

Future Stockwell Framework 2008 - Executive Summary



DEPENDENT SHOPS & CAFE
SIDE TUBE.

like more
care facilities
activities for
children.
play area.

An arts organisation
- studio theatre
- visual arts
- music

(7, 13 + 7 + 5) from Larkhall Primary
Michelle + Shanel

Sport +

More green.

Like glass.

* Cinema-like
Brixton's Ritzy
* Crazy Golf course

I like Stockwell be
There's lot of Park

Lassie 8

Entertainment

Cinema / theatre like
the Picture House

Daphne Ayles 76

- There's nothing ~~you~~ we don't like
- 10, 11 walk by themselves to Heathrow Y5+6
- 8 walks with mummy

More Social
Like this one!

ponds - for
school activities
(dipping / Nature
area)

car traffic

to encourage
public transport +
cycle use - result +

BOATS

CHARLES MENEZES
SHRINE SHOULD BE
PART OF PLANNING
STOCKWELL STAT

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1.0 Introduction

1.1 Executive Summary

Stockwell is a vibrant and important place. To continue improving its physical environment, Stockwell needs ideas that can stimulate and guide its development. This process begins with asking questions:

What are Stockwell's best qualities?

What physical challenges does the area need to address?
Which areas represent opportunities for improvement?
How can these improvements take place?

The following pages address these issues and demonstrate a way in which they may be answered.

What is the Future Stockwell Framework?

The Future Stockwell Framework has been developed to:

- provide a record of the views of those who live, work and play in the area
- identify the main challenges and opportunities for Stockwell.
- propose a 'toolkit' for improving the physical environment.
- highlight some areas that could be improved in a 'menu'.
- demonstrate how this could take place in one key area of Stockwell.

How can real improvement take place?

The Framework provides suggestions for improvements to the physical environment. None of the projects have been developed in detail. Each future project in Stockwell identified in the Framework will require detailed consultation, design development and funding. Most importantly each project will require the support of the community to be successful.

How have the ideas been informed by people in Stockwell?

The final proposals for the Future Stockwell Framework have been informed by a series of public consultations over a five month period from May to September 2008.

In addition, a team of Community Researchers were employed by High Trees Community Development Trust to carry out extensive consultation for this project, which involved interviewing and recording the views of over 900 residents from Stockwell. This was complemented by feedback from newsletter comment sheets distributed to every home in the Stockwell area. In addition, three separate public events have taken place at popular local centres and the feedback has been incorporated in the Framework. Further to this many focus groups and local stakeholders have been interviewed. All the feedback from individuals and groups has contributed to the Framework.



1.1 Executive Summary

What was the process for the Future Stockwell Framework?

Step 1 - Analysis.

A review of changes since 2000 was carried out to review where physical improvements have taken place in Stockwell.

Step 2 - Listen.

Consultation as noted above was carried out and people's concerns and desires were recorded

Step 3 - Identify key issues.

Using the analysis and what people wanted 5 key areas for improvement were identified as follows:

- Highways
- Frontage and retail
- Public buildings
- Open Space
- Connections

Step 4 - Develop a 'toolkit' to tackle the issues.

A set of principles to tackle each of the key issues in the short-term, mid-term and long-term was developed as a guide to assist the overall improvement of Stockwell.

Step 5 - Offer a 'Project Menu'.

Opportunity areas in Stockwell were identified and added to a project menu to provide a list of future work that could be carried out to improve the immediate and wider area.

Step 6 - Demonstrate how development could take place.

A case study was developed using the Stockwell Cross area around Stockwell underground station as an example to illustrate how with investment and public consensus real positive improvement could take place.

Step 7 - Prove that the Future Stockwell Framework will work.

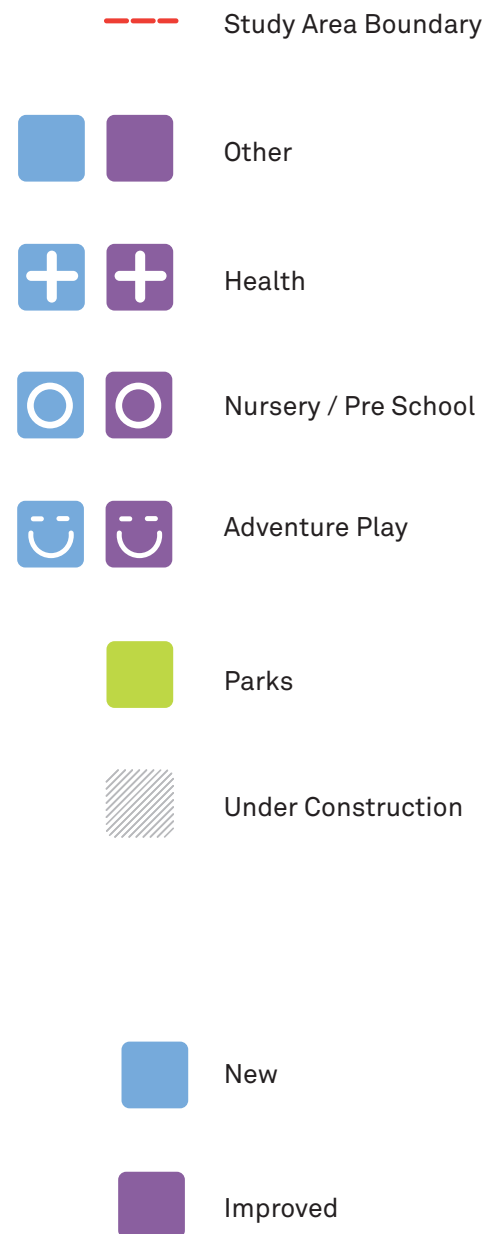
Even before the completion of the Framework, one of the projects was identified as being a priority. Funding has been allocated by the London Borough of Lambeth for the improvement to the streetscape at Wilcox Road.

It is anticipated that this will be the first of many projects to be implemented with the aim of enhancing the whole Stockwell area.



1.2 Changes 2000 -2008

The drawing (right) identifies the new facilities, changes and improvements which have been implemented since the original 2000 masterplan.



2.0 Framework Summary

2.1 Challenges

In order to develop a framework for improvement, the main challenges that Stockwell faces to its physical environment must be identified. The following five issues represent the main areas requiring improvement that were identified through analysis and consultation. These issues provide the basis for the development of a 'toolkit' to improve the built environment in the area (see 2.2).



Highways.

Stockwell has too much traffic and too many large vehicles on the road.



Frontage and Retail.

Stockwell has few shops to spend in and buy basic groceries from.



Public Buildings.

Stockwell has little sense of place and identity.



Open Space.

Stockwell has few positive open spaces and places to congregate.



Connections.

Stockwell doesn't encourage walking or cycling.

2.2 Toolkit

What is the Toolkit?

The toolkit illustrates how each of the key issues can be addressed. The diagrams here show how improvement can be tackled in the short-term, mid-term and long-term.

Highways



Short-term: Introduce crossings.



Mid-term: Introduce pedestrian prioritised surfaces and home zones.

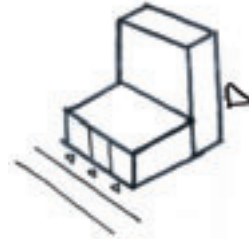


Long-term: Introduce highway closures and widened pavements

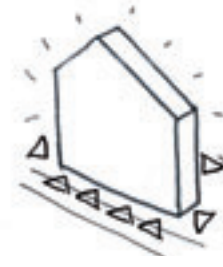
Frontage and Retail



Short-term: Encourage more animated use of street frontage.



Mid-term: Introduce 'add on' commercial premises to main routes.

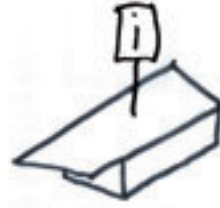


Long-term: Development of mixed use schemes.

Public Buildings



Short-term: Reinstatement historic public facilities such as cinemas.



Mid-term: Introduce small public facilities to serve community.



Long-term: Development of large new civic buildings such as a one stop shop or neighbourhood health centre

Open Space



Short-term: Improve current 'under-loved' spaces.

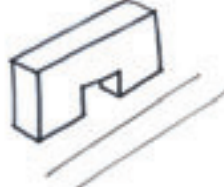


Mid-term: Reclaim spaces from under-used or left over land to create more pocket parks.

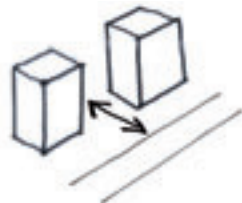


Long-term: Introduction of public squares that can hold events and festivals.

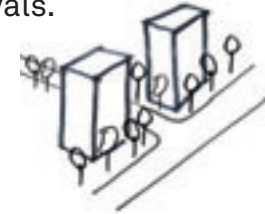
Connections



Short-term: Improve and maintain existing links and public realm.



Mid-term: Improve pedestrian links between the main routes.



Long-term: Introduce tree-lined boulevards, lighting and access to the River Thames.

2.3 Vision

Stockwell is central to the success of a constellation of other major public spaces and district centres. Stockwell's residents are proud of their homes but desire identifiable, safe places to shop, work and relax. Investing in generating a vibrant and active centre for Stockwell with frequent and well-connected village hubs and public spaces is essential to achieving this vision.

The adjacent drawing outlines how these key ambitions could be achieved and the icons at the bottom of the page indicate the variety of activities that will contribute to making Stockwell one of the most vibrant areas in London.

Stockwell Vision

1. Public Buildings

Civic and commercial centre at Stockwell Cross to complement centres at Brixton, Clapham, Vauxhall, Elephant and Castle and Sloane Square.



2. Frontage and retail

Central hub development complemented with local 'Village Hubs' situated every 500 metres.



3. Open Space

Create a constellation of positive public open spaces linked by enhanced pedestrian routes.



4. Connections

Enhance connections between residential areas and towards the river.



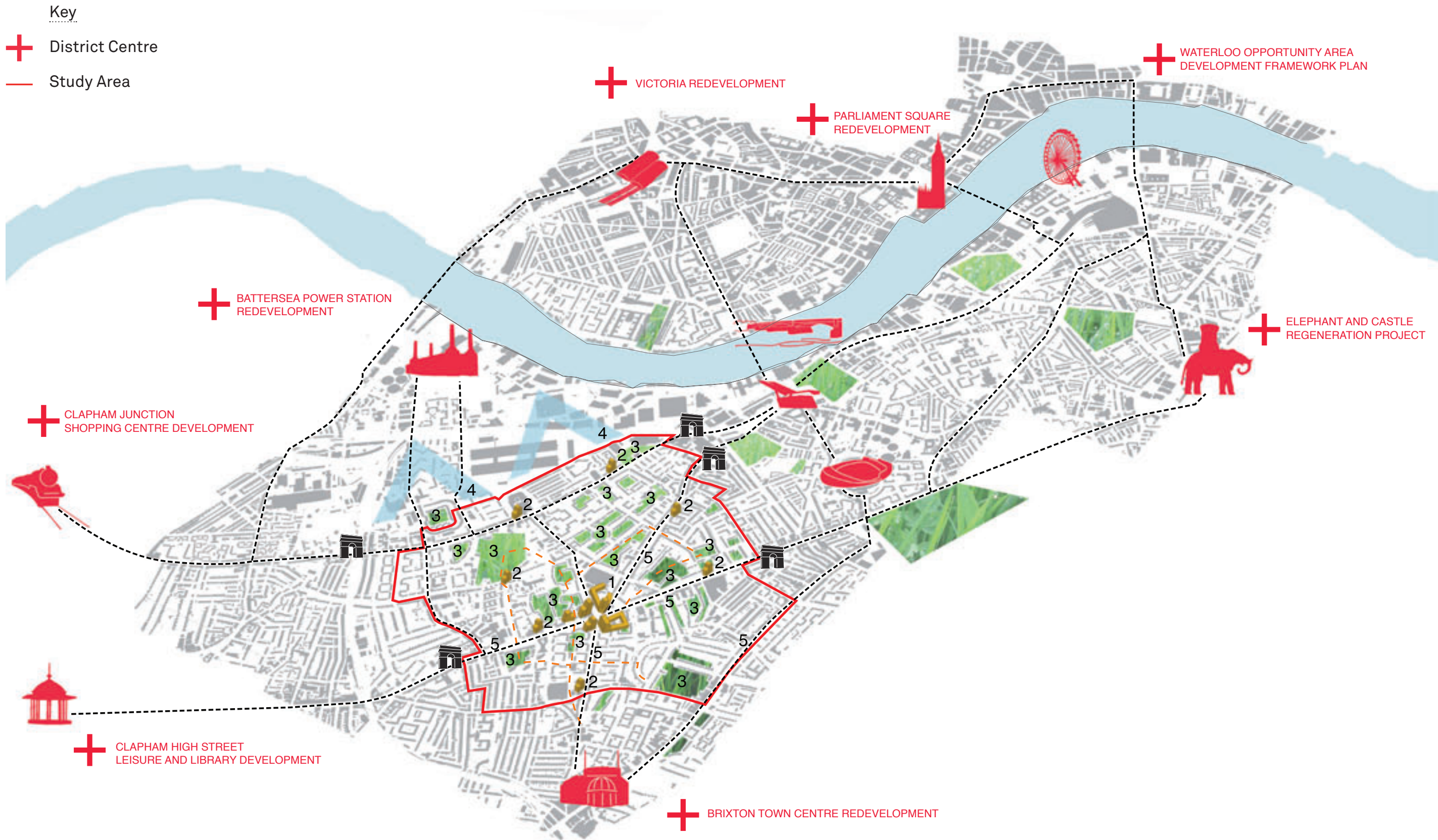
5. Highways

Slow down roads to give priority to pedestrians and cyclists to create a cohesive community.



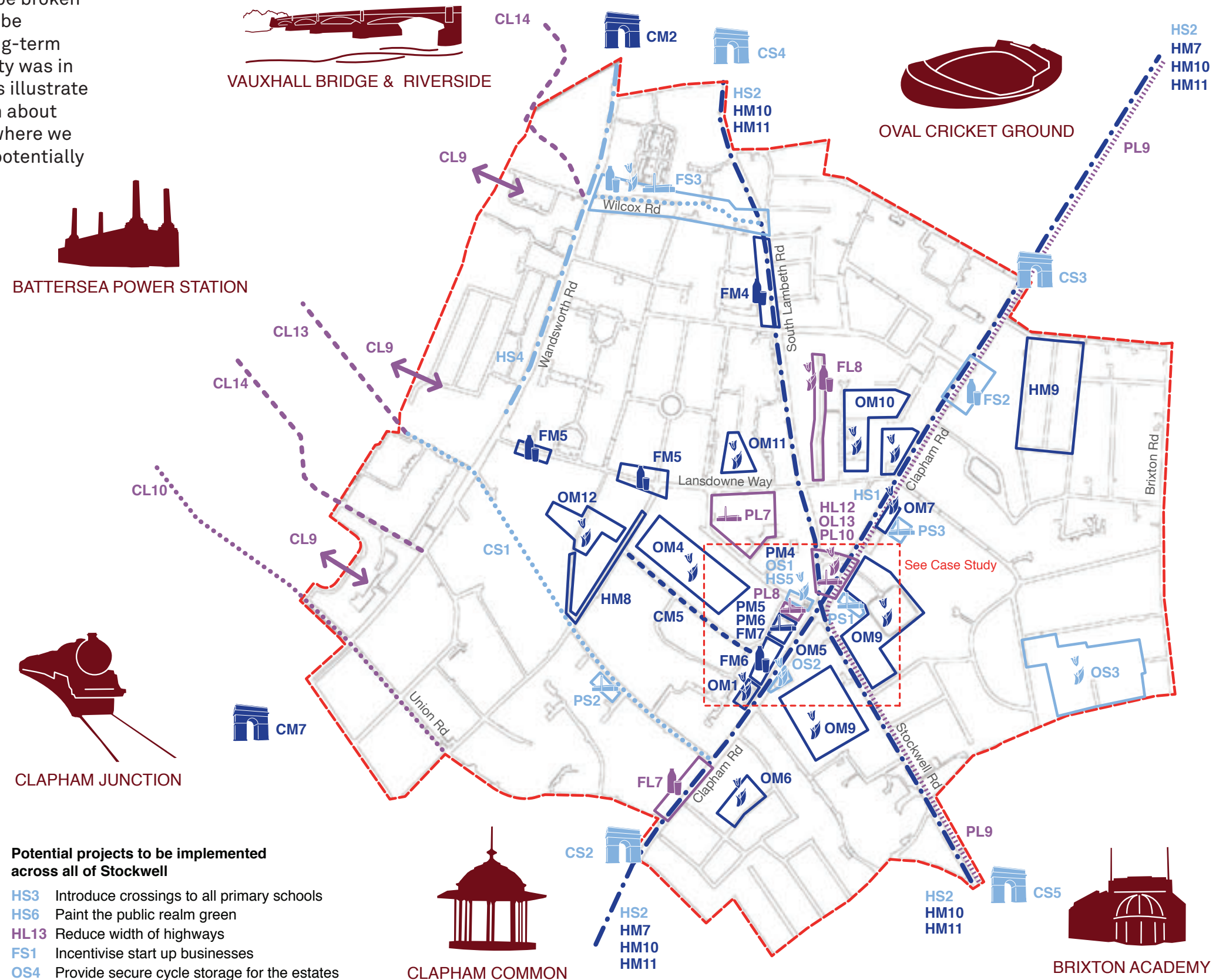
FUTURE STOCKWELL

2.3 Vision



2.4 Project Menu

To achieve The Vision, it's core components must be broken down into a menu of potential projects that could be delivered in the short-term, medium-term and long-term providing funding was available and the community was in agreement upon consultation. The following pages illustrate these projects in brief. To seek further information about the potential projects, please turn to section 5.0 where we have aimed to identify how, when and who could potentially implement the work required.



2.4 Project Menu

Highways

Short-term

- HS1** Introduce crossing adjacent to Stockwell Park High School.
- HS2** Introduce crossings on Clapham Road, Stockwell Road and South Lambeth Road.
- HS3** Introduce crossings to allow safe passage to all primary schools.
- HS4** Enhance pedestrian accessibility on Wandsworth Road.
- HS5** Introduce shared surface to Binfield Road.
- HS6** Paint the public realm green.

Mid-term

- HM7** Introduce a cycle lane on Clapham Road.
- HM8** Introduce Homezone to Larkhall Lane / Priory Grove.
- HM9** Introduce Homezones to Hackford Rd, Morat St and Liberty St.
- HM10** Generously plant trees and light Clapham Road, South Lambeth Road and Stockwell Road.
- HM11** Enhance pedestrian accessibility on Clapham Road, Stockwell Road and South Lambeth Road.

Long-term

- HL12** Pedestrianise highway adjacent to Stockwell memorial to provide a public square for the community.
- HL13** Reduce width of highways adjacent to Stockwell Cross and shopping districts to prioritise pedestrians.



Frontage & Retail

Short-term

- FS1** Incentivise start up businesses to let current redundant commercial premises.
- FS2** Freemans Development: New Retail and commercial premises.
- FS3** Wilcox Road Public Realm Improvements.

Mid-term

- FM4** Additional retail on South Lambeth Road.
- FM5** Additional retail on Lansdowne Way.
- FM6** Commercial / retail add-on units to be introduced on Clapham Road.

- FM7** Potential mixed use development on Clapham Road to incorporate retail premises.

Long-term

- FL8** Introduction of retail facilities on Clapham Road.
- FL9** Introduction of incubator / social workspace units to existing garages.



Public Buildings

Short-term

- PS1** Reinstate cinema adjacent to Stockwell Memorial.
- PS2** Annie McCall Centre development.
- PS3** Community access to sports facilities at Stockwell Park High School.

Mid-term

- PM4** Introduction of pavilion on Binfield Road.
- PM5** Development of neighbourhood health centre / one stop shop on Clapham Road.
- PM6** Introduction of a landmark (signage / art installation) at Stockwell Cross.

Long-term

- PL7** Bus Garage Refurbished into Iconic Community Facility such as market, music venue, ice rink, artisan workspaces, exhibition space or business start up facilities.
- PL8** Tube Station redeveloped and open space adjacent is provided.
- PL9** Introduction of the Cross River tram.
- PL10** New landmark for deep air raid shelter at Stockwell Cross.



Open Space

Short-term

- OS1** Binfield Close: Public Realm Improvement.
- OS2** Open Space Refurbishment: Clapham Road / Stockwell Gardens Estate.

- OS3** Slade Gardens Improvement.
- OS4** Provide secure cycle storage for the estates.

Mid-term

- OM5** Open Space Refurbishment: Clapham Road / Studley Estate.
- OM6** Improvements to open space: Rhodesia Road.
- OM7** New open space: Stockwell Park High School.
- OM8** Open Space / Public Realm Improvement: Studley Estate.
- OM9** Open Space / Public Realm Improvement: Stockwell Gardens Estate.
- OM10** Open Space / Public Realm Improvement: Mursell Estate.
- OM11** Open Space / Public Realm Improvement: Spurgeon Estate.
- OM12** Improvement and Management Strategy for Oasis Children's Venture.

Long-term

- OL13** Introduce public square at Stockwell Cross.



Connections

Short-term

- CS1** Develop pedestrian connection: Jeffreys Road - Belmore St.
- CS2** Clapham Road Gateway - Wayfinding / Identity signage.
- CS3** Oval Gateway - Wayfinding / Identity signage.
- CS4** South Lambeth Road Gateway - Wayfinding / Identity signage.
- CS5** Stockwell Road Gateway - Wayfinding / Identity signage.

Mid-term

- CM6** Develop pedestrian, cyclist and wheelchair connection from Clapham Road to Larkhall Lane.
- CM7** Wandsworth Rd (North) Gateway - Wayfinding / Identity signage.
- CM8** Wandsworth Rd (South) Gateway - Wayfinding / Identity signage.
- CM9** Introduce Camberwell to Chelsea cycle route.

Long-term

- CL10** Future Boundary Development.
- CL12** Improve Connection: Union Road - Riverside.
- CL13** New Connection: Belmore St. - New Covent Garden - Riverside.
- CL14** New Connection: Wilcox Road - New Covent Garden - Riverside.

2.5 Case Study

2.5.1 Opportunities for Stockwell Cross

The diagrams on p14 and p15 question how the area around Stockwell Tube known as Stockwell Cross could be developed using the principles of the framework. A detailed phased approach is illustrated in the appendices (6.0)

Could traffic slowing measures be introduced to allow the safe passage of students crossing the road to the Stockwell Park High School?

Could the Bus Garage become a destination and focus of public activity. For instance a market, business start up units or ice skating rink to create a civic identity for Stockwell?

Could the highways be reconfigured to create a public square that is accessible for pedestrians? Can the deep level shelter be opened as a museum, art gallery or cafe?

Could a secondary gateway be introduced to reassert the identity of Stockwell on visitors and residents alike?

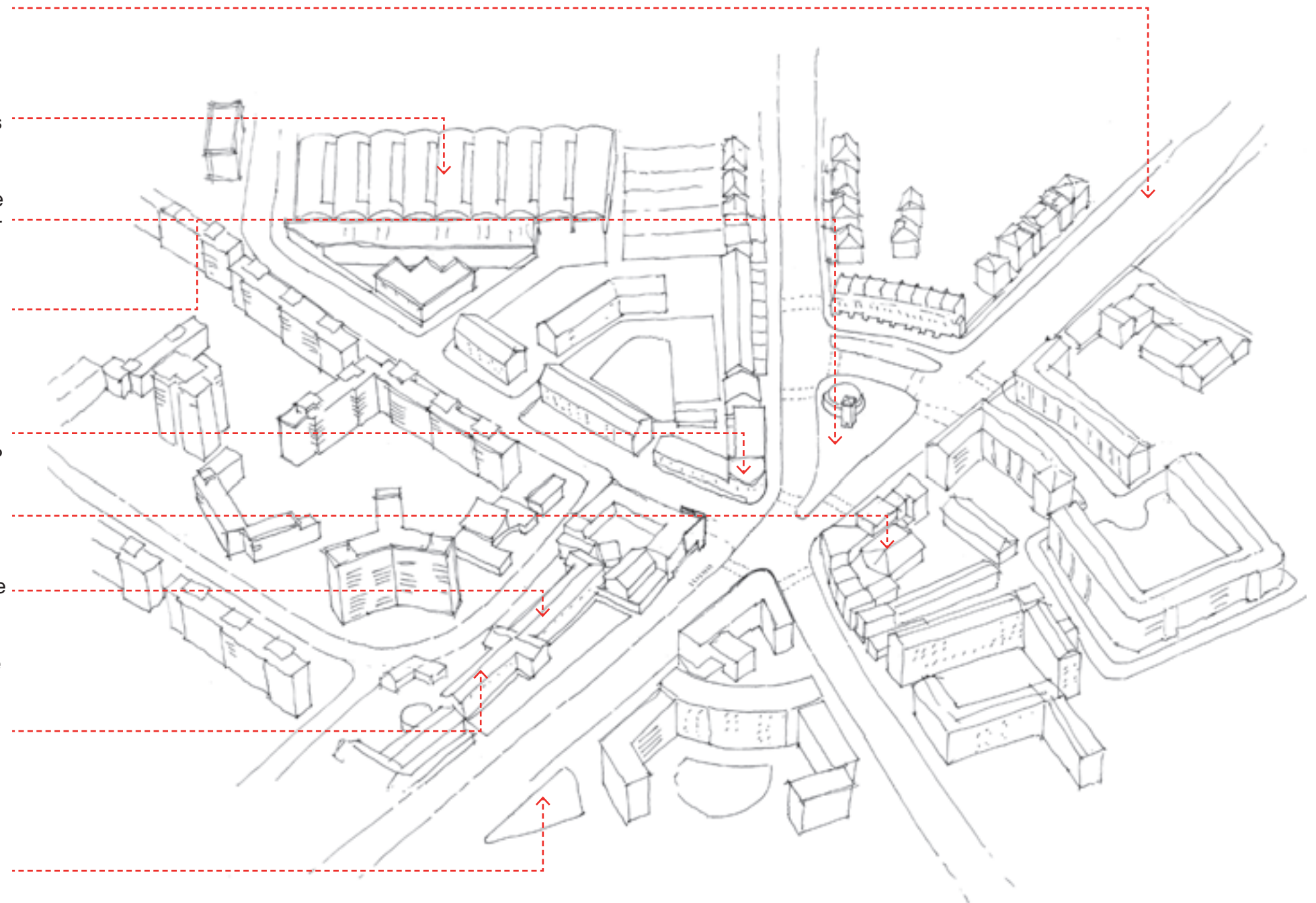
Could the immediate context of Stockwell Cross be intensified creating mixed use schemes that contain residential units, retail facilities and employment opportunities to define the Cross as a vibrant district centre?

Could the former cinema be reinstated and refurbished to create a cinema for Stockwell?

Could business start up units be introduced that focus on the Cross and its positive transport links?

Can the edge of the Clapham Road be redeveloped to provide a neighbourhood health centre with advice centres, creche and minor health facilities in addition to a federation of community accessible facilities? Could a complementary square could allow a passage to the community resource centre and a small green space of respite?

Could small under-loved spaces be reinvigorated under ownership of the community to create small publicly accessible spaces of respite?



2.5 Case Study

Could Stockwell Cross be densified to capitalise on the footfall that use the area as a transport interchange? Should the development provide a federation of community facilities for instance a neighbourhood health centre in addition to more homes, places to spend and employment opportunities to define the Cross as a vibrant district centre as the green buildings illustrate?

Should highways be reconfigured in order to provide a public square that is accessible to pedestrians and serves the community? Could a community-led project introduce a gateway / landmark that is representative of the area's identity and its heritage?

2.5.2 Long-term Vision

Should the Cross River Tram be introduced to further define Stockwell as a key transport interchange and make adjacent district centres more accessible?



Could un-loved spaces adjacent to arterial routes be transformed by the community to provide publicly accessible green spaces and safe places for children to play?

Could Stockwell Bus Garage be reconfigured for instance could a market / ice rink / business start up units be introduced to benefit the local community and define Stockwell as an identifiable hub?

Could traffic slowing measures be introduced to allow the safe passage of pedestrians across arterial routes as the red texture on the road indicates?

2.6 Participation

2.6.1 Who We Have Consulted

- 900 local residents (Community Researchers interviews)
- All Stockwell residents (newsletters to 35,000)
- Stockwell Partnership
- Stockwell Community Resource Centre
- London Cross River Tram Group
- Hyde Housing Association
- London Borough of Lambeth
- Lambeth Primary Care Trust
- High Trees Community Researchers

A community research team was employed by High Trees Community Development Trust to carry out the extensive consultation for this project, which has given the opportunity to listen and collaborate to a great extent.

In addition the process included 3 public consultation events, where we sought to actively engage the residents to obtain feedback and inform the Future Stockwell Framework.

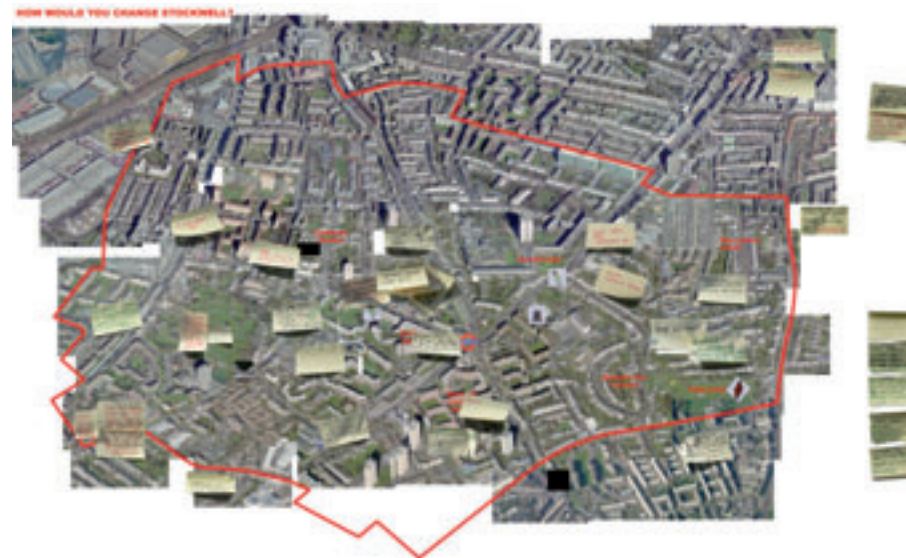
The images on this page illustrate some of the consultation that has taken place. The headlines on the next page summarise some of the key findings revealed by the work carried out by the community researchers.



29 04 08 / 03 06 08_Community Researchers' Consultation.



06 05 08_Public Consultation at Stockwell Community Resource Centre.



28 06 08_Public Consultation feedback board from Springfield Community Health Centre.



20 09 08_Public Consultation on draft proposals at Stockwell Festival in Larkhall Park.

2.6 Participation

2.6.2 What Stockwell Residents Say



65% of the respondents have lived in Stockwell for 8 years or more.



Residents want more campaigns to promote cycling, walking and secure cycle storage on estates.



About 50% said walking at daytime was better/much better, compared to only 19%, at night time.



Older people want more inter-generational activities.



40.9% of people believe that Stockwell Cross has got better/much better.



Children and young people need more facilities and youth intervention programs that are of interest to them.