road. In Southfields, we are proposing two types of entry treatments: raised tables and ‘Copenhagen’ crossings. Raised tables create a vertical displacement for vehicles and symbolise a change from the main road to a residential street. ‘Copenhagen’ crossings, in addition to the vertical displacement for vehicles, appear as an extension of the footway across the carriageway.

The give way line is set back for a ‘Copenhagen’ crossings to give pedestrians priority. If the visibility of the junction is not clear from the set back position, a vehicle is unlikely to stop before driving onto the footway area. If they do stop without clear visibility, they may exit the junction when it is not safe resulting in a collision occurring. If they do not stop at the give way, they may block the crossing or be moving onto the crossing at the same time as a pedestrian. This is particularly hazardous for a person with visual disabilities or children.

Additionally, if there are significant vehicle numbers, it is more likely that vehicles will ignore the give-way lines and sit on the junction. This will cause the same problems as poor visibility.

In the scheme one of our objectives is to improve pedestrian priority within the area, therefore we have prioritised the installation of a ‘Copenhagen’ crossing over a raised table. However, where a Copenhagen crossing is not considered suitable a raised table has been provided instead. The location where a raised table is proposed and the reason for it are detailed below:

Elsenham Street off Replingham Road:
High traffic volumes exist at the junction during peak hours and poor sight lines in both views.

Clonmore Street off Replingham Road:
The visibility of oncoming traffic would be obstructed by the Olive Garden’s outdoor seating.

Crowthorne Close off Wimbledon Park Road:
Visibility of traffic is restricted by vegetation.

Gartmoor Gardens off Wimbledon Park Road:
Visibility of traffic on Wimbledon Park Road from Gartmoor Gardens is already a problem due the high walls and parked vehicles. We propose raising the carriageway and extending the footway, aligning the footway with extensions on Wimbledon Park Road in order to bring exiting vehicles forward. This will create better views of oncoming traffic and will clear the raised crossing of vehicles quickly.

Elsenham Street (left)

Elsenham Street (right)


Clonmore Street (left)

Crowthorne Close (right)


Gartmoor Gardens (left)


Gartmoor Gardens (right)

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17.2 DESIGN PRINCIPLES - Underground Station/Junction + Wimbledon Park Road (north)

Southfields Underground Station/Junction

Wimbledon Park Road (north)

This diagram outlines the public realm opportunities at Southfields Underground Station/Junction and Wimbledon Park Road (north). The key opportunities for this area are to improve safety and legibility as well as creating an enhanced sense of place.

- Removing the middle traffic island and widening footway at Wimbledon Park Road (north)
- Introduce adequate street furniture outside the station to provide seating in the area and protect the station
- Improving wayfinding to help with legibility
- Widen footways and introduce trees to improve pedestrian comfort
- Introduction of public art to create visual interest
- Introducing a raised table at Crownthorne Close off Wimbledon Park Road (north)
- Introducing a 'Copenhagen' crossing at the junction of Wimbledon Park Road (north) with Pirbright Road

Connect customers and staff to nature by adding greenery. The Underground in Bloom competition is a great example of this, but does not run all year. Use green walls to brighten up otherwise dead façades...

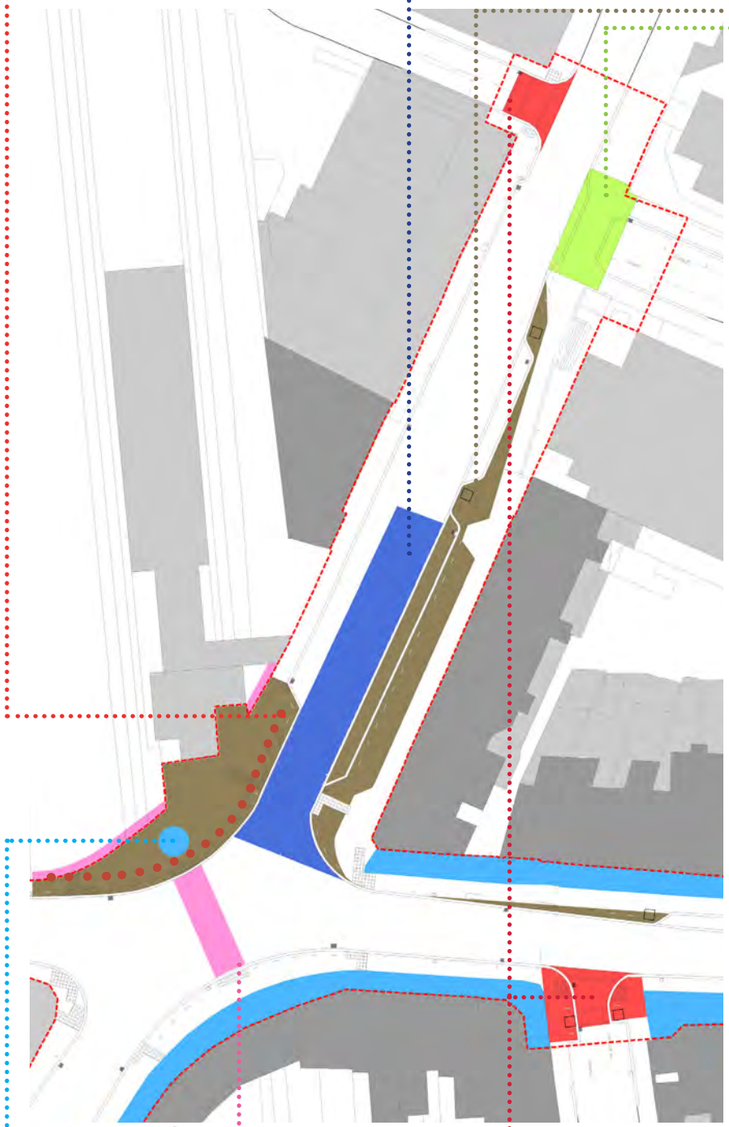
TfL - Station Design Idiom

Street furniture/safety element
- Seating and cycle parking to protect the station

Carriageway improvement
- Narrowing carriageway
- Slow down traffic

Footway/pedestrian comfort
- Introducing trees within car parking spaces
- Providing a screen to the traffic noise / pollution
- Remove guardrails

Crossing improvement
- Introducing 'Copenhagen' crossing



Existing plan - Opportunities

Proposal

Station forecourt
- Sense of arrival
- Improve legibility
- Remove guardrails

Public art opportunities
- Introducing artworks
- Installing a green wall

Crossing improvement
- Planting new trees
- Introducing raised tables
- Introducing gateway treatment

17.3 DESIGN PRINCIPLES - Wimbledon Park Road (south) + Augustus Road

Wimbledon Park Road (south)

Augustus Road

The opportunities in this area are:

- Extend footway paving to private forecourt creating an appearance of a wider public footpath
- Extend the footway to introduce trees and visually break up car parking
- Introduce a raised table and widen the footways at both sides of the junction of Wimbledon Park road (south) and Gartmoor Gardens
- Introduce a 'Copenhagen' crossing at the junction of Augustus Road with Sutherland Grove

"Case study evidence suggests that restricting traffic does not necessarily reduce the number of customers. In fact, charging road users and ring-fencing the revenue for public realm investment could also enhance business performance in the long run."

The Pedestrian Pound - The business case for better streets and places, Eilís Lawlor, Just Economics

Crossing improvement

- Introducing 'Copenhagen' crossing

Footway/pedestrian comfort

- Introducing trees within car parking spaces
- Providing a sense of safety and a screen to traffic noise

Retail access/
Facilities improvement

- Introducing raised platform at thresholds
- Promote tables and chairs outside

Existing plan - Opportunities

Proposal

Crossing improvement

- Introducing raised table

17.4 DESIGN PRINCIPLES - Replingham Road

Replingham Road

- Within the proposal for Replingham Road the key elements are safety, improving the space and increasing access to retail

- Gateway improvements to Elsenham Street and Heythorp Street to slow traffic and facilitate an easier crossing movement giving greater priority for pedestrians. Additionally they create a transition area from a retail character to a residential character

- 'Copenhagen' crossing treatments at Heythorp Street frames the space, slows traffic and provides pedestrians with a level crossing point. The junction on Elsenham Street is narrowed to only allow one vehicle through at a time in order to prevent rat running through to Wimbledon Park Road and it is provided with a contra-flow cycle lane and a raised table. A raised table is also created at Clonmore Street

- Extending the footway opposite Elsenham Street on the northern side of Replingham Road will improve the safety of vehicles coming out of Elsenham Street. It will also improve pedestrian movements on the northern side of Replingham Road. The footway extensions between Elsenham Street and Heythorp Street create spaces for trees and visually breaks up the view of parked cars

- The improvements in this street will make it more lively, attractive and safe for the local community/visitors

Existing plan - Opportunities

Proposal

A TfL study on town Centres has shown that though vehicles spend more per visit pedestrians and cyclist visit more frequently and spend more per month.

Town Centre Study, TfL 2011

17.5 DESIGN PRINCIPLES - Junction alternative layout

An alternative design has also been proposed for the junction. The main principles and differences are listed below:

- The pedestrian crossing at Replingham Road has been moved 3m eastbound. This will allow for the planting of one additional tree at the western end of Replingham Road (1). A more in-depth study of the consequences of introducing a tree in this location would be necessary to understand the impact on sight lines, traffic signals, underground services and the bridge structure
- The width of the pedestrian crossing at Wimbledon Park Road (north) has been considerably increased in width to better accommodate for the flow of pedestrians between the station and Replingham Road (2)
- A disabled parking bay has been moved from Wimbledon Park Road (north) southbound car parking bays to replace one of the northbound taxi bays, closer to the station access. As a result the taxi spaces have been reduced from 3 to 2 bays (4 and 5)
- The colour of the asphalt at the main crossing has been changed to a lighter shade of grey which will give a slightly different character to the junction (3)

Figure 12. Junction alternative layout

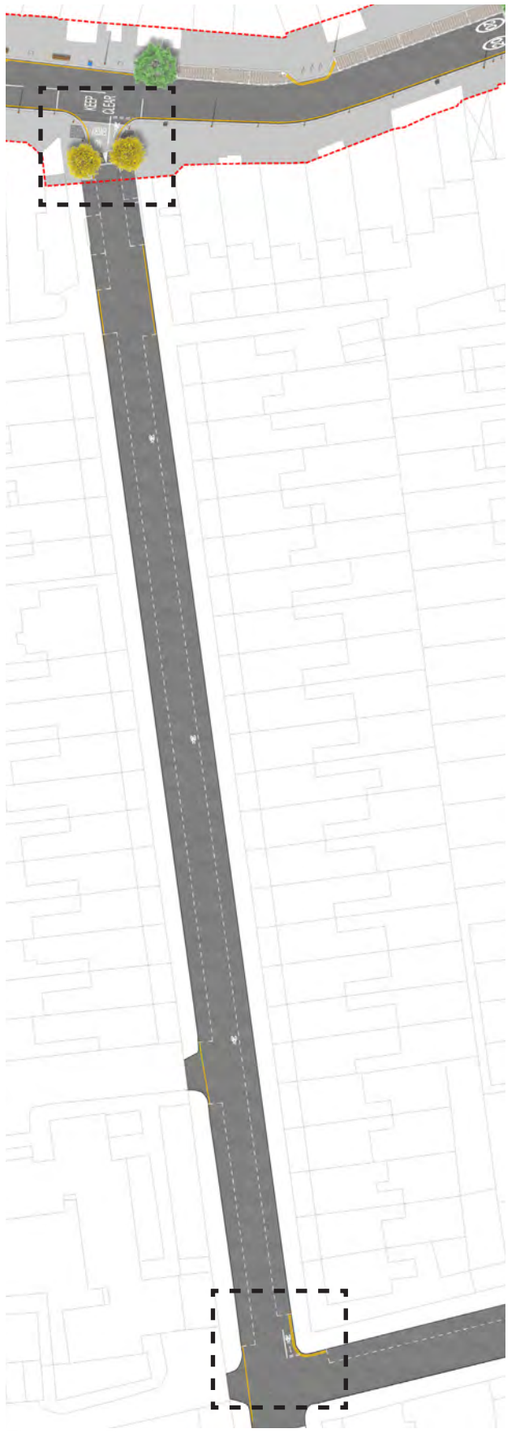
17.6 DESIGN PRINCIPLES - Contra-flow cycling at Elsenham Street

One way streets can cause significant problems for cyclists if they are forced to use more circuitous and hazardous alternative routes as a result. This can be a deterrent to cycle use.

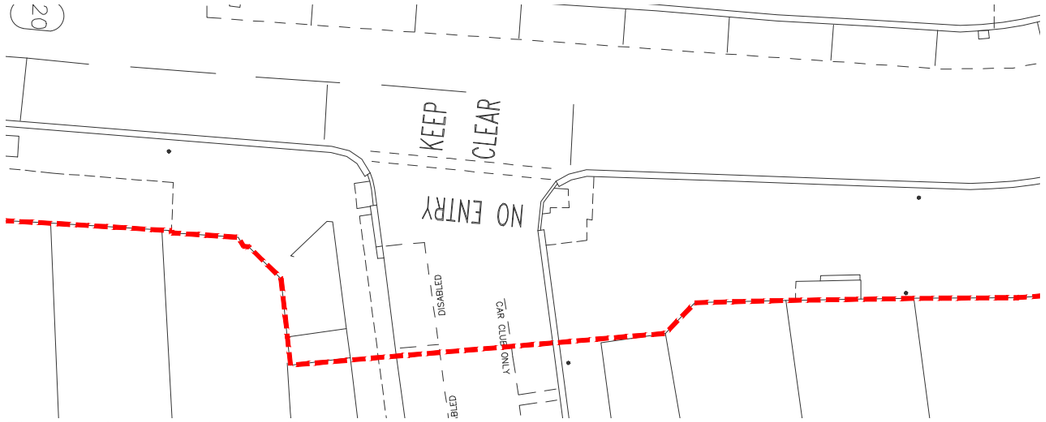
Elsenham Street is one way street exiting onto Replingham Road. Whilst it is feasible for cyclists to use Heythorp Street, residents of Elsenham Street may be less inclined to travel down Heythorp Street and back up Elsenham Street. Therefore it is proposed to provide a contraflow cycle lane from the junction with Replingham Road.

There is parking on both sides of the road and available carriageway width is insufficient to provide a marked advisory or mandatory cycle lane. However, being Elsenham Street part of a 20mph zone, it is feasible to provide a contraflow facility with no lane. Cycle symbols will be required for the length of the road.

During peak hours traffic volumes in Elsenham Street appear high and therefore it may be beneficial to undertake surveys to confirm suitability of the route.

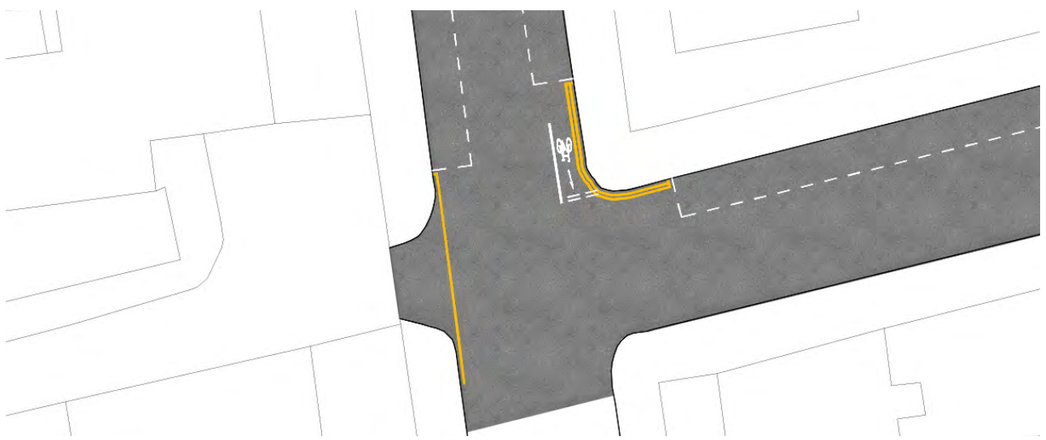


Elsenham Road



Elsenham Street (north end) - Existing condition

Elsenham Street (north end) - Proposal

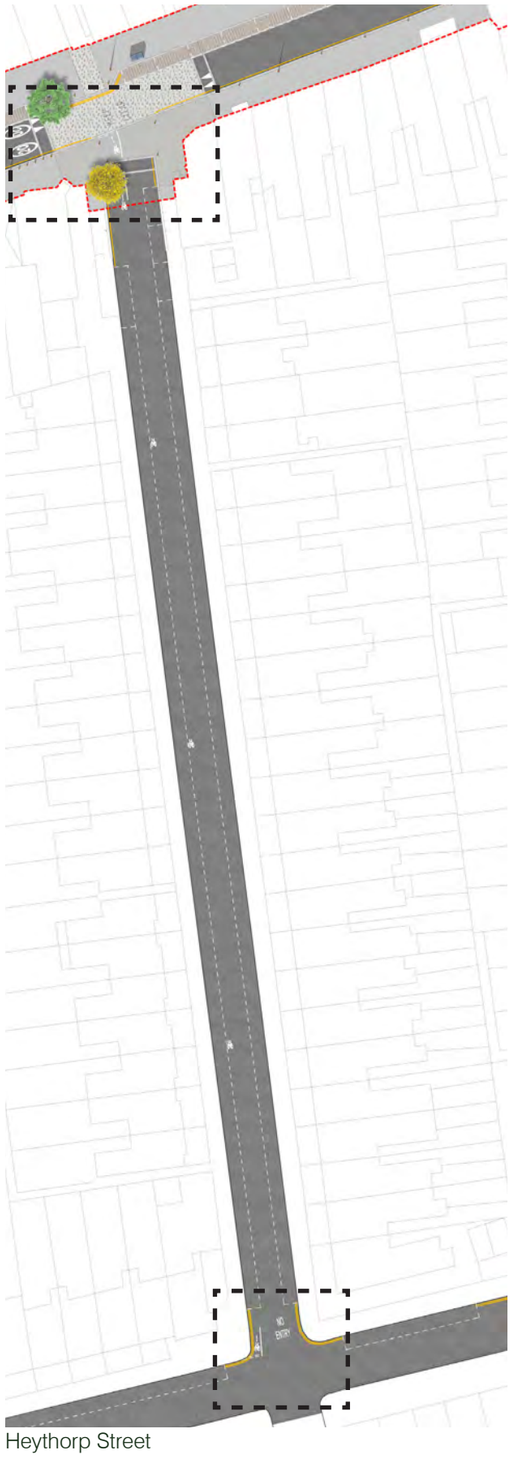


Elsenham Road (south end) - Proposal

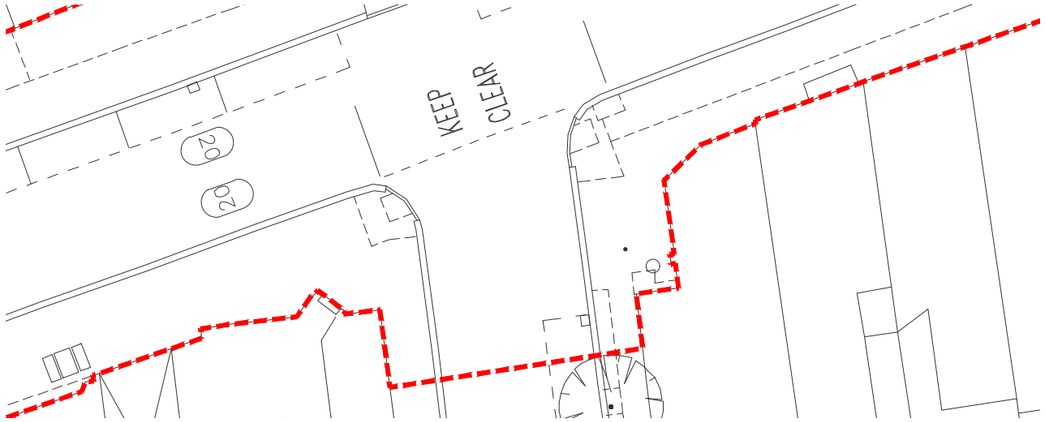
17.7 DESIGN PRINCIPLES - Contra-flow cycling at Heythorp Street

The design principles for Heythorp Street are similar to the ones outlined for Elsenham Street.

There is parking on both sides of the road and available carriageway width is insufficient to provide a marked advisory or mandatory cycle lane. However, being Heythorp Street part of a 20mph zone, it is feasible to provide a contraflow facility with no lane. Cycle symbols will be required for the length of the road.



Heythorp Street



Heythorp Street (north end) - Existing condition

Heythorp Street (north end)- Proposal

Heythorp Street (south end)- Proposal

18.0 HARD LANDSCAPE - Paving materials

- Concrete flag paving
- Natural stone / concrete block paving
- Asphalt
- Resin bound gravel at tree pits
- Dark grey or red concrete tactile paving
- Light grey or buff concrete tactile paving
- High friction surface treatment

The choice of the materials are chosen to be consistent with the existing materials in the area of Southfields.

The proposed paving materials are following the principles below:

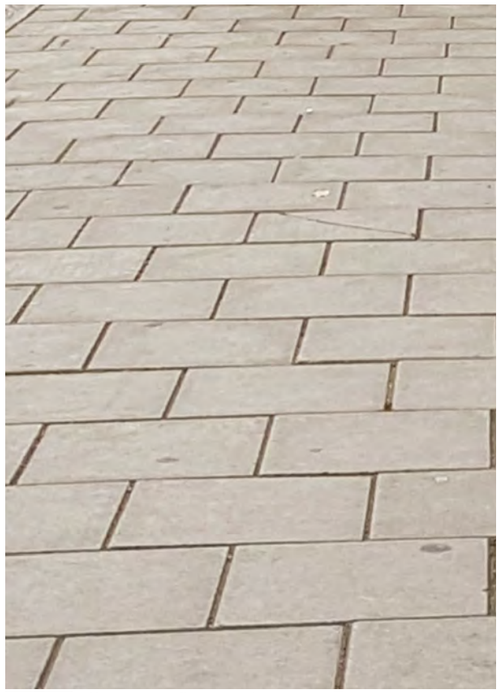
- A consistent range of paving colours will be defined
- A consistent style of paving bond will be defined
- A general simplification in the number of materials used

The standard palette will aim to simplify issues with regards to future maintenance

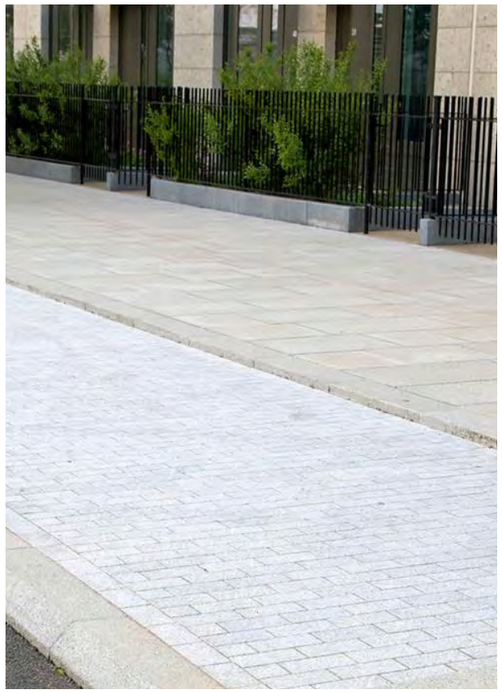
Figure 13. Paving materials

18.1 HARD LANDSCAPE - Precedents

- Concrete flag paving is proposed for footways and suggests pedestrian priority
- Natural stone / concrete block paving is planned for pedestrian and vehicle shared spaces e.g.: vehicle crossovers, side road entry treatments, vehicle parking
- Asphalt is proposed for the carriageway and suggests vehicle priority
- Resin bound gravel is proposed for tree pits. This a porous material which allows air and water to pass through to the tree
- A combination of dark and light grey concrete tactile paving for controlled and uncontrolled crossings is proposed
- The standard red and buff tactile paving for controlled and uncontrolled crossings can also be considered as an alternative to the combination of dark and light grey



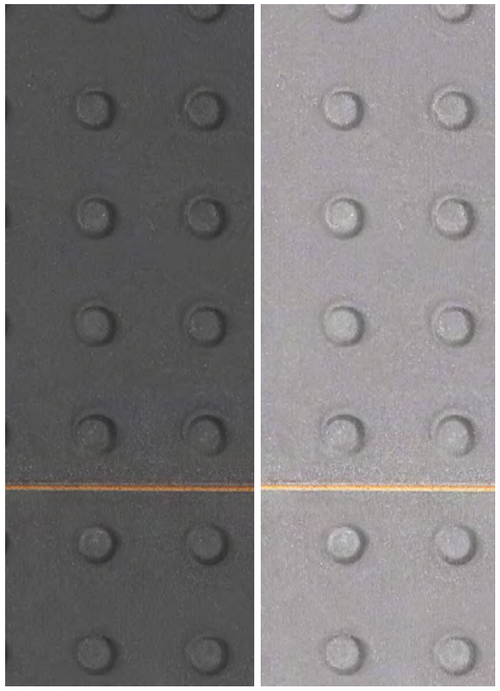
Concrete flag paving



Natural stone / concrete block paving

High friction asphalt at crossings

Resin bound gravel at tree pits



OP.1 Dark and light grey concrete tactile at crossings

OP.2 Red and buff grey concrete tactile at crossings

18.2 HARD LANDSCAPE - Proposed Footway Extensions

Proposed new footway extensions

The main extensions of footpath will be along the eastern side of Wimbledon Park Road (north) and northern side of Replingham Road. Extensions will occasionally be in the South section of the Wimbledon Park Road, on the east side to accommodate trees. On Elsenham Street and Heythorp Street footway extensions are proposed for a gateway treatment that will extend the footpath whilst slowing down traffic.

Ossulston St. - King's cross - London - 2012

Ossulston St. - King's cross - London - 2017

The above photos (Ossulston Street, Kings Cross) show footway extensions in situ similar to those proposed in Replingham Road and Wimbledon Park Road. These footway extensions break up the visual impact of car parking and improve the streetscape.

Figure 14. Proposed footway extensions

18.3 HARD LANDSCAPE - Paving treatment beyond Highway Boundary

Private ownership

Currently part of the footway that is privately owned is surfaced with tarmac. The images below show a comparison between the existing scenario and Project Centre's proposal.

Consistency between the public and the private paving surfaces will not only be visually beneficial to the footway but it will also make footway areas look larger and more comfortable for pedestrians. It will be subject to the agreement of private land owners.

Existing

Proposed

Figure 15. Paving treatment beyond highway boundary

18.4 HARD LANDSCAPE - Existing paving patterns

Paving pattern at Replingham Road

Paving pattern at Station forecourt, Wimbledon Park Road and Augustus Road

Figure 16. Existing paving patterns

18.5 HARD LANDSCAPE - Paving patterns - existing elements

The proposed patterns have been inspired by various existing elements in Southfield area. They represent a connection between traditional colours and design used previously and modern principles such as flexibility, maintainability and accessibility.

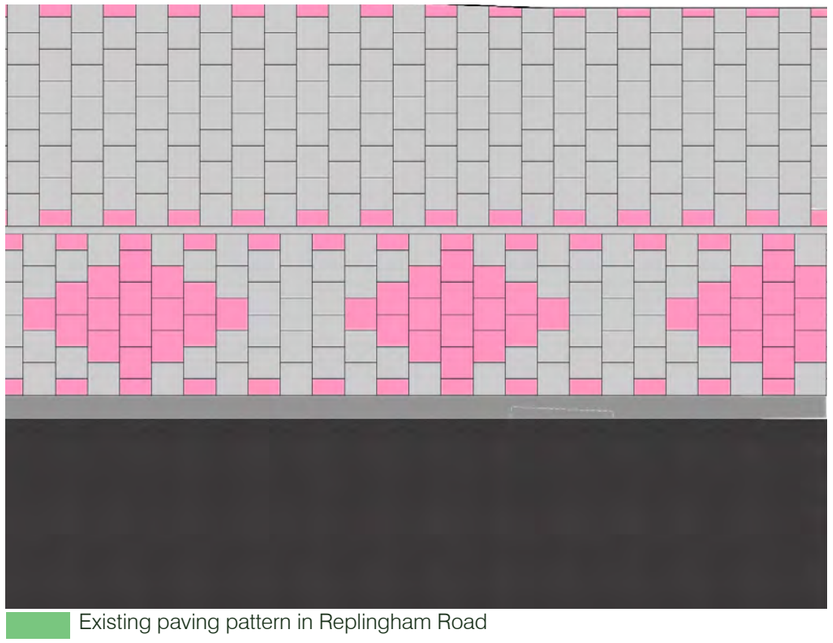
COLOUR & PATTERN

- The existing colours of the paving slabs and blocks are different shades of grey and a dark pink forming a pattern. Due to replacement of broken or damaged slabs and the presence of many service covers the original pattern has partially disappeared. The lack of flexibility has been identified as a flaw of such a defined regular pattern. The area of footway in private land is generally treated with a low quality material and adds inconsistency to the pedestrian area. The design aim to bring consistency by applying the same treatment to the paving on private and public land

MATERIAL

- The site currently has a mix of concrete blocks and flag paving with some service covers infill in rolled materials. The proposals seek to bring consistency to the look and feel of the area as well as fulfil accessibility and maintenance requirements

Existing paving in Replingham Road



Existing paving pattern in Replingham Road

Existing arrangement along private/public land boundary - Wimbledon Park Road

Grey paving at station forecourt

18.6 HARD LANDSCAPE - Proposed paving pattern

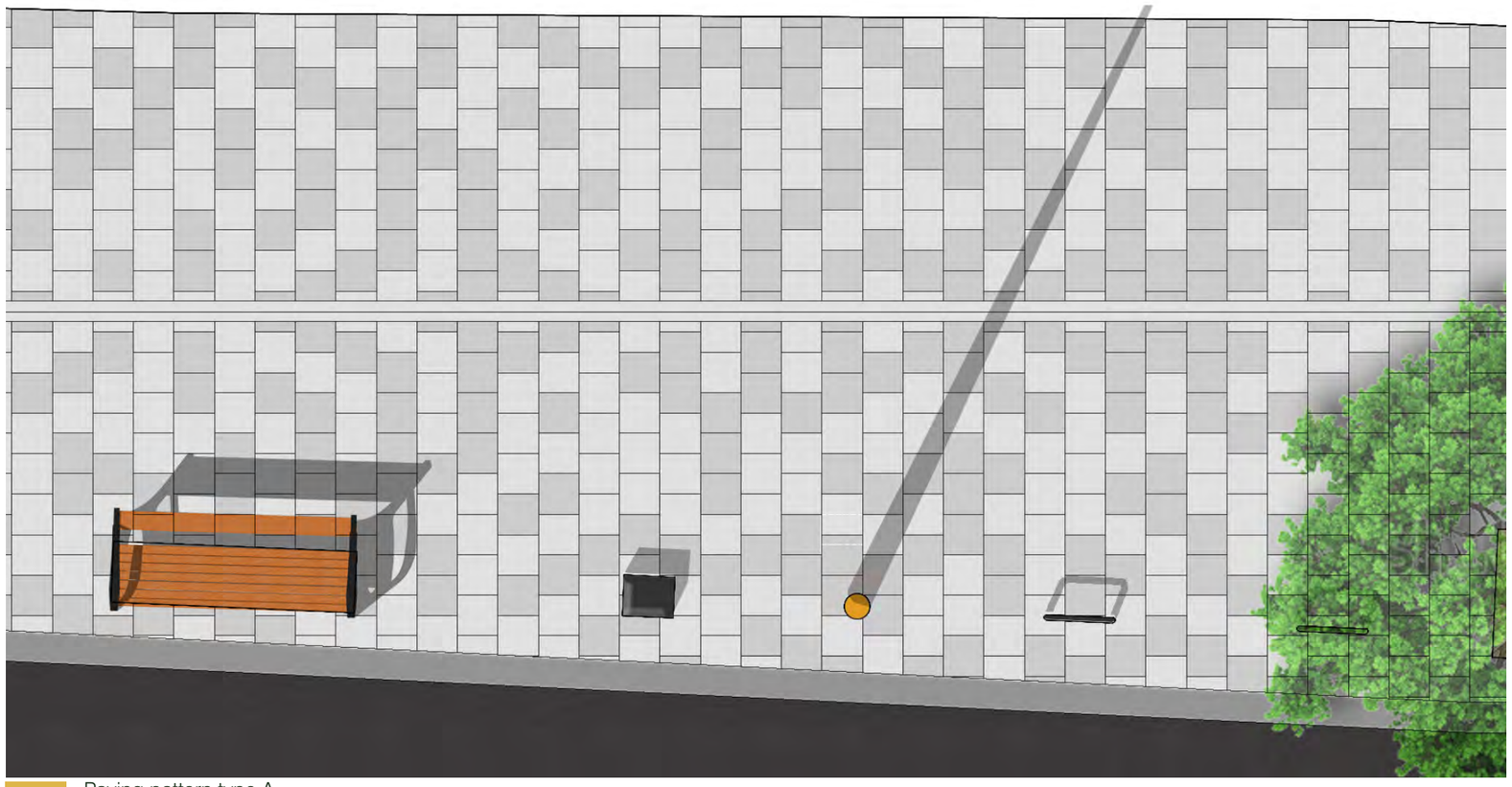
Paving pattern Type A (Replingham Road, Wimbledon Park Road, Augustus Road, Station forecourt)

Figure 17. Proposed paving patterns

18.7 HARD LANDSCAPE - Proposed paving pattern

The design team is looking to implement a consistent paving pattern for the whole Southfields project area where only the public/private boundary is clearly demarcated. This will help to define a clear identity to the area as well as give a sense of visual tidiness.

The mix will include a very light pixelation which will add a slight variance in its look which will help minimize the visual impact of any future repair works.



Paving pattern type A

18.8 HARD LANDSCAPE - Proposed paving pattern - Alternatives

Paving pattern Type A (Wimbledon Park Road, Augustus Road)

Paving pattern Type B (Replingham Road)

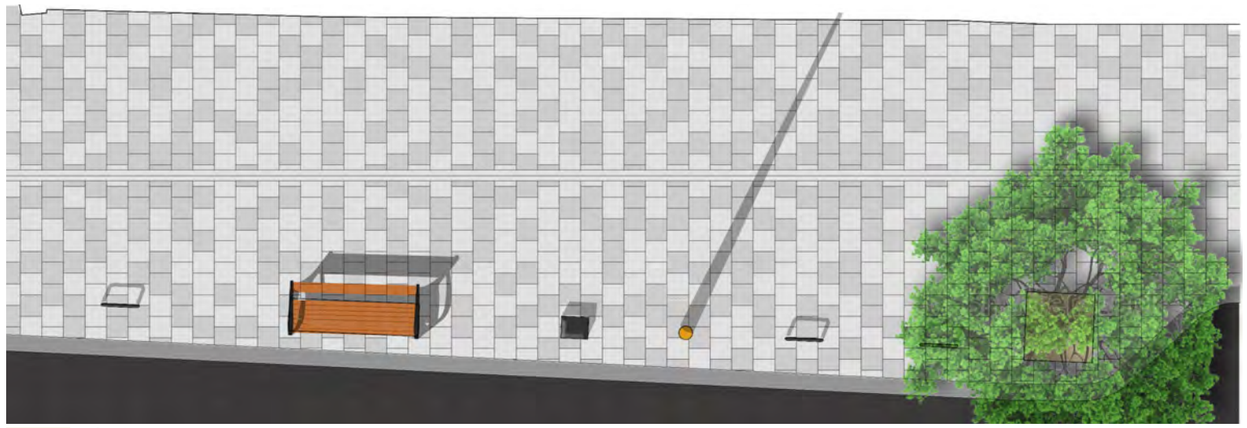
Paving pattern Type C (Station forecourt)

Figure 18. Proposed paving patterns

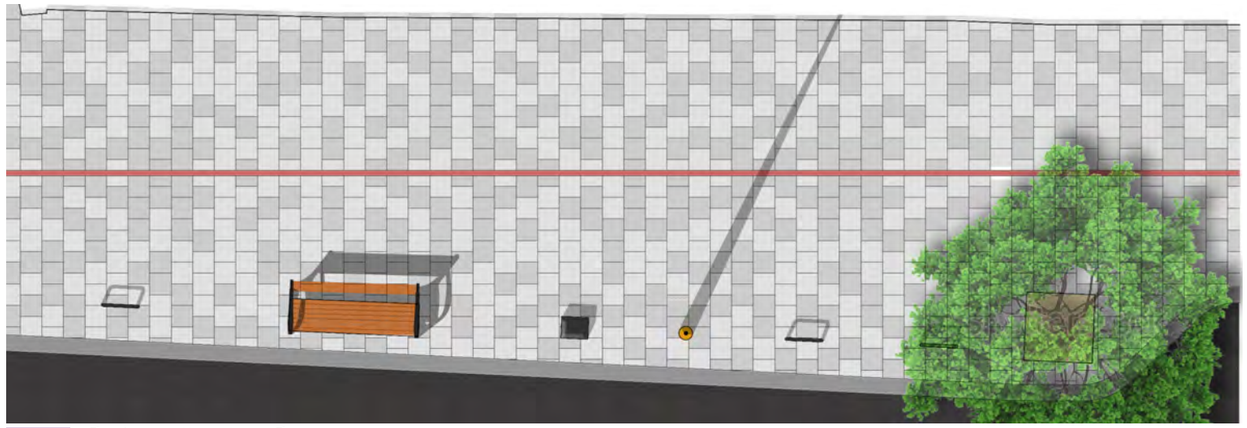
18.9 HARD LANDSCAPE - Proposed paving patterns - Alternatives

The design team also looked at an alternative paving pattern arrangement which encompasses slight differences in the overall main paving pattern (Type A) that would reflect changes in character, specifically on Replingham Road and on the station forecourt.

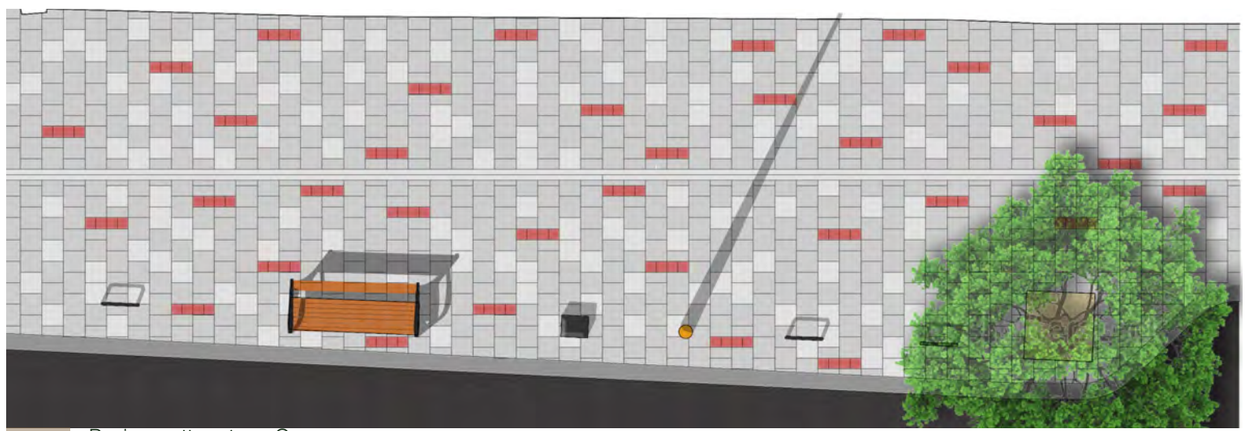
Paving pattern type B would simply highlight in colour the public/private boundary along Replingham Road whilst Paving pattern type C would add a small scattered element of coloured pixelation onto the station forecourt that mimics the dynamic element of elevated pedestrian footfall in that particular area.



Paving pattern type A



Paving pattern type B



Paving pattern type C