

## Transforming Falcon Road Bridge

Q&A Session, 14 August 2024

*The below document is a summary of the drop-in online Q&A session for prospective applicants to the Transforming Falcon Road Bridge competition. The Q&A was led by Rosa Rogina, Director at LFA, with contributions from Wandsworth Council representatives.*

### The competition process

**Q: Can you please outline the stakeholders involved in the decision-making process?**

Key decision makers for the project are Wandsworth Council and Network Rail. Network Rail is the asset owner of Falcon Road Bridge, as well as TfL since the tunnel is a busy public transport route. Otherwise, key stakeholders are the local community living in the area around the Bridge.

**Q: Can you share insights or lessons learned from previous competitions or similar projects, such as the Thessaly Road Bridge, that could inform our approach?**

The success of the Thessaly Road bridge project was down to effective collaboration with stakeholders and members of the local community. This has helped to inform the brief for this competition. Falcon Road Bridge will remain Network Rail's asset and they will need to be able to gain access to and be able maintain the bridge structure following the installation of the winning design.

**Q: What is the role of the artist in regard to installation and fabrication of the project?**

The artist plays a key role of course in the concept and detail for the proposal, but a collaborative approach is recommended for this project, which is why we ask that a qualified architect is on the project team.

**Q: Is the competition only for architects? Would it be possible for engineering, landscaping or other disciplines to be included?**

No. You are welcome to bring on board engineers and other types of professionals for the submission. However, it is required for a qualified architect to be on your project team.

**Q: Is there a minimum or maximum size for the design team?**

No, there is no set number for the team, provided a qualified architect and community engagement rep are on the team.

**The Bridge Context**

**Q: Are there any specific vehicle or pedestrian/cycling traffic issues to be aware of?**

You will have to think about how to manage pedestrians, cyclists and vehicles through the space. Engagement with Network Rail and TfL is therefore essential to the success of the delivery of the project.

**Q: Is there any flood risk issue associated with the tunnel area?**

No flood risk that the council are aware of. However, we would need to ensure the design does not hinder the drainage element contained within the walls of the tunnel.

**Q: How far beyond the tunnel can the design extend?**

It should really focus on just the tunnel, perhaps with the inclusion of the abutment walls at either end. We don't want to obstruct the footways and road space as it is a busy area.

**Q: Are there any limitations in regard to power requirements beyond basic lighting?**

The highways authority can provide a 100amp 230v single phase supply at either end of the bridge. We would expect a certified electrical engineer to design any electrical requirements from this supply. Also, the cost of the supply is expected to be considered in any estimated 'construction' costs.

**Q: Can we have guidance on the clearance height and width to adhere to avoid obstruction to vehicles?**

The existing height clearance is 4.9m and this will have to be retained. With regard to existing widths, it is relatively narrow so we would want to avoid any significant narrowing of the space and in turn usable road width, from abutment to abutment.

**Q: Is there scope to open up the track to allow natural light into the space?**

Any proposals that go above the parapet height of the railway bridge are likely to require some form of track possession to undertake the works and would bring significant programme risk into the project, as well as cost prohibitive. They will not be considered favourably and are discouraged.

**Q: How long is the intervention expected to last for?**

The commissioners are looking at a minimum lifespan of 15-20 years for the delivered intervention.

**Community engagement**

**Q: What role does the public vote play in the final decision making?**

We will be asking members of the local community to share their views on the shortlisted proposals and what their preferences would be. This will in turn will feed into the judges' deliberations and help inform their final decision, but it won't be the key deciding factor in which proposal is selected.

**Q: Is there an existing history of local community consultation in the lead up to this project? Are there community/residents groups involved or do you envisage open public consultation?**

There has been extensive community consultation around the Clapham Junction Masterplan, so this will be building on that. There will be a public consultation and an exhibition of the shortlist that will be presented locally. As in the Open Call, your first-round submission should detail how you hope to engage the local community with your proposal.

**Q: What level of experience are you looking for in the Community Engagement specialist?**

An experienced individual in this field would be ideal. At Round 1 we are looking for the ideas you have of your approach to community engagement, not a robust community engagement plan, which should be saved for Round 2.

**Q: Would the community engagement part need to be focused in Battersea/Clapham Junction or Wandsworth wide?**

Community engagement should ideally be Borough-wide- it would be great for everyone to have a say! However, your main focus will be on the areas immediately surrounding the Bridge, particularly Clapham Junction on the south side and Winstanley and York Road Estate on the North Side.

**Please note:** Whilst community engagement will be an important part of the overall development and delivery of the project, we don't want the interested designers/artists to get bogged down worrying too much about community engagement at Stage 1. They should give it some thought but the real driver at this stage should be their approach to the railway bridge and their ideas about what could be achieved.

## Project delivery

**Q: Will a cost consultant be part of the client/stakeholder team or will we need to include as part of the design team?**

There will be an expectation of an estimated cost in the initial submission; for delivery however Wandsworth will liaise with any cost consultants for the delivery of the scheme.

**Q: When appointed are there already identified companies that would engage in design development stages?**

It depends on the disciplines required for the winning design; Wandsworth have frameworks for different design consultants. However the preference would be for the design to be taken forward by one single team.

**Q: Does Wandsworth Council have established relationships with suppliers like paint etc?**

The commissioners would be looking to engage with a framework contractor to work with the successful design team. We expect Network Rail to inform the specifications of materials for the delivery of the design.

*If you have any further questions please email [info@londonfestivalofarchitecture.org](mailto:info@londonfestivalofarchitecture.org)*