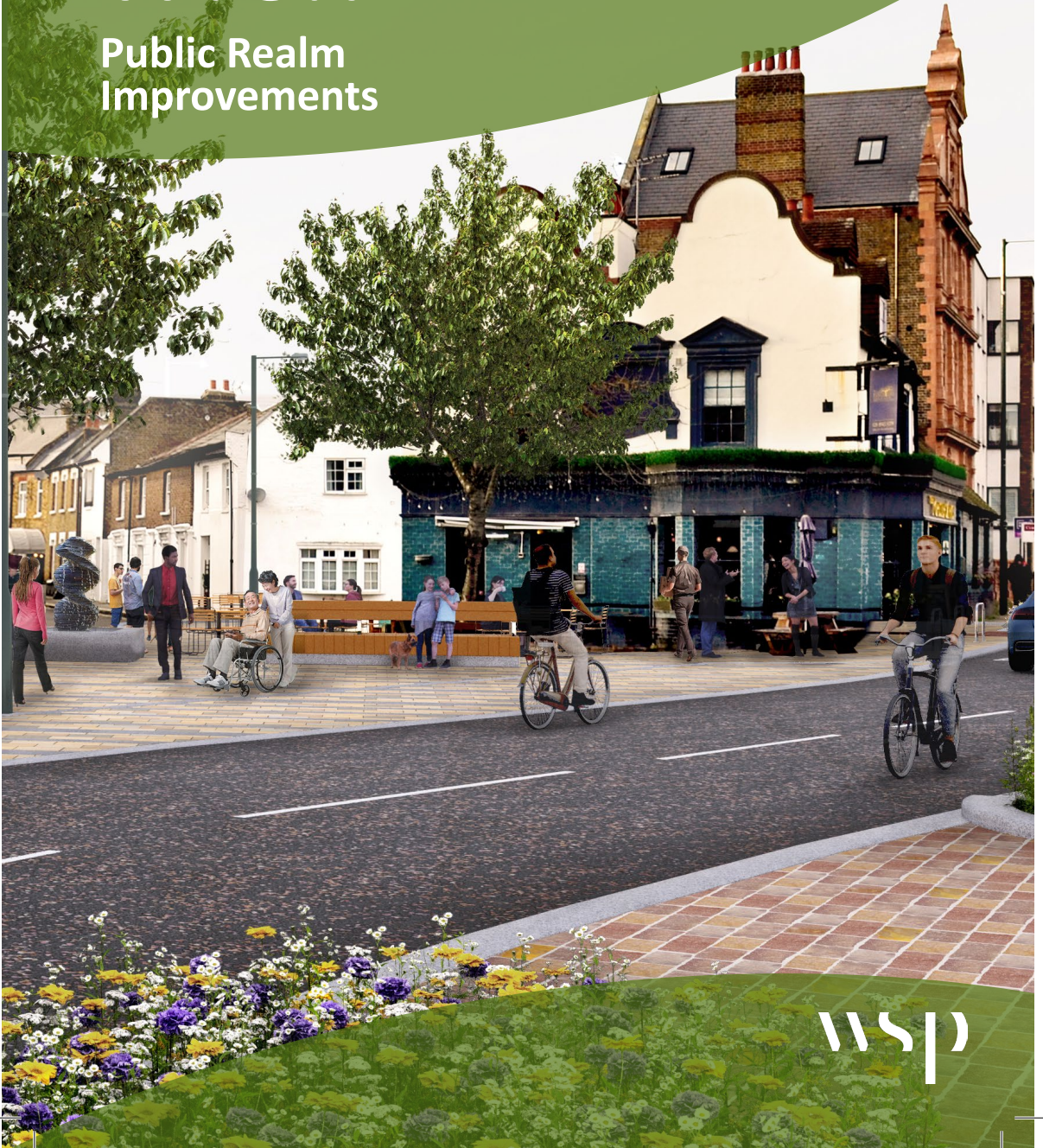


HAMPTON WICK

Public Realm
Improvements



wsp

Why?

Richmond Council recognises the importance of ensuring that the trading environment of its town and district centres must be of a quality to attract and retain residents of and visitors to these areas. The Council has identified Hampton Wick as one of a number of these areas for investment by the Public Realm Improvement Fund (PRIF).

The interventions are proposed at the heart of the village where the local community can come together, creating a calmer greener space and also supporting the hosting of occasional events. It has been identified that the removal of vehicle access between the High Street and Park Road, provides great potential for an enhanced pedestrian-focused space that will benefit residents, businesses and visitors whilst being manageable in terms of traffic impacts.





What are the proposals?

Working with your local ward councillors and the Hampton Wick Association, two proposals have been developed based on their initial vision and desire to create a calmer, greener and more inviting space for Hampton Wick Village.

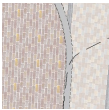

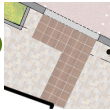





These proposals explore different opportunities to provide a flexible and yet functional space for local businesses and visitors to enjoy. The following designs also aim to reduce vehicular dominance on the space and make the village more welcoming to people.

The main features of the proposals are:

- A generous public space with opportunities for outdoor events as well as a place to meet and dwell
- Reduction of carriageway width to 6.4 metres to allow for wider pavement widths in certain areas
- Surface treatment on the road to encourage reduced vehicle speeds
- Natural stone paving and new street furniture elements to improve accessibility across the space
- A diverse array of seating areas with arm rests and back rests
- Dedicated spaces for loading activities set within the footway which can be used by pedestrians when unoccupied
- Improvements to the setting of the existing trees with a wide variety of planting used
- New low level planting areas and tree planting with the opportunities to integrate them with Sustainable Drainage Systems (subject to further investigations)
- New water feature to create a focal point for the local area
- Additional cycle parking spaces
- Capacity for market stalls with integrated power supply

Proposed Improvements - Option 1



- 1**  Footway paving in natural stone
- 2**  Artistic mural intervention
- 3**  Existing signal crossing width reduced
- 4** 
- 7**  Integrated seating benches with arm rest and back rests
- 8**  Water fountain
- 9**  Cycle parking
- 10** 



10 Location of Market Stalls

- 4 Surface treatment on the road
- 5 Rain gardens with tree planting
- 6 Outdoor seating opportunities
- 10 Space for market stalls with power supply
- 11 Space for Christmas Tree with power supply
- 12 Loading bay at footway level

Public Realm Design - Option 1



* Final designs to be determined subject to consultation feedback, Council agreement and further refinement.

Before



After



Proposed Improvements - Option 2



- 

1 Footway paving in natural stone
- 

2 Artistic mural intervention
- 

3 Signal crossing for pedestrians and cycle users relocated & upgraded
- 

7 Integrated seating benches with arm rest and back rests
- 

8 Water fountain
- 

9 Cycle parking



10 Location of Market Stalls



4 Surface treatment on the road



5 Street tree planting



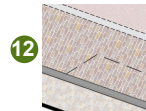
6 Freestanding benches with arm rests and back rests



10 Space for market stalls with power supply



11 Space for Christmas Tree with power supply



12 Loading Bay at footway level

Public Realm Design - Option 2



* Final designs to be determined subject to consultation feedback, Council agreement and further refinement.

Before



After



Design Comparison

The following comparison table summarises the main differences of each design option so you can have a comprehensive overview of the proposals.

Design Principles	Option 1
Space Flexibility	Space for 9 market stalls during seasonal events with integrated power supply.
Street Greening	Proposed planting area is 78 m ² , including 3 street trees.
Pedestrian and Cycle accessibility	The existing signal crossing remains in its current location.
	The footways are widened to allow for better pedestrian flow on either side of the carriageway.
	Allowance for 10 additional cycle stands, compared to the 3 existing cycle stands.
Parking and Loading Facilities	One new loading bay in the new square.
	Safety improvements to the loading bay opposite The Swan with the loss of 2 pay and display parking spaces
	Loss of 2 Resident Permit Holders parking spaces on St John's Road to help with vehicular movements when turning into Park Road.
Summary	Provides the most space for market Stalls, planting, cycle parking and retains the most parking, but does not provide the most direct route for cyclists and pedestrians wanting to cross the road. For this arrangement loading facilities are located within the new square and adjacent to The Swan Pub.

Option 2

Space for 7 market stalls during seasonal events with integrated power supply.

Proposed planting area is 48 m², including 3 street trees.

The signal crossing is relocated to the main square and is upgraded to a Toucan type to accommodate more direct routes for most cyclist and pedestrians.

Wider footway by the signal crossing to allow for generous waiting areas and mitigate any congestion on the footway. However, the footway by the Forester's Arms is reduced to accommodate the loading bay.

Allowance for 8 additional cycle stands, compared to the 3 existing cycle stands.

One new loading bay near the Forester's Arms with the loss of 2 pay and display parking spaces.

Safety improvements to the loading bay opposite The Swan with the loss of 2 pay and display parking spaces.

d Loss of 2 Resident Permit Holders parking spaces on St John's Road to help with vehicular movements when turning into Park Road.

New loading bay adjacent to Sigma Sports, with the loss of 2 pay and display parking bays.

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v Provides the most direct route for cyclists and pedestrians wanting to cross the road, but has less space for market Stalls, planting and cycle parking, and retains the least amount of existing pay and display parking. For this arrangement loading facilitates are located adjust to the Fosterer's Arms, adjacent to Sigma Sport, and adjacent to The Swan Pub.

Have your say

Subject to the outcome of the consultation and approval to proceed with these proposals (designs of which will be further refined), the Council will then need to secure the funds to deliver this scheme. The funding sought can only be used for maintenance and improvements for public realm, or for environmental improvement schemes such as this. We would like to get your views on both proposals to help us decide on how to take the project forward and what the final designs should look like.

What happens next?

After the consultation, your views will be considered by Richmond Council and if the local community is in favour of one of the proposals and the Council secures approval to proceed with the scheme, it will then need to secure funding to develop the final design and implement the works to build the scheme.

Further information

If you have any queries about the proposals, please contact Consultation@richmondandwandsworth.gov.uk