

WALTHAM CROSS

**STREETSCAPE
DESIGN**

**CONCEPT REPORT
DECEMBER 2010**



INTRODUCTION

Broxbourne Borough Council is pleased to present this report detailing proposals and interventions for key spaces in Waltham Cross Town Centre and along the Eleanor Cross Road/Station Road Corridor. The Council's objectives are to establish an overall design framework to be implemented in phases which will:

- Enhance the town centre and improve its vitality and viability.
- Create a strong link between the town centre and the Lee Valley White Water Centre.
- Build on recent actions to support the renaissance and regeneration of Waltham Cross and stimulate further investment.

For five days in 2012 the white water canoe events will be showcased in Waltham Cross as part of the Olympic Games and once complete the centre anticipates 70,000 visitors annually to the world class facility. The Council and its partners wish to ensure that the Olympics and the construction of the White Water Centre provide a long term legacy in terms of both economic and physical regeneration which will support the ongoing implementation of the Waltham Cross Renaissance Strategy.

Borough of Broxbourne – Key Project Personnel

Jeff Stack
Director of Environmental Services

Richard Grove
Project Manager

Doug Copper
Head of Planning & Building Control

Partners

Hertfordshire County Council

Lee Valley Regional Park Authority

British Waterways

London Borough of Enfield

Olympic Delivery Authority

LOCOG

Epping Forest District Council

Consultant Design Team

BBC has appointed a design team to bring forward more detailed proposals for the improvement scheme. The team consists of:

Studio Egret West
Architects, Urban Designers and Landscape Architects (Lead Consultants)

KMCS
Quantity Surveyors



AERIAL



PLACE, PAST

1291 – Original Eleanor Cross erected

1840 – Waltham Cross Railway Station opens

1899 – Ernest Fishpool establishes business in town centre, where it has expanded and remained ever since

1968-73 – Construction of Pavilion Shopping Centre

1981-1984 – Construction of Holmesdale Tunnel

1994 – Cheshunt Link Road Opened

Over the years Waltham Cross Town Centre has become a bustling part pedestrianised shopping centre attracting shoppers to the mix of stores and independent shops. Even though the rerouting of a majority of vehicular traffic via the Cheshunt Link Road and upgrading of the A121 (Monarchs Way) was a major improvement for the town centre, it has split the neighbourhood, entrance and door step for people coming via the Railway Station.

Our aims are to increase pedestrian footfall in the town centre and to improve access to and from the adjoining residential areas, the Railway Station, the Lee Valley Regional Park and the White Water Centre.

Eleanor Cross 1904



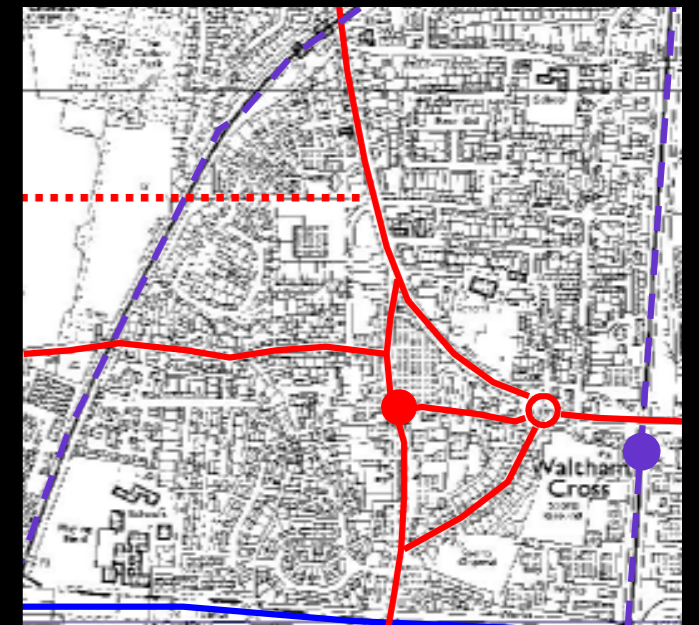
1900s



1940s



1970s— Pre Abbey Way



1980s— Pre Cheshunt Link Road (1994)

PLACE, PRESENT

The high street is well used but the subways are a poor introduction to the area for anyone walking to/from the station.



LOOKING NORTH ALONG HIGH STREET AT ELEANOR CROSS



MONARCH'S WAY/ELEANOR CROSS ROAD ROUNDABOUT

PLACE, NEAR FUTURE

Two major interventions are happening as we speak - The Whitewater Rafting Centre and Improvements to Waltham Cross Station. We need to make the most of these investments within the public realm vision.

“Get ready for the adrenaline filled ride as you plunge down this steep raging river rapid. Waves will explode over your boat as you drop into holes and then power your boat past eddies waiting to spin and flip you in! White water rafting is on the way. This is a thrilling adrenaline-pumping activity; you’ll travel down a steep, obstacle filled channel dropping up to 5m over a 300m course.”

Improved connections to such an international facility need to be made to ensure that there is a good quality experience for all future users and also to entice users to visit Waltham Cross Town Centre and the Lee Valley Regional Park. Improvements to the public realm can also provide a catalyst for further investment which will support the Renaissance of Waltham Cross.

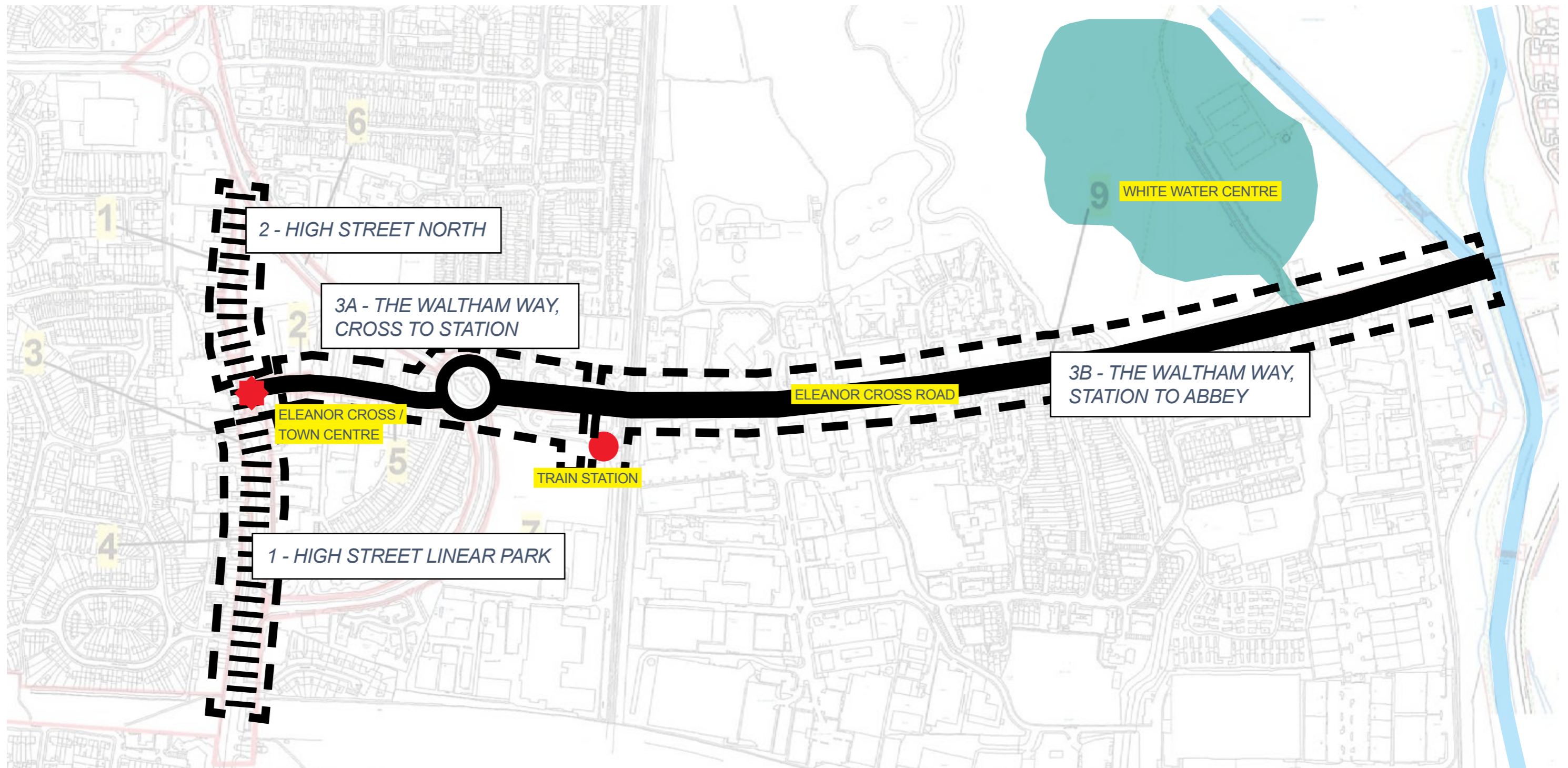


FUTURE BIG MOVES

This diagram highlights the areas covered in this document. The document goes on to provide an indication of the type of improvements which can be made. They would be implemented in phases as funding becomes available. The area has been grouped into three major areas and within this detailed proposals are set out for two key sites; The Roundel which is located in the High Street just to the south of the Eleanor Cross and the subway at the junction of Monarch's Way and Eleanor Cross Road.

This document gives a sense of how improvements can be made to all of these spaces in a phased approach as money becomes available in the future. The areas have been grouped into three major areas that are and will be vital to any improvements for Waltham Cross.

We propose to introduce the theme of "white water" to the public spaces. On a typical fast flowing river used for canoeing or rafting there are three main elements, a dark black opaque water running into and over boulders which then spring and froth up into a white coloured rush or mist. We want to try and capture this ambience within the Waltham Way to celebrate its close connections to the White Water Centre.



1 – HIGH STREET LINEAR PARK

Starting from the roundabout at the top end of the southern end of the High Street, often referred to as The Roundel, and connecting back into Monarch's Way to the south the High Street is at present dominated by roads and car parking. Whilst the on street free car parking is important for shoppers and other visitors to this end of the town centre there is scope to retain this level of parking and provide more for pedestrians.

There is an abundance of on-street parking and service roads which are good for quick shopping but at the same time make the high street feel more like a major car dominated space rather than a civilised village shopping street.

The roundel has great potential as a public space because of its existing mature trees and it's more civilised character as a square where people can meet, almost an extension of the space surrounding the cross.

Our aims for this area are to reduce the amount of road, improve the space for pedestrians, retain the current level of on street car parking, improve the links to the open space over the Holmesdale Tunnel and enhance its environment and appearance.



EXISTING VIEW, ROUNDEL



EXISTING VIEW, SOUTHERN HIGH STREET



EXISTING PANORAMIC VIEW, SOUTHERN HIGH STREET



EXISTING PANORAMIC VIEW, ROUNDEL

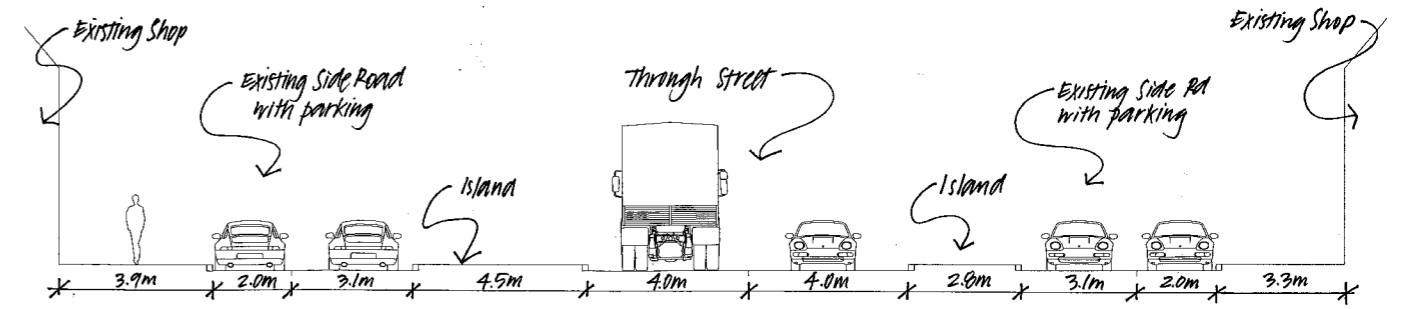
PLANS AND SECTIONS



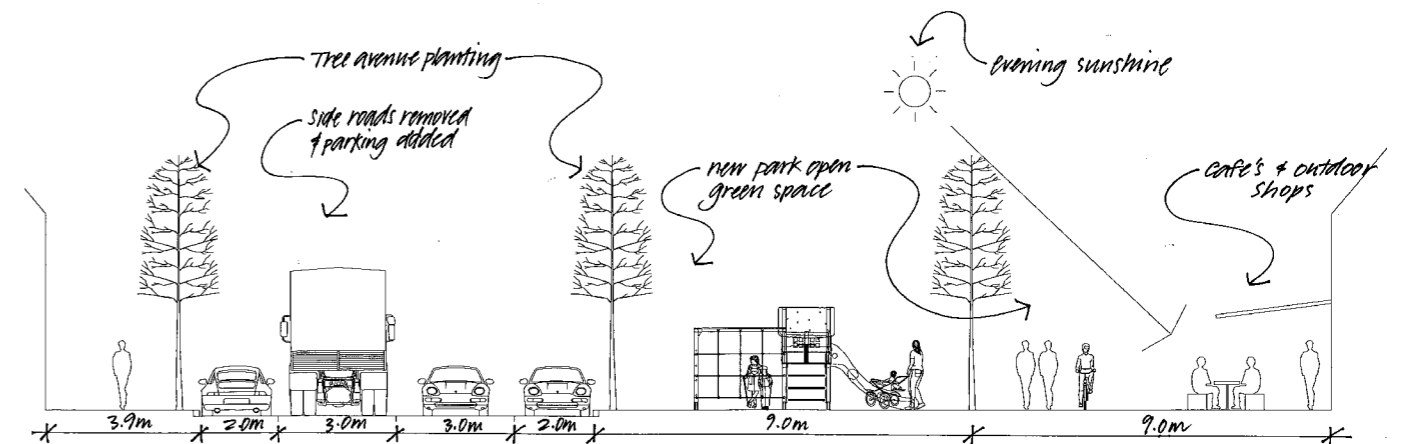
These plans give an indication of what could be achieved. The detailed designs will need to ensure that any additional trees planted do not obscure views of shops windows or obstruct CCTV cameras.



These before and after sections indicate how all of the roads could be reduced (and not reduce parking numbers) and allow for the creation of a green play strip. With the impact of traffic reduced children can play and adults can sit outdoors in cafes and shops.



EXISTING STREET SECTION



PROPOSED STREET SECTION

2 – HIGH STREET NORTH

North of the Cross, there is an extreme night and day feeling to the high street. When visited at night the space feels desolate and unsafe. During the day it is generally a bustling shopping street with a lively market twice a week.

There is a balance to be had in this part of the Town Centre. There is a scope to improve the environment of the area by measures such as removing or redesigning the existing planters. Whilst the pedestrian environment needs to be retained during the day, in the evenings the introduction of traffic and free on street car parking could encourage more users and improve the areas vitality.

Detailed surveys would need to be carried out in order to test the extent of any possible tree planting as it may conflict with existing services, CCTV, street lighting and street cleaning issues. It may be that reduced groupings of trees may be used.

Any potential vehicular access to the high street would need to be greatly controlled to prevent it becoming a noisy rat run for residents in apartments above. Rough cobbled like surfaces and narrow lanes would help to keep speeds low and keep the space pedestrian dominant. The access would be primarily for loading and occasional for quick stop shopping. Alternative options may also be considered to keep traffic routed away from the Eleanor Cross itself and make the traffic run between Park Lane and Monarch's Way. Future development sides may also need to be considered with these options.



HIGH STREET, EMPTY AFTER 5 PM



PERSON TRYING TO LOCATE RAIL STATION



HIGH STREET NORTHERN ENTRANCE

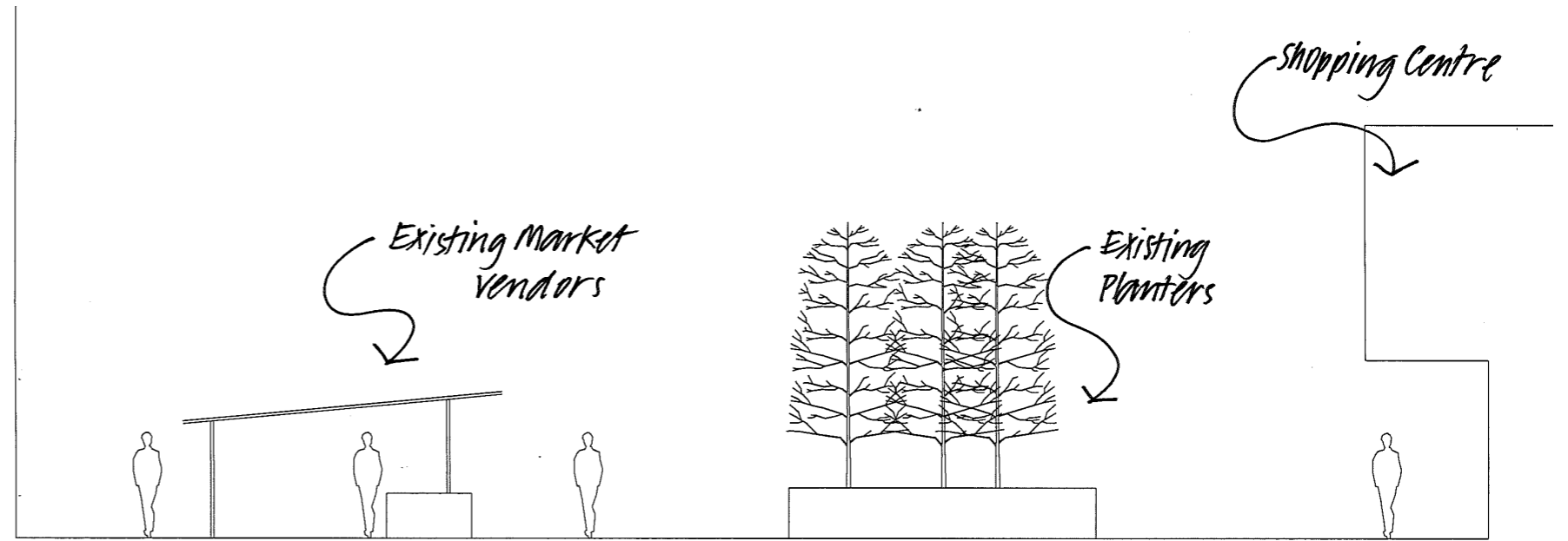


HIGH STREET, MARKET DAY



EXISTING PANORAMIC VIEW, HIGH STREET NORTH

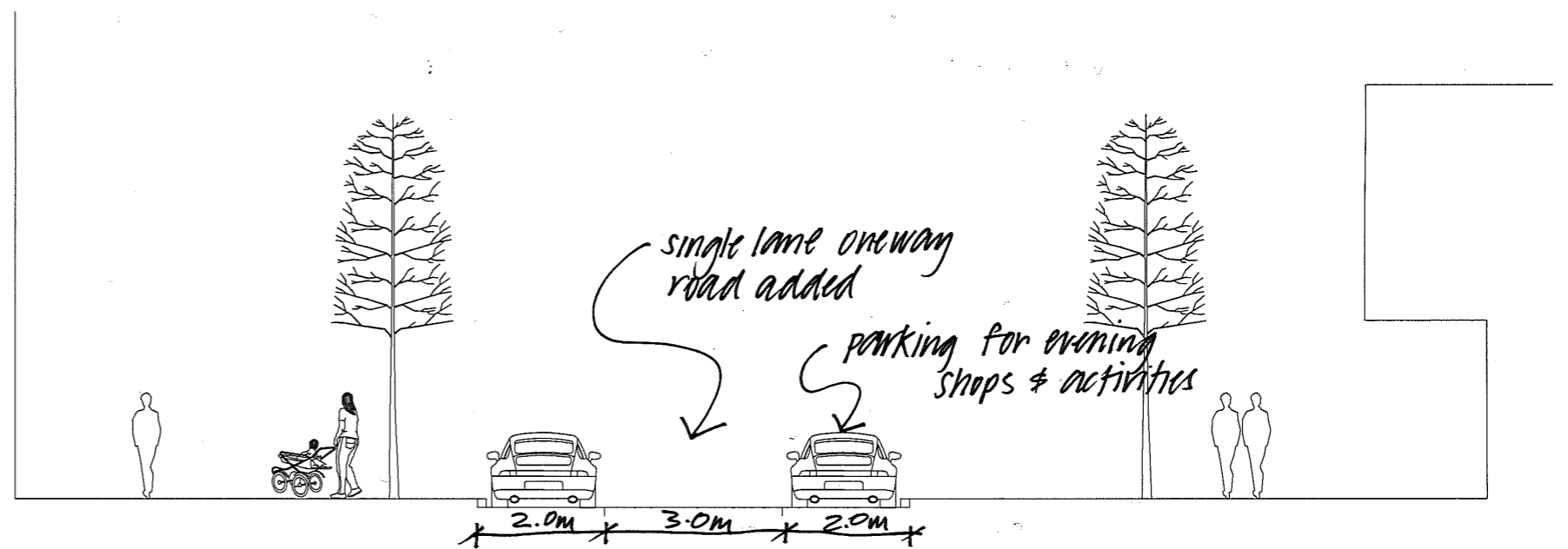
PLANS AND SECTIONS



EXISTING STREET SECTION



PROPOSED (DAY TIME) STREET SECTION



PROPOSED (NIGHT TIME) STREET SECTION

3A – WALTHAM WAY, CROSS TO STATION

For people coming to Waltham Cross by train, and from the residential areas to the east, the approach to the town is unattractive and not clearly waymarked. The subways under the Monarch's Way roundabout are unsightly and perceived as being unsafe and a location for anti social behaviour. The aim is to improve the environment of this area and to provide an inviting gateway into the town centre.

The idea is to introduce materials which build on the theme of white water rafting, and require little maintenance, in order to create attractive and safer routes for pedestrians and cyclists and to reduce the impact of vehicular traffic.



BOULDERS



WHITE BIRCH BARK



INSPIRATION FOR MATERIAL CHOICES - A WHITE WATER RIVER



VIEW EAST FROM ELEANOR CROSS ALONG ELEANOR CROSS ROAD (EXISTING)



VIEW WEST FROM BUS STATION ALONG ELEANOR CROSS ROAD (EXISTING)

PLAN, SECTIONS AND MATERIALS

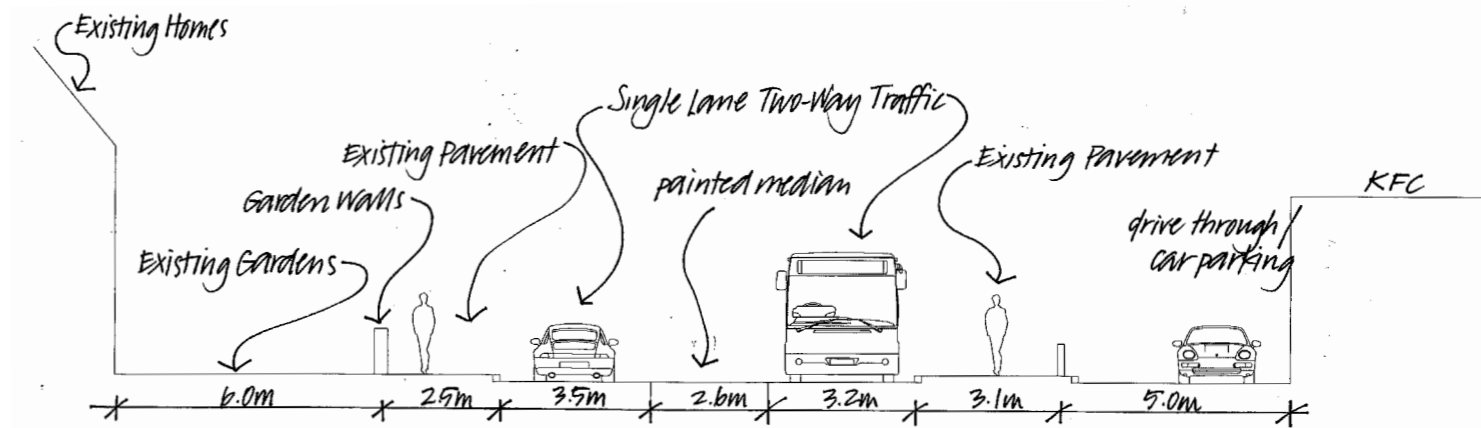
These before and after sections indicate how the road could be reduced in width therefore allowing the pavement to be widened and trees planted to soften and improve the appearance of the street.



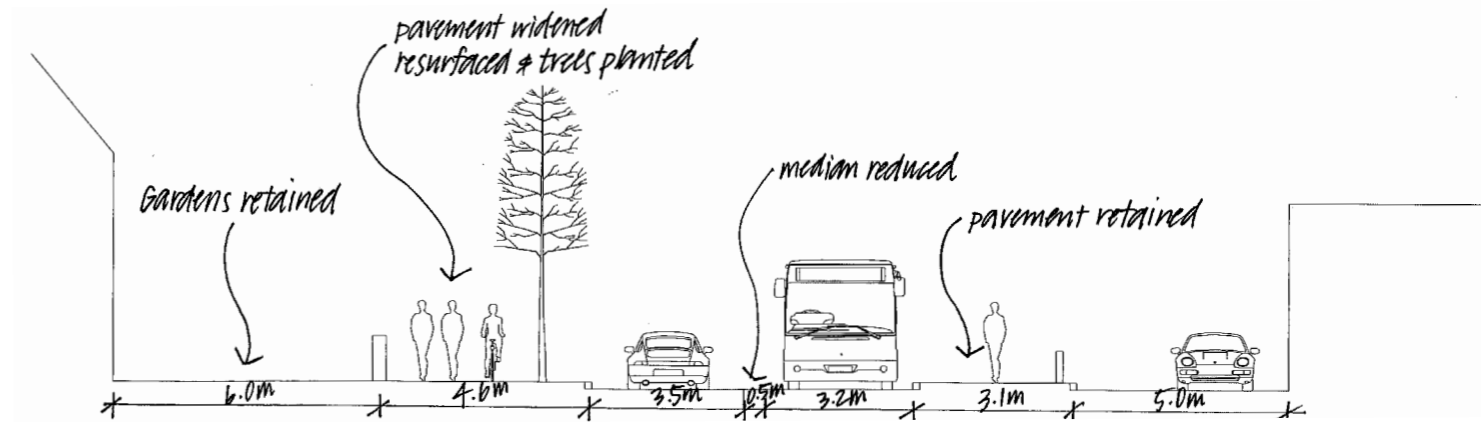
BIRCH STREET TREE PLANTING



TARMAC SPECKLED WITH WHITE AGGREGATE



EXISTING STREET SECTION



PROPOSED STREET SECTION



PROPOSED PLAN, WALTHAM WAY WEST

BUS STATION

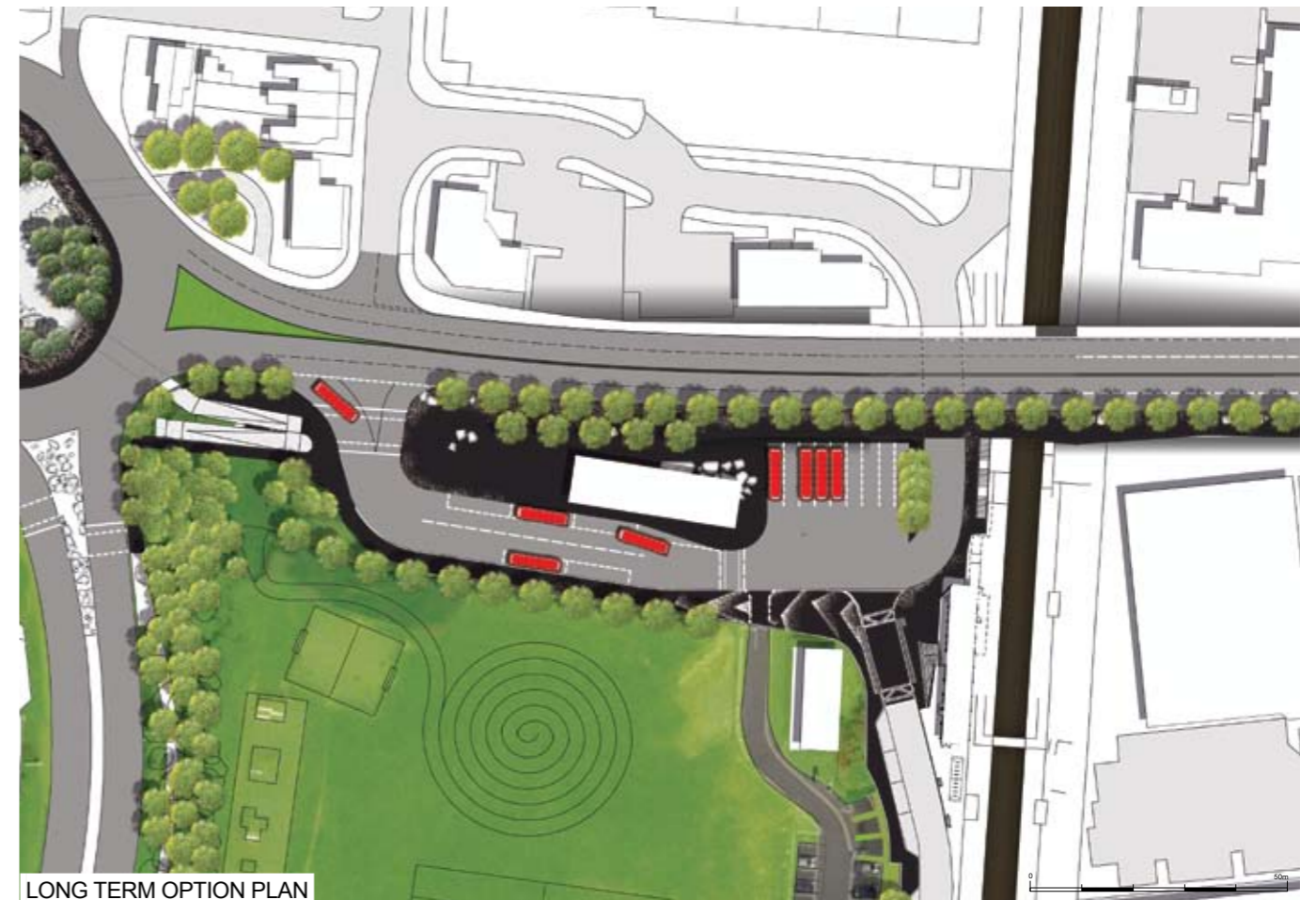
3. STATION TO CROSS – MOVING THE BUS STOP?

A possible future option has been considered to relocate the bus station nearer to the Railway Station creating a “Transport Hub”. A Bus stop would still be located on the current site allowing users close access to the high street but the space where buses park causing noise and air pollution could be reduced and possibly better used as a potential development site.

There is insufficient stacking space for buses at the existing Bus Station. Relocating next to the Railway Station would also provide the opportunity to improve the interchange between bus and rail services and release the existing site for development.



INITIAL IMPROVEMENT PLAN



LONG TERM OPTION PLAN

ROUNDAABOUT SUBWAYS

Long ramps and unsightly pavements make this one of the worst looking spaces in Waltham Cross. It provides an unattractive entrance into the town centre from the west and suffers from anti social behaviour. Its ironic that it is probably one of the most used as well!

There are proposals to provide an at grade toucan crossing on Monarch's Way. This though will only provide improved access from the southern side of Eleanor Cross Road. It is considered that there is also a need to retain and improve the existing subways. Detailed improvement proposals are set out at the end of this report.



EXISTING VIEW WEST AT POTENTIAL AT-GRADE ROUNDABOUT CROSSING



VIEW EAST DOWN RAMP TOWARD SUBWAY AND ROUNDABOUT (EXISTING)



VIEW WEST INTO SUBWAY AND ROUNDABOUT



VIEW WEST FROM STATION



ZOOMED VIEW



ROUNABOUT RETAINING WALLS AND PATHWAYS (EXISTING)

Because of its sunken nature the roundabout provides a little oasis from the existing traffic and provides a great opportunity for some landscape improvements.



EXISTING ROUNDABOUT ROAD SIDE VIEWS (EXISTING)

3B – WALTHAM WAY, STATION TO ABBEY

Central reservations like this are a wasted opportunity.

When compared to the narrow width of the existing pavements it seems a good opportunity for a reconfiguration to give more space back to the pedestrians and cyclists.

Safety railings also add to the dominance of the vehicle, if there was a buffer between the pedestrians and cars it would be a much nicer walk from the station to the White Water Centre and would also improve access for pedestrians and cyclists from the Holdbrook Estate to the town centre and Railway Station.

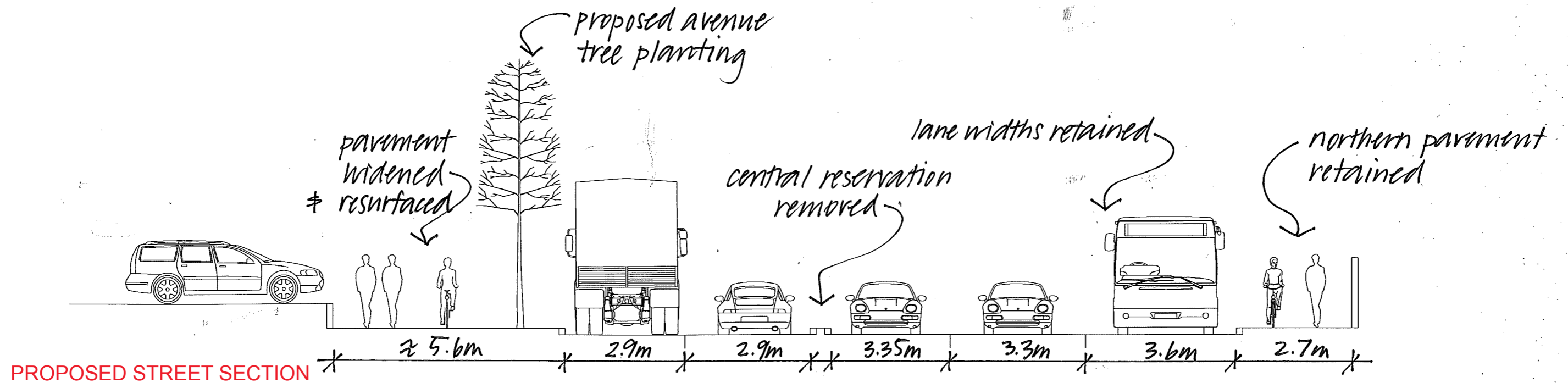
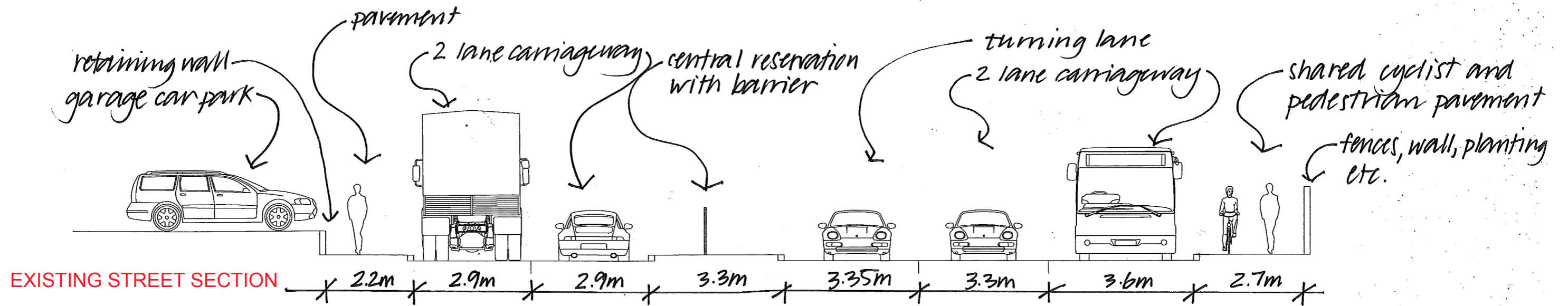


VIEW LOOKING EAST FROM CENTRAL RESERVATION OF ELEANOR CROSS ROAD NEAR HOLDBROOK ESTATE (EXISTING)

SECTIONS

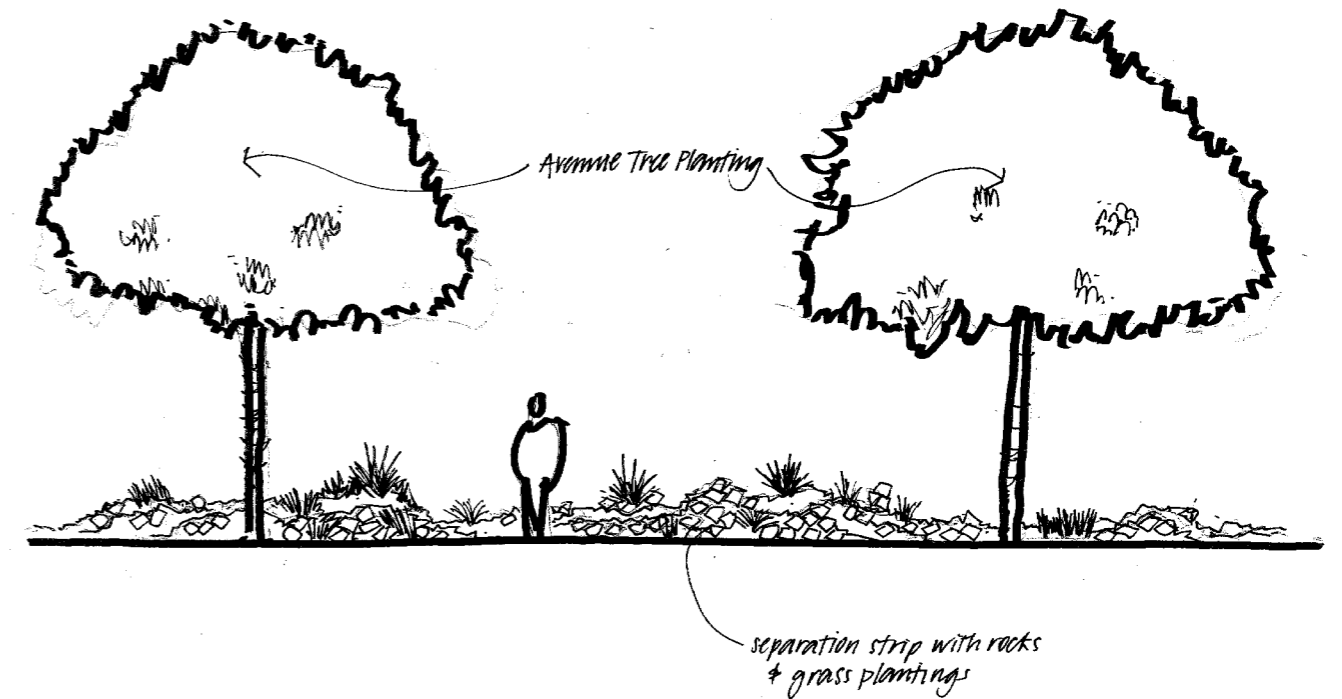
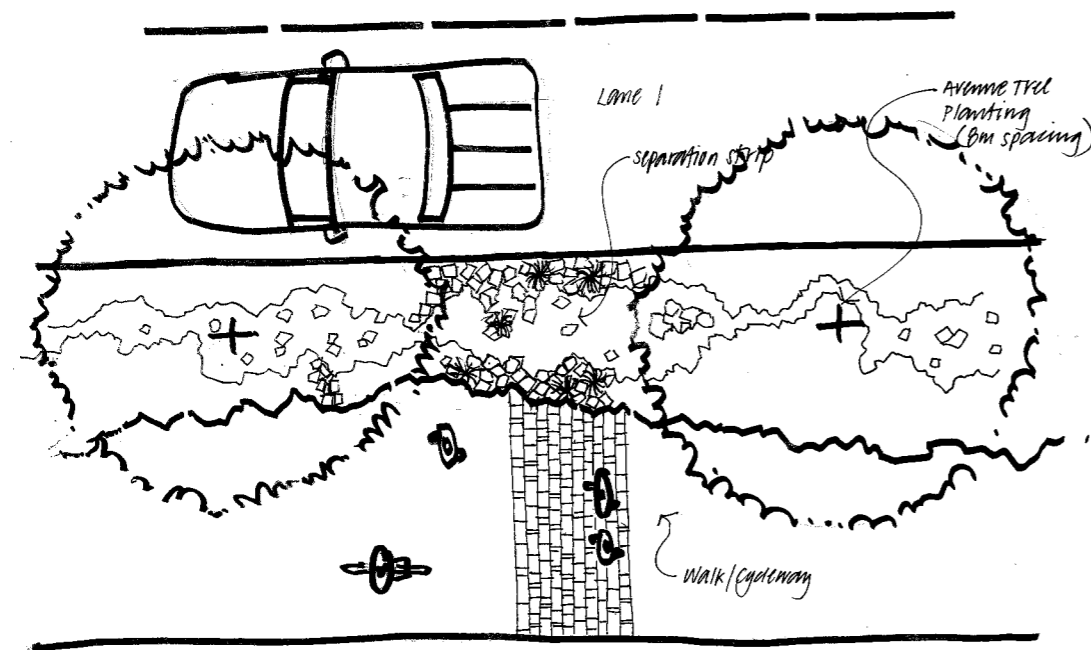
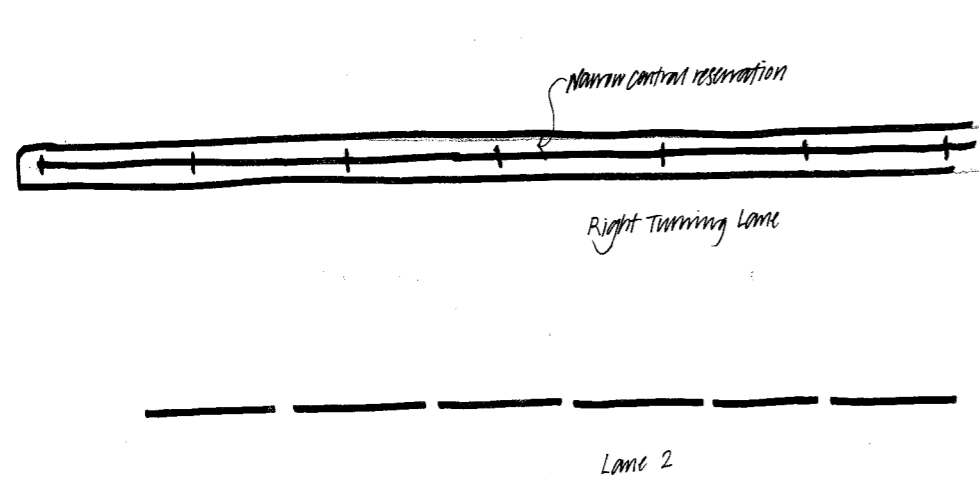
East of the roundabout Eleanor Cross Road becomes an A road and requires certain speed and volume minimums.

The central reservation is very wide and still could be used more efficiently to meet these needs. If the road was reconfigured slightly the southern pavement could be widened allowing for a tree and planting buffer margin. By softening the exposure to traffic and adding air cleaning trees the experience would be a major improvement for pedestrians walking or cycling from Waltham Abbey to Waltham Cross.



CONCEPT AND MATERIALS

These images show how the buffer would work in plan and what materials would be used.



ELEANOR CROSS ROAD



NEW BRIDGE CROSSING INTO WHITE WATER CENTRE



ROADWAY BRIDGE OVER RAIL LINE (ELEANOR CROSS RD)



EXISTING TREES AT FISHERS CLOSE (FELLED)



HOLDBROOK ESTATE (EXISTING)



VIEW LOOKING WEST FROM SOUTHERN PAVEMENT ON ELEANOR CROSS ROAD

PLANS



WALTHAM WAY PROPOSED PLAN (ELEANOR CROSS ROAD)



AERIAL VIEW LOOKING EAST ALONG ELEANOR CROSS ROAD



ZOOMED EXAMPLE AREA (HOLDBROOK ESTATE)

DESTINATION PLAN – OVERALL VISION

This vision plan summarises our proposals for improving the high street and what we call the Waltham Way. This will be implemented in phases as funding becomes available. It is though recommended that as an early first phase improvements should be carried out to The Roundel and the Monarch's Way Roundabout and Subways and our detailed proposals for these areas are set out on the following pages.



PRIORITY INTERVENTIONS

There are two major interventions that can unlock the potential for all of the spaces mentioned earlier.

These are first steps that would be the test bed for a new palette of materials to be used across the entire area. They are split into two distinct areas. One of prestige and history (Roundel) with its proximity to the Eleanor Cross and another (Roundabout) with new minimal and robust landscaping.

ROUNDAABOUT



ROUNDEL



ROUNDAABOUT



A strong theme using white boulders and gabions is proposed to replace the existing retaining walls in the roundabout.

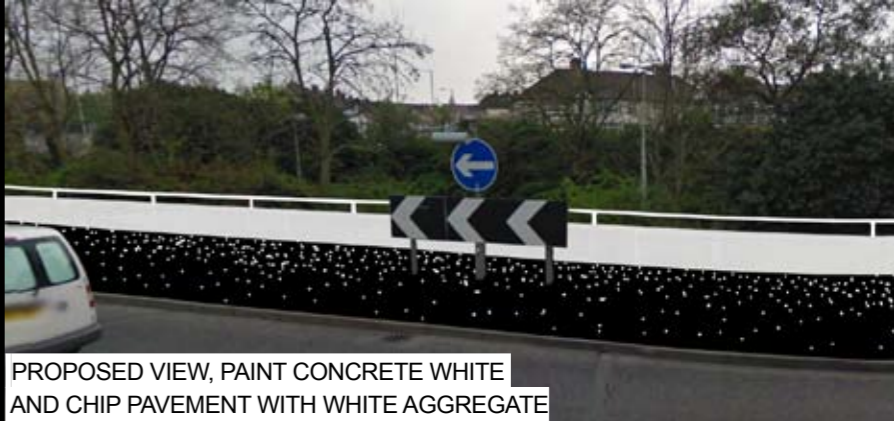
This builds upon the movement of the water through the river bed and acts as a subtle simile to the whitewater canoe centre. This robust yet softening approach to the landscape gives a great setting to view while walking through the subways. By painting all the walls white every person should be submersed in the flowing current of the rapids!



ROUNABOUT



EXISTING VIEW, ROUNABOUT PAVEMENT



PROPOSED VIEW, PAINT CONCRETE WHITE AND CHIP PAVEMENT WITH WHITE AGGREGATE



PROPOSED ROUNABOUT VIEW

ROUNABOUT MATERIALS



GREY GRANITE BOULDERS



GREY VEINED BOULDERS



WHITE BOULDERS

In addition to the rock boulders and white paint on the concrete walls, we propose to removed all the undergrowth vegetation from underneath the trees and then covering it with a smaller white rock mulch and single boulders with a metallic painted finish to draw the eye to certain focal points.

This will create a nice space to look at not disimilar to a japanese style garden. In contrast the flooring would be an asphalt material with white chippings placed into it, this allows for interesting patterns and flows to replicate the water theme moving through the river bed.



SMALL MARBLE BOULDERS



TARMAC SPECKLED WITH WHITE AGGREGATE OPTIONS



SMALL BOULDER GABIONS



WHITE ROCK MULCHING



PAINTED REFLECTIVE STONES



ROUNDAABOUT SUBWAYS

The subways are a vital area where one should be calmed and relaxed as they submerge themselves into the deep. Like an underwater river the dappling lighting of the sun reflecting through the water should soften the visual appearance of the walls.

By using prefabricated metal panels that can be removed easily for maintenance a subtle and natural three dimensional wave surface can be created for this effect. Lighting would also be coordinated to tie into this approach.



SHIMMERING LIGHTING CONCEPT



STAINLESS STEEL SUBWAY PANEL EXAMPLE



SHIMMERING LIGHTING CONCEPT



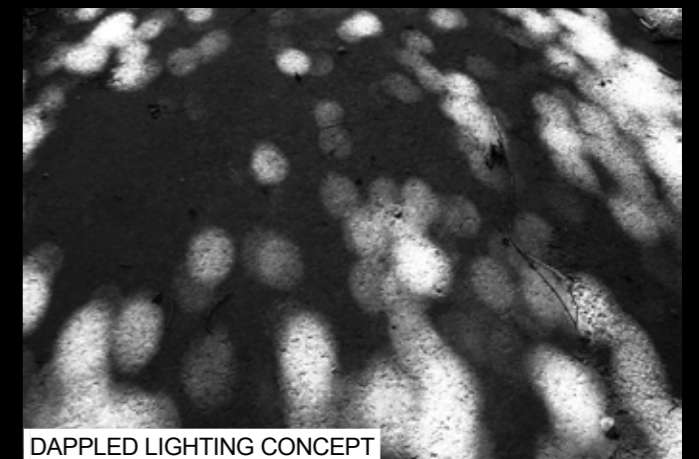
SHIMMERING LIGHTING CONCEPT



CRUMPLED "WHITE WATER LIKE" PANEL EXAMPLE



CRUMPLED "WHITE WATER LIKE" PANEL EXAMPLE



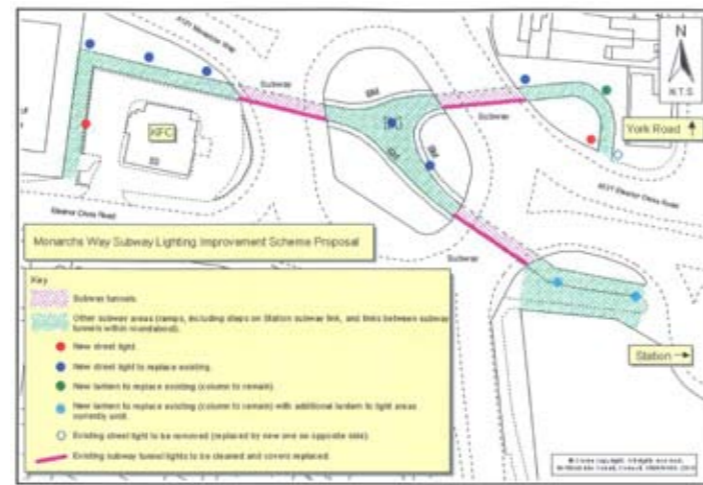
DAPPLED LIGHTING CONCEPT



EXISTING SUBWAY ENTRANCE



PROPOSED SUBWAY ENTRANCE

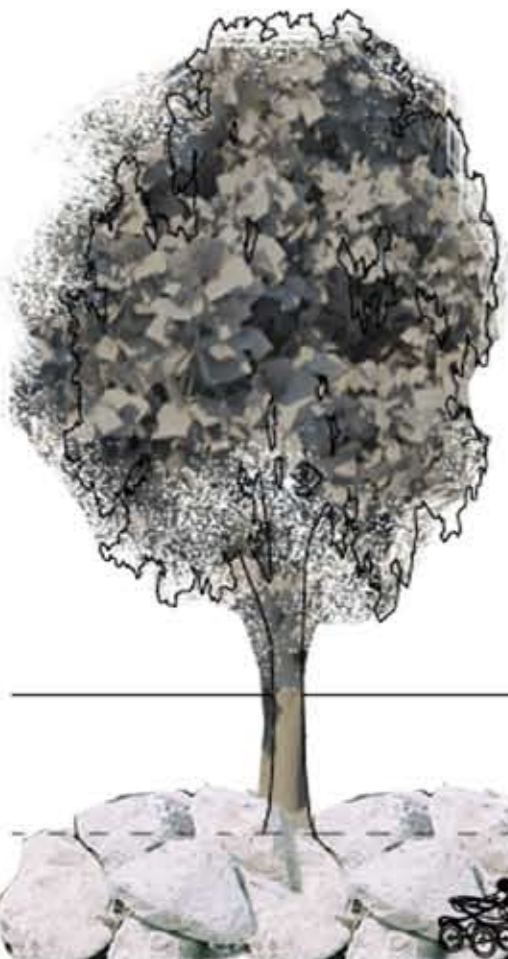


PROPOSED SUBWAY LIGHTING IMPROVEMENTS

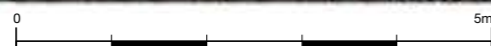
Here we see the suggested wall panelling system in place. It is also recommended to improve the lighting by measures such as adding some uplighters to the walls of the subways to shine up and off the walls. As a possible alternative to the recommended wall panelling the walls could be painted with anti graffiti white paint.



PROPOSED PANNELLING EXAMPLE



PROPOSED SUBWAY LONG ELEVATION



ROUNDEL

This space is the recommended first phase for improvements in the High Street as it provides an important link between the Eleanor Cross and the southern High Street. The road surface is in urgent need of improvement and there is scope to reduce the impact of traffic in this area and provide more space for pedestrians. The photographs illustrate the type of improvements which could be made in the area.

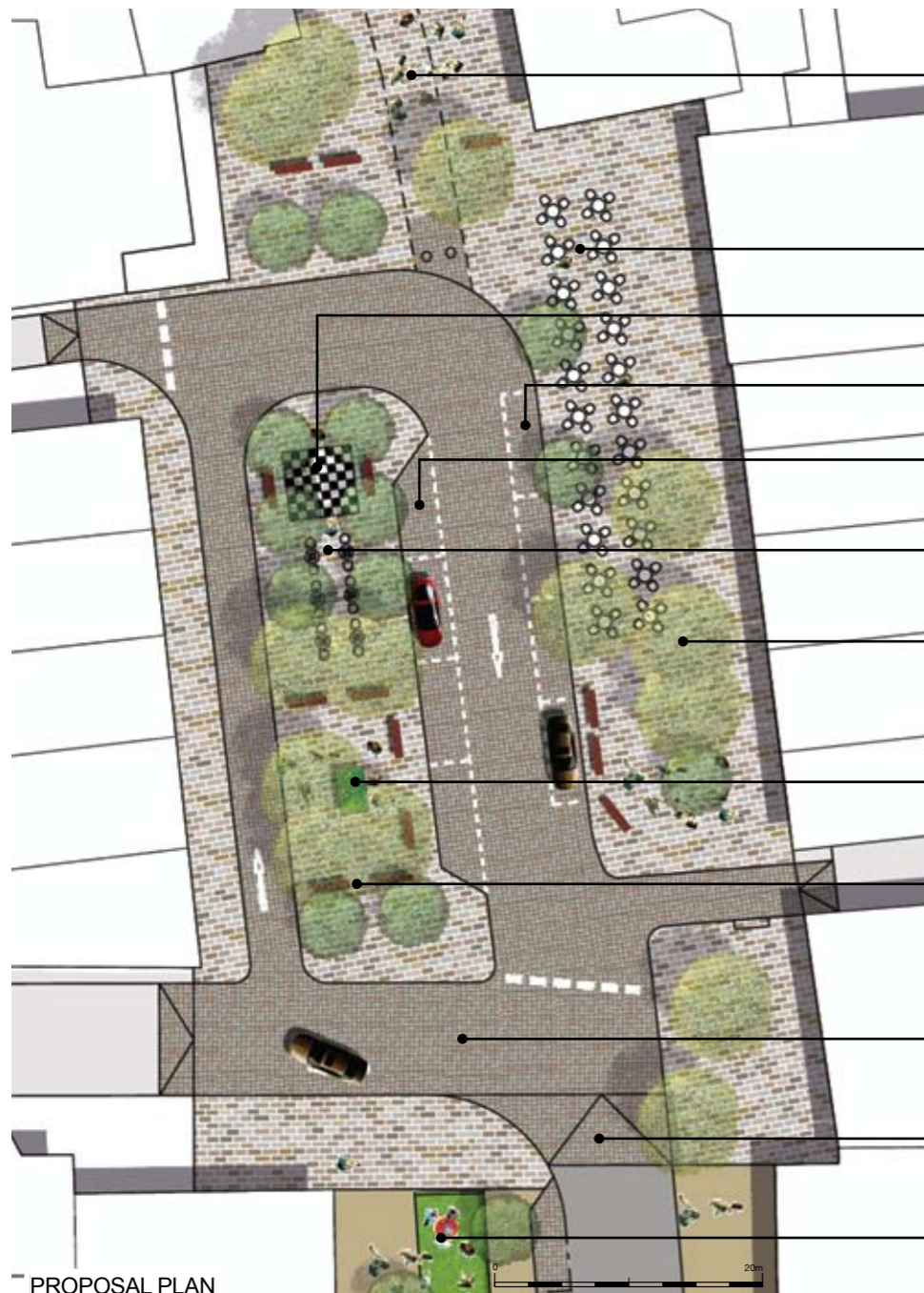
A strong square with open air seating is also important for adding another use to the space.



BONN SQUARE, OXFORD



RECENT WALTHAM CROSS IMPROVEMENTS



Continuation of yorkstone paving from Eleanor Cross

Outdoor cafe seating

Extra large chess square

Drop off/pick up parking

Taxi parking

Games tables (chess, dominoes, mah jong etc.)

Existing trees retained and reinforced with new tree planting

Table tennis

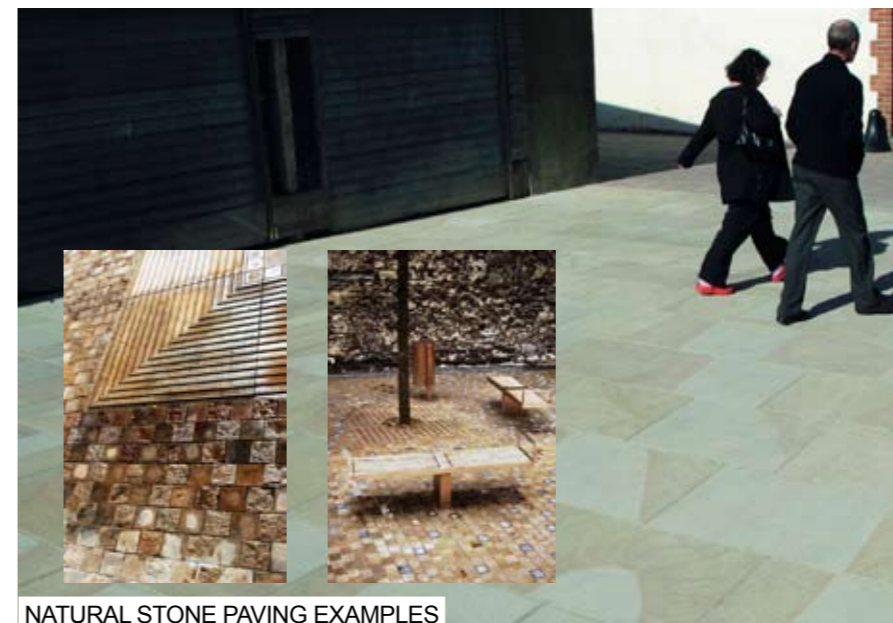
Timber benches

Natural stone sett carriageway and parking

Raised table square with low kerbs (60mm)

Informal play strip continues south along high street

PROPOSAL PLAN



NATURAL STONE PAVING EXAMPLES



ROUNDEL STREET FURNITURE

Street furniture includes many of the fine details that will help to make the high street. We propose tree guards, signage, natural stone kerbs, bicycle parking, litter bins and lighting columns with a contemporary finish to be used all along the high street in future phases and in the Roundel for the first phase.



TREE PLANTING AND GUARD EXAMPLE

WAYFINDING MAP EXAMPLE

WAYFINDING MAP

FINGERPOST WAYFINDING

GRANITE KERBS

YORKSTONE KERBS

CURVED STAINLESS STEEL BICYCLE RACK

STANDARD STAINLESS STEEL BICYCLE RACK

TIMBER/STAINLESS STEEL LITTER BIN

BESPOKE LIGHTING LUMINAIRE

BRUSHED STAINLESS STEEL LIGHTING COLUMN

ROUNDEL STREET FURNITURE

Contemporary timber and stainless steel benches are proposed because of their soft yet durable natural finish. Considerations will need to be detailed such as studs to prevent skateboarding vandalism and whether seat backs will be required for disabled users.



BACKLESS BENCH OPTION



DOUBLE SIDED BENCH OPTION



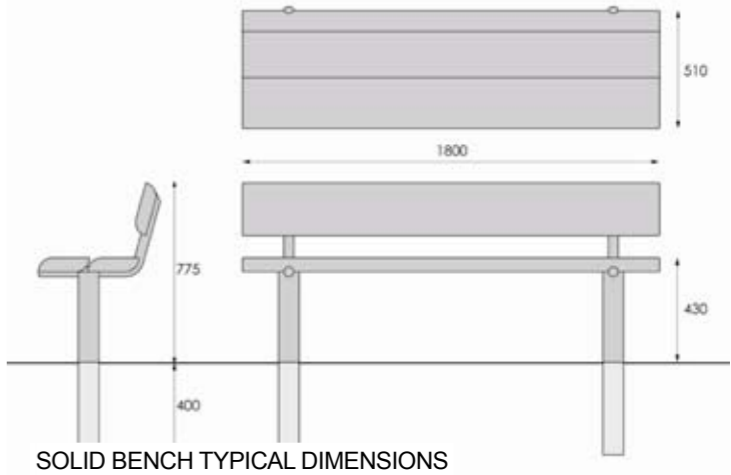
TIMBER BENCH FAMILY OPTION



LONG SLOTTED TIMBER BENCHES



SOLID BENCH OPTION



SOLID BENCH TYPICAL DIMENSIONS

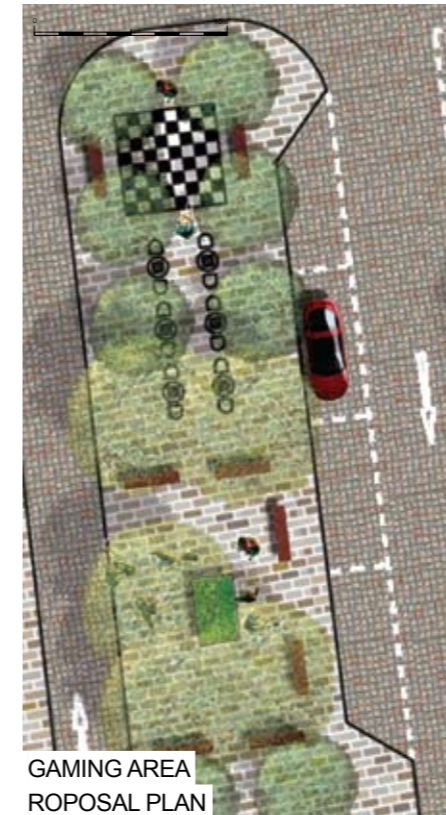
ROUNDEL PLAY STRIP

There is an opportunity to create a space which can be used positively and become a focal point for the local community. The photographs illustrate some of the ideas which could be introduced in this area.

In the roundel we propose that the first area be one where more adult play can occur. This can include Chess, Petanque, Dominoes, Mah-Jong and Ping Pong. Detailed proposals would be developed in discussion with local residents and businesses.



MAH-JONG GAMING



GAMING AREA
ROPOSAL PLAN



OUTDOOR CHESS PARK



DOMINOES GAMING



OUTDOOR BOULE



OUTDOOR BOULE COURT



OUTDOOR TABLE TENNIS



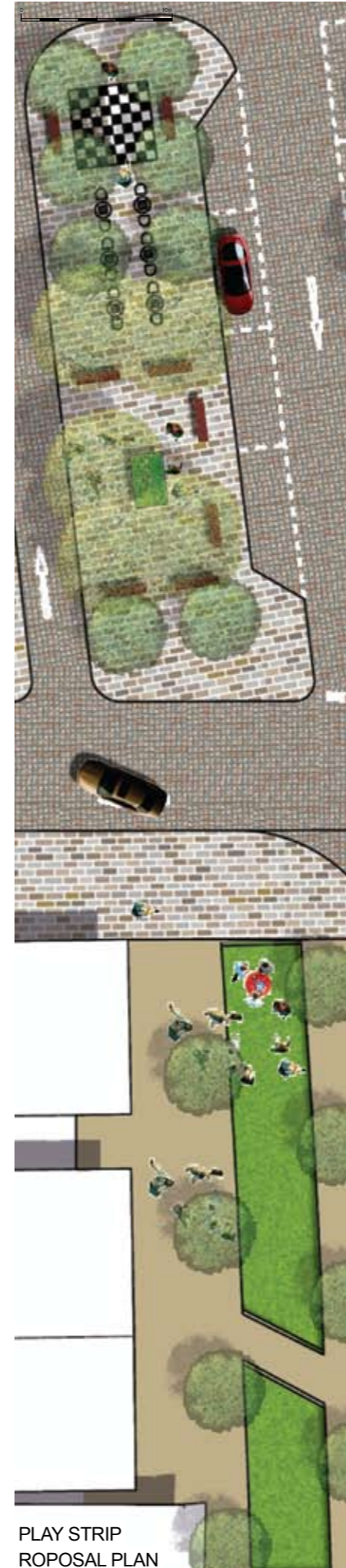
OUTDOOR EXTRA LARGE CHESS BOARD

SOUTHERN HIGH STREET PLAY STRIP

If suggestions for the Roundel prove successful future phases of the recommended improvements for the southern High Street could incorporate childrens play areas. This would bring increased activity into this part of the High Street and link the town centre with the residential areas and open space to the south. The photographs illustrate some ideas for this areas.



BESPOKE CONCRETE CLIMBING WALLS



PLAY STRIP ROPOSAL PLAN



COLOURFUL MOUNDED PLAY SURFACING



NATURAL PLAY AREAS



UNIQUE PLAY AREAS



SNAKES AND LADDERS



ADVENTURE PLAY AREAS



CLIMBING APPARATUS



CLIMBING WALL

CONSULTATION

On the 2nd of August 2010, key stakeholders were invited to a “walk and talk” to see the site and discuss early concepts.

This was a key step in gaining understanding of the wants and needs of the clients while getting reactions to the ideas.



KEY STAKEHOLDER “WALK AND TALK”

WHERE TO NEXT

The ideas set out in this report provide the basis for significantly improving the appearance of Waltham Cross Town Centre and the area through to the new White Water Centre. It is recognised that some of the ideas are radical and that implementation will be in phases and will require ongoing consultation with local residents and businesses.

COSTS

Costing estimates have been completed by KMCS quantity surveyors.

These are guide summary costs associated with the proposals presented.

Refer to the cost plan for detailed breakdowns.

We are aware that monies may become available in the future. These are prices indicated for first phase priority interventions. Once money is appropriated concepts can be detailed based on the budgets.

Roundabout Area

A Roundabout and Subways	£487,709
B West Entrance - KFC (Resurfacing Path Only)	£78,365
C South East Entrance - Park / Train Station (Resurfacing to ramps/steps and Boulders to future grade crossing)	£106,210
D North East Entrance - Eleanor Cross Road (Resurfacing Path Only)	<u>£58,714</u>
	£730,998 TOTAL

Roundall

Option 1 - Natural Stone	£818,000
Option 2 - Marshalls	£541,000

Early indications for Long Term Projects

(To be fully costed in further detail design phases)

Waltham Way - From Roundabout to White Water Centre	£1.5 to 1.7 million
Waltham Way - From Cross to Roundabout	£0.4 to 0.6 million
Southern High Street (not including £450k contingency for services diversions)	£1.7 to 1.9 million
Northern High Street	<u>£1.3 to 1.5 million</u>
	£4.9 to 5.1 million TOTAL

WALTHAM WAY





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