

A TUNNEL TO REPLACE THE HAMMERSMITH FLYOVER: A CHAIN OF OPPORTUNITIES

West London Link Design in association with the Halcrow Group and Hammersmith BID



The Story So Far

THE GREAT WEST ROAD

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Map showing the impact of WWII bomb damage



A view on St Paul’s Church and Queen Street from the Broadway, painted around 1835 by James Pollard. By the early 19th Century Hammersmith was a major transport centre for coach routes to and from London.



Hammersmith Broadway c1914 Palmer’s development store was founded in 1886 and demolished in the 1980’s.



Buildings destroyed by a VI flying bomb on 24 July 1944. The area is now covered by Furnivall Gardens.



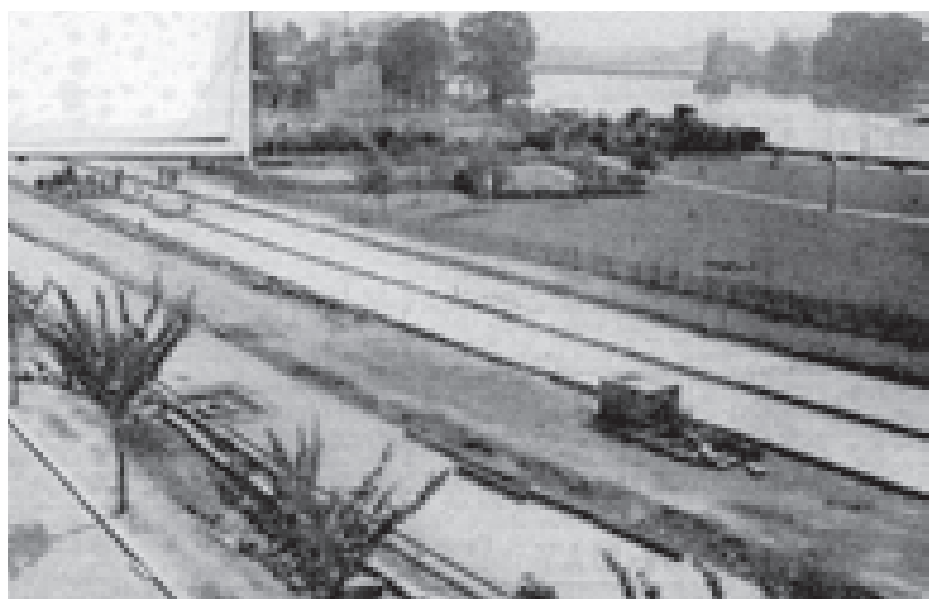
The proposed route of the A4 Great West Road (Talgarth Road western extension) and Hammersmith Flyover (viaduct).



Hammersmith Broadway in the early 1950’s.



The Great West Road and the proposed flyover.

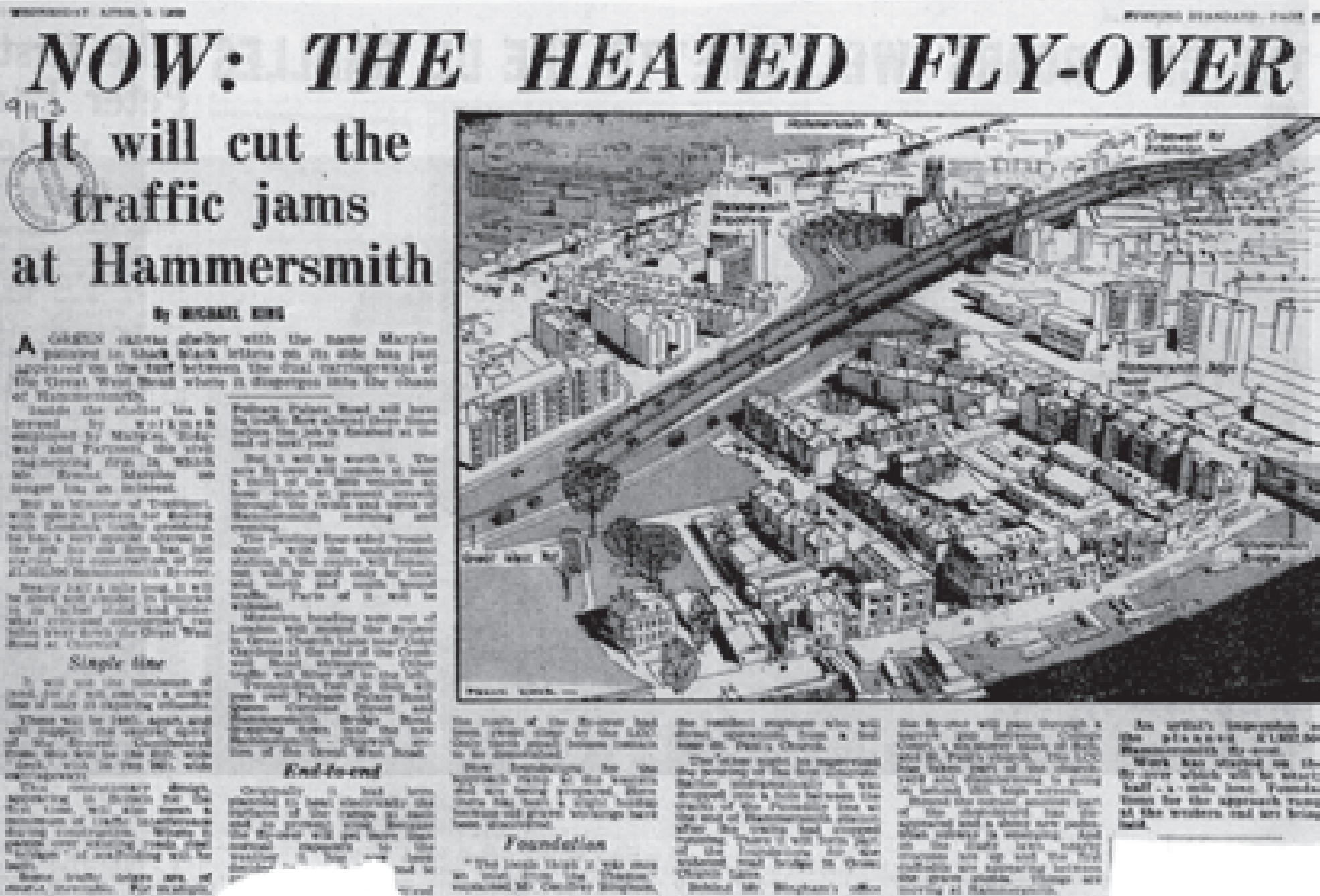


Newspaper photograph from the Daily Telegraph, September 9 1955 showing Furnivall Gardens and the Great West Road under construction.

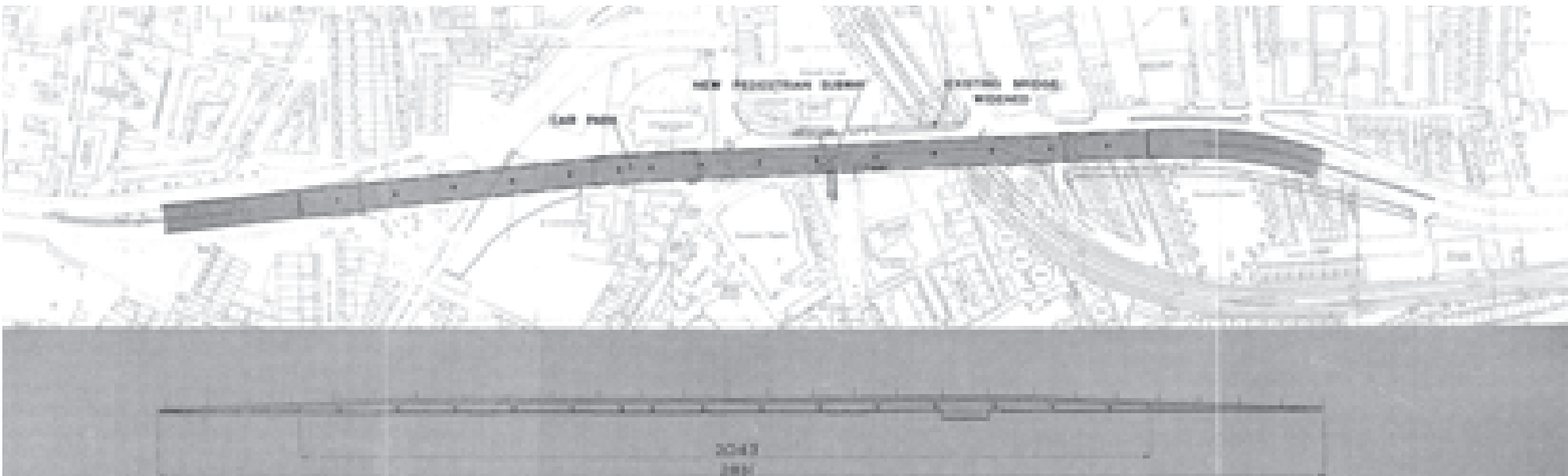
HAMMERSMITH FLYOVER AND HAMMERSMITH BROADWAY

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1961 HAMMERSMITH FLYOVER UNDER CONSTRUCTION



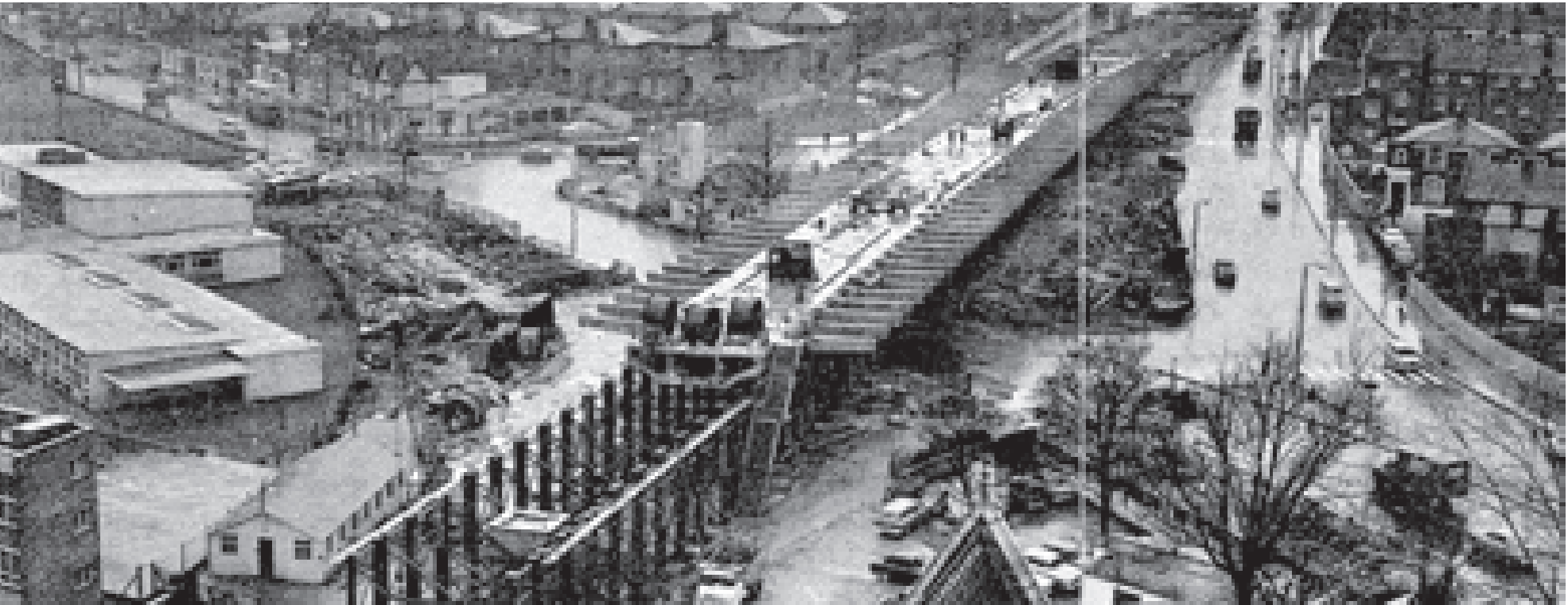
Newspaper article from The Evening Standard,Wednesday April 6 1960.



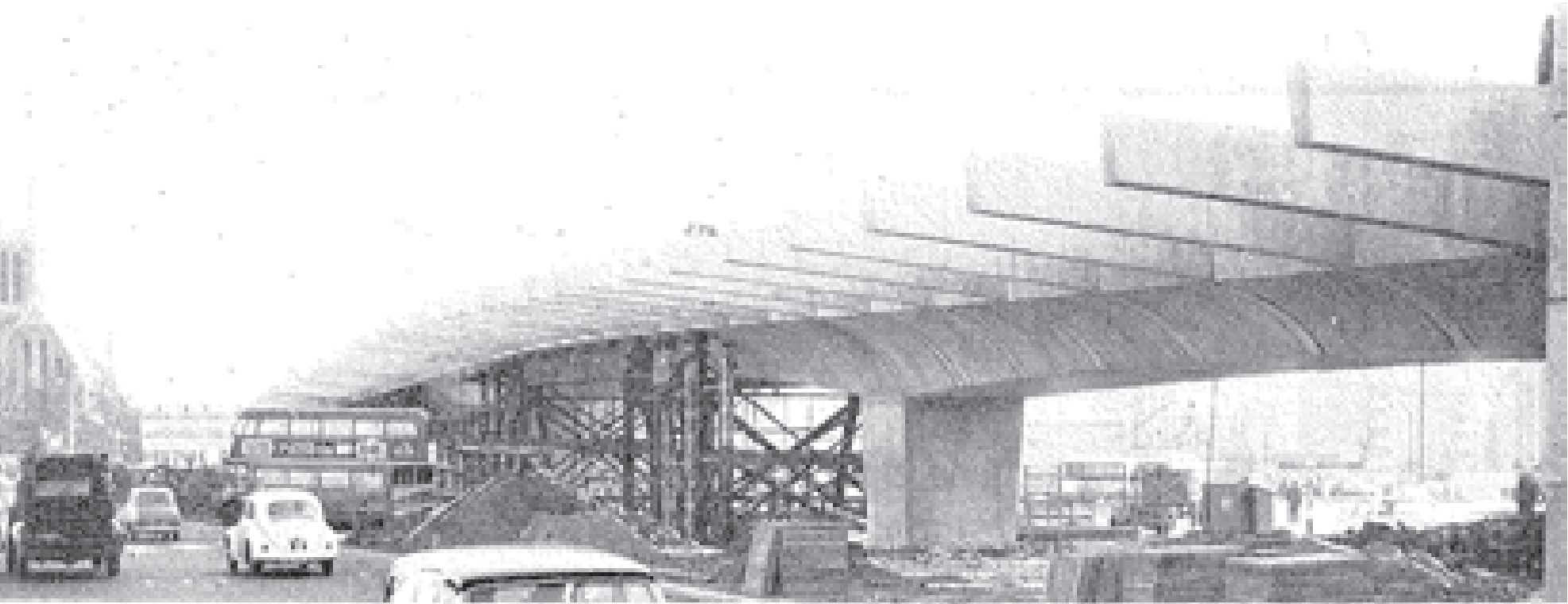
Plan and elevation of the Hammersmith Flyover as built.



The last pre-stressed concrete segment was placed in position on June 21 1961, and the flyover was opened by the end of the year.



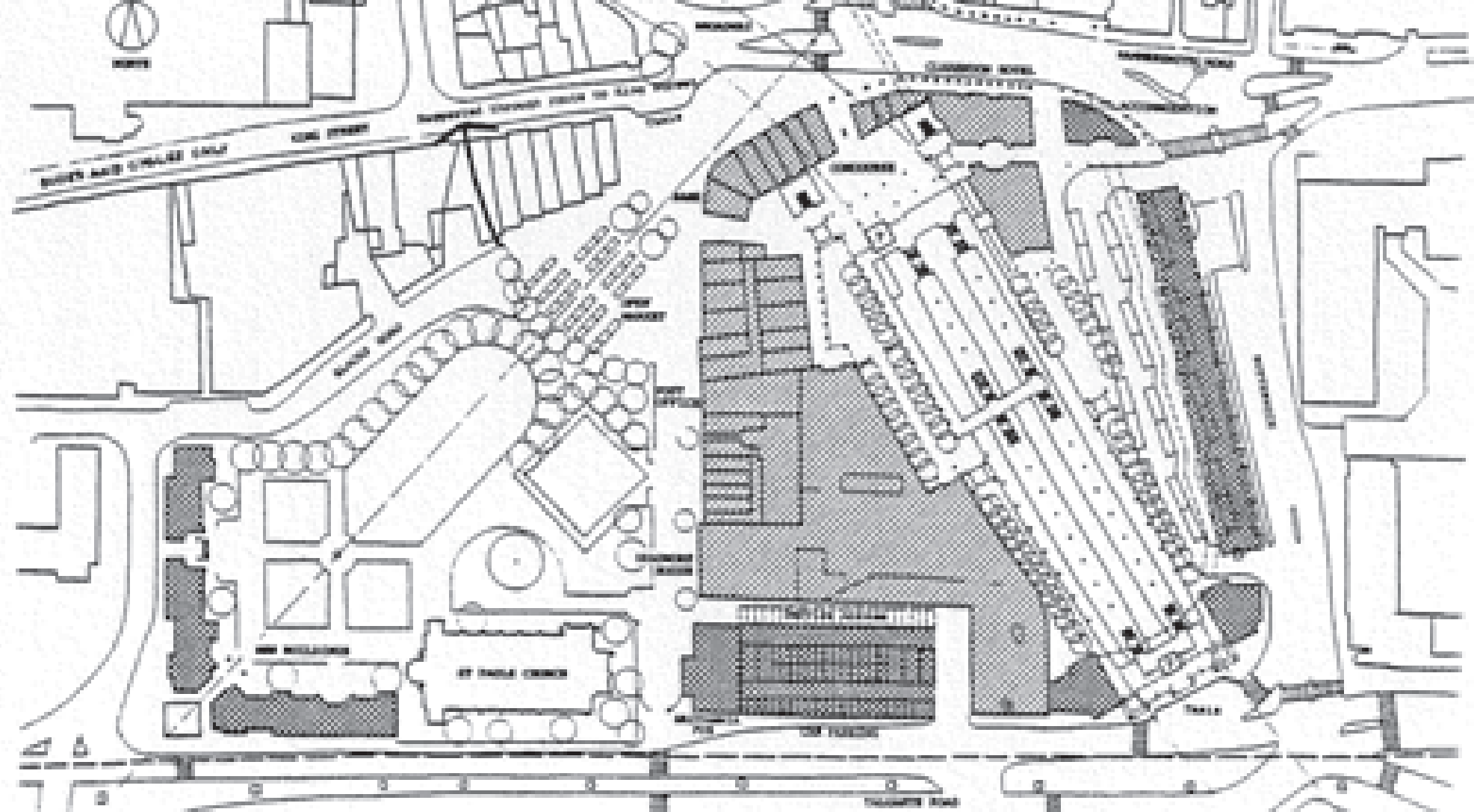
The flyover cost £1.3 million to construct.



1988 HAMMERSMITH BROADWAY UNDER CONSTRUCTION



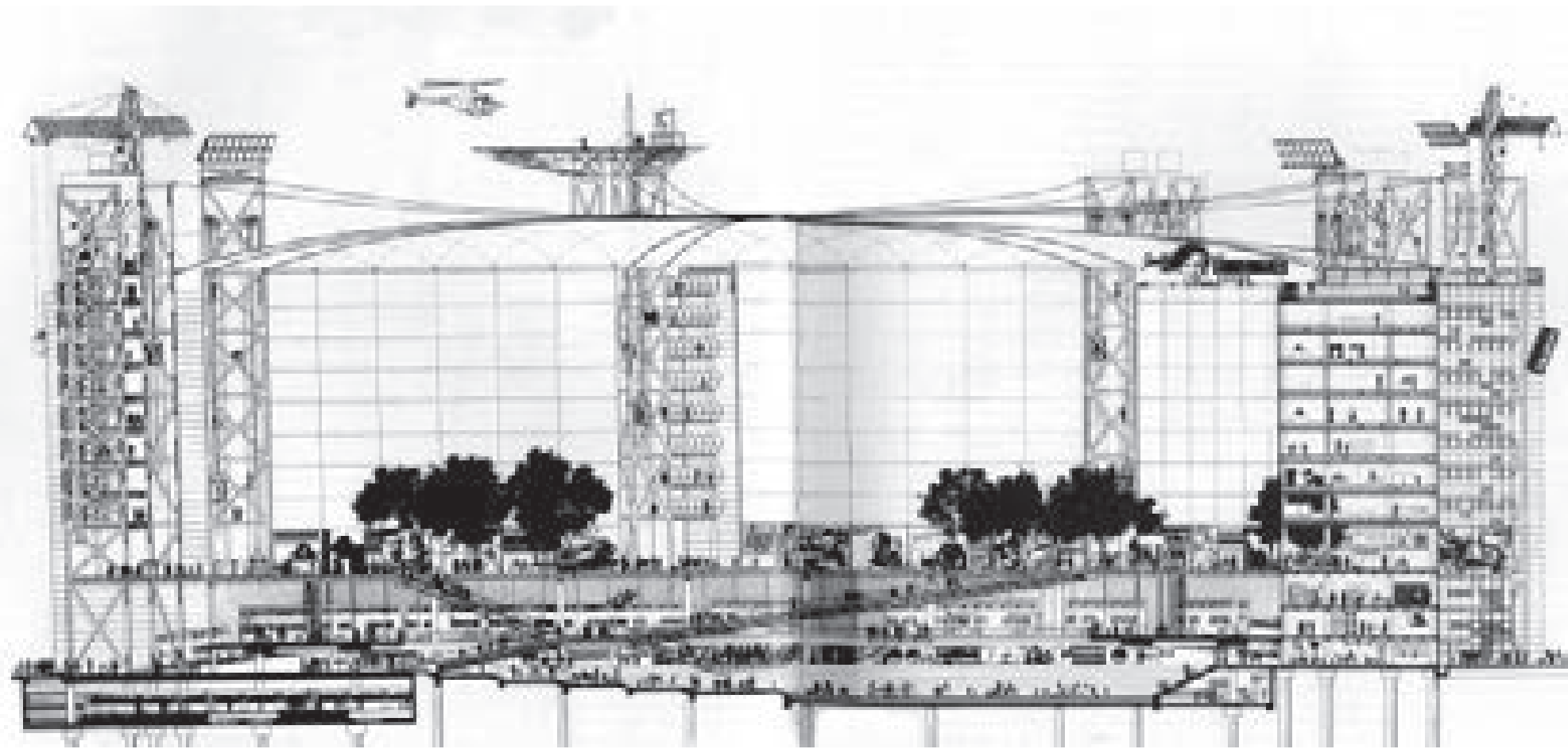
Newspaper article from the evening standard August 2 1988. The new scheme for Hammersmith Broadway by architects EPR Partnership is finally under construction.



Plans by Terry Farrell Partnership in 1984 to integrate St Paul's Church and Green with the proposed Hammersmith Broadway scheme.



The earlier Hammersmith station around 1914. The station was built in 1874 and was later demolished to make way for the Hammersmith Broadway development scheme.



Unbuilt proposal for the Hammersmith for London Transport, 1977-79 by Norman Foster.

World City Experience

INTERNATIONAL PRECEDENT

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The Big Dig, Boston



Embarcadero Waterfront, San Francisco



High Line, New York

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Cheonggyecheon, Seoul



Central Waterfront, Seattle



Olympic Sculpture Park, Seattle



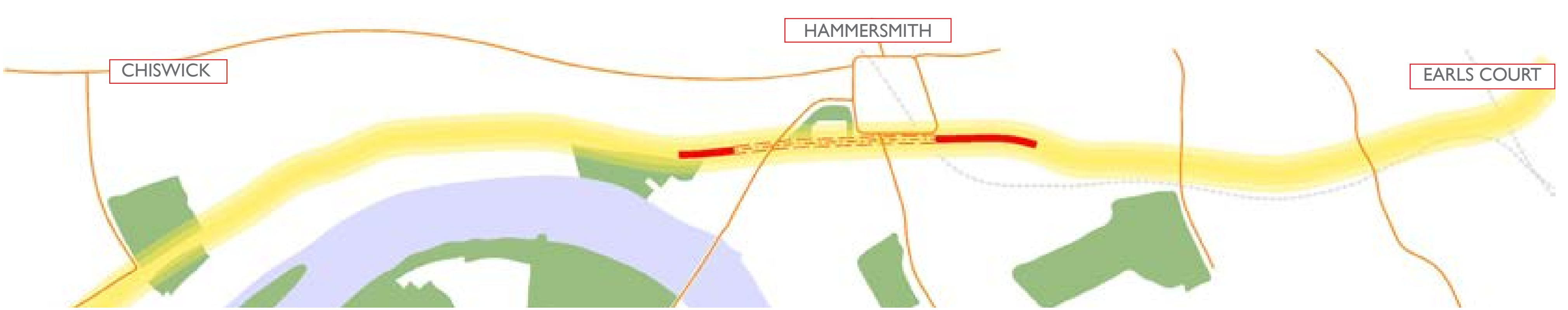
Madrid



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Why Now?

A TUNNEL TO REPLACE THE HAMMERSMITH FLYOVER:A CHAIN OF OPPORTUNITIES



The Opportunity

It is very likely that the Hammersmith Flyover will have to be replaced in a matter of years. Its replacement could take many forms. We have looked at these and conclude that the only option that offers a viable and sustainable solution for the future, while creating for the people of West London a unique opportunity to improve the quality of their world is a tunnel between Hogarth Roundabout and Earl's Court.

Remove The A4 From West London

- Eliminate through traffic and the pollution it emits from a 3.7km stretch of West London.
- Release a strip of land for the profitable development of Chiswick, Hammersmith, Kensington and Chelsea.
- Create much needed space for parks and recreation.
- Reroute traffic to recreate Hammersmith as an urban centre.
- Reconnect Chiswick and Hammersmith to the river.

Solution

The tunnel between the Hogarth Roundabout and Earl's Court is the solution that delivers an outcome that benefits all. Cities around the world have seized similar opportunities to create new and exciting urban environments, along riverfronts, seashores and through urban centres by burying ring roads and urban motorways. Land freed up by removal of the highway can be planned both to help finance construction and enhance the historic character of the A4 corridor.

Decision Making

The flyover has a finite life, maybe as little as 15-20 years, This is just long enough to plan and build a replacement. A major infrastructure project in a high density town centre, whatever the chosen solution, will take years to plan, procure and build.

Now Is the Time

The time we have is long enough to plan the best solution or short enough to be forced into a quick and dirty fix.

Costs And Benefits

A tunnel might be expensive in simple capital cost. However, this solution avoids the costs of long-term disruption to the highway network. What's more, a tunnel creates wider financial and cultural opportunities for West London. A full analysis of costs and benefits will show how a tunnel compares favourably with a replacement flyover, and how capital costs can be offset by the release of land for profitable development.

How The Tunnel Can Transform The City

- North and south rejoined
- Hammersmith and Chiswick reunited with the river
- The centre of Hammersmith rejuvenated
- Traffic arteries replaced by boulevards and avenues
- Development opportunities created for workplaces and homes



Current view of the flyover in the context of St Paul's Church



Proposed view of the entrance to the 'flyunder' with the Ark behind



Alaskan Way, Seattle

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DEMOLISH AND REBUILD

A4 closed for two plus years creating widespread disruption.

Temporary works/site logistics:
Furnivall Gardens
Filling station by the Ark

A new structure, just like the old, cutting through the Borough, with no benefit to Hammersmith.

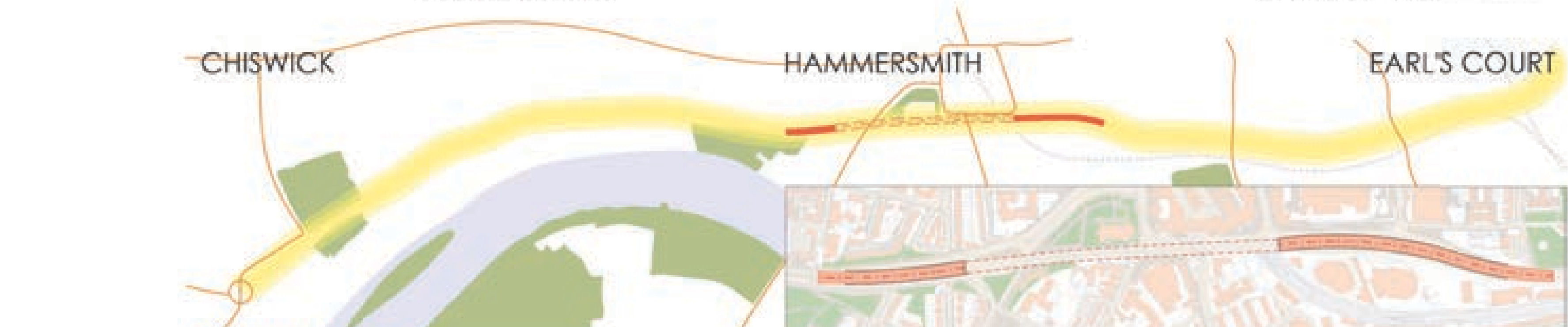


BUILD NEW FLYOVER (ALONGSIDE EXISTING)

A4 can stay open during construction. Requires demolition of landmark structures.

Temporary works/site logistics:
Furnivall Gardens
Filling station by the Ark

A new structure, just like the old, with the loss of local landmarks. No benefit to Hammersmith.

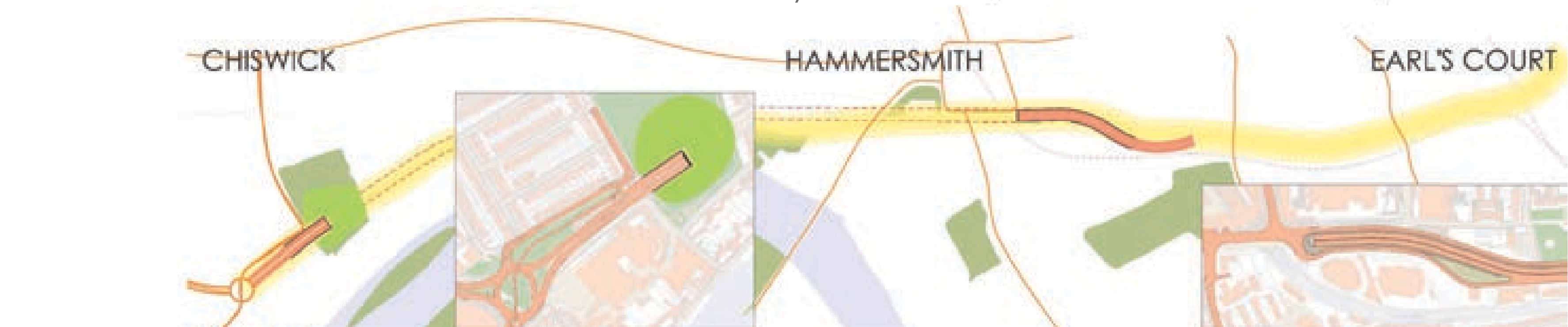


SHORT TUNNEL (CUT AND COVER TUNNEL ON EXISTING FLYOVER ROUTE)

Must be 20m below surface to clear LUL tracks. Flyover must be demolished before tunnel starts.

At east end gradient requires 400m to rail cutting.
At west, 200m to clear surface road system.

Prolonged construction period and disruption. Benefits to Hammersmith when complete.



TUNNEL (HOGARTH TO THE ARK)

Deep bore tunnel. Clears surface structures below A4, A4 stays open through most of construction programme.

East end suffers same problems as short tunnel option. Demolition of flyover necessary before completion,

Reduced impact of construction. A4 barrier eliminated from Chiswick and west Hammersmith,



LONG TUNNEL (HOGARTH TO EARL'S COURT)

Deep bore tunnel. Surface level works only at end portals. A4 can remain open during construction.

No surface level works in Hammersmith. East portal to be integrated with redevelopment of Earl's Court

North and South reunited, Opportunities for sustainable regeneration and valuable development released along entire stretch of route,

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THE OPPORTUNITY

A tunnel from Hogarth Roundabout to Earl's Court creates the chain of opportunities.

The strip of land released is 3.7km (2.5 miles) long.

It runs through zones of widely differing character.



THE CHAIN

A cycleway and footpath replaces the highway; a pollution free and safe route through West London.

The area needed is far less than for the current six-lane highway.

Sites for buildings and open spaces become available.



CONNECTIONS

Chiswick: Broken links are repaired, reconnecting north and south,

Hammersmith: The local network is reshaped to reunite the centre.

Talgarth Road: The highway is re-configured for local traffic.



DEVELOPMENT

Chiswick: New buildings knit north and south together again,

Hammersmith: The reshaped network creates opportunities for infill and mixed-use development.

Talgarth Road: Reduced road capacity creates space for a boulevard of linear development.



SPACES

Chiswick: New open spaces integrate with the historic pattern of development.

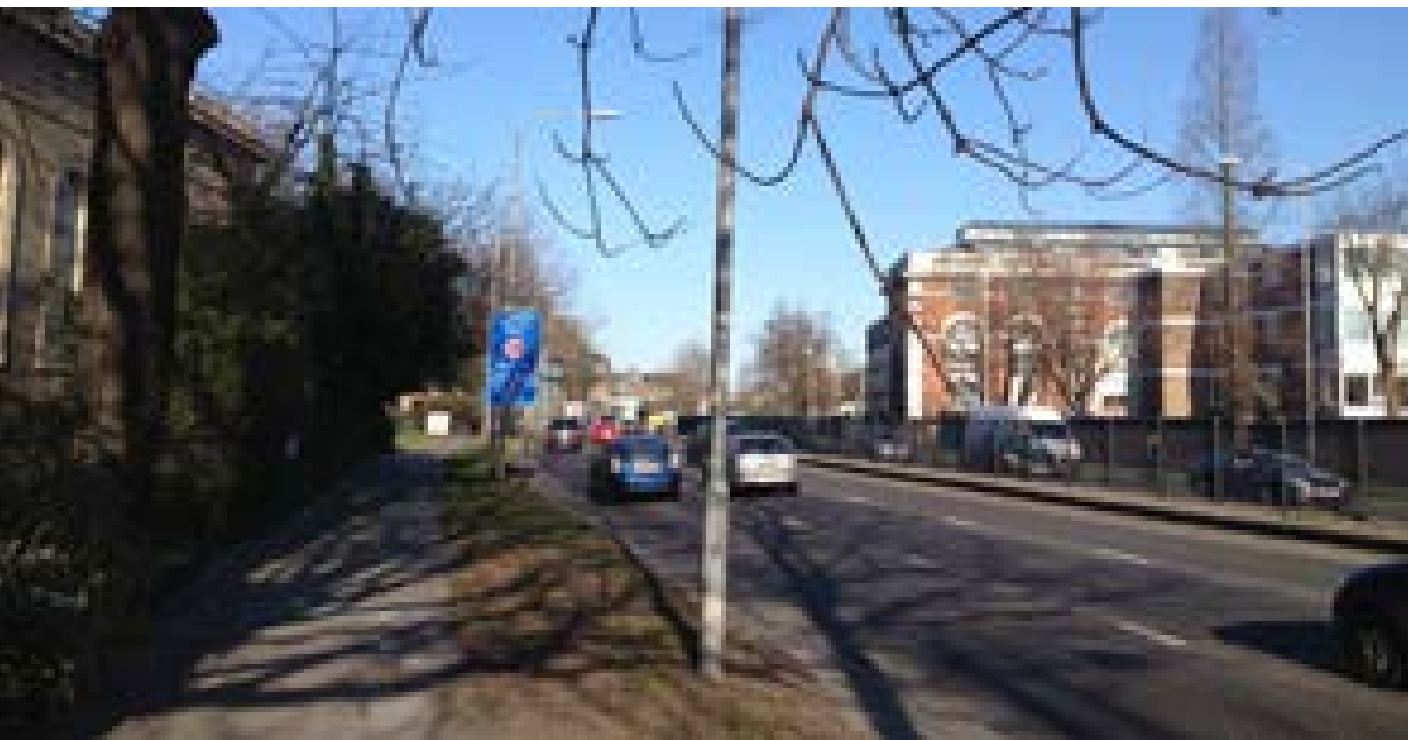
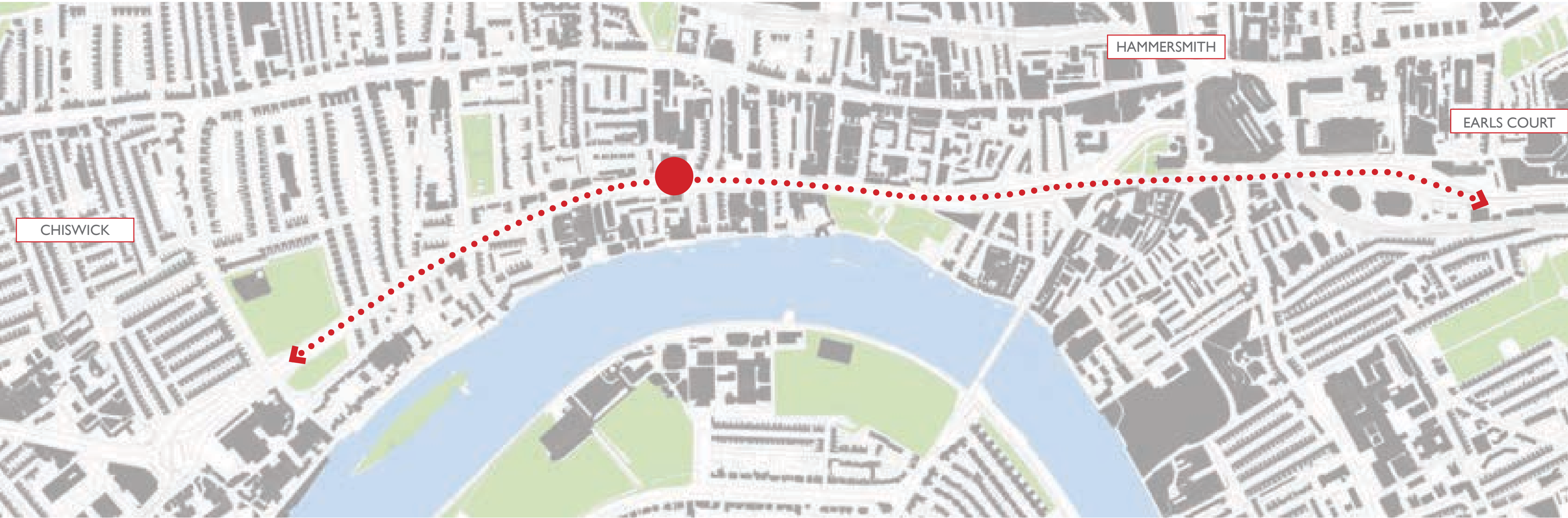
Hammersmith: New open spaces enhance and connect existing parks.

Talgarth Road: The boulevard creates an accessible and landscaped environment where none existed before.

A Chain of Opportunities

FROM TARMAC TO TOWNSCAPE

A TUNNEL TO REPLACE THE HAMMERSMITH FLYOVER:A CHAIN OF OPPORTUNITIES



Current View



We can transform a six lane swathe of tarmac into a site for housing, community buildings and workplaces, linking previously severed riverside streets to the rest of the Borough.

There is opportunity to repair the townscape with buildings sympathetic to their environment and turn the highway into a linear suburb.



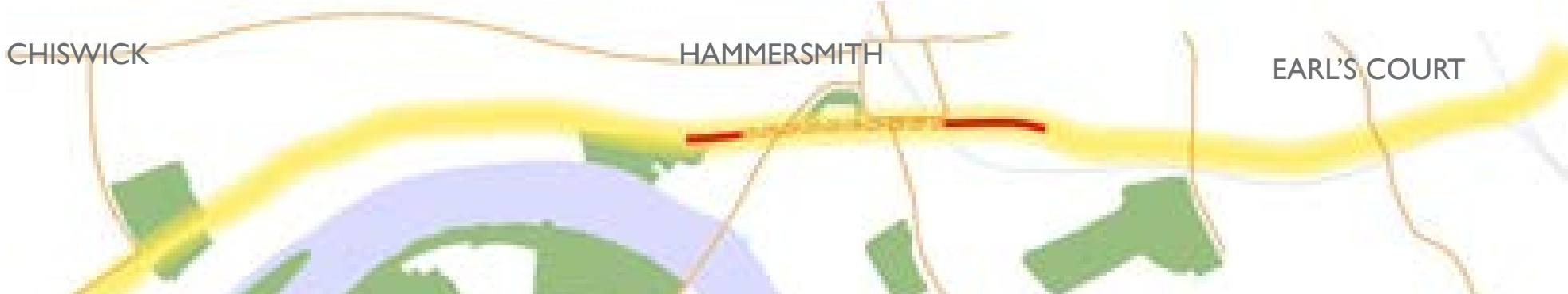
Proposed View of the A4

BROADWAY AND THE BUS STATION: MIXED USE HUB

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Current View



Currently the traffic isolates Hammersmith Broadway from the town centre. The bus station occupies a prime site.

Our scheme would allow local traffic to be re-routed away from the Broadway. This would reunite the Broadway with the rest of the town centre

The proposals present the opportunity to build a new covered bus station on Butterwick Road and create a new mixed use development on the current bus station site.



Proposed View of the Bus Station

BLACK LION LANE: RECONNECTED

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Current View



Prior to the flyover, St Peter's Church was framed by a pair of Regency terraces when viewed from the west.

When the A4 was being constructed, it cut Black Lion Lane in two, demolishing the southern terrace.

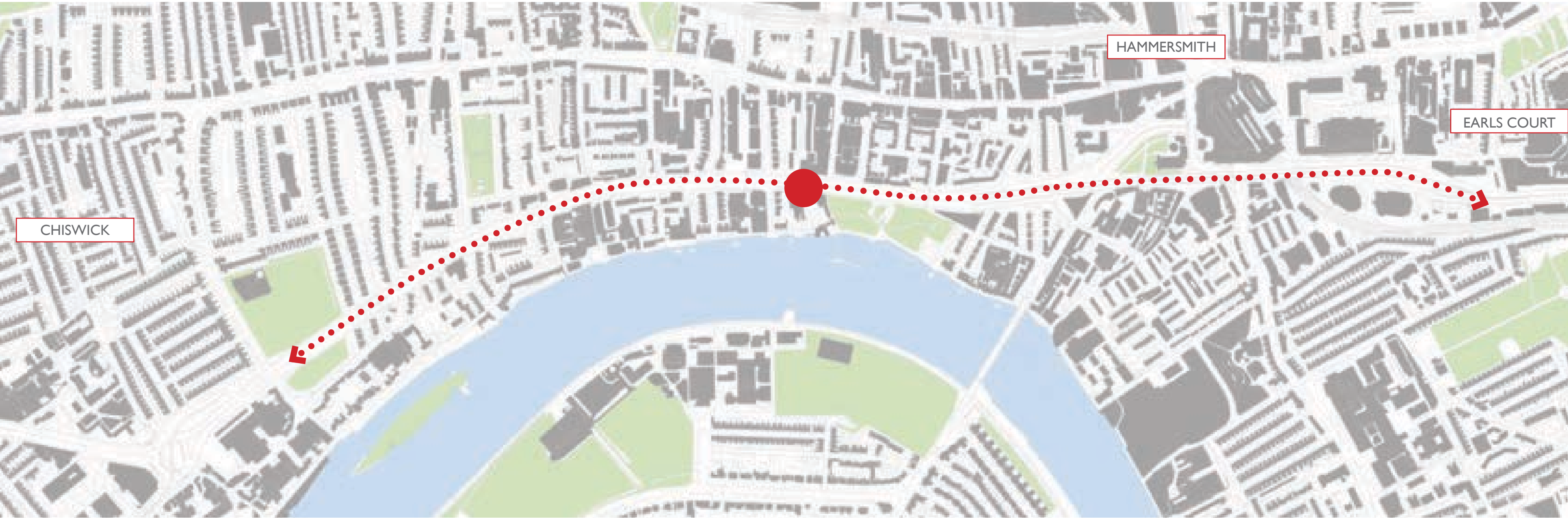
These proposals would allow Black Lion Lane to be reconnected and the missing terrace rebuilt, providing new dwellings and restoring the connection to the river.



Proposed View of Black Lion Lane

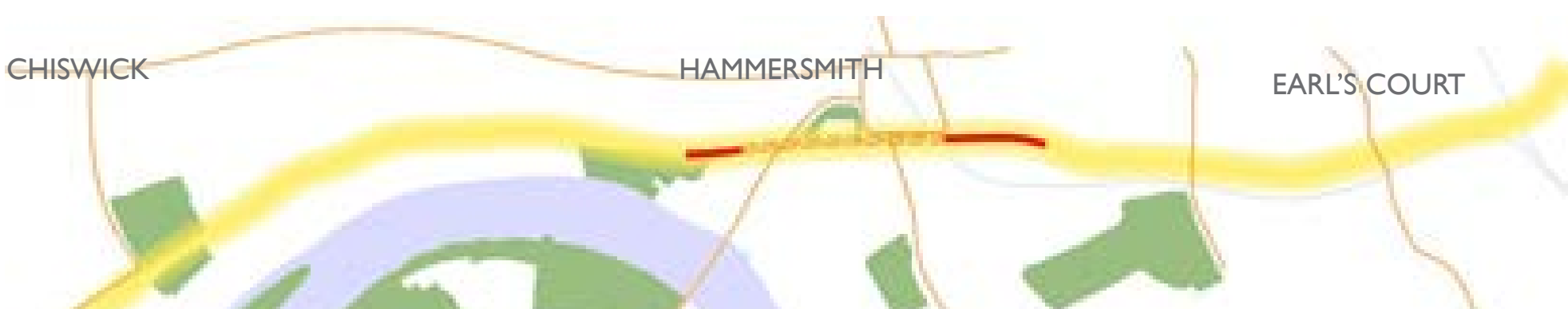
HAMMERSMITH TOWN HALL AND FURNIVALL GARDENS

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The Town Hall is currently cut off from the river.

Removing the A4 would allow Furnivall Gardens to link the Town Hall and the proposed redevelopment back to the riverbank, with potential for residential development between the restored street network.



Current Scheme



Proposed Scheme



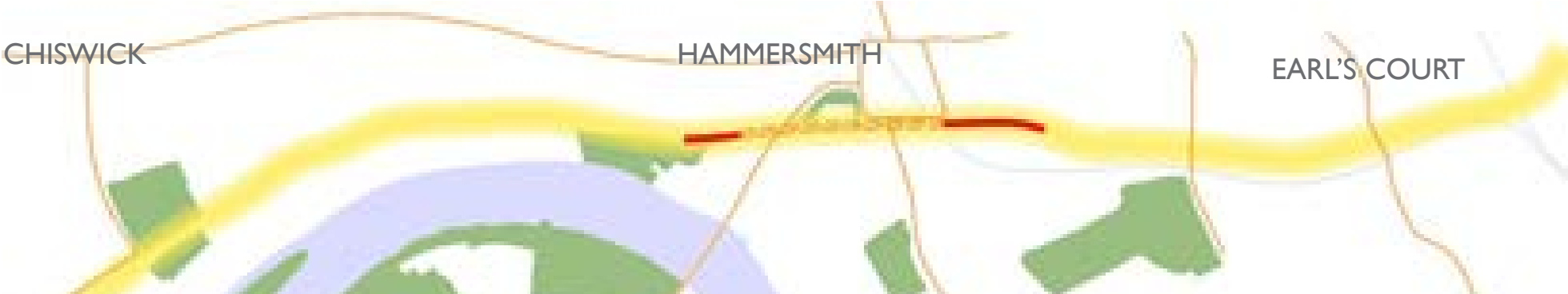
Proposed View of Furnivall Gardens

KING STREET REJUVENATED

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Current View



The tunnel creates an opportunity to reshape the local traffic network, reducing traffic intensity on King Street.

Resurfacing and reshaping the street as a shared surface, similar to Exhibition Road in South Kensington, enables Lyric Square and King Street to merge as a pedestrian and shopper friendly town centre.



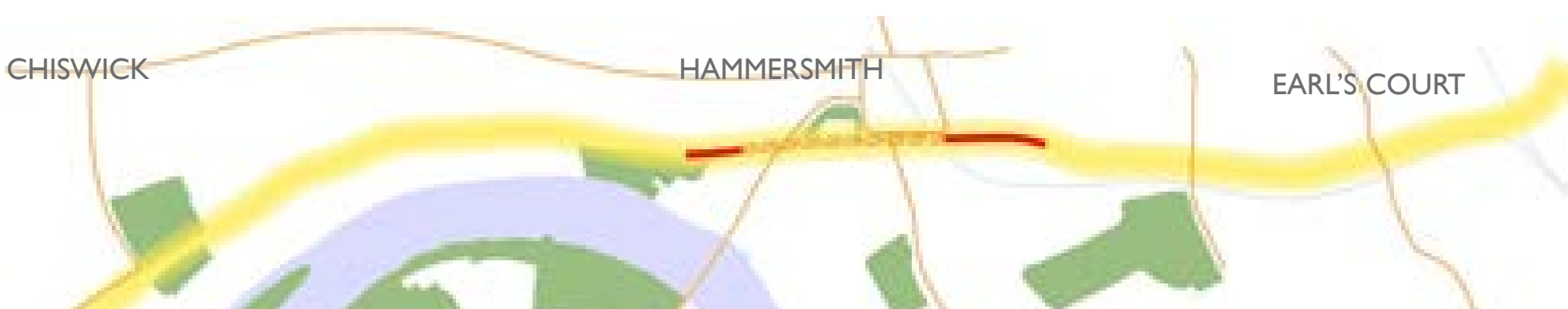
Proposed View of King Street

TALGARTH ROAD: A BOULEVARD

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Current View



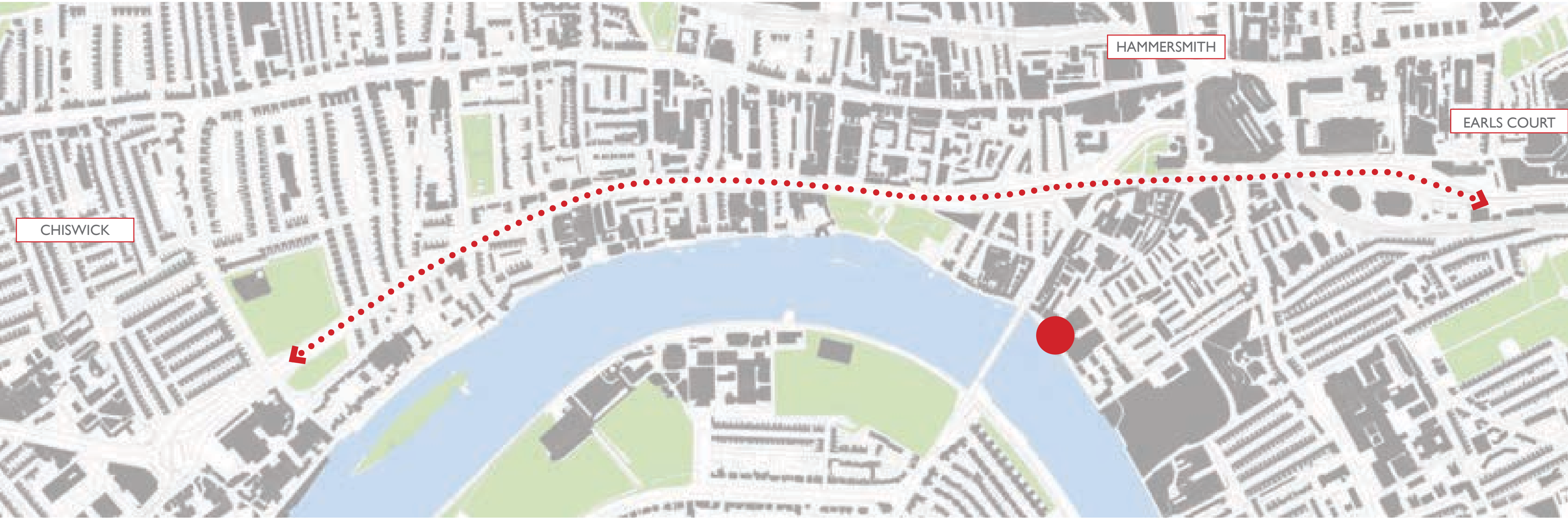
With a tunnel running to Earl's Court, the opportunity is created to turn Talgarth Road into a pleasant boulevard, serving the existing terraces and artist studio buildings on the south side and a new linear development on the north.



Proposed View of Talgarth Road

HAMMERSMITH RIVER PIER

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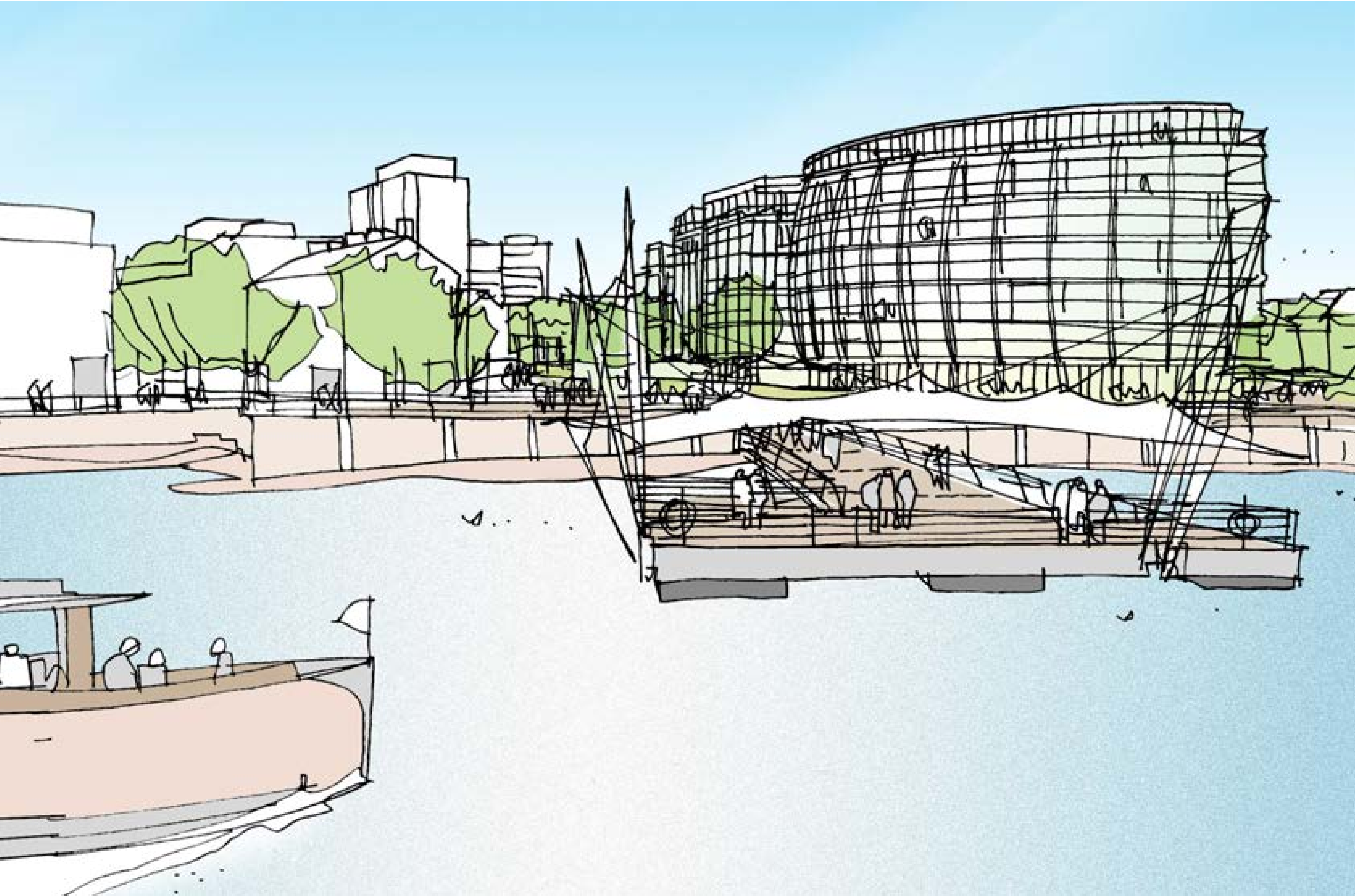


Current View



By removing the barrier formed by the flyover, a pedestrian friendly centre in Hammersmith can be created that extends down to the river by Hammersmith Bridge.

Here a river pier can be built, adding another transport link to the Hammersmith transport hub.



Proposed View of the Pier

GREENING THE ROUTE OF THE A4

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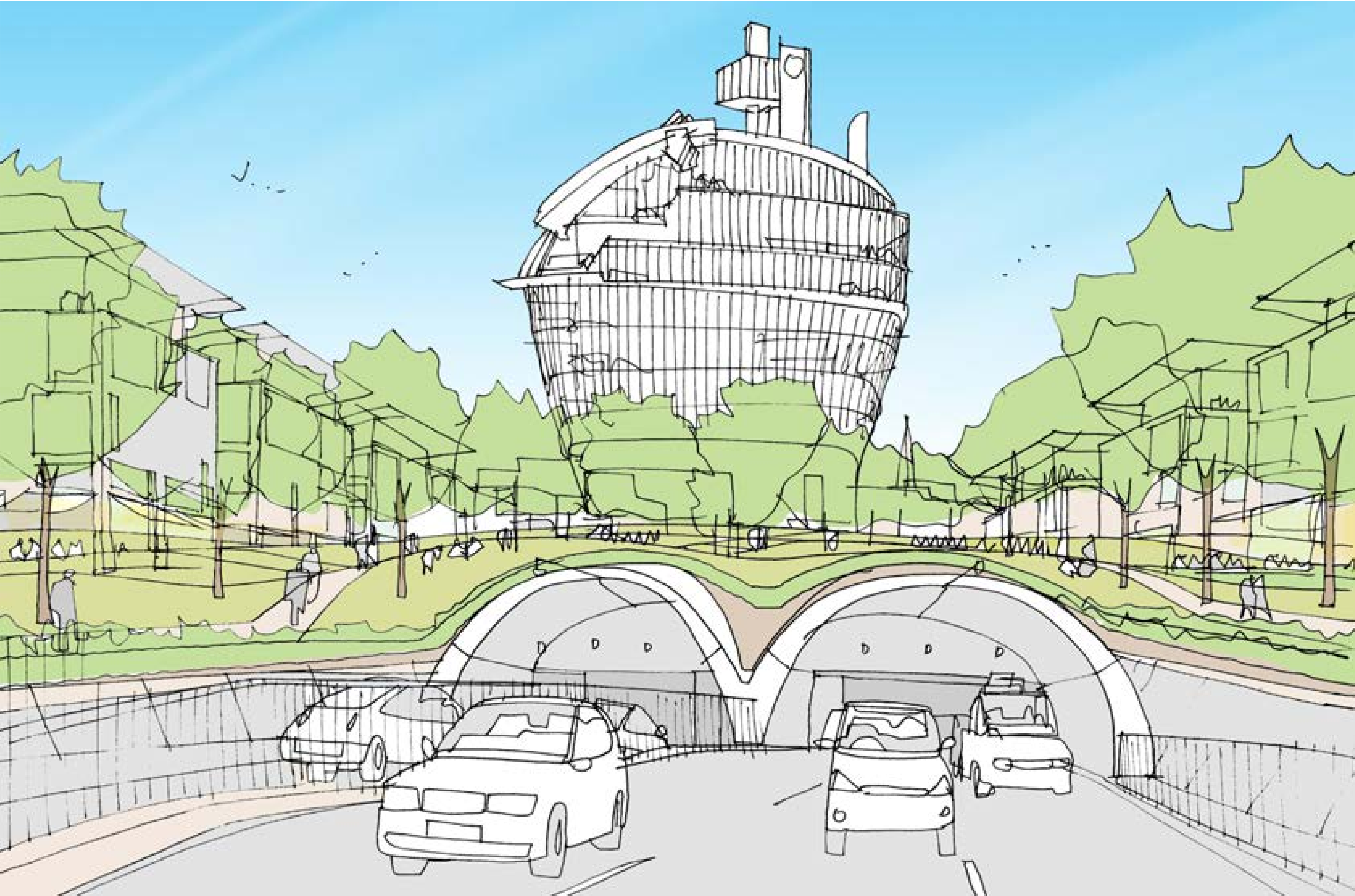


Current View



There are a number of possible locations where a tunnel might start and finish.

Wherever the entry points are, the tunnel creates the opportunity to form a chain of open spaces along the route of the A4, linking new developments with pathways, cycle tracks, parks and leisure grounds.



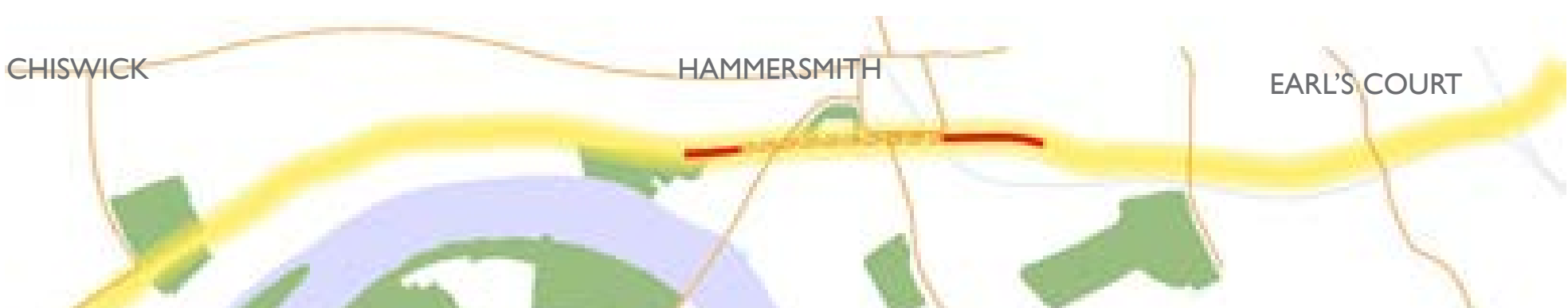
Proposed View of the Tunnel

APOLLO PLAZA

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Current View



Reshaping the road network would remove through traffic from Broadway.

A plaza in front of the Apollo would create a fitting setting for one of Hammersmith’s major attractions. Designed south of urban spaces running north to King Street and Lyric Square through the Broadway and St Pauls Churchyard, it would connect the cultural and commercial centres of Hammersmith.



Proposed View of the Plaza

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