

APPENDIX I
SUMMARY OF TECHNICAL MEETING
WITH WOKINGHAM BOROUGH
COUNCIL OFFICERS

Record of Technical Meetings with Officers Wokingham Public Realm Design & Delivery Strategy

Held on:
28th November 2012

At:
Wokingham Borough Council Offices

Team attendance (at all sessions):
Sam Pullar – Regeneration and Design Manager WBC
David Wesselingh, Sophie Thompson - LDA Design
Chris Birkett, Joe Clarbour - ARUP

Session

	Name	Inits.	Department
1	Giles Stephens	GS	Heritage and Conservation
2	Melanie Allen	MA	Town Centre Events
3	Matthew Gould	MG	Traffic
	Richard Thompson	RT	and Safety
	Tony Jackman	TJ	Maintenance
	Nick Rose	NR	and Management
4	Sam Pullar	SP	Regeneration
5	Chris Howard	CH	Development Management:
	Steve Bailey	SB	Planning and Highways
6	Emy Circuit	EC	Planning
7	Jon Matthews	JM	Landscape and trees
	Catherine Brimble	CB	Landscape and trees
	Julia Woodbridge	JW	Parks and Open Spaces

Below summarises the discussions held with the above WBC Officers. The purpose of the sessions was for LDA Design and ARUP to briefly introduce the project and then listen to the officers to understand specific strengths, weaknesses, issues and opportunities of the public realm in Wokingham in the context of the early Public Realm Strategy work. In order to provide a true and accurate record of conversations, the below notes are presented as a verbatim report where possible. A composite list of the outstanding baseline information that emerged is also listed at the end.

Item

1.0 **Heritage and Conservation (Giles Stephens & latter – Melanie Allen because of over-run)**

1.1 Outstanding Baseline Information

- Conservation areas and historic information. To include information such as listed buildings, buildings of traditional local character, archaeology, misc. artefacts and historic boundary walls e.g. listed wall in Rectory Road is individually listed. (Post meeting note, GIS received 30.11.2012, LDA to review).
- Shopfront Study
- Conservation Area Studies (to be scanned and emailed over).
- Archive Historic Photographs of key streets tec.
- Relevant Books
 Wokingham – A pictorial history, J and R. Lea
 Wokingham – A Chronology (Compiled by the Wokingham Society).
 Heritage trail – leaflets by the Wokingham Society. Shows blue plaque trail. Available from the Information Centre.

1.2 General

- Wokingham represents a relatively intact mediaeval town; Rose Street in particular is a good example of a preserved mediaeval street. Its heritage identity is centred on Bells/Leather/Lace industries & a relatively intact example of a late Medieval Market Town. It competes with some prime destination historic places such as Windsor and Henley. There is no unique desire or draw from heritage perspective, it does however provide a pleasant built environment.
- Details of the Blue Plaque Tour are available from the information centre.
- Wokingham Society and Local History Group (Trevor Otterleski) carry out guided tours on an ad-hoc basis.
- Existing Societies with an interest in heritage are – The Wokingham Society, the Rose Street Society and the Town Council.
- Ken Goatley was the main historian of the area. Useful DVD to borrow from MA.
- There is an old clock mechanism in a glass case that the Town Council have a desire to locate in the public realm.

1.3 Lighting and Street Furniture

- There is currently no conscious effort to introduce lighting to make the most of the buildings; there is no co-ordinated Lighting Strategy for the town. e.g. to highlight the Town Hall, the Elms, Montague House and misc. Georgian properties.
- 4 timber seats have been donated by private individuals around the Town Hall. 2 on one side and 2 on the other. Town Council are in talks about additional seats, discussion with the market traders because they don't like items behind them when they are handling money.
- Major issue for heritage is the signage. Major detraction is the traffic signs. Pedestrian control (e.g. guards, railings and bars).
- GS has no objection to traditional use of material for furniture e.g. wrought iron and timber, but style wise it should not be pastiche representations of heritage. Contemporary is ok – as long as it is timeless and uses the right materials.

1.4 Paving

- GS has an issue with the relationship of the red paving to the buildings which does not set the buildings in the best context and is not attractive. It also is slippery when wet and with leaves. His preference would be a fairly neutral foil for the town. Something that is consistent but recognises the different character and nature of the town and the fine grain. Not complete uniformity, allow subtle changes in pattern/size. Streets should have a different character and things that can adapt, e.g. inns along Denmark Street, access to Montague House. Medieval streets are the priorities.
- Local materials – chalk/flint/buff coloured stone to dressings to some buildings (Bath stone?).

1.5 Trees

- GS - Broad Street – yes to potential for tree planting
- GS - Rose Street – no to tree planting, because was never there historically.

1.6 Miscellaneous

- Are there any known basements? Yes, they crop up quite regularly, e.g. on the terrace, the Elms and town houses by Shute End have lower ground floors, encroaching into the footway. Also, there are some underground springs present.
- There is an issue to do with the building overhangs on Peach Street. To prevent lorries going into these, lots of signage introduced. The long term aspiration is to realign the road to avoid this and also reduce the clutter.

2.0 Town Events (Melanie Allen)

2.1 Existing Events Calendar

- LDA Design have received a schedule of existing events happening in the town (when, where and details). During certain events the roads to the town centre close (Peach Street, Broad Street, Denmark Street; roads closed between Easthampstead Rd, Tudor house end of Broad St and down to car park on Denmark St). Typically 3 times a year.

2.2 Issues

- Demand exceeds capacity – desire for more market space.
- There is no on site power, typically use the Bradbury Centre, 43B (empty gallery) and library for power.
- There are no anchoring points (use weights).
- May Fayre (20,000 people) uses water supply from local Pub and has no electricity supply.
- Wind tunnel is a problem to the north of Market Street.

2.3 Aspirations

- Market Square a key priority for more events. Be good to make the market place a bit more flexible. Space constraints could be alleviated through restricting buses to the north but the operators want to use it.
 - Using the covered area by Argos for extending markets. Trialled an indoor market in the old Peacocks (not well publicised though).
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- Exploring shutting Denmark Street on a Saturday for a month (if was shut during peak hours would be a nightmare for traffic).
- The design for Elms Field has been developed in consultation with events, in order to accommodate them.

2.4 Miscellaneous

- Mayors and bridal car parking space to the north of the town hall, not the layby but a pull in area.
- Cleaning up after events – not a problem, volunteers support generally good.
- Sat navs often send people down Peach Street thinking it is two way.

3.0 **Traffic and Safety/ Maintenance and Management** **(Matthew Gould, Richard Thompson, Tony Jackman and Nick Rose)**

3.1 Baseline Information

- Copies of highways drainage information to be supplied (e.g. South East Water, Thames Water).
- Gully drainage information – Digital/Paper copies available, some scanned.
- Freight Management Plan – on WBC website.
- Highway Design Manual (Keith Rogers, District Council team leader) – appended to Borough design guide. Currently in draft, going to the executive in January. Internal document within the Council, given to developers, not a statutory document, more for guidance to standardise everything across the borough.
- Wokingham Borough Design Guide and Borough Highway standard details.

3.2 Maintenance

Issues

- Tree Planting – Major problems with the roots raising and damaging the paving and also roots are damaging drainage underground. Road closures are needed in order to carry out maintenance tasks.
- Potential issue if Peach Street ever just one lane was raised in relation to risk of accidents. Existing issues already when carrying out operations such as gully cleaning, routine footpath maintenance, deliveries etc.
- Existing maintenance operations carried out by Scarab machines that cause damage to the paving materials.
- Issues of patch repair with tarmac; there is no reserve of materials (bricks no longer available).
- Kerbs get damaged by vehicles.
- Limited availability of storage of materials (e.g. paving) for maintenance.

3.3 Traffic

Issues

- Main issue is peak hour's congestion – queuing all the way through town. Cause - too many cars!!! Tidal, evening peak is worse down Denmark Street. Some congestion is caused by lane changes. Also could be some pedestrian lights timer issues (pedestrian priority for traffic signals – timing for crossing and short time for red time). After 10.00am it is fine again.
- The London Road/Peach Street town entry, the footway ends but there is no crossing point to get into the town. Building overhangs also cause conflicts with the traffic.
- Peach Street/Luckley Path junction, massive conflict with vehicles and pedestrians.
- Pedestrian access from Peach Street South from the car park onto Peach Street. Congestion spot. Also near 45deg parking on Peach Street.
- Peach Street – conflict of servicing/deliveries. Peak hour loading restrictions; No strategy.
- Rose Street stub Island has a width restriction (6ft 6) and there are lots of complaints of people moving the other way round it? Be good to do something else to stop larger vehicles using Rose Street. Banned right turn into Rose Street (to maintain traffic flow), causes issues from a safety perspective.
- Broad Street - Often problems to do with capacity and access. Conflicts, lack of room. Buses often go side by side. Taxi stands also along Broad Street. Option for shared use (buses during the day, taxis at night – new government legislation). Pavements too narrow for the bus stops and the railings and bus stands cause pedestrian tunnelling affect. Rectory Road – People go round it the wrong way. Suggest it is a legibility issue, because of the wide roads.
- Easthampsted Road ped crossing – disabled access issue.
- Barking Road – barriers down (Rail Station) causing delays.
- Servicing – people just pull up wherever and whenever they want.
- Accident database. Pedestrian related accidents are dispersed throughout town, no notable black spots. General trends show general pedestrian or slow moving lane change issues.
- Pinch Point – roundabout by Tesco (Mollimers Lane).
- Melton Road, no entry allowed except for buses yet this has started to be used more illegally to avoid queues on the main road).

Aspirations

- Aspiration to re-align the balance and improve pedestrian to traffic dominance.
- Horizon 2026 – Traffic modelling suggests down to one-lane is feasible.
- Gateway – Welcome to Wokingham - Junction merging from two directions to single lane. Open to options for simplifying;
- Market Place is all within public highway and the Town Council want this to be out of the highway. There are some access rights to a garage and the town council currently trying to buy it off the owner.
- Desire to provide a cycleway throughout the town. They would like to see a dedicated on the carriageway and shared on the pavement. There are a lot of recreational cyclists and commuting. Hence wanting both. Cycle parking would need to be considered also.
- Wellington Road – looking to add cycling facilities and pedestrian crossing due to residential development.
- Introducing charges for on-street car parking currently being investigated and there are recommendation that yes this happens.

3.4 Miscellaneous

- Disabled parking – Market Square south, by post office and lay by on Peach Street. Rest is in the car parks (so not adjacent to the shops).
- No monitoring of CCTV now. Taken away for cost savings.

- Not much vandalism or anti-social behaviour was cited.
- Maintenance of all seating by Town Council.

4.0 **Regeneration** **(Sam Pullar)**

- 4.1 SP took the team through the latest proposals for Elms Field and Peach Place, explaining the schemes in detail. The interface between public realm strategy and the latest proposals were discussed.

5.0 **Development Management: Planning and Highways (Chris Howard and Steve Bailey)**

5.1 Outstanding Baseline Information

- TRO's – pdf example and computer system is available for JC to review.
- Latest drawings for Station improvements, including junction amendments outside Council offices. LDA Design invited to comment on the Network Rail public realm proposals.
- Bus stop policy – on the internet
- The Corridors Study

Highway Strategy and Proposals

- As part of the Elms Field works 2 car parks are being removed. All car parking to be relocated within the development (350 spaces under food store). Spaces for general use, not just for the retail.
- New station works comprise new building, new footbridge, new public realm, foot bridge and first phase of the Station Link (then the WBC phase 2 to run on immediately after). Planning application shows the details. Station link road drawings. Design of the new residential road at Elms Field to have a stagger to discourage cut-through. Junction designs for Station Link Road available on the designs.
- Headroom of existing railway bridges (the Waterloo Line Railway Bridge and Guildford Line Railway Bridge) needs to be improved because it prevents HGV access and therefore impacts on Peach Street, Broad St, Station Road etc. Network Rail is investigating how the headroom of the bridges can be improved. Reporting back Feb 2013
- The South Wokingham SDL (Distributor Road) can only be achieved when the railway bridges have been improved and Tesco land resolution can be delivered. Potential to relieve traffic in the town centre (HGVs). Council preparing funding applications from government for delivery of link road and then release Residential (2,500 homes). DCLG funding.
- The North Wokingham SDL Highway Study (1,500 homes); is a separate study to provide links for new North Wokingham homes. . The study is looking at traffic impacts and environmental impacts. Less likely to relieve traffic in the town centre, however facilitates development.
- Both road projects moving forward in parallel.
- Corridors study
LDA Design received proposed cycle/pedestrian routes through town. On and off road provision where it is practicable to accommodate different types of cyclists. Getting the balance right is important. Denmark Street one way, issue with cyclists wanting to go the other way. Discussion as to where you can provide a designated cycle path, how do you

delineate that?. E.g. painted on road (Wokingham wouldn't want that), or tape on lamp posts? Discrete way marking for cyclists. Legibility of route and cyclists protection important. Any designs should be mindful of cyclists, e.g. ensuring that lighting is effective and surfaces not too slippery.

- Bus routes
Bus stop policy on the internet, GIS data should show locations. Detailed on the internet what is provided at each point. Bronze standard generally within the town centre (flag and pole). Main area on Broad Street should go to a Gold Standard (requires shelter and Real Time Information). Buses have to lay over in the town centre to give drivers a stop. Issues of conflicts with taxis, short term parking etc. Location of lay over activity for buses? (Rebecca Brookes is the bus officer).
- ARUP/LDA asked if the officers saw any issues with a central strip for layover, services for buses, parking etc. on Broad Street and Rose Street? Felt that it could be investigated and also it was suggested that the team consider one way for Broad Street. Both downgraded to 20mph
- The Council is looking into doing a Transport Assessment for the whole town based on the Regeneration proposals.
- General discussion with SB regarding Peach Street, JC queried the potential of making Peach Street One Way. SB felt that you couldn't take any capacity out of Peach Street until the South Wokingham SDL relief road has been built. Also, Molly Millers Lane Junction causes issues that go back to Peach Street. Current feasibility studies being carried out to relieve this. JC queried Capacity vs Congestion? – London Road priority junction not desirable?. Tail-backs through Denmark Street resulting from Tesco Junction (Finchhams Road/Monument Lane). Corridor Study lane dualling options to aide this solution? – Tesco would need to move. South Wokingham bridge improvement work, will improve junction but modelling needs further space. i.e. Tesco relocating. Arup to review traffic flows. JC to contact Steve;

6.0 Planning (Emy Circuit)

Strategic Highway Planning

- Food store as part of Elms Field development. Includes 350 spaces that are for general use, not just the retail.
- RSA 1 may be required as part of the Public Realm Strategy. WBC to confirm.
- Station Road
Current application, in the consultation stage. Difficult balance between highway objectives and conservation/quality/placemaking objectives. Plans on the website are not the current ones (they still show the traffic light junction at the Council Offices which is not happening). The conditions application shows details of the forecourt. Station Road forecourt details will be sent through and LDA Design should comment on. Saxon paving by Marshalls selected as preferred material.
- EC had concern about aspirations set in the masterplan document and the reality of highway delivery/maintenance department objectives not conflicting with the masterplan aspirations. Development commuted sums for higher quality paving is an option being considered.
- Link Road issues – continuity of cycleway is an issue they are facing. Access for cyclists, on or off-road to be addressed as part of the study;

WBC Planning Department had already issued LDA Design a list of current significant applications. The different live applications were discussed, although the major two (Elms Field and Peach Place) were discussed in the Regeneration topic discussion, others outlined below:

- Doctor's surgery potentially to move from Broad Street into the Peach Place development.
- 18 Broad Street. Plans for Lloyds Bank to be converted to restaurant/residential.
- 61 Peach Street (offices to 7 flats).

7.0 Landscape, Trees and Open Space (Jon Matthews, Catherine Brimble and Julia Woodbridge)

7.1 Outstanding Baseline Information

- Open Space Audit (available on WBC website, KKP did the audit).
- Notable trees (on Wokingham District Veteran Tree Association website)

7.2 Management of Open Space

- Howard Palmer Gardens – Wokingham Town Council
- All other spaces – Wokingham Borough Council
- Proposed Peach Street Plaza – ownership tbc.

7.3 Trees and Planting

- There is lots of sensitivity about loss of trees in Elms Field; this has been compounded by reduction in trees for CCTV over the years (now redundant). WBC had requests to TPO the trees. There is therefore a desire for our proposal to include significant street tree planting. In Market Place there are 3 trees and a desire to retain.
 - WBC have a Green routes Planning Policy. It specifically relates to resistance of removal of vegetation and trees and opportunity to bring greening into the town centre. Currently large tree planting ends at the Peugeot garage and by the Tesco roundabout.
 - LDA Design queried where they thought trees would be appropriate. CB stated that larger trees would be appropriate along Broad street and also Rose Street in relation to the new development and also maybe Market Place? Species were felt that they should be appropriate for locality and avoid smaller ornamental in lieu of bigger trees.
 - It was felt that planting should be sustainable and provide a bigger statement, not appropriate if too piecemeal (e.g. like the hanging baskets that don't do a lot and not sustainable). Prefer natural planting rather than forced small baskets. A common theme would be better.
 - There is a society the Wokingham District Veteran Tree Association (Local Environmental Group) that has plotted all the notable trees, they have a website with this information.
 - Current initiative – the Jubilee Tree Planting scheme, involves 60 Oaks throughout the borough being planted over next 3-4 weeks. Every tree has a plaque. First tree on P.O.S. to rear of council offices.
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- The importance of correctly designed tree pits was stated for any new urban trees, e.g. adequate room for growth, root directors to prevent pavement heave etc.

7.4 Open space

- It was felt that there were not enough seating or outdoor spaces to collect and socialise in the town centre. Elms Field is where people go for lunch. There is no sheltered seating space. The market square is naturally where people congregate but lack of room sometimes and impacts of traffic. People are encouraged to move through the town centre, rather than encouraged to hang around.
- People use Howard Palmer Gardens as a place to relax but it is not well signposted, therefore only really known by locals (not visitors).

Composite List of Outstanding Information to be supplied by WBC

- Conservation areas and historic information (Post meeting note, GIS layers received 30.11.2012, LDA to review).
- Shopfront Study
- Conservation Area Studies (to be scanned and emailed over).
- Archive Historic Photographs (of principal streets)
- Ken Goatley DVD to borrow from MA.
- Copies of highways drainage information to be supplied (e.g. South East Water, Thames Water).
- Gully drainage information – Digital/Paper copies available, some scanned.
- Highway Design Manual (Keith Rogers, District Council team leader)
- Wokingham Borough Design Guide and Borough Highway standard details.
- Latest planning application drawings for Station improvements
- The Corridors Study (extracted information as appropriate)

(all other information listed in the session notes can be accessed directly by LDA Design from the WBC website.)

APPENDIX 2
SUMMARY OF TOWN COUNCIL
MEETING

Record of Meeting with Wokingham Town Council Wokingham Public Realm Design & Delivery Strategy

Held on:
18th December 2012

At:
Wokingham Town Hall

Attendance

Name	Inits.	Organisation
Sam Pullar	SP	Wokingham Borough Council
Rob Aspland	RA	LDA Design
David Wesselingh	DW	LDA Design
Joe Clarbour	JC	Arup
-		Wokingham Town Council

Below summarises the discussions held with Wokingham Town Council (WTC). The purpose of the sessions was for LDA Design and ARUP to briefly introduce the project and summarise examples of their work relevant to the Wokingham Town Centre public realm commission. Following this introduction the team held an open discussion with members of WTC to understand specific strengths, weaknesses, issues and opportunities of the public realm in Wokingham in the context of case studies presented in the introduction. The note below is intended to summarise the main points discussed during the meeting.

Item

- It was noted that WTC has particular interest was expressed in Market Place, this space a crucial social role in the town, is the historic centre of the town and should form the focus of the town centre public realm proposals.
 - There is a disproportionate amount of space and priority given to vehicles in the town centre Broad Street and Denmark Street were raised as particular concerns in this regard.
 - Lack of consistency to the layout of Broad Street, lack of consistent kerb line and organisation to street furniture, bus stops, taxi and loading bays results in incoherent feel to the street and makes an uncomfortable pedestrian environment.
 - Pavements should be widened on Broad Street possibly to a width to accommodate market stalls.
 - Aspiration was expressed to reduce the amount of car parking within the centre of town.
 - Aspiration for making Broad Street one way was expressed which would have the benefit of making junctions and crossing much simpler and easing traffic flows.
 - It was felt that traffic speeds were a major issue on Peach Street with implications for safety and making it uninviting for pedestrians.
 - It was felt that the bus contraflow in Market Place was dangerous and that the possibility of removing the contraflow should be explored.
 - If pedestrian crossings are to continue to be used it was felt they should be better synchronised.
 - The aspiration to extend the retail loop, it was felt that traffic issues in the town effectively limited the loop to the area immediately around Market Place. The proposals for the town centre should aim to draw pedestrians further down Peach Street Denmark Street and Broad Street. Increasing pedestrian priority to streets should help to achieve this.
 - It was felt that the Plaza and Peach Place would be important connecting spaces to achieving this extended retail loop.
 - Public realm proposals should aim to alter driver perception as they enter the town centre to encourage defensive driving and make drivers more aware of their environment and the presence of pedestrians to reduce the perceived dominance and priority of vehicles in the town centre. However, it was also noted that such changes should not be at the expense of the capacity of the main streets to accommodate traffic flows.
 - It was noted that pavement heights in Market Place were breaking the levels of the damp proof course in the Town Hall.
 - Lighting in the town centre was discussed and it was generally felt that there were opportunities to move away from a purely functional highways lighting, with particular opportunities for lighting significant building in the town centre including uplighting to the Town Hall.
 - More space and flexibility should be a priority in Market Place so that more market stalls and events could be better accommodated.
 - The public realm team were also asked to consider how it may be possible to hang banners in the town centre, generally there are few street columns as lighting is mainly provide from building elevations in the town centre.
 - Servicing access along Peach Street is a big issue, delivery times are ignored leading to added feeling of traffic dominance in this street. It was suggested that Peach Street could be taken down to one lane and dedicated bays provided for delivers.
 - Junction near the Ship pub was noted as a particular concern for pedestrian safety.
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- It was suggested that the Easthampstead Road car park could be accessed from alternative direction to remove traffic issues at junctions along Peach Street.
 - While it was generally agreed that there was a lack of consistency in the public realm materials at that materials were not always inkeeping with the surrounding built form which could be improved. It was suggested it was important to avoid complete uniformity in the public realm treatment.
 - WTC pointed out that there was currently a need to retain highways access through Market Place to legal access rights to individual building in Market Place. WTC advised that they were looking at whether alternative access could be agreed to leave more flexibility to the treatment of Market Place public realm.
 - A question of what would be unique, distinctive and memorable about the public realm proposals which would set it apart from anywhere else. The design team suggested that this would be achieved through the language of the materials and furniture which should be developed to celebrate the heritage and built form of the town centre and that this would be one of the main ambitions and challenges for the public realm proposals.
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APPENDIX 3
OPEN WORKSHOP SUMMARY

Wokingham Town Centre Public Realm Design and Delivery Strategy

Open Workshop Summary

16th February 2013

Overview

This session was arranged as an open workshop with invitations extended to all local members of the public. The workshop was planned to follow on from the public realm issues and opportunities workshop undertaken in June 2011. The workshop began with a presentation from the design team which introduced the work being undertaken, good examples of public realm from other places and a recap on the issues and opportunities raised in the 2011 workshop. The design team then presented the vision for public realm improvements in Wokingham and asked the attendees to work in groups to appraise a number of sketch options for the key streets and spaces (Shown in Appendix C) before feeding back their thoughts to the wider group. During the feedback session, one representative from each group was asked to summarise the points raised in their discussions while the design team recorded their comments. Following the feedback session the design team summarised the next steps in the project including; refinement of the Stage 2 work in light of the outcomes of this workshop, further design work on a number of priority projects and a delivery plan before holding a public exhibition in May which would provide an opportunity for all member of the public to comment on the proposals.

The workshop was attended by 28 people including local residents, Councillors, representatives of local interest groups, local press and representatives from utilities and service providers. An attendance list is provided in appendix B. A wide range of views were expressed by the groups with the following points raised consistently:

- All groups were broadly supportive of the vision although further explanation was required over the meaning of 'simplifying the layout of the streets'.
- The sketch options for key streets and spaces were generally well received
- There was concern expressed by a number of groups over proposed changes to the highway, particularly reduction to single lane operation for Peach Street. Some of these concerns were partially alleviated when more detail on the proposed changes were presented.
- The courtesy crossings were also openly discussed, with mixed views from the group on whether these could be made to work for all user groups
- The desire to remove the bus contraflow lane from Market Place was expressed by almost all groups
- The need for better enforcement of parking and loading was consistently raised, it was felt that this would be necessary to make the proposals possible
- There was no overwhelming consensus for which option was preferred for Rose Street, Peach Street or Broad Street.

In response to concerns raised over alterations to Peach Street and promotion of courtesy crossings in place signalised crossings the design team presented more detail information at the end of the session on the work being undertaken to test the proposals. An overview of the indicative microsimulation modelling and site observations which have informed the proposed changes to the strategic highways was provided, concluding that outputs from this testing suggests that it would be broadly feasible to accommodate the current mix of motorised and non-motorised traffic movements without causing the loss of capacity required for motorised traffic. The measures needed to achieve this were also explained, which included; improving management of parking and loading activity in off-line bays, replacing signalised pedestrian crossings which currently have a

unnecessarily onerous impact on traffic flows with an increased number of non-signalised courtesy crossings and simplifying layout to reduce traffic weaving. Although it is acknowledged that more detailed assessment which takes account of pedestrian activity will be required in due course.

In response to concerns over the use of courtesy crossings, a number of examples from the UK were given where such an approach had proven to be successful and appears to have been well received by a range of user groups including those with specific movement and mobility impairment. It is acknowledged that further detailed consultation and close liaison with local groups and specific highway user groups would be required during detailed design stages to ensure that specific movement needs, particularly those of the young, elderly and mobility impaired are understood and catered for within any resulting scheme design. Although outside the scope of this work, the design team will make recommendations for further study on issues relating to parking and loading enforcement including implementation of De-criminalised Parking Enforcement (DPE) and options concerning the bus contraflow lane.

The team also made it clear at this point that the work currently being undertaken is strategic and will be used to inform subsequent detailed design work, which will also be subject to further consultation and highway testing.

The team went on to explain the next steps in this project which include;

- Further refinement of the vision and sketches taking on board detailed comments received;
- Selection of priority projects which will be developed in more detail;
- Public exhibition where feedback will be recorded through questionnaire responses allowing the design team to respond to comments, revise and finalise the strategy.

A detailed summary of the feedback presented by the groups is provided below and in Appendix A:

Group One

General comments

- Questioned whether a more radical approach was possible, which effectively pedestrianised Broad Street, Peach Street, Denmark Street by making Wiltshire Road two way. This was discussed further and is deemed not possible due to constraints on street width in the vicinity of the churchyard. However, the option of making Rectory Road 2-way between Wiltshire Road and Shute End was discussed as a measure to help partially reduce traffic on Peach Street.
- General view was that the level of change shown in the sketches was not great enough
- What would the speed limits in the town centre be? Felt that merging pedestrian and vehicular use of the space would help to reduce speeds
- Questioned whether there were existing bye-laws to enforce removal of 'A' frame advertising from the front of the shops
- Better enforcement of parking and loading activity would be required to make all proposals effective
- Bold signage should be provided to encourage use of Easthampstead car park instead of on street parking in town centre, can pay on exit parking be implemented?
- Broadly agreed with what was shown on the sketches

Market Place

- Prefer to see removal of some of the trees from the centre of the space which currently limit the flexibility and use of the space
- Prefer to see the removal of the bus contraflow lane
- Agreed with the simplification of the layout of the space

Broad Street

- Option 2 preferred
- Restrict taxis to front of Montague House and Broad Street Tavern
- Bus Stops need to be spread out
- Adjust camber on the road

Peach Street- East

- Option 2 preferred

Peach Street – West

- Option 1 preferred
- If designated cycle provision is made it should be continuous and linked
- Better enforcement required to loading/delivery

Plaza

- Prevent use as a skateboard ramp

Rose Street

- Would be concerned if proposals would result in the loss of parking spaces
- Option 2 preferred but concern over potential loss of parking spaces

Group two

Vision/general comments

- On the whole agreed with points of the vision
- Queried what was meant by 'simplifying the streets'
- Encouraged awareness of energy consumption when considering lighting
- Encouraged better provision of cycle parking
- Improve quality of pedestrian ways between town areas
- Encouraged use of appropriate materials
- Queried whether removing signalised crossings was a good idea for all mobility groups.
This opened up a group wide discussion, with views expressed both for and against the use of courtesy crossings instead of signalised crossings

Market Place

- Felt that the image looked too flat
- Preferred to see the removal of the bus lane

Broad Street

- Option 1 preferred – prefer to have central reserve to make street easier to cross
- Agreed with the provision of wider pavements
- Queried whether refuse delivery had been considered

Peach Street

- Queried whether one Lane is appropriate – would prefer to stay as is at moment
- If one lane blocked – would cause a problem
- Felt that better access to East Hampstead road required

Peach Street West

- Queried whether single lane would be possible
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Rose Street

- Option 1 preferred
- Preferred Parallel on street
- Agreed with the proposals for Rose Street

Plaza

- Skateboarding potentially problematic
- General comment on ensuring safety in this area

Group 3

Vision/general comments

- Agreed with points of the vision
- Broadly in agreement with all sketches and felt they achieved the points of the vision
- Some concern expressed over highways changes until they were explained in detail. If get big picture right, detail works, Yes complicated traffic in Wokingham, but congestion seems due to impediment by current layout
- Agreed with the concept of a civilised Town Centre crossing arrangement – felt the ‘Courtesy’ crossings could work well
- Felt that the ‘Gateways’ should suggest the beginning of the town centre environment not be special entry point
- Improve connections between the town and the station
- Felt that better enforcement was crucial

Market Place

- Agreed with sketches for Market Place

Peach Street

- Agreed with sketches for Peach Street

Denmark Street

- Agreed with the alternative parking access shown from Langborough Road

Rose Street

- Preferred Option 2

Broad street

- Agreed with sketches for Broad Street

Plaza

- Agreed with proposals

Group 4

Vision/general comments

- Agreed with the points of the vision
 - Speed limit should be 20 mph in town centre
 - General concern over courtesy crossings and narrowing the carriageways
 - Liked how the proposals tied into proposed town centre regeneration projects
 - Support the idea of pedestrian priority
 - Cyclists need to be considered urgently
-

- Felt that the proposals looked exciting

Peach Street

- Questioned whether the single carriageway could be made to work
- Need more floral planting
- Pavements need to be smoother and level in consistent material

Denmark Street

- Felt the retention of disabled parking was important
- Would rather keep the bollards

Rose Street

- Prefer on street parallel parking – option 1
- Stated they quite like the existing pavement materials
- Lamp posts should be more consistent
- Felt that Rose street was unique, and felt special

Plaza

- Agreed with the proposals for the Plaza

Group 5

Vision/general comments

- Important to consider utilities when preparing the designs for the town centre public realm
- Agreed with most of the proposed changes
- Consider the design of Luckley Path
- Could bays be used for loading in designated time and disabled parking for the rest of the day?

Rose Street

- Is there potential to limit exit/block access from Rose Street onto Broad Street to allow more space for markets
- Parking bays should be staggered
- Option with parallel parking preferred

Peach Street

Market Place

- Would prefer to see the removal of the bus lane
- Same approach to loading bays as above?

Denmark Road

- Broadly agreed with proposals for Denmark Road
- Suggested removal of trees to allow more space for markets and events

Plaza

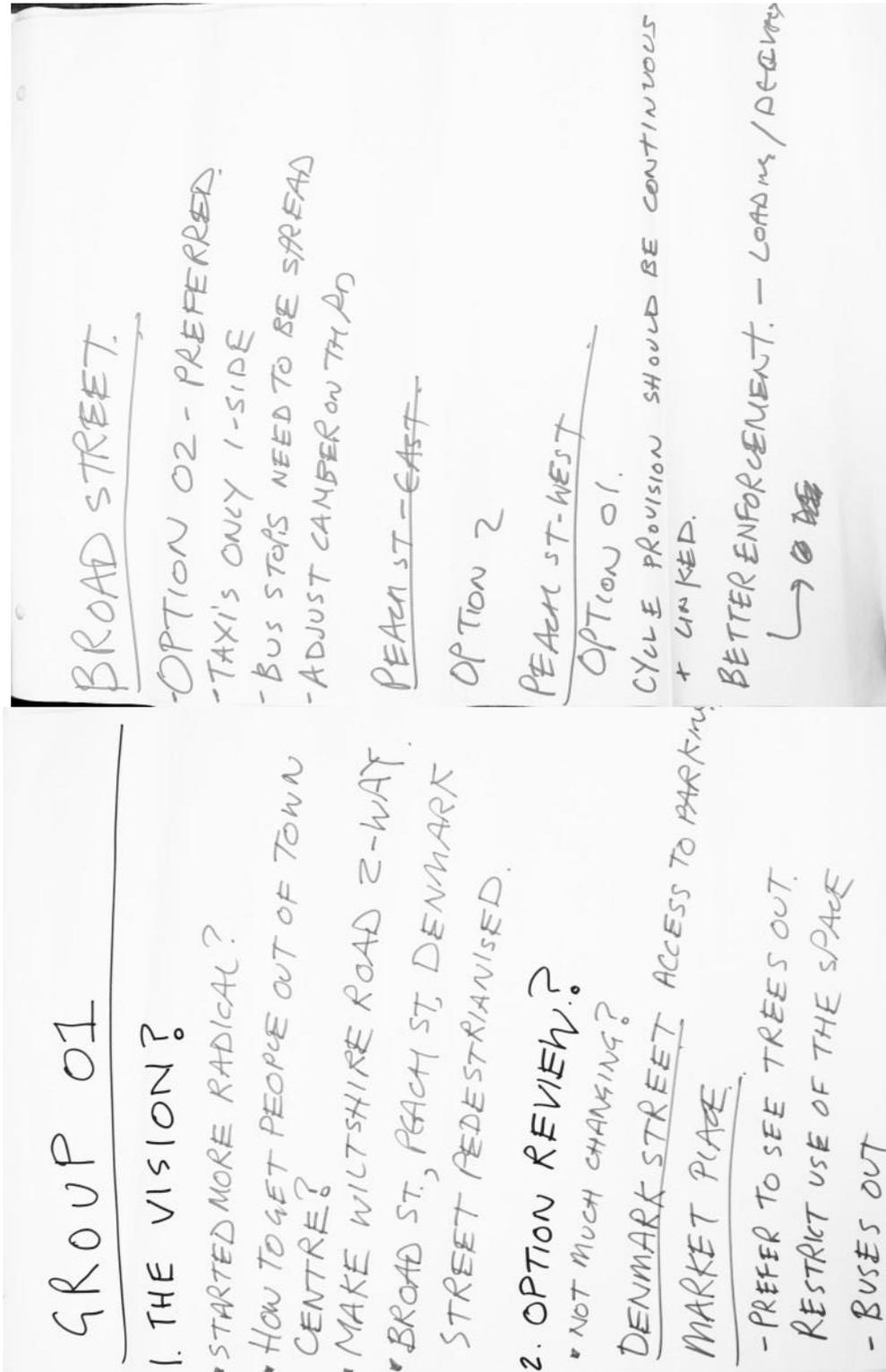
- Whole design including the built form of the Plaza should be considered to make better use of the space, suggested the provision of glass canopy to provide undercover eating and consider how stalls could be placed in this area to encourage better use.
-

Broad Street

- Preferred option 1
- Could this be made one way to provide more space for markets

Appendix A: Workshop Notes.

The notes below were recorded by the design team while the groups were providing feedback on the sketch options:



PLAZA.

- PREVENT USE AS STAIRBOARD RAMP

ROSE ST.

↳ LOSS OF PARKING.

BOLD SIGNAGE. - ENCOURAGING USE OF

E. HANDS/STOPS C/PARK.

OVERALL STRATEGY CAR PARKING.

↳ PAY ON EXIT

OVERALL VISION.

↳ BY-LAWS FOR SHOP SIGNAGE.
ON BOCCARDS

↳ TRAFFIC SPEED LIMITS?

MERGE ROAD & VEHICLES TOGETHER.

GROUP 02.

VISION?

- ON THE WHOLE AGREED WITH COMMENTS

- QUERIED. - SIMPLIFY STREET

- LIGHTING - ENERGY CONSUMPTION? / COST.

- MATERIALS - APPROPRIATE

- ~~IMPROVE~~ CYCLE PARKING BETTER

- IMPROVE QUALITY OF PEDESTRIAN WAYS
BETWEEN TOWN AREAS

- SHOP DELIVERY? DIFFICULT. E.S. REACH START.

MARKET PLACE

- LOOKS TOO FLAT

- BUS ISSUE (SAME AS BEFORE)

BROAD STREET

- OPTION 01. - BETTER WIDER AVENUES

- REFUSE DELIVERY CONS (OGLA)

PEACH STREET - EAST,

ONE ~~R~~ LANE?

- PREFER TO STAY AS IS AT MOMENT.
- IF ONE LANE BLOCKED - PROBLEM
- BETTER ACCESS TO EAST HAMPSTEAD ROAD

" " - WEST

NOT A GOOD IDEA SINGLE LANE

ROSE STREET

- OPTION 01 - BETTER.
- PREFERRED PARALLEL ON STREET,

DENMARK ST. SOUTH.

- BENEFITS OF PARKING LANE BOROUGH ROAD?
- MISUNDERSTOOD.

PLAZA

SKATEBOARDING POTENTIALLY PROBLEMATIC

GENERAL COMMENT ON SAFETY?

- IF TAKE AWAY PED. CONTROLLED CROSSINGS,
- L NOT GOOD

GROUP 03.

VISION?

AGREED WITH PROPOSED.

- BROADLY ALL AESTHETIC FITTED IN WELL.
- DETAILED COMMENT ON PEDESTRIAN CROSSINGS
- IF SET BY PICTURE RIGHT, DETAIL WORKS
- YES, COMPLICATED TRAFFIC IN WHAM. CONGESTION
- DUE TO IMPEDIMENT BY CURRENT LAYOUT
- CIVILISING. TOWN CENTRE CROSSING
- ARRANGEMENT. COURTESY CROSSINGS SOON.

MARKET PLACE - OK ✓

PEACH ST - SINGLE LANE

- YES

ROSE ST.

PREFERRED OPTION 02.

BROAD ST ✓ OK

PLAZA ✓ OK.

GATEWAY

↳ IMPORTANT ROUTES INTO TOWN THE BEGINNING OF THE NEW CONTINUITY INTO TOWN. CONFUSION ON TERM. DISCONNECT WITH STATION + TOWN.

GROUP 04

VISION?

YES, SOON.

PEACH STREET.

- SINGLE CARRIAGEWAY - WILL IT WORK?
- LIKE IDEA OF OPENING E. TRAMPLING & AC PARK
- TREES - NOT SURE. NEED MORE FLORA
- PAVEMENTS NEED TO BE SMOOTHER
- 20 MPH IN TOWN CENTRE

DENMARK STREET

- CONCERN ABOUT REMOVAL OF DISAPPEAR

PARKING

- ONE LANE?

ROSE STREET.

- PREFER ON STREET PARALLEL PARKING
- LIKE EXISTING AVENUE.
- LAMP POST CONSISTENT. -
- UNICUE. PLACE ~~STREET~~ STREET.

BROAD ST.

NOT CONVINCED ABOUT COURTESY CROSSINGS.

- WOULD PEOPLE RESPOND BETTER TO CURBS

PLAZA

OK ✓

MARKET PLACE

BUS ROUTE REMOVED
DISABLED IN LOADS
DENMARK OK ✓

PLAZA

WHOLE DESIGN.
DEMOLISH BUILDING AT ENTRANCE FROM
DENMARK STREET.
GLASS CAPCOVERING
BROAD ST.
LUCILEY PATH + GRASS STRIP

★ ALL PROPOSALS - TIED INTO REGEN.
- SUPPORT PEDESTRIAN PRIORITY
- CYCLISTS NEED TO BE CONSIDERED
WITH URGENCY.

↳ LOOKED EXCITING

GROUP 03 - ADJUSTMENT OF TRAFFIC FEELS
DEPENDENT ON ENFORCEMENT V. IMPROVEMENT

GROUP 05

NOTE - IMPORTANT TO CONSIDER UTILITIES.
WIDTHS / CONSTRAINTS APPROPRIATE SIZE

ROSE ST. - OPTION 2

CAR PARKING PARALLEL

PEACH ST. - EAST

LOADING DISTANCED IN LINE

- WEST

LOADING ONLY AT PEACH ST. ONLY

Appendix B: Attendance list.

**Wokingham Public Realm Design and Delivery Strategy Public Workshop
16th February 2013**

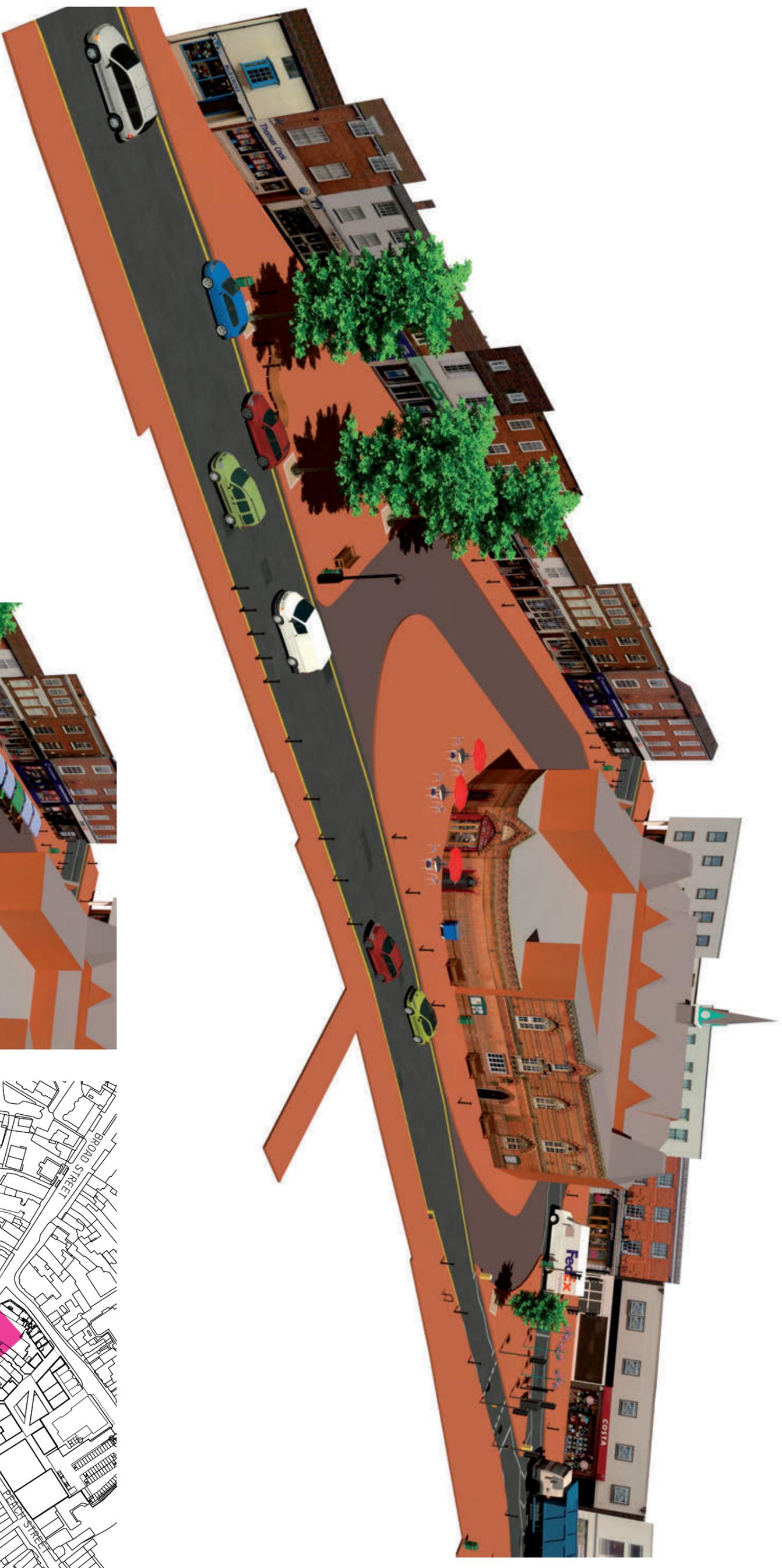
Workshop Attendance		
Number	Name	Group
1	Mervyn Clark	Local Events
2	Les Roland	Froghall Drive Residents Association
3	John Brenner	Local Resident
4	Sue Brenner	Local Resident
5	Rob Stanton	Wokingham Borough Councillor - Conservative
6	Francis Ryder	Wokingham Town Councillor
7	Peter Must	Wokingham Society
8	Stan Hetherington	Wokingham Town Councillor
9	Ullakarin Clark	Wokingham Borough Councillor - Conservative
10	Colin Horne	Construction Manager (Southern Gas Networks)
11	Laura Herbert	Wokingham Times
12	Diane Baker	Local Resident
13	Angus Ross	Wokingham Borough Councillor - Conservative
14	Brian Morris	Local Resident
15	Chris Rooke-Matthews	Local Resident
16	Chris Singleton	Wokingham Borough Councillor - Conservative
17	Barbara Bench	Wokingham Town Councillor
18	Philip Mirfin	Wokingham Borough Councillor - Conservative
19	Robert Millen	ERA (Poss Emmbrook Residents Association?)
20	John Griffin	Wokingham Society
21	Dianne King	Wokingham Borough Councillor - Conservative

22	Gwynneth Hewetson	Wokingham Town Councillor
23	Tony Hewetson	Local Resident
24	Matthew Wooll	Revenue & Marketing Manager (First Group)
25	Ann Davis	Townswomen Guild
26	Olive MacDonald	Rose Street Residents Association
27	Keith Baker	Wokingham Borough Councillor - Conservative
28	Hazel Guile	Rose Street Residents Society

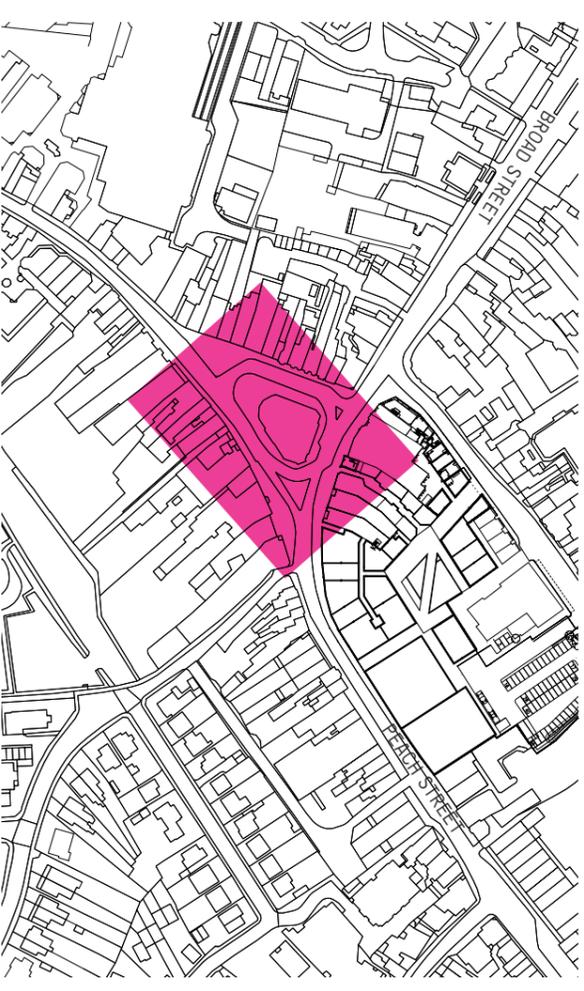
Appendix C: Sketches Used in Workshop for Group Discussion

MARKET PLACE - EXISTING

LD&D DESIGN

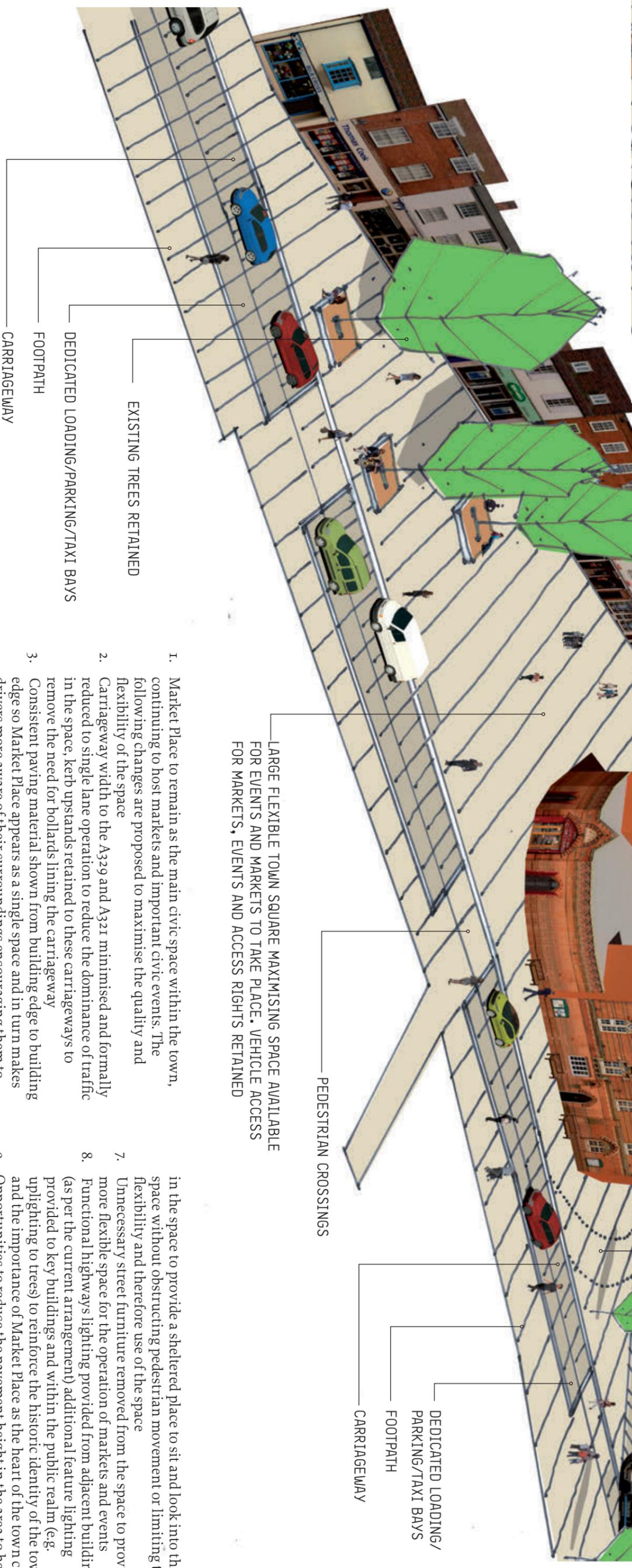
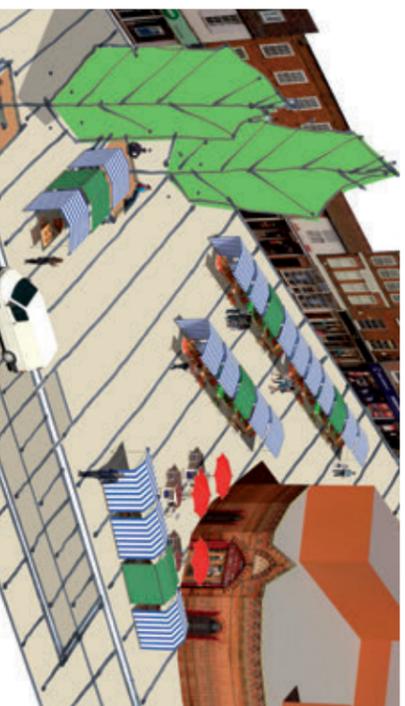


MARKET STALL INSET PLAN



LOCATION PLAN

MARKET PLACE



BUS LANE RETAINED

DEDICATED LOADING/
PARKING/TAXI BAYS

FOOTPATH

CARRIAGEWAY

PEDESTRIAN CROSSINGS

LARGE FLEXIBLE TOWN SQUARE MAXIMISING SPACE AVAILABLE
FOR EVENTS AND MARKETS TO TAKE PLACE. VEHICLE ACCESS
FOR MARKETS, EVENTS AND ACCESS RIGHTS RETAINED

EXISTING TREES RETAINED

DEDICATED LOADING/PARKING/TAXI BAYS

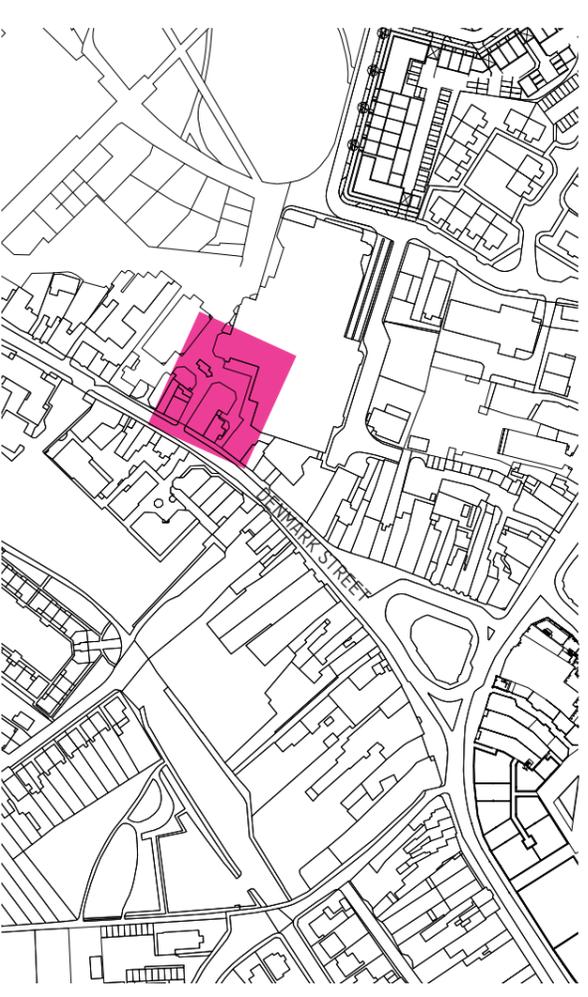
FOOTPATH

CARRIAGEWAY

1. Market Place to remain as the main civic space within the town, continuing to host markets and important civic events. The following changes are proposed to maximise the quality and flexibility of the space
2. Carriageway width to the A329 and A321 minimised and formally reduced to single lane operation to reduce the dominance of traffic in the space, kerb upstands retained to these carriageways to remove the need for bollards lining the carriageway
3. Consistent paving material shown from building edge to building edge so Market Place appears as a single space and in turn makes drivers more aware of their surroundings encouraging them to slow down and to be aware of pedestrians
4. Dedicated loading/parking/taxi bays provided in designated bays adjacent to carriageways
5. Signalised crossings and associated furniture removed (e.g. traffic lights) in favour of more frequent courtesy crossings for improved opportunities for pedestrian movement in the town centre
6. Existing seating removed from pedestrian desire lines and reconfigured and positioned around the base of mature trees
7. Unnecessary street furniture removed from the space to provide more flexible space for the operation of markets and events
8. Functional highways lighting provided from adjacent buildings (as per the current arrangement) additional feature lighting provided to key buildings and within the public realm (e.g. uplighting to trees) to reinforce the historic identity of the town and the importance of Market Place as the heart of the town centre
9. Opportunities to reduce the pavement height in the area to help resolve issues with the damp proof course in the Town Hall building to be explored at detail design stage
10. Existing cafe spill out space retained
11. Existing bus lane retained to the north east of the Town Hall building
12. All existing trees retained
13. Vehicle access to main body of space provided via a drop kerb
14. Pop up power supply to be provided to the space to enable events

THE PLAZA - EXISTING

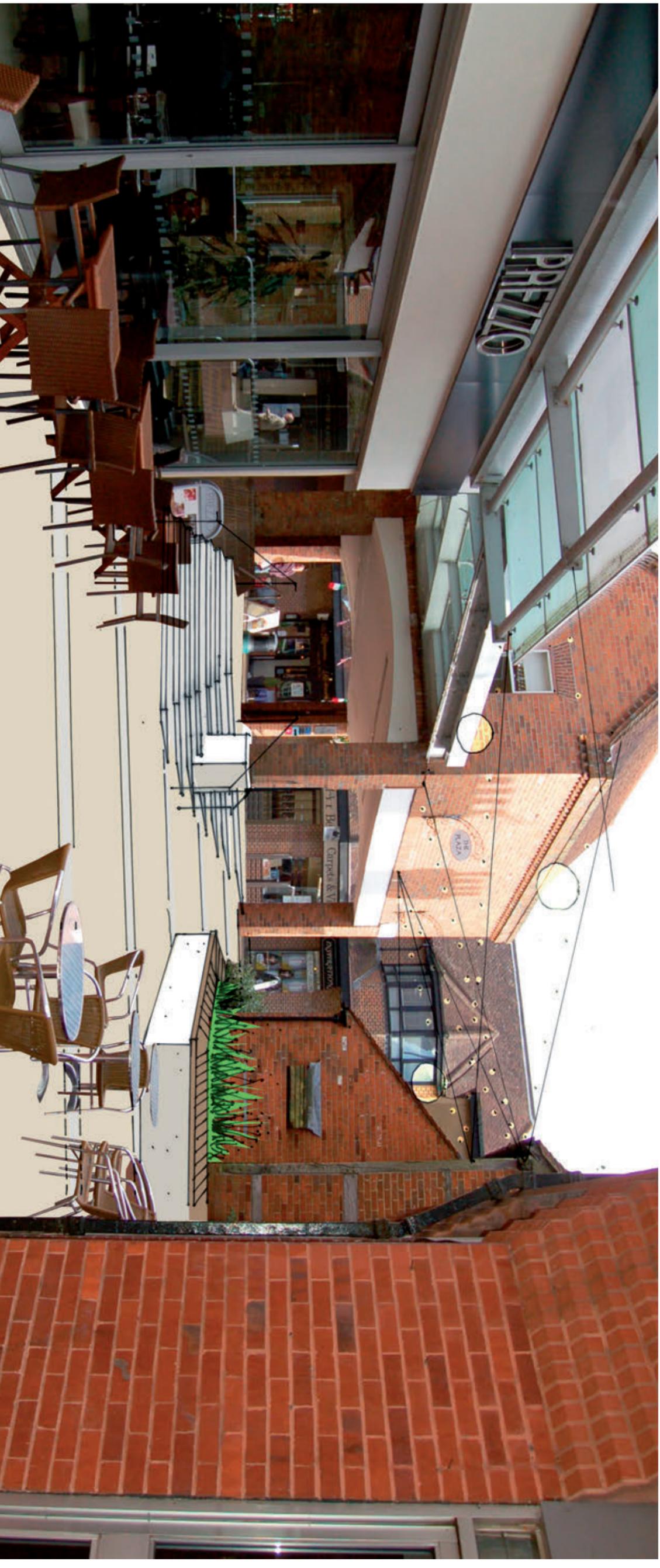
LD&D DESIGN



LOCATION PLAN

THE PLAZA

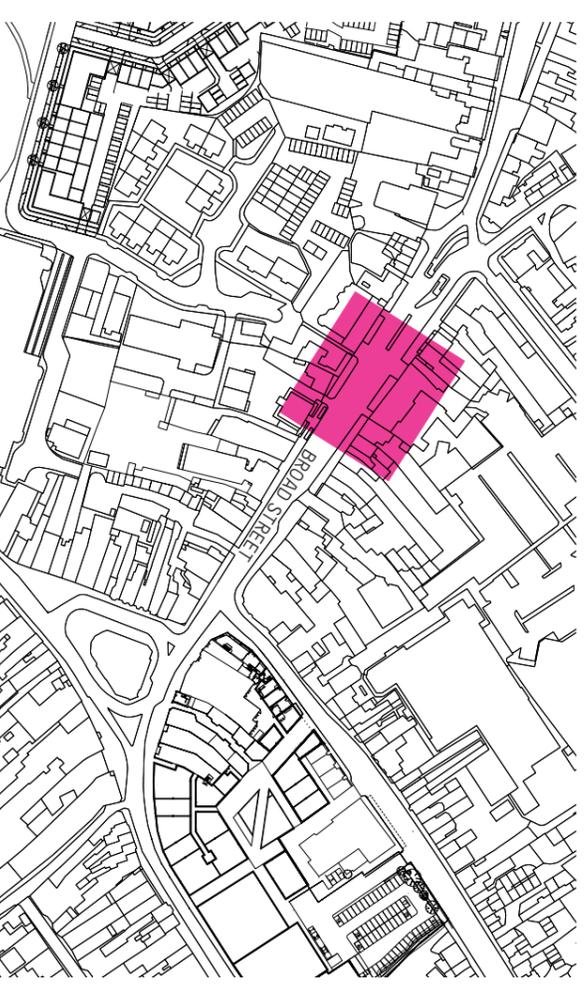
LDÅ DESIGN



1. Dark, slippery pavers which visually clash with the surrounding brick buildings replaced with light coloured, high quality materials to provide continuity with the proposed Elm Field retail development and brighten The Plaza
2. Low level planters which block pedestrian desire lines removed and replaced with reconfigured step and ramp arrangement
3. Timber seating added to low planters at the edges of the spaces to provide incidental seating opportunities within the Plaza
4. Walls of retained low level planters to be rendered to compliment the soffits of surrounding buildings and avoid clashes in brick colours with surrounding buildings
5. Evergreen planting replaced with more colourful planting and ornamental grasses to add colour and interest to the space
6. Step and ramp access between The Plaza and Denmark Street retained
7. Feature lighting added to brighten The Plaza
8. Outdoor café spill out space retained
9. Retaining walls replaced with stepped access so that existing ballustrades and guardrails which obstruct movement and visibility can be removed

BROAD STREET - EXISTING

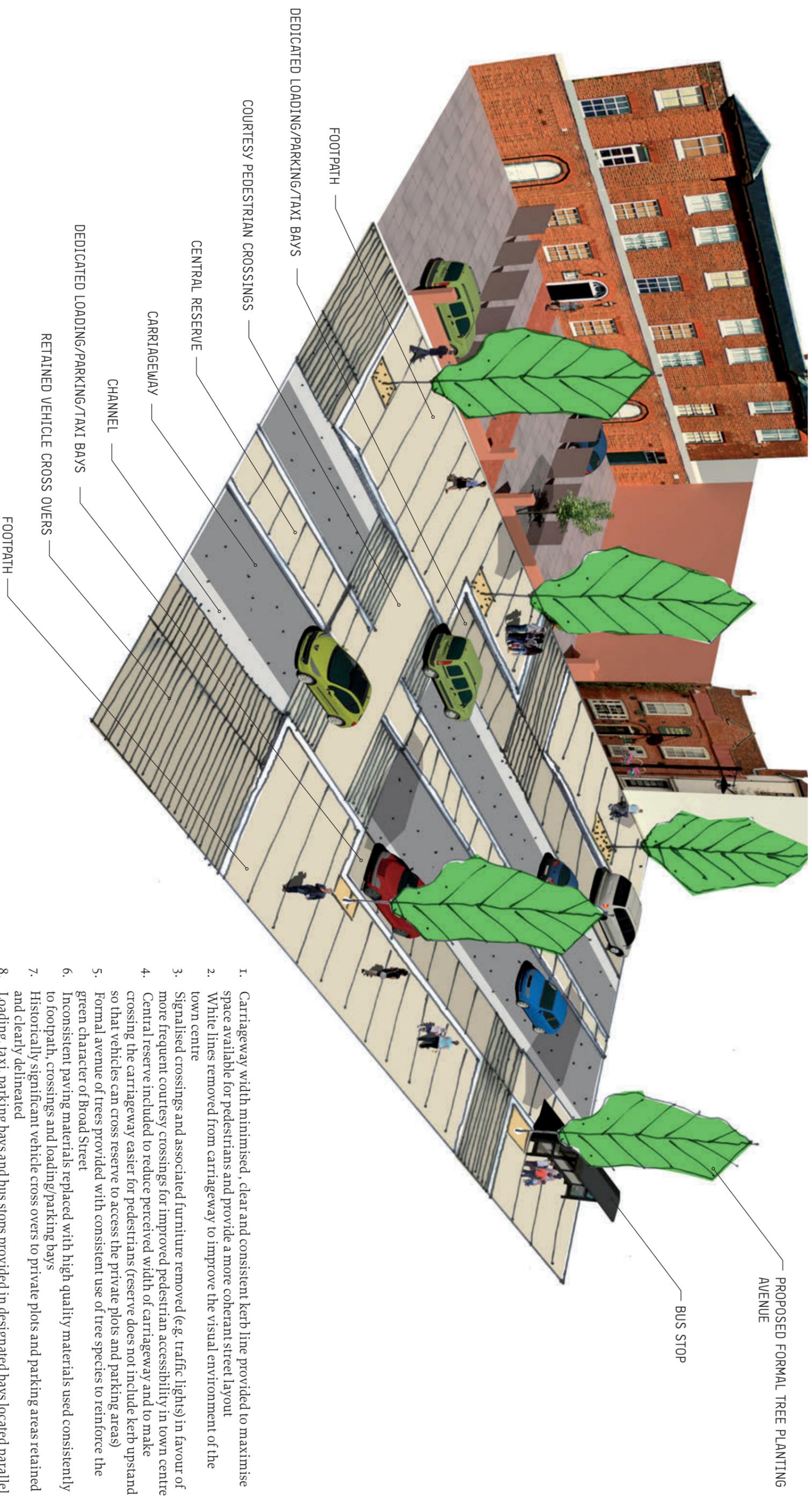
LD&D DESIGN



LOCATION PLAN

BROAD STREET OPTION 1

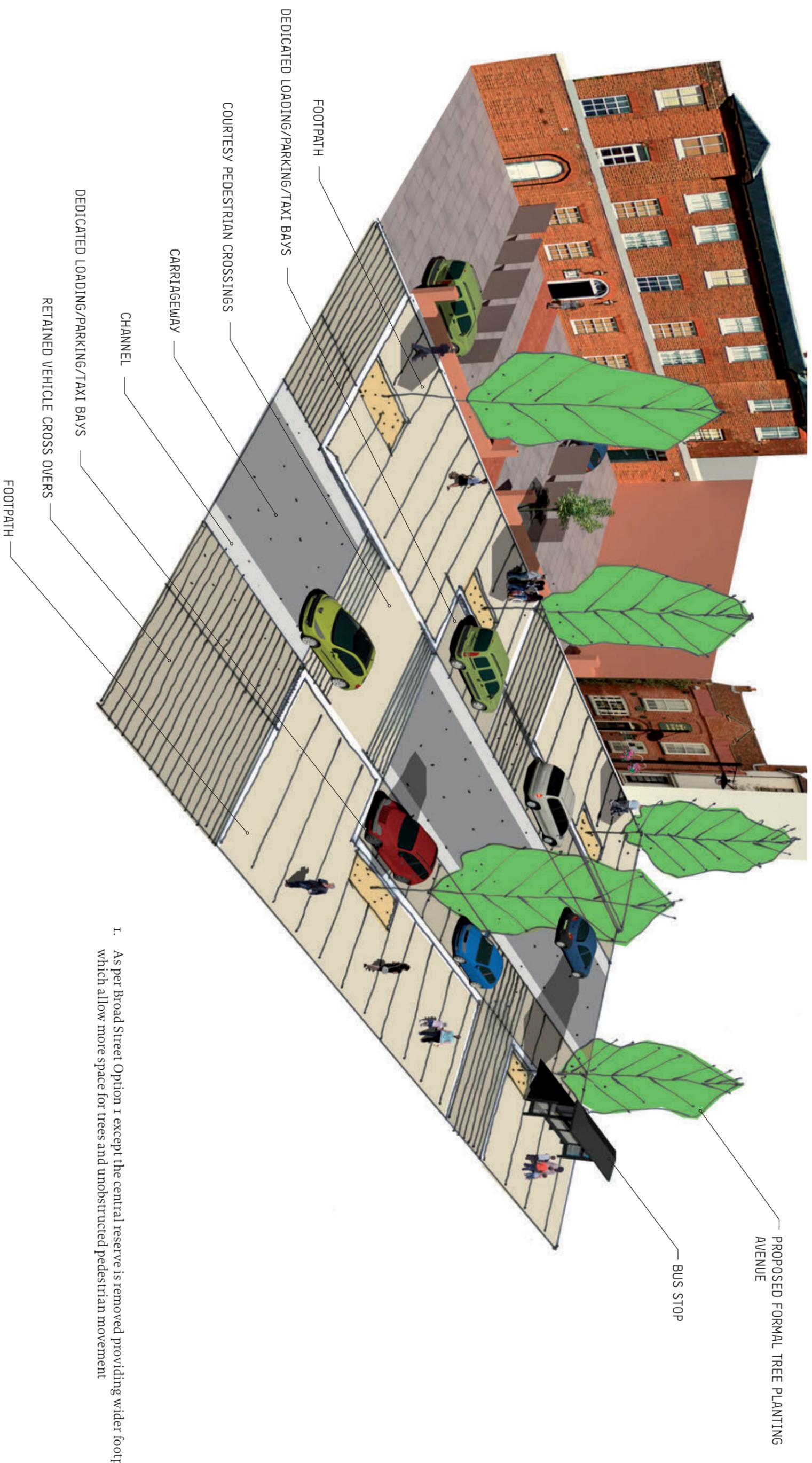
LDĀ DESIGN



1. Carriageway width minimised, clear and consistent kerb line provided to maximise space available for pedestrians and provide a more coherent street layout
2. White lines removed from carriageway to improve the visual environment of the town centre
3. Signalised crossings and associated furniture removed (e.g. traffic lights) in favour of more frequent courtesy crossings for improved pedestrian accessibility in town centre
4. Central reserve included to reduce perceived width of carriageway and to make crossing the carriageway easier for pedestrians (reserve does not include kerb upstand so that vehicles can cross reserve to access the private plots and parking areas)
5. Formal avenue of trees provided with consistent use of tree species to reinforce the green character of Broad Street
6. Inconsistent paving materials replaced with high quality materials used consistently to footpath, crossings and loading/parking bays
7. Historically significant vehicle cross overs to private plots and parking areas retained and clearly delineated
8. Loading, taxi, parking bays and bus stops provided in designated bays located parallel to the carriageway
9. Unnecessary clutter removed and remaining street furniture (i.e. lighting, signage, litter bins etc.) located in single organising strip to the carriageway side of the footpaths to avoid cluttered and obstructed footpaths
10. Generous channel line provided to base of kerb in contrasting material to reduce the perceived width of the carriageway and provide a high quality and distinctive look and feel to the street

BROAD STREET OPTION 2

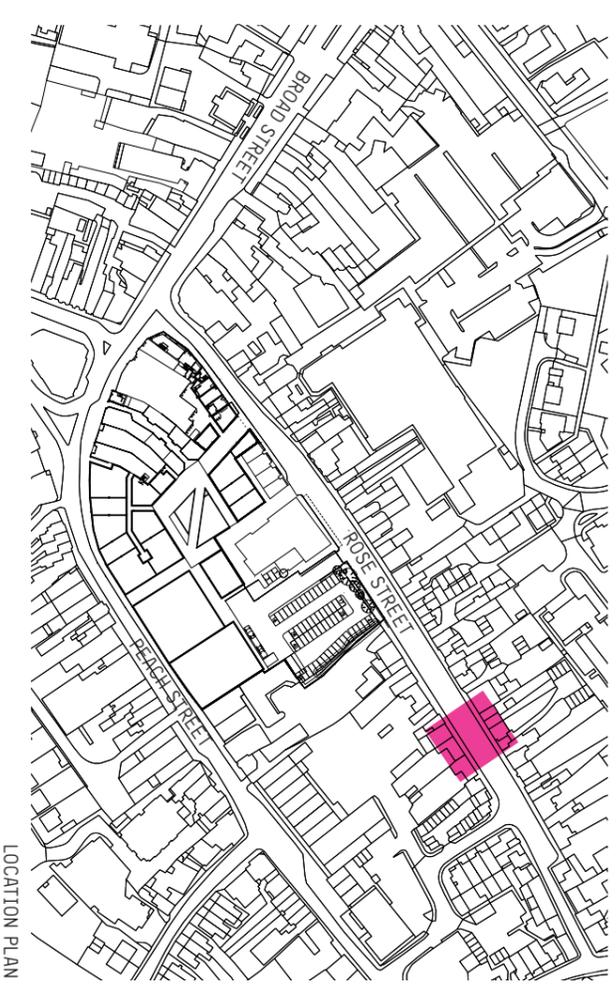
LD&D DESIGN



I. As per Broad Street Option 1 except the central reserve is removed providing wider footpaths which allow more space for trees and unobstructed pedestrian movement

ROSE STREET - EXISTING

LD&D DESIGN

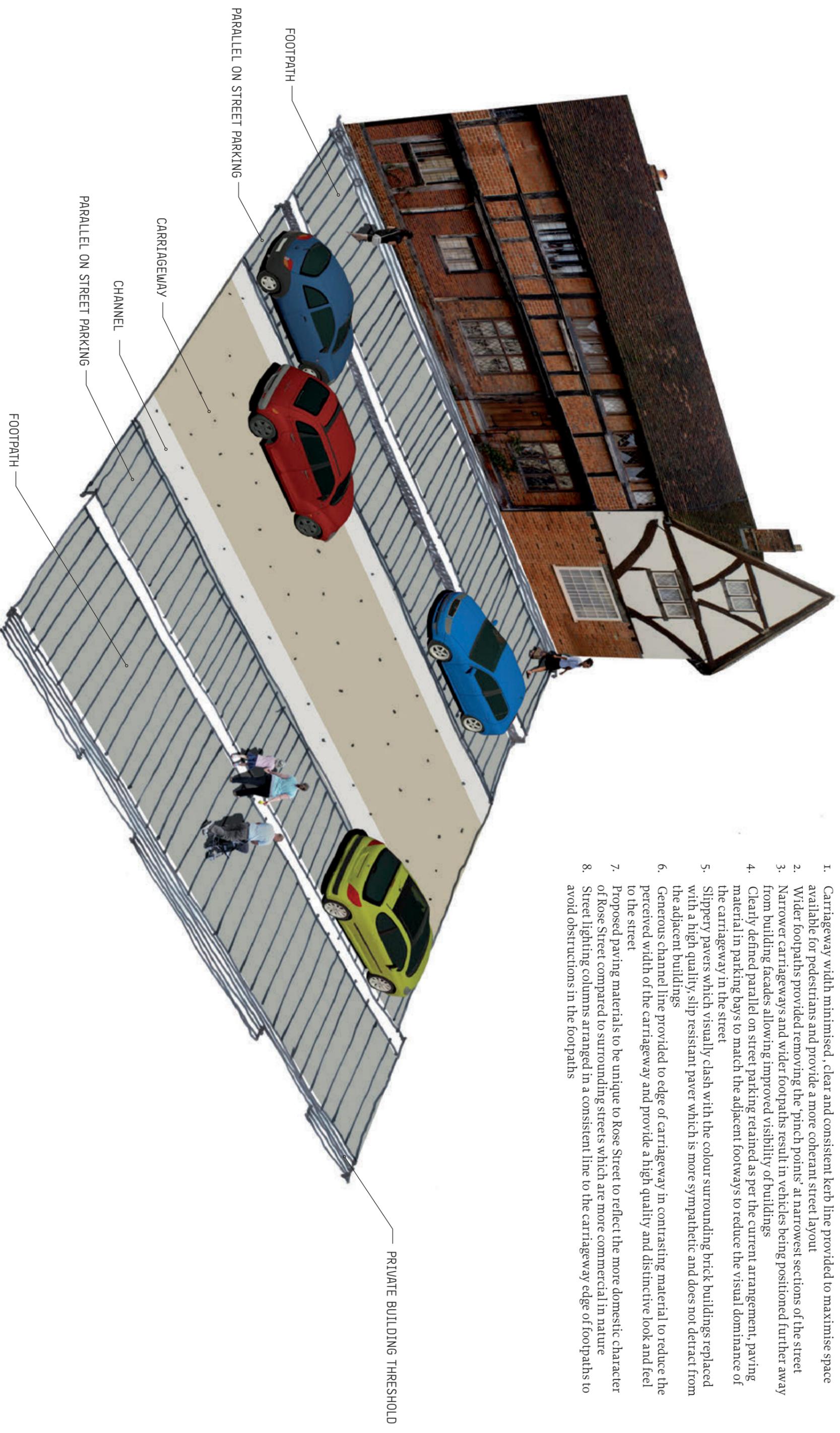


LOCATION PLAN

ROSE STREET OPTION 1

LDĀ DESIGN

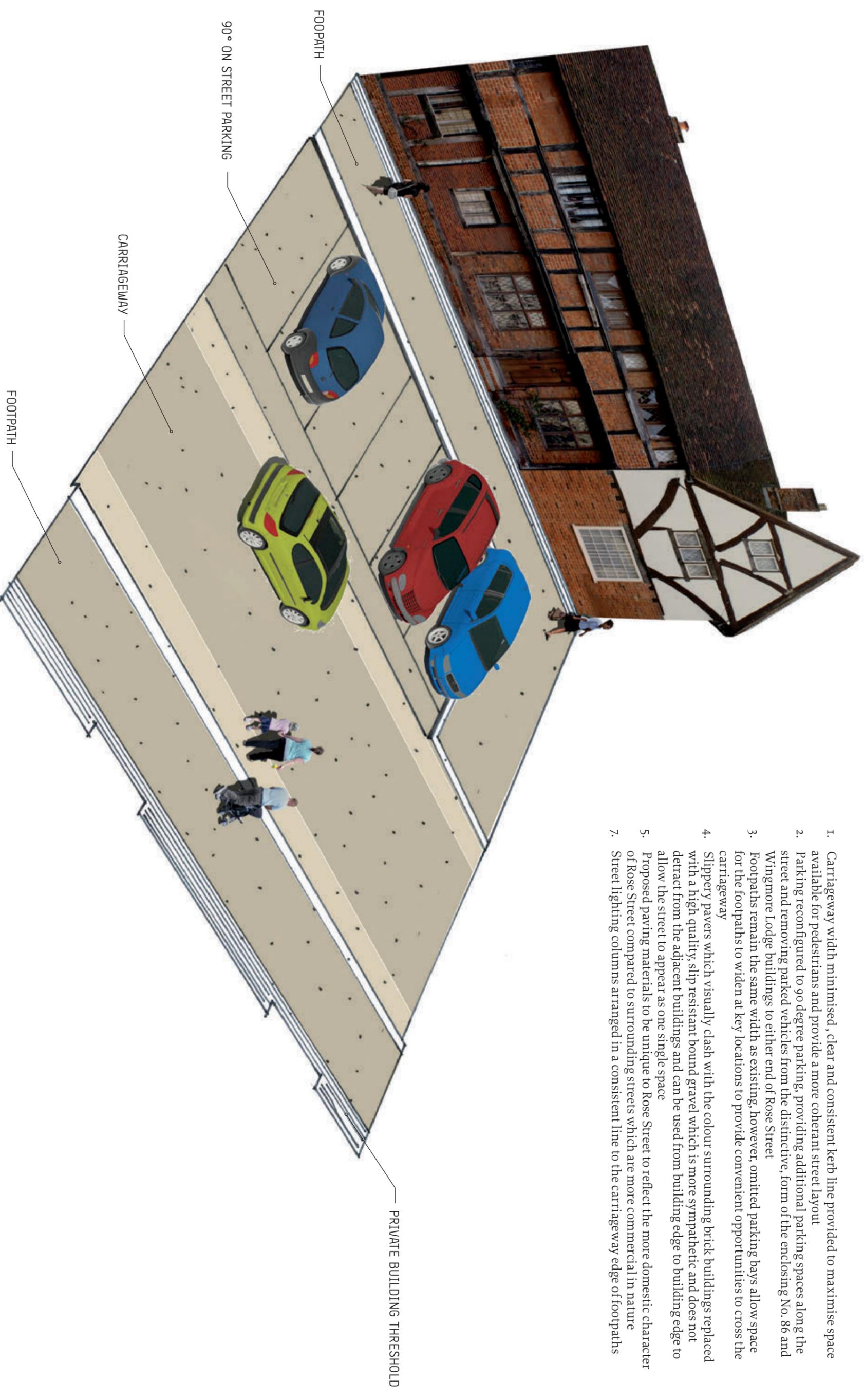
1. Carriageway width minimised, clear and consistent kerb line provided to maximise space available for pedestrians and provide a more coherent street layout
2. Wider footpaths provided removing the 'pinch points' at narrowest sections of the street
3. Narrower carriageways and wider footpaths result in vehicles being positioned further away from building facades allowing improved visibility of buildings
4. Clearly defined parallel on street parking retained as per the current arrangement, paving material in parking bays to match the adjacent footways to reduce the visual dominance of the carriageway in the street
5. Slippery pavers which visually clash with the colour surrounding brick buildings replaced with a high quality, slip resistant paver which is more sympathetic and does not detract from the adjacent buildings
6. Generous channel line provided to edge of carriageway in contrasting material to reduce the perceived width of the carriageway and provide a high quality and distinctive look and feel to the street
7. Proposed paving materials to be unique to Rose Street to reflect the more domestic character of Rose Street compared to surrounding streets which are more commercial in nature
8. Street lighting columns arranged in a consistent line to the carriageway edge of footpaths to avoid obstructions in the footpaths



ROSE STREET OPTION 2

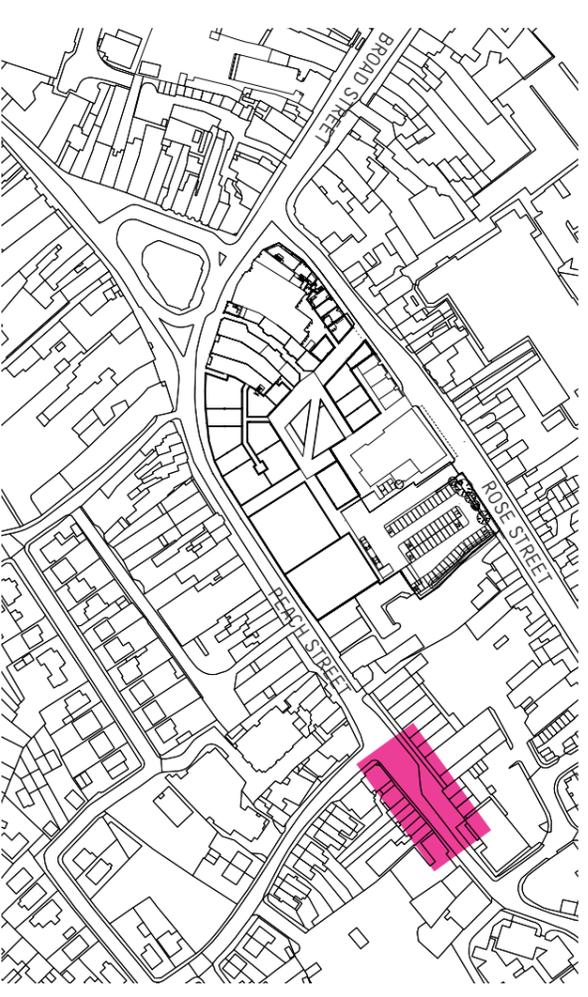
LDĀ DESIGN

1. Carriageway width minimised, clear and consistent kerb line provided to maximise space available for pedestrians and provide a more coherent street layout
2. Parking reconfigured to go degree parking, providing additional parking spaces along the street and removing parked vehicles from the distinctive, form of the enclosing No. 86 and Wingmore Lodge buildings to either end of Rose Street
3. Footpaths remain the same width as existing, however, omitted parking bays allow space for the footpaths to widen at key locations to provide convenient opportunities to cross the carriageway
4. Slippery pavers which visually clash with the colour surrounding brick buildings replaced with a high quality, slip resistant bound gravel which is more sympathetic and does not detract from the adjacent buildings and can be used from building edge to building edge to allow the street to appear as one single space
5. Proposed paving materials to be unique to Rose Street to reflect the more domestic character of Rose Street compared to surrounding streets which are more commercial in nature
7. Street lighting columns arranged in a consistent line to the carriageway edge of footpaths



PEACH STREET EAST - EXISTING

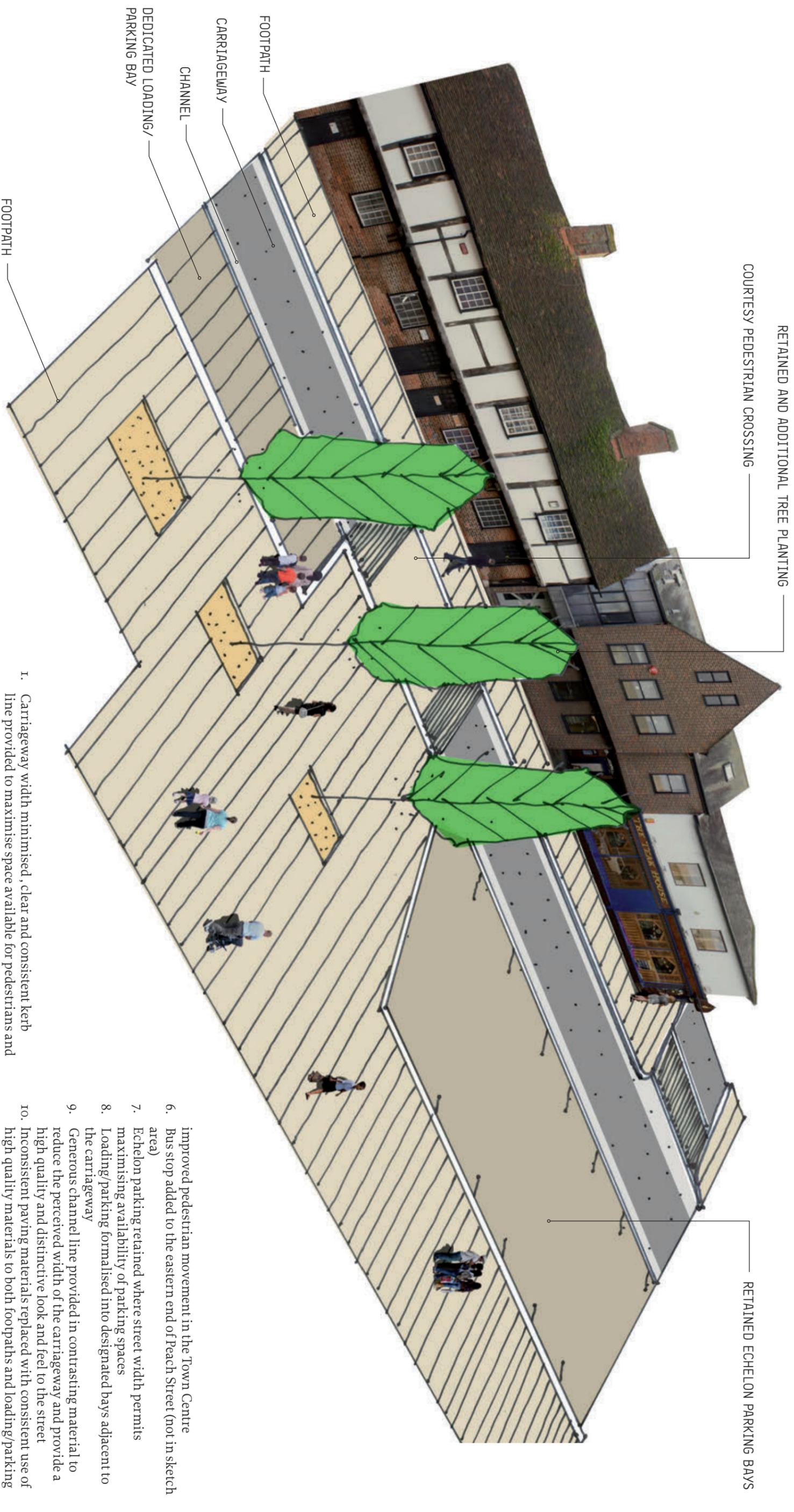
LD&D DESIGN



LOCATION PLAN

PEACH STREET EAST OPTION 1

LDĀ DESIGN



RETAINED AND ADDITIONAL TREE PLANTING

COURTESY PEDESTRIAN CROSSING

RETAINED ECHELON PARKING BAYS

FOOTPATH

CARRIAGEWAY

CHANNEL

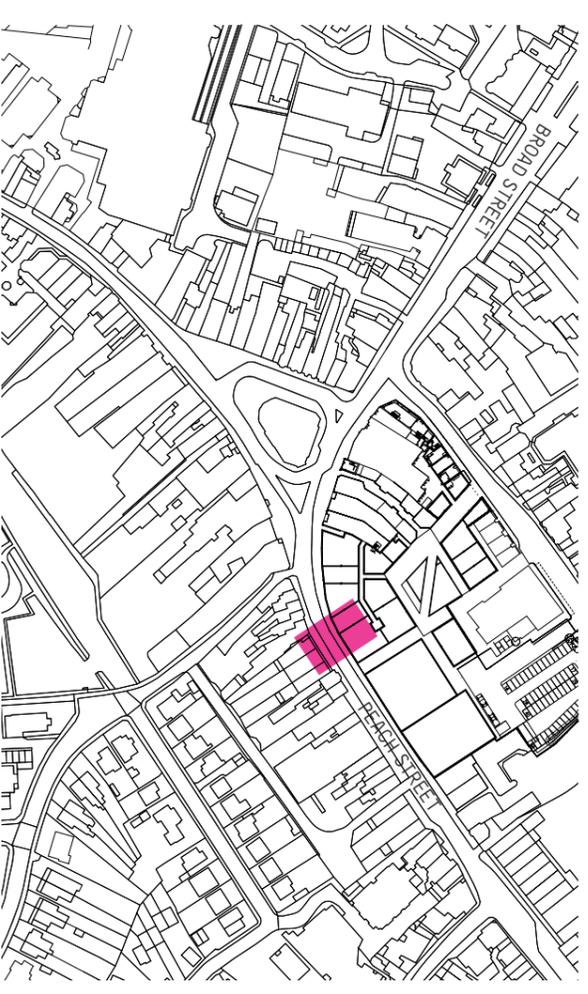
DEDICATED LOADING/
PARKING BAY

FOOTPATH

1. Carriageway width minimised, clear and consistent kerb line provided to maximise space available for pedestrians and provide a more coherent street layout
2. Carriageway reduced to single lane operation to length of Peach Street
3. Footpath underneath the Overhangs building significantly increased in width taking large vehicles further from the upper floors of the building and removing narrow footpaths
4. White lines removed from carriageway
5. Signalised crossings and associated furniture removed (e.g. traffic lights) in favour of more frequent courtesy crossings for improved pedestrian movement in the Town Centre area)
6. Bus stop added to the eastern end of Peach Street (not in sketch)
7. Echelon parking retained where street width permits maximising availability of parking spaces
8. Loading/parking formalised into designated bays adjacent to the carriageway
9. Generous channel line provided in contrasting material to reduce the perceived width of the carriageway and provide a high quality and distinctive look and feel to the street
10. Inconsistent paving materials replaced with consistent use of high quality materials to both footpaths and loading/parking bays providing better continuity of materials through the whole town centre
11. Width of street allows opportunities for additional street tree planting to this important gateway to the town centre
12. Unnecessary clutter removed from streets (such as bollards) and remaining street furniture (i.e. lighting, signage, litter bins etc.) located in single organising strip to the carriageway side of the footpaths to avoid cluttered and obstructed footpaths

PEACH STREET WEST - EXISTING

LD&D DESIGN



LOCATION PLAN

PEACH STREET WEST OPTION 2

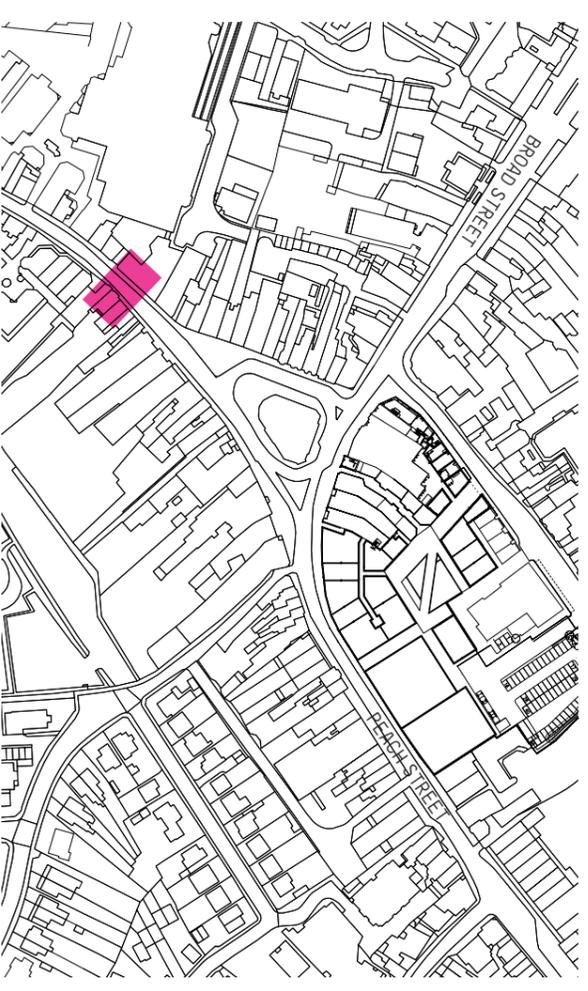
LD&D DESIGN



1. As per Peach Street West Option 1 except contra flow cycle lane provided along the edge of the carriageway improving provision for cyclists through the town centre, resulting in slight reduction in the width of space available for footpaths

DENMARK STREET NORTH - EXISTING

LD&D DESIGN

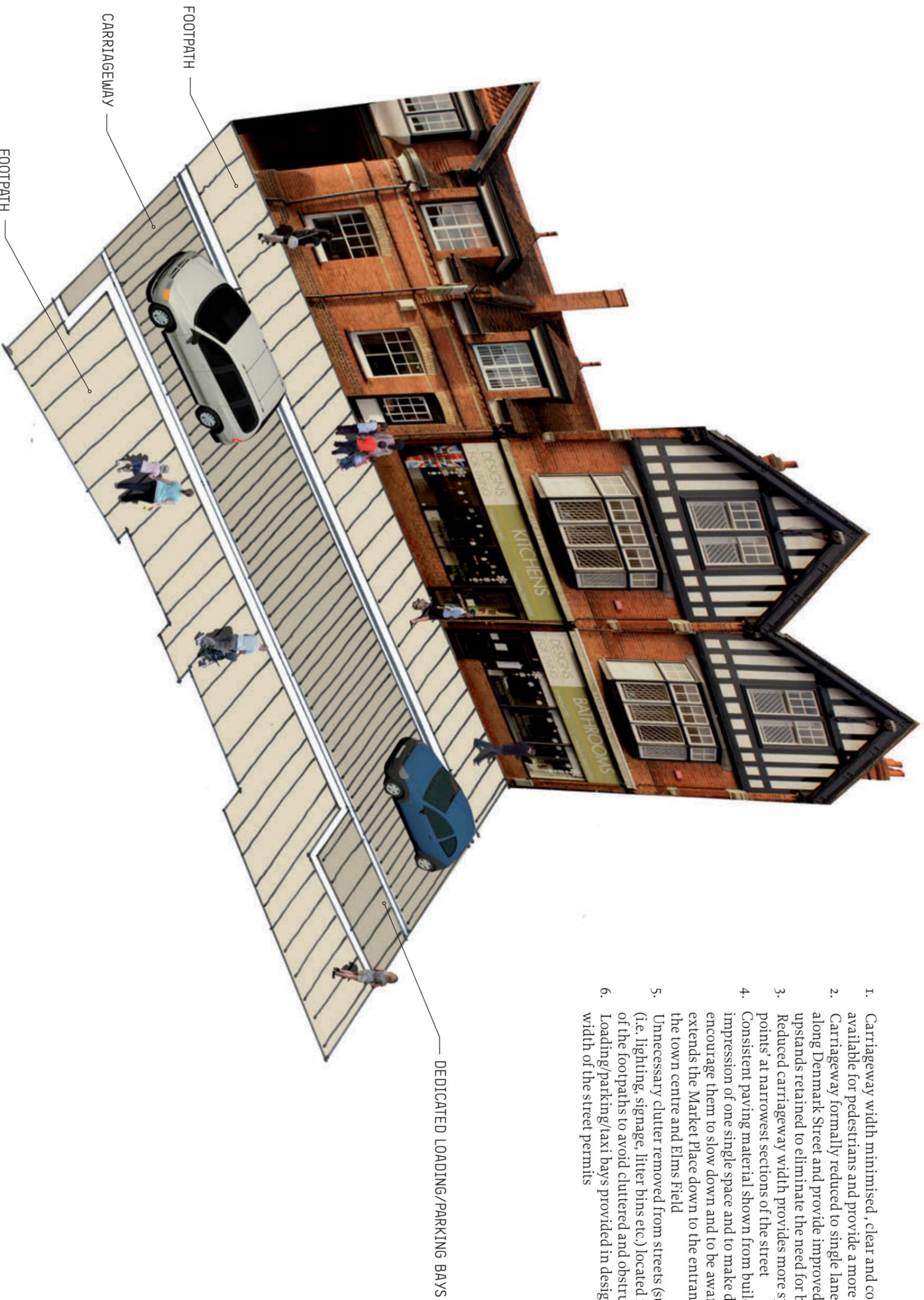


LOCATION PLAN

DENMARK STREET NORTH

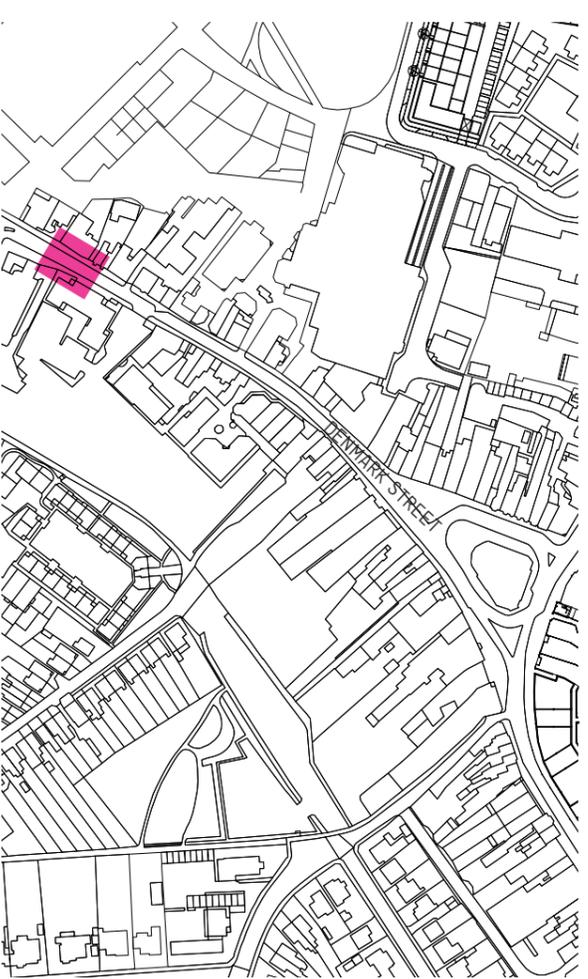
LD&D DESIGN

1. Carriageway width minimised, clear and consistent kerb line provided to maximise space available for pedestrians and provide a more coherent street layout
2. Carriageway formally reduced to single lane operation to reduce the dominance of traffic along Denmark Street and provide improved opportunities to cross the carriageway, kerb upstands retained to eliminate the need for bollards along the edge of the carriageway
3. Reduced carriageway width provides more space for footpaths therefore removing the 'pinch points' at narrowest sections of the street
4. Consistent paving material shown from building edge to provide the impression of one single space and to make drivers more aware of their surroundings, encourage them to slow down and to be aware of pedestrians. This approach effectively extends the Market Place down to the entrance to the Plaza strengthening the link between the town centre and Elms Field
5. Unnecessary clutter removed from streets (such as bollards) and remaining street furniture (i.e. lighting, signage, litter bins etc.) located in single organising strip to the carriageway side of the footpaths to avoid cluttered and obstructed footpaths
6. Loading/parking/taxi bays provided in designated bays adjacent to the carriageway where width of the street permits



DENMARK STREET SOUTH - EXISTING

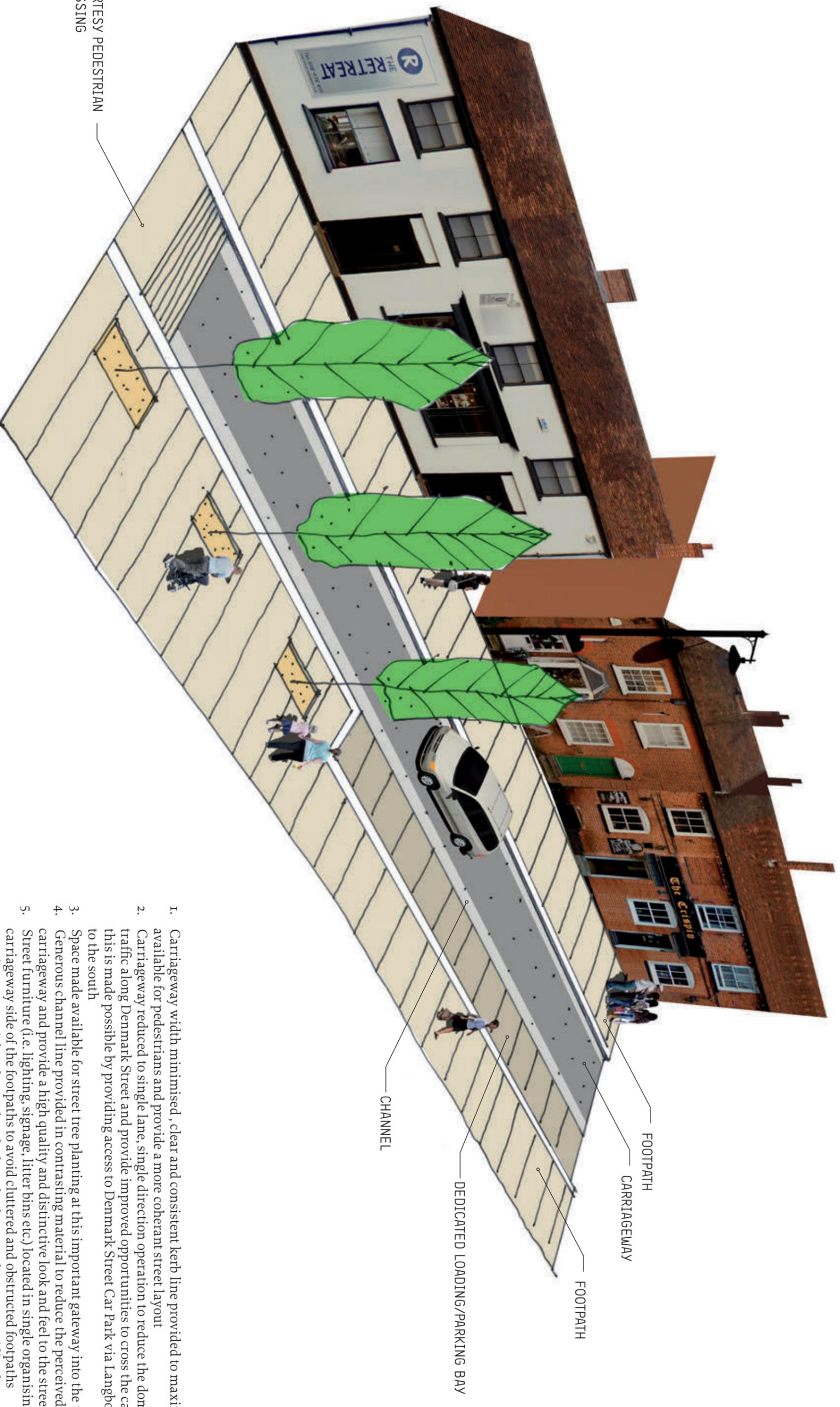
LD&D DESIGN



LOCATION PLAN

DENMARK STREET SOUTH

LD&D DESIGN



1. Carriageway width minimised, clear and consistent kerb line provided to maximise space available for pedestrians and provide a more coherent street layout
2. Carriageway reduced to single lane, single direction operation to reduce the dominance of traffic along Denmark Street and provide improved opportunities to cross the carriageway, this is made possible by providing access to Denmark Street Car Park via Langborough Road to the south
3. Space made available for street tree planting at this important gateway into the town centre
4. Generous channel line provided in contrasting material to reduce the perceived width of the carriageway and provide a high quality and distinctive look and feel to the street
5. Street furniture (i.e. lighting, signage, litter bins etc.) located in single organising strip to the carriageway side of the footpaths to avoid cluttered and obstructed footpaths
6. Consistent materials to be used to the length of Denmark Street providing better continuity to the town centre streets and spaces

COURTESY PEDESTRIAN
CROSSING

FOOTPATH

CARRIAGEWAY

FOOTPATH

DEDICATED LOADING/PARKING BAY

CHANNEL

APPENDIX 4
PUBLIC EXHIBITION SUMMARY

Public Exhibition Summary 2nd and 3rd May

Introduction

An informal manned public exhibition was held in Wokingham Town Hall over two days at the beginning of May, the exhibition was also available to view on the council website for one month. The exhibition comprised a series of presentation boards which described all aspects of the work and was supplemented by video footage to support the highway feasibility work. Members of the consultant team and Wokingham Borough Council were available to discuss the proposals and answer any questions. Feedback was gathered from the event through a questionnaire. Overall there was a positive response from the exhibition, a full breakdown of the responses and the issues raised is provided below.

1.0 Do you agree or disagree with the Issues and Opportunities identified on Board 2?

- 29 Strongly agree
- 09 Somewhat agree
- 00 Unsure
- 01 Strongly disagree
- 01 Somewhat disagree

2.0 Do you think there are any significant Issues or Opportunities missing?

- Picture 9 – Paving colour clashes. There should be a contrast to help people with visual impairment
 - Picture 12 - Strongly agree remove obstructions
 - You identify street furniture but this appears to include all the traffic lights. If the bus route around the town hall cannot be rerouted the traffic lights may be needed.
Clarification /inclusion of public toilet availability Current 'In shop' arrangement POA
Where are the waste bins? – Litter Disposal?
 - Do pavements prevent weed growth – On & Edges?
 - The whole issue of the level crossing and conglomeration of/and convergence of roads, parking, traffic lights etc which impacts those people south of Wokingham getting into Wokingham to enjoy the amenities.
 - Milton road needs to be closed to ALL through traffic, including buses. Speeding cars and buses are posing a real threat to safety in this quiet residential road, with lots of young children. Buses were stopped recently during road works in the area and it did work very well indeed.
-

Wokingham Town Centre Public Realm Design and Delivery Strategy

- These are mainly cosmetic issues. Also Safe ways for bicycles; traffic flow to get cars through; increase number of tenants in shops – not the supermarkets but the smaller shops; safe parking for cars and bikes.
- No but can any of these things be done now at little cost to get momentum? Eg urban ??
- Opportunity to make town centre an attractive place to cycle this could reduce traffic volume.
- Please do not reduce width of road in Peach Street. Any obstruction in one of the existing 2 lanes causes big traffic problem already.
- Bridge across existing railway crossing is essential.
- Improve road safety for cyclists.
- Why can't Elms Road be extended, instead of building a new one? We do NOT need another supermarket in Wokingham.
- The original "vision" of southern gateway has gone. No Way can a Premier Inn sign or the back of a foodstore reflect an attractive approach to the town. A lot of work on this corner has to be undertaken to make it at all attractive around Wellington Road roundabout.
- Signage and parking facilities
- I'm not sure what "strong built heritage" is supposed to mean.

One missing opportunity is that there is no mention of the lack of green-space in our town centre, imperative as the council is intent on removing two-thirds of the green space on Elms Field. Any plans to add significant green space, trees, shrubs, hedges, flowers?

You've listed 'furniture detracts from buildings' and then as evidence of this shown a road-sign, traffic lights and street lighting; all essential things that fail to support the case. And at odds with 'opportunity to improve lighting'.

It is difficult to disagree with the issues raised albeit many of these "opportunities" were created by previous council policy notably the street furniture and signage. Removal of the pedestrian traffic lights would be one of the biggest improvements the town could possibly wish for.

- The widening the pavements photo is deliberately misleading. Yes is the required answer but not at the expense of two lanes of traffic. There is ample room to realign the carriageway off camera to the right by reducing the pavement on the north side of the road.
 - The street lighting photo is clearly staged as it is not normally that dark in the Market Place.
-

Wokingham Town Centre Public Realm Design and Delivery Strategy

The council said years ago it would deal with A-boards on the pavement but failed to act-why?

3.0 Do you agree or disagree with the Public realm Vision on Board 2?

- 29 Strongly agree
- 10 Somewhat agree
- 01 Unsure
- 01 Strongly disagree
- 01 Somewhat disagree

4.0 Do you think there are any significant points missing from the Public Realm Vision?

- No.
 - Perhaps make Broad Street pedestrian way.
 - Need to ensure that direction sign removal does not result in confused drivers causing a blockage or accident risk due to distraction.
 - Delivery access to front of shops on Denmark Street? Any opportunity to use environmentally friendly colour paving – green?
 - Whilst I agree that there are too many conflicting materials used in the streets, I would not want the new materials used to create a grey, bleak, homogenised look.
 - Concerns with pedestrian crossing changes during peak times.
 - Wiltshire Road near ‘the ship’ pub is too narrow to have two lanes. This needs to be just one lane.
 - Create an effective and funded long term maintenance plan.
 - Is there any way to reroute traffic at all or does it need a bypass to enable that?
 - When you live here “street-clutter” is no longer seen and while we don’t have endless money supply there would be more useful things to concentrate on. It would be different if we were a tourist town.
 - We don’t need anymore road works that are just changing the colour materials of the road.
 - Make routes for pedestrians clear and direct.
 - Elms not Elm’s Field
 - No
 - Not enough emphasis on buildings of significant historical importance.
-

Wokingham Town Centre Public Realm Design and Delivery Strategy

- Too much acceptance of evening footfall at expense of daytime. Too much damage of “clone” perception re retail.
- Signage
- Please try and restrict L4x7 drivers to Wokingham Town Square, contact me Peter Lucey 01189 775902
- Failure to make a stronger passage from Elms Field, through to the Plaza to Denmark Street/Town Centre. Still barrow, dingy and restricted. Covered entrance should be removed and ideally central offices/shops demolished to make an airy and welcoming space.
- Reducing the impact of traffic will be good but you cannot reduce the carriageway width along Peach Street without incurring horrific traffic jams all day long – after all Peach Street feeds Easthampstead Road, Denmark Street and Broad Street. In addition the footfall levels in Peach Street East are significantly lower than anywhere else in the town.
- I think the introduction of courtesy crossings is a very poor idea, and is likely to lead to arguments, injuries and potentially deaths – particularly at night, with so many pubs in our town.

I think the ‘vision’ uses lots of jargon that is entirely unnecessary and exclusive.

Also, no matter which parts of the town you dedicate to loading, taxis, disabled parking, and paid-for parking, unless you actually enforce the restrictions it makes no difference. Parking in Wokingham is constantly abused, vans unload at illegal times of day, and very rarely is anything done about it, causing massive tailbacks at times.

Reducing the number of lanes in the roads through Wokingham town centre has to be one of the worst ideas I’ve ever heard. The town is already ruined twice a day by the volume of traffic, and to reduce the capacity of Wokingham’s roads would be a ridiculous idea that makes absolutely zero sense to anyone who has ever visited the town.

The idea of re-surfacing the roads and pavements so that they are safe and uniform, and the removal of any unnecessary ‘road furniture’ are ideas that I support. That does not mean that you can put me in the ‘people who support our plans’ category when you speak to the media, just that I support that one small part of the otherwise quite daft plans. In particular, I find the reduction of Elms Field to 2/3rds of its current size absolutely despicable, the introduction of a five-story hotel on that land ridiculous, and the idea of building a road (and flats) alongside the field unnecessary in the context of the station relief road being built; why two projects to solve the same problem? And why must we lose what remains of the pretty green parts of the town to do it?

Peach Street East seems to be losing free parking spaces; why is this? What else is being planned for that end of town – the ugly, unused and un-visited end, that many visitors (certainly those coming from the Bracknell direction) will see first?

Wokingham Town Centre Public Realm Design and Delivery Strategy

It would appear that the plan for Peach Street West doesn't address the main problem – the frontages. A very hard thing to alter, I grant you, but if there is some way to add a more attractive layer, that would be nice.

Does the following statement:

“Opportunities for tree planting within the town centre area will also be maximised. However, trees will only be planted where they can reach a mature size without causing unnecessary maintenance issues.”

...give you an opt-out of planting trees? Does it mean that we can ignore any representation of trees in the artist's impressions that you have provided as they may or may not be planted? Every tree you plant, particularly near a road, will eventually require maintenance to the road, pavements, potentially to the sewerage system, and of course regularly to the tree itself.

- Again it is difficult to disagree with the loaded question. The borough is full of abandoned / disused/ never used posts which should be removed. A few years back I sent Cllr Lee a list of 13 such posts in London Road and he had them removed. Last Christmas I sent a similar list to Cllr Baker but it has not been acted upon. A good example is that in the Wokingham Times this week where a pointless partial but totally ineffective traffic barrier was erected to keep vehicles of a kids play area. Examples within the scope of this project include a sign post with no sign in Finchampstead Road near the railway bridge and nearby one warning of ambulances because WBC thought the ambulance HQ was an ambulance station rather than offices. Of course ambulances do sometimes go by but no more than any other main road.

How is the vision of maximising events spaces to co-exist with building over a large chunk of Elms Field. A very large part, virtually all in fact, was utilised for this week's May Fair so will future events be smaller due to the lack of open space?

No room for comment is provided for number 3, it does however seem to promote cycling yet the scheme makes absolutely no provision for cyclists and the pictures of the Market Place have the existing bike parking remove – ie negative provision.

Removing traffic lights at the Rectory / Broad Street junction would be good but highlights the confusion at WBC – the same council that not too long ago installed 60-70 traffic lights at Winnersh Triangle to accompany the perfectly good roundabouts.

5.0 Do you agree or disagree with the approach and suggested public realm materials on Board 5?

- 24 Strongly agree
 - 12 Somewhat agree
 - 01 Unsure
 - 00 Strongly disagree
 - 01 Somewhat disagree
-

6.0 Do you agree or disagree with the Market Place potential project on Board 6?

- 29 Strongly agree
- 13 Somewhat agree
- 00 Unsure
- 00 Strongly disagree
- 01 Somewhat disagree

- Removal of signalised crossings potential issue
- Impact of an local?
- I note a trip hazard has been created by removing the existing handrail.

7.0 Do you agree or disagree with the Plaza potential project on Board 6?

- 24 Strongly agree
- 15 Somewhat agree
- 02 Unsure
- 01 Strongly disagree
- 00 Somewhat disagree

- But is there the space available to do this?

8.0 Do you agree or disagree with the Denmark Street potential project on Board 7?

- 24 Strongly agree
- 12 Somewhat agree
- 03 Unsure
- 01 Strongly disagree
- 01 Somewhat disagree

I haven't been in Denmark Street for 3 days so I was surprised to see in board 6 it is now two way outside the Crispin. Come on why are the pictures being fabricated? Even before Leveson newspapers wouldn't try something so crude

9.0 Do you agree or disagree with the Broad Street potential project on Board 8?

- 22 Strongly agree
 - 10 Somewhat agree
 - 02 Unsure
-

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- 00 Strongly disagree
- 05 Somewhat disagree
- Looks Great
- Another fabricated picture – the pavement in Rose Street is not currently bright red. The concept is good so why spoil it with doctored pictures?

10.0 Do you agree or disagree with the Rose Street potential project on Board 8?

- 19 Strongly agree
- 17 Somewhat agree
- 03 Unsure
- 00 Strongly disagree
- 01 Somewhat disagree

With the new drs surgery I would propose more parking on that side of the road at 45 degrees.

The new design has less parking – why? More importantly where is the traffic jam now the road has only one lane? East-There are no signalised crossing here fortunately.

11.0 Do you agree or disagree with the Peach Street potential project on Board 9?

- 22 Strongly agree
- 09 Somewhat agree
- 02 Unsure
- 04 Strongly disagree
- 03 Somewhat disagree
- What about the awful shop fronts in Peach Street W?
- The formatting on this questionnaire is dreadful.

I'd be interested to know why some pictures have been faked. There are some good ideas here but please give the public the chance to judge against the reality of now.

12.0 Do you have any other comments or observations on the exhibition?

- Board 6 & 9 – Single line traffic in Peach Street offers conflict when cars want to turn into Denmark Street when it is blocked.
 - Concerned about traffic capacity in Peach Street. Traffic from Bracknell direction leave to Crowthorne on left and later to Denmark Street and Broad Street. One lane serving three
-

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exits means that peach street would be a bottleneck. This will conflict with the traffic calming effect of road surface markings.

- I think the removal of all traffic lights could cause problems as the age profile of the town during the weekdays has many older people and pre-school children. Good to have wider pavements.
 - To make peach street single lane is absurd.
 - Solve the unloading problems restrict unloading hours to night time if necessary.
 - Traffic concerns with the flow through Peach Street into Broad street, Cross Street, East Hampstead Road.
 - Single would not work well from the church onwards
 - Single from East Hampstead road would filter problems out before.
 - If traffic see a problem they will use cross st/rose st as a cut-through
Traffic Calming in Rose St essential – too many race down the road.
 - Market Place “Historic” style seats around the town hall should be retained.
 - No extra trees should be planted in the market place. The space should be available for markets and events.
 - Bus lane around town hall should be closed.
 - Seats under trees not advisable due to pigeon menace.
 - Looks good
 - I strongly feel that we should improve and enhance our town, without “regenerating” Elms field with more unsightly modern building eating up what precious green space we have left. By all means improve, but don’t drastically alter what is essentially and potentially a very pleasant, individual market town. We don’t want to be like Bracknell or Reading.
 - It all looks fabulous – very well thought out.
 - Good illustrations of concepts – especially materials.
 - Not happy about the ‘courtesy crossings’ either as a pedestrian or as a driver.
 - I don’t think it matters what the people of Wokingham say, it will all go ahead I am sure. As a resident for 35+ years I have seen many changes, some of the proposals will improve things but with the thousands of new houses coming it will completely change the area. We were told we would have an “hotel” we are now getting a Premier “inn”. No consultation here. Everyone you speak to says we don’t need another supermarket but we are told we are getting one – consultation? I think not. Whatever road plans there are will find it very hard to cope with the thousands of extra cars in the area. Wokingham
-

Wokingham Town Centre Public Realm Design and Delivery Strategy

has and is changing so much we are moving away from the area we have lived in for so long.

- Regeneration pics look great
 - More pedestrian right of way welcomed
 - great idea to have roundabout system at end of Broad Street.
 - Very helpful and informative video and explanation by gentleman there. Thank you.
 - It is hard to see how changing Peach Street from 2 lanes to 1 will help. There are often queues and jams here. It is true removing blockages is key here, but if the traffic is slowed by pedestrian crossings, and in single file, the through put will be very low. Perhaps we could have synchronised crossings that co-ordinate to help traffic flow, and remove blockages.
 - Where is the central parking?
 - This is the ideal time to encourage cyclists – what is being done???
 - Concerns about traffic flow impact of moving to single carriageways.
 - Really like concept of moving from traffic lights to courtesy crossings.
 - Looks great ...only concern would be volume of traffic. (although we did have an explanation that the real issue is 'flow' rather than volume). but...is there a way of making a further improvement by redirecting traffic away from town centre?
 - A lot of old ideas being recycled but no harm in that.
 - Will this reflect the increasing elderly population of Wokingham – eg need for more disabled parking; better surfaces for mobility scooters.
 - We would all welcome more short term parking opportunities – will WBC be able to enforce this? (they need to go for decriminalised???) Parking now)
 - All these (Q8.9,10&11) need to reflect the use of these streets now, how will existing uses be confirmed? Parking is a big problem, so reducing space on Rose Street will remove problems.
 - Rose Street – I am unsure re change of pavers. I think they already do match the building.
 - My main concern is the building of 3 storey town houses on the edge of the car park and their impact on the look of the street. It is very important to build sympathetically. It is an opportunity to build something beautiful rather than a block.
 - It's great to see rebalancing of the space for traffic and pedestrians. This will make the town much more attractive to visit.
-

Wokingham Town Centre Public Realm Design and Delivery Strategy

- There's no specific mention of cyclists. I hope that reductions in traffic speed better traffic flow will make the town more cyclist-friendly.
 - The raised courtesy crossings look a great idea and should be less disruptive for vehicles and pedestrians than traffic lights.
 - (Q11) Please maintain existing parking in Peach Street East. Diagram of potential parking indicates less available space, and therefore more inconvenient for short stay shoppers visiting these shops.
 - Definitely get rid of all the unnecessary clutter, signboards etc on the paths especially in Peach St & Denmark St, but don't spend a load of money on repaving everywhere. Keep it simple and get it done quickly we have been waiting for years already!
 - I thought the video was very helpful. It would be great to have that type of model used in Wokingham. Sooner the better!
 - Excellent concept.
 - The proposed road/pavement colours and material furniture is excellent.
 - Yep looks good – full speed ahead!
 - Under 9 include central (off Broad St) walk paving and road upgrade.
 - If the volume of traffic can cope with these changes then great! The town centre as it is isn't very pedestrian or cyclist friendly, anything to improve that is very welcome. I think it is important to retain the “old market town” feel of Wokingham.
 - Scope for a work of art in bronze carried out by a member of the Royal Academy.
 - Q5 – Materials can be too much or too little “traditional” approach desirable in design
 - Too much loss of mature trees undesirable
 - Graffiti control essential
 - Q6 – Plaza been needing charge and upgrade for many years – WBC deaf to requests
 - Other open spaces (eg off Denmark Street) badly underutilised
 - Q7 Shop fronts & signs more in keeping with “traditional” market town approach
 - Q8 Broad st should be used for extended market
 - Q9 Peach Street is great danger of being “left out” at the eastern end.
 - Q10 Too much building/concrete pathways etc on Elms Field
 - Designs too “organised” Housing area boring
 - W'Ham May Fayre use showed loss of space will be irreparable.
-

Wokingham Town Centre Public Realm Design and Delivery Strategy

- Peach Pl artwork deceptive re space. Danger it will look too much like Woodley (traditional needed?)
- Pavements are too dark on Rose Street, parking needs better communicated, great get uniformity sooner the better?
- Overall, Excellent thanks
- Would rather have seen a central refuge on Broad Street to enable pedestrians to cross in 2 stages. Am unsure about deliveries from one side only on Denmark and Peach streets requiring cross the traffic with goods delivered to the opposite side. Am unsure about moving to a single carriageway on Peach Street before the northern and Southern relief roads are completed owing to risk of increased congestion. Generally I really like the style of what is proposed.

Our overall impression of the plans is very good, but we have a number of suggestions and comments to make.

We like the proposal for two-way traffic along Rectory road to reduce traffic on Peach Street. However we suggest that the section of Wiltshire Road between Rectory Road and Norreys Avenue should also be two-way to allow traffic from Norreys to go either way too. The section between London Road and Norreys Avenue should remain one-way as there doesn't appear to be space for a roundabout by The Ship Inn and it may cause congestion.

Parking spaces are being removed in most cases. There are loading bays inset for servicing shops and theoretically allowing for free-flowing traffic. These will be used as short term parking bays. To do the job expected they will need to be policed to ensure they are only used by service vehicles. How will this be done?

We would like there to be stronger direction on the style of shop frontages to be in keeping with a market town feel.

Board 3: We support the plans for the 'all access' roundabout space on Broad St by Tudor House.

Board 6:

- a) Should the style of the market be included?
- b) More work should be done on the contentious issue of pavement colour: examples from elsewhere, more artists' impressions with real photographs and advice from English Heritage. It is a dramatic change and we need to get it right.

Board 7:

- a) Whilst agreeing it is logical to make Denmark Street solely one way, and relocate the entrance to the Library car park from Langborough Road, we think this will probably

Wokingham Town Centre Public Realm Design and Delivery Strategy

cause more traffic chaos by blocking two-way traffic using Langborough Road for longer periods. It will always be used as a rat run – why make it worse still?

b) Would it be possible to pedestrianise Denmark Street on Saturdays?

Board 8:

a) Although parking is out of scope at the moment, the beauty of Rose Street is lost due to cars taking advantage of the free parking. We would much rather restrict parking on Rose Street but have free 30 minutes parking in the car parks.

b) We approve of the wider pavements in Broad Street but rather than having the road in the middle we suggest that the side where the restaurants are located has the widest pavement to allow them to put tables outside.

Peach St must have 2 lanes as it feeds Easthampstead Road, Denmark St and Broad St. In addition the footfall levels in Peach Street east are significantly lower than anywhere else in the town so I would include the parking bays at 45 degrees to the pavement – which is pretty wide at this point anyway.

I think I've listed quite enough issues for the council to ignore, and am in no doubt as to their capacity to do so.

APPENDIX 5
STATUTORY UNDERTAKERS REVIEW

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Project title Wokingham Public Realm

Job number

228015-00

cc

File reference

04

Prepared by Matthew Holliday

Date

8 May 2013

Subject Statutory Undertakers Review

1 Scheme Objectives

The objective of the scheme is to improve the public realm of the areas listed below. The improvements will come in the form of higher specification paving, greater emphasis on shared space and minimising road space, the addition of trees and street furniture which is sympathetic to the surroundings and removal of street clutter and furniture that won't fit in with the new scheme.

The areas identified for improvement are:

- The Market Place
- The Plaza
- Broad Street
- Rose Street
- Peach Street East
- Peach Street West
- Denmark Street North
- Denmark Street South

2 Statutory Undertakers Affected

- South East Water
- Scottish and Southern Energy
- Scotia Gas
- Thames Water
- Virgin Media
- Wokingham Borough Council – Surface Water Drains

Technical Note

228015-00

8 May 2013

3 Areas for Improvement and Impact on Stats

3.1 Market Place

As the objectives of the scheme is improving upon the public realm and overall appearance of each site, the proposals for the Market Place, although quite vast, should not have an impact upon the utilities in the area. All of the identified undertakers have plant in the vicinity of The Market Place but as the carriageway and areas that currently take traffic are remaining the same or being reduced in width then the likelihood of any shallow depth utilities being a problem is small.

3.2 The Plaza

The improvements proposed for the Plaza are fairly small scale and included new paving, low level planting and seating. The only undertakers that have plant in the vicinity are Scotia Gas and Thames Water but it is highly unlikely that any diversionary works would be required to achieve the goal in this location.

3.3 Broad Street

As with the Market Place improvements the proposals for Broad Street are quite vast spanning the entire public space available between property boundaries. The main focus for this site is to improve the paving and create a much greater pedestrian area. To achieve the greater pedestrian area the carriageway width will be reduced so the cover to existing utilities will be more than adequate, assuming they are to standard depths. The carriageway will be set through a new avenue of trees which could present a problem as the tree pit in which to plant them could be fairly deep and clashes with pipes and cables may occur. A similar problem may occur with the planting of new lighting columns and the location of these should be considered with existing utilities in mind.

3.4 Rose Street

Rose Street layout will remain unchanged with the improvements coming in the form of new paving and street lighting. As the road and footways are to remain as existing it is expected that the utilities will be unaffected. The only issue may come from planting of new lighting columns but consideration of the alignment of existing utilities at the design stage will remove this risk.

3.5 Peach Street East

At the time of writing we don't have plant information from all undertakers for this section of road, however, due to the reduction of road width to single lane diversionary works are not expected. The improvements shown for this area formalise the carriageway and parking areas and make it uniform along the length of road to be improved. An existing area of parking is to be removed on the northern side of the road and replaced with in-line parking along the northern side of the carriageway.

3.6 Peach Street West

Peach Street West site will see the carriageway reduced down to a single lane with inline parking formalised at the side of the carriageway. Again, we don't have all of the information required from the undertakers but the nature of these improvements are unlikely to have an impact on the existing

Technical Note

228015-00

8 May 2013

apparatus. New lighting columns are proposed along the edge of the carriageway and the siting of these will need to be considered at design stage to ensure that any potential conflicts are resolved prior to the construction on site.

3.7 Denmark Street North

The strategy for Denmark Street is clearly in line with the complete scheme. As with other areas the existing carriageway is to be reduced in width and formal in-line parking is to be introduced. As the split between what is already for traffic and pedestrians will remain the same it would only be an existing pipe or cable that isn't buried to a suitable depth that could present a problem.

3.8 Denmark Street South

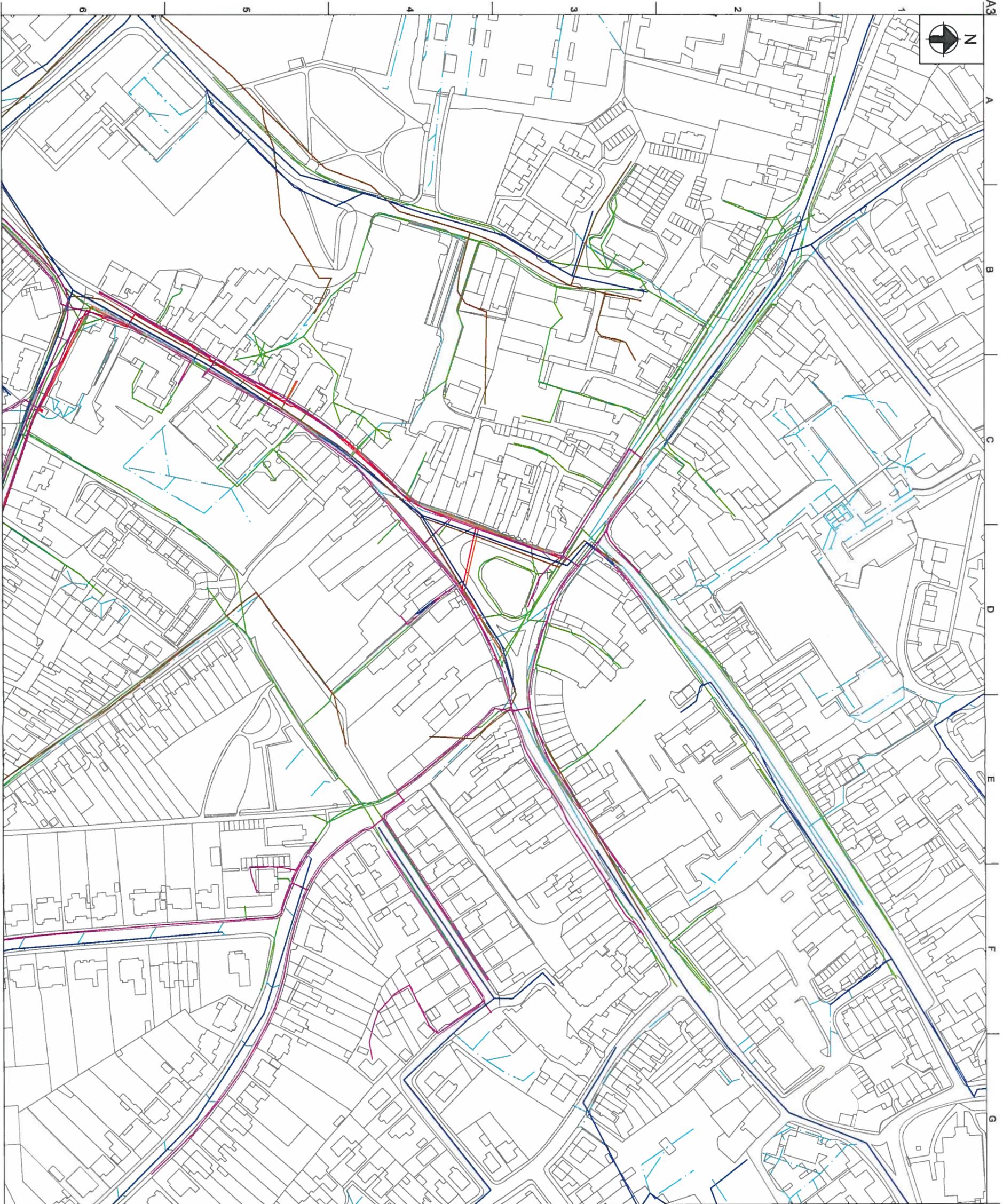
The changes to the southern section of Denmark Street are once again focussed on paving and the street scene with the carriageway width reduced to a single lane and in-line parking to the one side. As with the other areas the impact on utilities should be minimal as no new carriageway is to be constructed and the existing cover to pipes and cables should be sufficient. To enhance the street scene new lighting columns and trees will be planted and the depth these require should be looked at at design stage and their position should be checked against utility location in the ground.

4 Conclusions

The improvements proposed for this scheme, assuming that all existing levels are achieved in the design, should have minimal impact on the existing statutory undertakers plant. Upfront discussion and consultation should be sought as early as possible during the design stage to ensure that all problem areas and clashes are highlighted and steps taken to minimise the impact are taken.

DOCUMENT CHECKING (not mandatory for File Note)

	Prepared by	Checked by	Approved by
Name	Matthew Holliday	Chirs Birkett	Chris Birkett
Signature			



Legend:

-  Existing Surface Water Drainage
-  Existing Highway Water Drainage
-  Existing Foul Water Drainage
-  Existing Water Main Utilities
-  Existing BT Utilities
-  Existing Virgin Media Utilities
-  Existing Electrical HV Utilities
-  Existing Electrical LV Utilities

Issue	Date	By	Chkd	Appd

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Client
LDA

Job Title
**Wokingham Public Realm
 Design and Delivery Strategy**

Existing Utilities

Scale at A3
1:2000

Discipline
Civil

Job No
228015-00

Drawing No
SK-001



Legend:

- Existing Surface Water Drainage
- Existing Highway Water Drainage
- Existing Foul Water Drainage
- Existing Water Main Utilities
- Existing BT Utilities
- Existing Virgin Media Utilities
- Existing Electrical HV Utilities
- Existing Electrical LV Utilities

Issue	Date	By	Chkd	Appd

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Client
LDA

Job Title
**Wokingham Public Realm
 Design and Delivery Strategy**

Market Square
 Existing Utilities

Scale at A3
1:500

Discipline	Job No	Drawing Status	Issue
Civil	228015-00		

Drawing No
SK-002

Do not scale

APPENDIX 6
INDICATIVE COST PLAN

Wokingham Town Centre
 Estimate : Indicative Cost Plan
 Price Date : March 2013

Description	Area	Unit:	Cost/m2	Total	Notes
Wokingham Town Centre Public Realm Masterplan					
Indicative Cost Plan					
Market Place	5,377	m2	88.71	2,492,805	
Rose Street	4,922	m2	59.10	1,660,738	
Peach Street	5,088	m2	77.49	2,177,586	
Denmark Street	2,738	m2	49.79	1,399,083	
Broad Street	5,238	m2	89.85	2,524,992	
Shute End	3,272	m2	59.30	1,666,312	
Plaza	1,467	m2	34.08	957,694	
Elms Field			0.00		
Station Gateway			0.00		
Sub Total			458.32	12,879,210	
Exclusions:					
Professional/legal fees, planning/building control fees, statutory fees, site surveys, monitoring costs, environmental audits, wind studies, third party fees/costs, other fees,			0.00		
Value Added Tax (VAT)			0.00		
Site acquisition fees/costs, air rights, rights to light (or any other third party compensation settlements), over sailing licences, sale or letting fees/costs and other developer's costs.			0.00		
Inflation from March 2013 to start on site.			0.00		
Costs arising from a Section 278 agreement			0.00		
Carried Forward			458.32	12,879,210	

Description	Area	Unit:	Cost/m2	Total	Notes
Brought Forward			458.32	12,879,210	
Monitoring of adjacent buildings			0.00		
Local Authority charges, road closures, etc.			0.00		
Any necessary off-site reinforcement of services infrastructure			0.00		
Phasing costs			0.00		
Out of hours working			0.00		
Assumptions					
Costs represent a present day fixed price, at March 2013 base date			0.00		
The Measurements contained within this document should not be relied upon for any purpose other than the formulation of the cost plan itself			0.00		
This Cost Plan has been prepared solely for use by Wokingham Borough Council and shall not be relied upon by any third party without the express permission of Davis Langdon who accepts no liability arising from reliance on the report other than to its Employer.			0.00		
Basis					
Information used			0.00		
LDA Design sketches			0.00		
ARUP sketches			0.00		
Total			458.32	12,879,210	

No	Description	Quantity	Unit	Rate	Total	Notes
1	Removals and Site Clearance					
2	Take up existing block paviors, hand to Client	2,975	m2	8.00	23,800	
3	Break up existing macadam and dispose	1,804	m2	18.00	32,472	
4	Take up existing kerbs and set aside for reuse	568	m	12.00	6,816	
5	Remove bus stop	1	nr	3,500.00	3,500	
6	Remove bollards	50	nr	30.00	1,500	
7	Remove existing benches	10	nr	70.00	700	
8	Remove existing litter bins	10	nr	30.00	300	
9	Remove existing signage	1	Item	600.00	600	
10	Remove existing cycle stands	6	nr	30.00	180	
11	Remove existing information boards	1	nr	100.00	100	
12	Remove existing traffic signals and all equipment	1	Item	5,000.00	5,000	
13	Protect existing trees, cut back as required	3	nr	150.00	450	
14	New Work					
15	Rebed kerbs	509	m	30.00	15,270	
16	Granite paving to footpaths (Type B2)	1,525	m2	174.00	265,350	
17	Granite paving to town square (Type C1)	1,762	m2	203.00	357,686	
18	Pennant paving to bus lane (Type C2)	205	m2	212.00	43,460	
19	Pennant paving to bays (Type C2)	218	m2	212.00	46,216	
20	Pennant setts to carriageways (Type D)	803	m2	253.00	203,159	
21	Pedestrian crossings (Type D+)	207	m2	270.00	55,890	
22	Reconfigure seating	1	Item	1,000.00	1,000	
Carried Forward					1,063,449	

No	Description	Brought Forward	Quantity	Unit:	Rate	Total	Notes
23	New benches		10	nr	3,000.00	30,000	
24	New bollards		10	nr	450.00	4,500	
25	New litter bins		10	nr	1,800.00	18,000	
26	New cycle stands		6	nr	600.00	3,600	
27	New traffic signage		1	Item	5,000.00	5,000	
28	New information board		2	nr	2,500.00	5,000	
29	Road markings		1	Item	1,500.00	1,500	
30	Piece of Art allowance		1	Item	100,000.00	100,000	
31	Alterations to Infrastructure						
32	Drainage		5,377	m2	29.00	155,933	
33	Services		5,377	m2	78.00	419,406	
34	Remove existing lighting		10	nr	1,250.00	12,500	
35	New lighting		5,377	m2	50.00	268,850	
36	Pop up power supplies		1	nr	10,000.00	10,000	
37	Sub Total					2,097,738	
38	Preliminaries				8.03	168,448	
39	Sub Total					2,266,186	
40	Ohp and rate mark up				10.00	226,619	
	Total					2,492,805	

No	Description	Quantity	Unit	Rate	Total	Notes
1	Removals and Site Clearance					
2	Take up existing block paviors, hand to Client	1,541	m2	8.00	12,328	
3	Break up existing macadam and dispose	3,381	m2	18.00	60,858	
4	Take up existing kerbs and set aside for reuse	745	m	12.00	8,940	
5	Remove existing signage	1	Item	500.00	500	
6	Remove bollards	6	nr	30.00	180	
7	New Work					
8	New kerbs	424	m	90.00	38,160	
9	New channels	634	m	80.00	50,720	
10	Clay paving to pedestrian areas	2,673	m2	126.00	336,798	
11	Clay paving to bays (Type C2)	711	m2	132.00	93,852	
12	Resin bound gravel to carriageways	1,360	m2	154.00	209,440	
13	Pedestrian crossovers	178	m2	132.00	23,496	
14	New traffic signage	1	Item	4,000.00	4,000	
15	New bollards	5	nr	450.00	2,250	
16	New litter bins	5	nr	1,800.00	9,000	
17	New information board	1	nr	2,500.00	2,500	
18	Road markings	1	Item	1,200.00	1,200	
19	Sub Total				854,222	
20	Alterations to Infrastructure					
21	Drainage	3,381	m2	29.00	98,049	
22	Services	3,381	m2	78.00	263,718	
	Carried Forward				1,215,989	

No	Description	Brought Forward	Quantity	Unit:	Rate	Total	Notes
23	Remove existing lighting		10	nr	1,250.00	1,215,989	
24	New lighting		3,381	m2	50.00	169,050	
25	Sub Total					1,397,539	
26	Preliminaries				8.03	112,222	
27	Sub Total					1,509,761	
28	Ohp and rate mark up				10.00	150,976	
	Total					1,660,737	

No	Description	Quantity	Unit	Rate	Total	Notes
1	Removals and Site Clearance					
2	Take up existing block paviors, hand to Client	1,941	m2	8.00	15,528	
3	Break up existing macadam and dispose	3,147	m2	18.00	56,646	
4	Take up existing kerbs and set aside for reuse	838	m	12.00	10,056	
5	Remove existing traffic signals and all equipment	1	Item	5,000.00	5,000	
6	Remove bollards	20	nr	30.00	600	
7	Remove existing litter bins	5	nr	30.00	150	
8	Remove existing information boards	1	nr	100.00	100	
9	Remove traffic existing signage	1	Item	600.00	600	
10	Protect existing trees, cut back as required	2	nr	150.00	300	
11	New Work					
12	Rebed kerbs	186	m	30.00	5,580	
13	New channels	350	m	80.00	28,000	
14	Granite paving to pedestrian areas (Type B2)	3,111	m2	174.00	541,314	
15	Bituminous paving to carriageways	1,541	m2	124.00	191,084	
16	Pennant paving to bays (Type C2)	296	m2	212.00	62,752	
17	Pedestrian crossings	140	m2	200.00	28,000	
18	Trees	6	nr	2,500.00	15,000	
19	New benches	10	nr	3,000.00	30,000	
20	New bollards	5	nr	450.00	2,250	
21	New litter bins	10	nr	1,800.00	18,000	
22	New cycle stands	2	nr	600.00	1,200	
Carried Forward					1,012,160	

No	Description	Brought Forward	Quantity	Unit:	Rate	Total	Notes
23	New traffic signage		1	Item	5,000.00	5,000	
24	New information board		1	nr	2,500.00	2,500	
25	Road markings		1	Item	1,500.00	1,500	
26	Sub Total					1,021,160	
27	Alterations to Infrastructure						
28	Drainage		5,088	m2	29.00	147,552	
29	Services		5,088	m2	78.00	396,864	
30	Remove existing lighting		10	nr	1,250.00	12,500	
31	New lighting		5,088	m2	50.00	254,400	
32	Sub Total					1,832,476	
33	Preliminaries				8.03	147,148	
34	Sub Total					1,979,624	
35	Ohp and rate mark up				10.00	197,962	
	Total					2,177,586	

No	Description	Quantity	Unit	Rate	Total	Notes
1	Removals and Site Clearance					
2	Take up existing block paviors, hand to Client	963	m2	8.00	7,704	
3	Break up existing macadam and dispose	1,774	m2	18.00	31,932	
4	Take up existing kerbs and set aside for reuse	523	m	12.00	6,276	
5	Remove bollards	25	nr	30.00	750	
6	Remove existing litter bins	5	nr	30.00	150	
7	Remove existing signage	1	Item	600.00	600	
8	Remove existing information boards	1	nr	100.00	100	
9	New Work					
10	Rebed kerbs	344	m	30.00	10,320	
11	New flush kerbs to form roundabout	50	m	60.00	3,000	
12	New channel	235	m	80.00	18,800	
13	Granite paving to footpaths (Type B2)	1,372	m2	174.00	238,728	
14	Pennant setts to carriageways (Type D)	1,406	m2	253.00	355,718	
15	Pennant paving to bays (Type C2)	59	m2	212.00	12,508	
16	Pedestrian crossings (Type D+)	95	m2	270.00	25,650	
17	New bollards	5	nr	450.00	2,250	
18	New litter bins	5	nr	1,800.00	9,000	
19	New traffic signage	1	Item	5,000.00	5,000	
20	New information board	1	nr	2,500.00	2,500	
21	Road markings	1	Item	1,500.00	1,500	
22	Sub Total				732,486	
	Carried Forward				732,486	

No	Description	Brought Forward	Quantity	Unit:	Rate	Total	Notes
23	Alterations to Infrastructure					732,486	
24	Drainage		2,738	m2	29.00	79,402	
25	Services		2,738	m2	78.00	213,564	
26	Remove existing lighting		10	nr	1,250.00	12,500	
27	New lighting		2,788	m2	50.00	139,400	
28	Sub Total					1,177,352	
29	Preliminaries				8.03	94,541	
30	Sub Total					1,271,893	
31	Ohp and rate mark up				10.00	127,189	
	Total					1,399,082	

No	Description	Quantity	Unit	Rate	Total	Notes
1	Removals and Site Clearance					
2	Take up existing block paviors, hand to Client	2,111	m2	8.00	16,888	
3	Break up existing macadam and dispose	3,127	m2	18.00	56,286	
4	Take up existing kerbs and set aside for reuse	466	m	12.00	5,592	
5	Remove bollards	40	nr	30.00	1,200	
6	Remove existing benches	5	nr	70.00	350	
7	Remove existing litter bins	12	nr	30.00	360	
8	Remove existing signage	1	Item	1,000.00	1,000	
9	Remove existing cycle stands	2	nr	30.00	60	
10	Remove existing information boards	3	nr	100.00	300	
11	Remove existing traffic signals and all equipment	1	Item	10,000.00	10,000	
12	Protect existing trees, cut back as required	23	nr	150.00	3,450	
13	New Work					
14	Rebed kerbs	590	m	30.00	17,700	
15	New channels	329	m	40.00	13,160	
16	Granite paving to footpaths (Type B2)	2,840	m2	174.00	494,160	
17	Pennant setts to carriageways (Type D)	1,402	m2	253.00	354,706	
18	Pennant paving to bays (Type C2)	403	m2	212.00	85,436	
19	Pedestrian crossings (Type D+)	593	m2	270.00	160,110	
20	New benches	10	nr	3,000.00	30,000	
21	New bollards	5	nr	450.00	2,250	
22	New litter bins	10	nr	1,800.00	18,000	
	Carried Forward				1,271,008	

No	Description	Brought Forward	Quantity	Unit:	Rate	Total	Notes
23	New cycle stands		2	nr	600.00	1,200	
24	New traffic signage		1	Item	5,000.00	5,000	
25	New information board		2	nr	2,500.00	5,000	
26	Road markings		1	Item	1,500.00	1,500	
27	Sub Total					1,283,708	
28	Alterations to Infrastructure						
29	Drainage		5,238	m2	29.00	151,902	
30	Services		5,238	m2	78.00	408,564	
31	Remove existing lighting		15	nr	1,250.00	18,750	
32	New lighting		5,238	m2	50.00	261,900	
33	Sub Total					2,124,824	
34	Preliminaries				8.03	170,623	
35	Sub Total					2,295,447	
36	Ohp and rate mark up				10.00	229,545	
	Total					2,524,992	

No	Description	Quantity	Unit	Rate	Total	Notes
1	Removals and Site Clearance					
2	Take up existing block paviors, hand to Client	1,827	m2	8.00	14,616	
3	Break up existing macadam and dispose	1,444	m2	18.00	25,992	
4	Take up existing kerbs and set aside for reuse	322	m	12.00	3,864	
5	Remove existing benches	10	nr	70.00	700	
6	Remove existing litter bins	10	nr	30.00	300	
7	Remove existing signage	1	Item	500.00	500	
8	Remove existing traffic signals and all equipment	1	Item	5,000.00	5,000	
9	New Work					
10	New kerbs	443	m	90.00	39,870	
11	Granite paving to footpaths (Type B2)	1,408	m2	174.00	244,992	
12	Pennant setts to carriageways (Type D)	1,864	m2	253.00	471,592	
13	Reconfigure seating	1	Item	1,000.00	1,000	
14	New traffic signage	1	Item	5,000.00	5,000	
15	New benches	10	nr	3,000.00	30,000	
16	New bollards	10	nr	450.00	4,500	
17	New litter bins	10	nr	1,800.00	18,000	
18	New cycle stands	6	nr	600.00	3,600	
19	New information board	2	nr	2,500.00	5,000	
20	Road markings	1	Item	1,500.00	1,500	
21	Sub Total				876,026	
22	Alterations to Infrastructure				876,026	
	Carried Forward					

No	Description	Quantity	Unit:	Rate	Total	Notes
	Brought Forward				876,026	
23	Drainage	3,272	m2	29.00	94,888	
24	Services	3,272	m2	78.00	255,216	
25	Remove existing lighting	10	nr	1,250.00	12,500	
26	New lighting	3,272	m2	50.00	163,600	
27	Sub Total				<u>1,402,230</u>	
28	Preliminaries			8.03	112,599	
29	Sub Total				<u>1,514,829</u>	
30	Ohp and rate mark up			10.00	151,483	
	Total				<u>1,666,312</u>	

No	Description	Quantity	Unit	Rate	Total	Notes
1	Removals and Site Clearance					
2	Take up existing block paviors, hand to Client	1,863	m2	10.00	18,630	
3	Remove existing benches	5	nr	70.00	350	
4	Remove existing litter bins	5	nr	30.00	150	
5	Remove existing signage	1	Item	200.00	200	
6	New Work					
7	Granite paving to footpaths (Type B2)	1,862	m2	200.00	372,400	
8	Remedial work to existing planters	1	Item	5,000.00	5,000	
9	Render to existing planters	45	m2	40.00	1,800	
10	Extra for stone cladding to planters	45	m2	100.00	4,500	
11	Timber seating	25	m	200.00	5,000	
12	New litter bins	10	nr	1,800.00	18,000	
13	New information board	2	nr	2,500.00	5,000	
14	Planting	1	Item	1,500.00	1,500	
15	Protect existing trees	3	nr	500.00	1,500	
16	Piece of Art allowance	1	Item	100,000.00	100,000	
17	Sub Total				534,030	
18	Drainage	1,467	m2	29.00	42,543	
19	Services	1,467	m2	78.00	114,426	
20	Remove existing lighting	1	Item	3,000.00	3,000	
21	New lighting	1,467	m2	50.00	73,350	
22	Pop up power supplies	1	nr	10,000.00	10,000	
	Carried Forward				777,349	

No	Description	Quantity	Unit:	Rate	Total	Notes
23	Sub Total				777,349	
24	Preliminaries			10.00	77,735	
25	Sub Total				855,084	
26	Ohp and rate mark up			12.00	102,610	
	Total				957,694	
	Brought Forward					