

# IMPROVEMENT OPTIONS REPORT - WONERSH VILLAGE

for

WONERSH PARISH COUNCIL

April 2016

	<b>Improvement Options Report – Wonersh Village, Wonersh</b>
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1.0	06/09/2016	First Issue	JB	DB
2.0	13/12/16	Client amendments	JB	DB
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## Contents

1.0	Introduction / Vision for Wonersh .....	1
2.0	Proposed options for improvement.....	3
3.0	Summary and Conclusions .....	13

## 1.0 Introduction / Vision for Wonersh

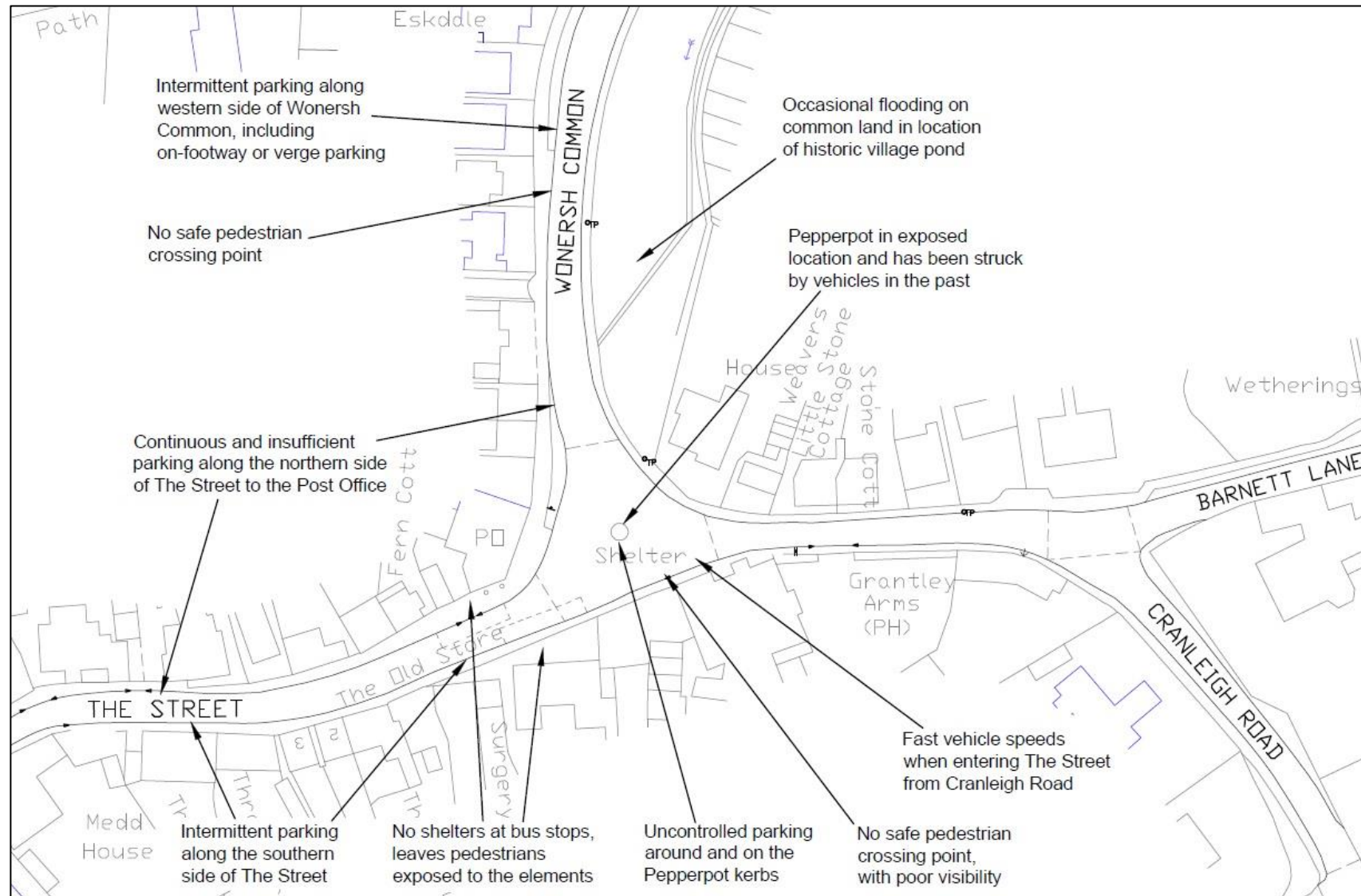
1.1 The Stilwell Partnership has been instructed by Wonersh Parish Council to investigate the parking, congestion and pedestrian safety issues within Wonersh Village and suggest possible improvements. Wonersh Parish Council has set up a Vision for Wonersh Working Party to create concepts for improving the village centre with particular emphasis on parking, traffic, pedestrian safety and appearance.

1.2 The key issues which have been identified are:

- Insufficient parking in village centre;
- Inconsiderate parking on pavements, verges and the Pepper Pot;
- Pedestrian safety requires improvements in areas of pedestrians and vehicles;
- Establish clear and safe crossing points for pedestrians;
- Improve overall appearance of village centre;
- Possibility of reinstating the village pond;
- Lack of bus shelters on both sides of the street;
- Poor state of repair of the Pepper Pot;
- Improve the appearance of short term parking for the village shop;









1.3 Following a site visit and numerous observations, a plan has been produced showing the locations of specific issues and these are summarised on the plan shown on the following page.





## 2.0 Proposed options for improvement

- 2.1 Following the identification of main parking, traffic and pedestrian safety issues in the village centre and our own observations, we were asked to develop some options for improvement. It should be noted that these options are conceptual designs, which are intended to stimulate debate at the start of this consultation process and encourage village residents to put forward any additional ideas they may have.
- 2.2 During our discussions with the Parish Council, the following suggested improvements were put forward for consideration in the design of the options for improvement:
- Create a small car park on the common land to the north of the Pepperpot, in order to ease congestion around the Pepperpot, along The Street and adjacent to Wonersh Common;
  - Create safe parking bays on the east of Wonersh Common Road, to allow convenient parking outside the shop;
  - Provide safe and clear crossing point on Wonersh Common Road;
  - Install a central island around the Pepper Pot, to prevent parking and improve sightlines;
  - Fit bus shelters for both bus stops with real time information;
  - Re-install the pond with associated landscaping;
  - Improve the general appearance of the village centre.
- 2.3 Following these observations and discussions, a number of options have been developed. Three options for improvement have been developed for the Pepperpot junction, whilst two each have been developed for the pedestrian crossing point across Wonersh Common Road and the car park on the common land north of the Pepperpot.
- 2.4 The options are presented in the following pages and are described below along with the advantages and disadvantages of each option. A key to the various colour hatches and features shown in the drawings can be seen on the right.

KEY:-	
	Macadam carriageway construction
	Footway construction
	Grass verge
	Block paving / shared surface
	Low invasive car park construction, e.g. Cellweb or similar
	Pedestrian crossing / tactile paving
	Existing dropped kerb
	Proposed dropped kerb



### Pedestrian crossing – Option 1

- 2.5 This option consists of an uncontrolled pedestrian refuge island and would involve widening the carriageway in order to accommodate the island. The option would cost in the region of **£45,000** to construct.

#### Advantages:-

- Would provide a refuge for pedestrians;
- Would not require traffic to stop;
- Would slow down traffic go through the village (calming measure);
- Simple to construct.

#### Disadvantages:-

- Would require realignment of the kerb and may require common land;
- Parking restrictions would be required to prevent parking in the vicinity of the crossing;



- Could be expensive, requiring kerb realignment and lighting connections;
- Pedestrians would have to wait for vehicles to pass;
- Will involve diverting services;
- Requires common land.



### Pedestrian crossing – Option 2

2.6 This option consists of a controlled Zebra crossing and would involve new lighting connections and associated road markings. The option would cost in the region of **£25,000** to construct.

#### Advantages:-

- Vehicles would have to stop to allow pedestrians to cross;
- Crossing point would be clear for all to see;
- Would be cheaper than the pedestrian refuge island option;
- It is a criminal offence to park on Zig-zag markings, so there will be no parking abuse;
- No common land required.

#### Disadvantages:-

- Would require full lighting and electrical connections, which could be expensive;
- May be overly intrusive and seen as ‘too urban’ for the village;
- Would require additional signage.



### Car park – Option 1

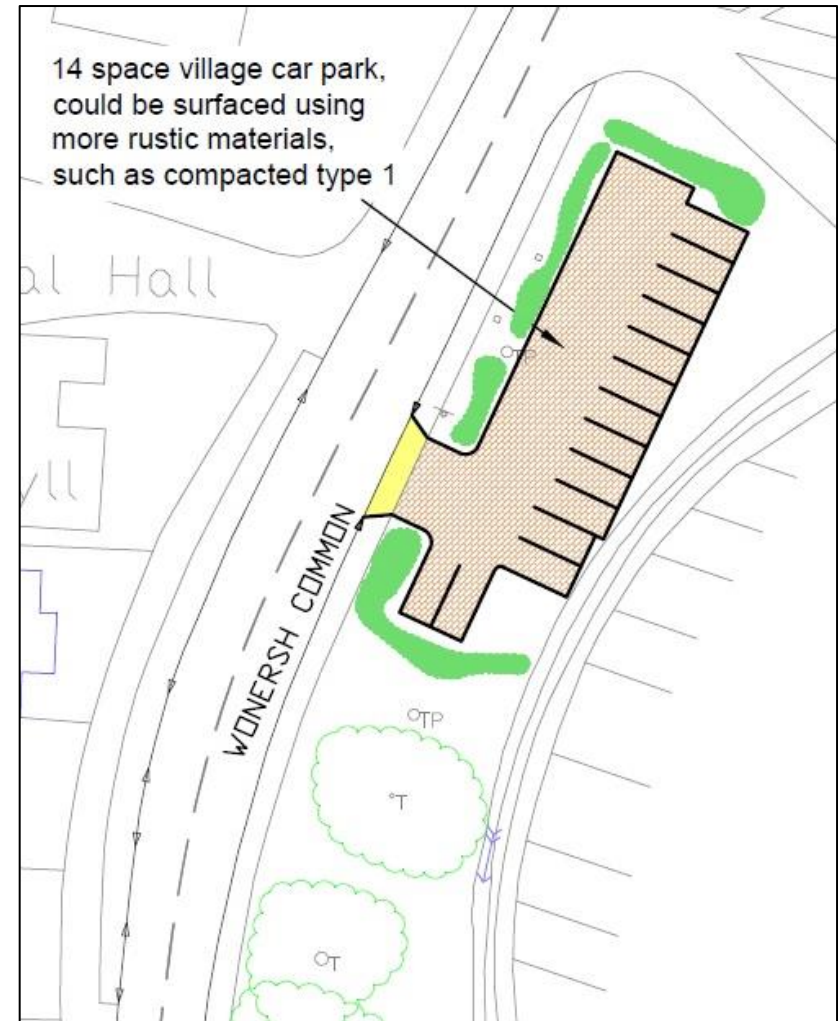
- 2.7 This option consists of a more formal car park north of the tree lined areas, but slightly further away from the village centre. Approximately 14 spaces could be provided. This option would cost in the region of **£50,000** to construct. This estimate is based on a low invasive method of construction with a block paved finish. However, more traditional materials, such as tarmacadam, could be used alternatively.

#### Advantages:-

- Would provide more spaces than Option 2;
- Could be easily maintained and less disruptive to residents of Lawnsmead;
- No impact on trees.

#### Disadvantages:-

- Is more of a formal car park layout, which may be seen as overly intrusive in the village;
- Is slightly further away from the village centre, which may mean that some users of the local village shop would still try to park close to the Pepperpot;
- Will require a height restriction to prevent over-height vehicles parking;
- May require access or parking control;
- Common land required.





### Car park – Option 2

- 2.8 This option consists of a less formal car park within the tree lined area, slightly closer to the village centre. Approximately 10 spaces could be provided. This option would cost in the region of **£55,000** to construct. This estimate is based on a low invasive method of construction with a block paved finish, due to the care required when constructing close to tree roots.

#### Advantages:-

- Would be shielded amongst the trees, i.e. less visible;
- Would be less of a formal layout and more suited to the village character;
- Is slightly closer to the village centre;

#### Disadvantages:-

- Would provide fewer spaces than Option 1;



- Could be disruptive to those residents of Lawnsmead whose gardens back onto the Common;
- May be harmful to the surrounding trees if a high number of heavy vehicles park in there and fail to park in the designated spaces;
- Will require a height restriction to prevent over-height vehicles parking;
- Common land required.



### Car parking – Option 3

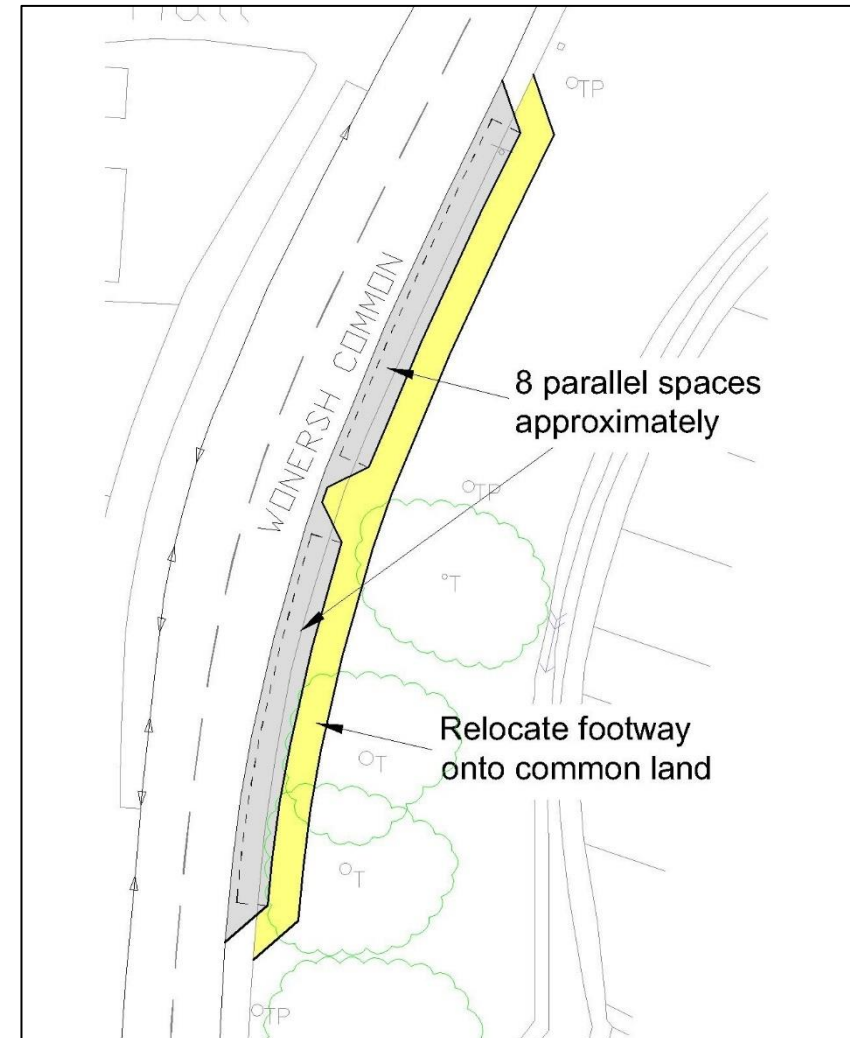
- 2.9 This option consists of a providing parallel parking along the eastern side of Wonersh Common and realigning the footway. The parking lay-by would be 2.5m wide, in order to allow manoeuvring into and out of the space and would provide approximately 8 spaces. The lay-by will take approximately 160sqm of common land. This option would cost in the region of **£45,000** to construct.

#### Advantages:-

- Would minimise impact on common land;
- Minimal impact on trees;
- Spaces would be easy to manoeuvre into and out of.

#### Disadvantages:-

- Would provide fewer spaces than the previous options;
- May restrict forward visibility around bend;
- Footway would need to be realigned eastwards.

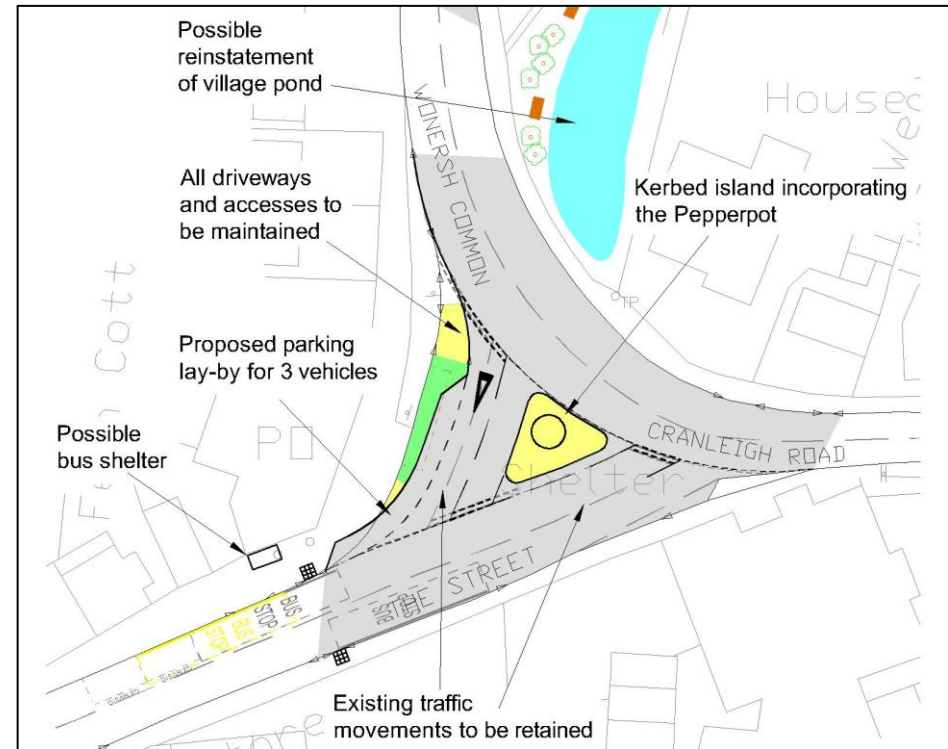


### 'Pepperpot' junction improvements – Option 1

2.10 For this option traffic flows would remain as existing, with an island added to protect the Pepperpot. Parking would remain within a new lay-by and uncontrolled crossing points would be added west of the junction. This would require the bus stops along "The Street" to be relocated slightly further west. This option would cost in the region of **£45,000** to construct.

#### Advantages:-

- Would keep the same arrangement and be less confusing;
- Would provide a safe area to access and sit under the Pepperpot;
- Would provide a safe crossing point across The Street;
- Would be relatively cheap to construct;



- The island and car parking bay could be treated with different materials and surfacing to be in line with the conservation style along the south side of The Street.

#### Disadvantages:-

- Would provide parking for just 3 vehicles in the lay-by;
- Parking may still occur on the Pepperpot (half-on, half-off the pavement) – waiting restrictions may be required;
- Speeding issues may still arise when entering or exiting the junction;
- Would require the relocation of the bus stops, which would reduce parking by one car length.

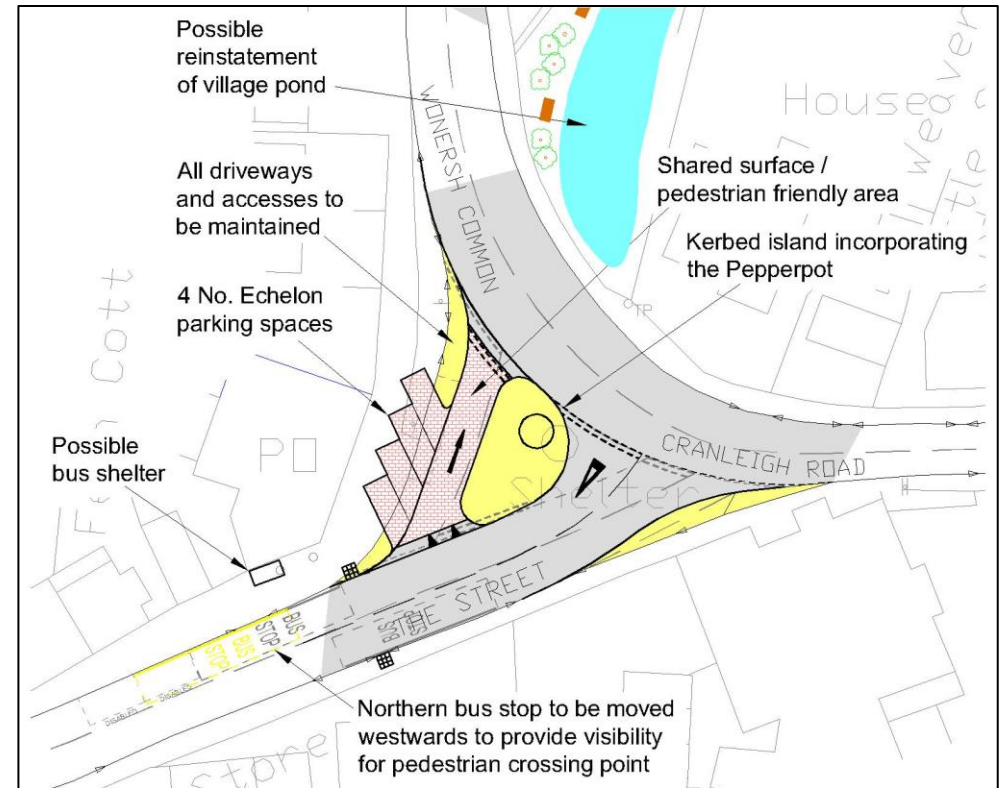


### 'Pepperpot' junction improvements – Option 2

2.11 For this option all traffic flows would be redirected to the south, with a raised shared surface road for vehicles turning left. The Pepperpot would be relocated slightly northwest and echelon parking could be incorporated to the west of the shared surface. This option would cost in the region of **£65,000** to construct.

#### Advantages:-

- Would slow down vehicles going through the junction;
- Would provide a safe area to access and sit under the Pepperpot;
- Would provide a safe crossing point across The Street;
- Would provide a more aesthetically pleasing arrangement, giving more road space to pedestrians.



#### Disadvantages:-

- Is the most expensive option to construct;
- Reversing vehicles in a shared surface area may create hazards;
- Would require the Pepperpot to be relocated;
- Would require the relocation of the bus stops, which would reduce parking by one car length.

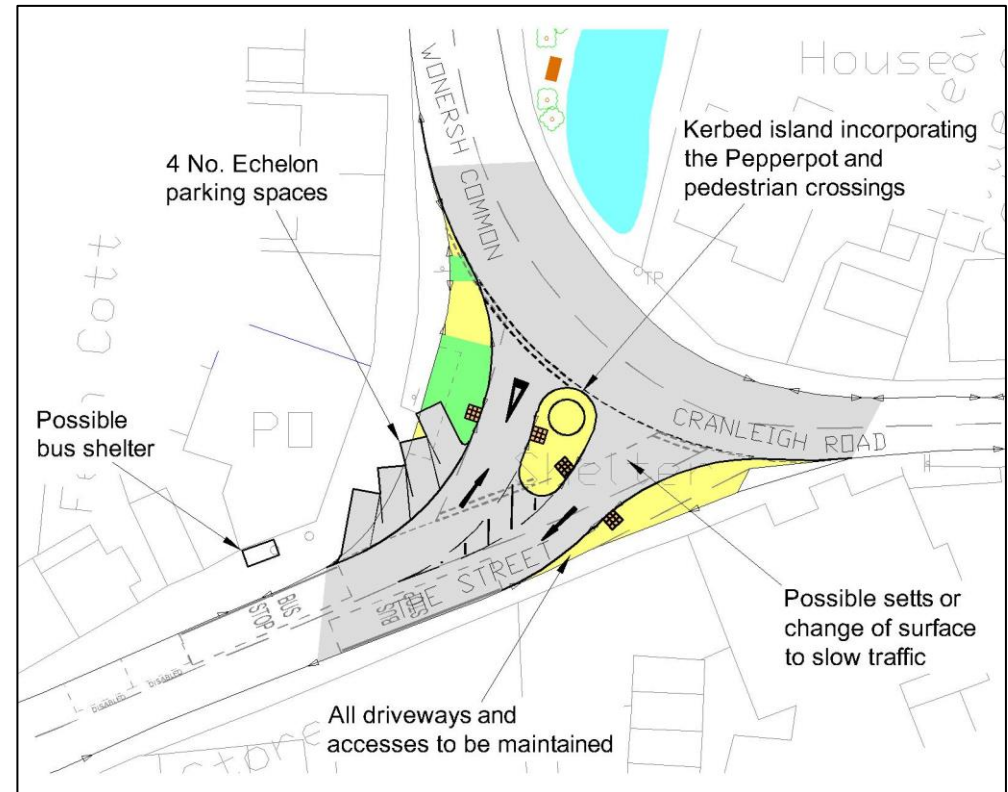


### 'Pepperpot' junction improvements – Option 3

2.12 This option would protect the Pepperpot in its current location with a small island and some echelon parking for the post office. Traffic flows would be simplified and lanes narrowed to reduce likelihood of parking. This option would cost in the region of **£50,000** to construct.

#### Advantages:-

- Would provide safe crossing points for pedestrians and protection for the Pepperpot;
- Would create a new layout, which may take getting used to for locals;
- Would not require the relocation of the bus stops;
- Would discourage parking around the Pepperpot due to the restricted lane widths;



- Will reduce vehicle speeds due to the realignment.

#### Disadvantages:-

- Reversing vehicles from echelon parking may create a hazard.

### Pond reinstatement

- 2.13 As part of these improvements, the Parish Council is considering reinstating the pond which once occupied the common land between Wonersh Common Road and Lawnsmead Cottages. The pond last existed at the end of the 19<sup>th</sup> century and to a smaller extent at the beginning of the 20<sup>th</sup> century. Over time it has slowly disappeared, although the area previously occupied by the pond was temporarily filled with water during heavy rainfall in 1968.
- 2.14 The new pond would create a focal point within the village, where residents could sit and relax. Benches and landscaping would be provided and local wildlife, such as ducks could be reintroduced. The reinstatement of the pond would require ground works and a new outfall into the adjacent ditch east of the common land.
- 2.15 As explained previously, these options have been designed with the intention of stimulating debate amongst the local community, where feedback should be given to the Parish Council. As a result, we will not make a recommendation. However, we will say that these options are just conceptual at this stage and the final options taken forward may contain a combination of features presented in the options put forward in this report.



### **3.0 Summary and Conclusions**

- 3.1 The Stilwell Partnership has been instructed by Wonersh Parish Council to investigate the parking, congestion and pedestrian safety issues within Wonersh Village and suggest possible improvements.
- 3.2 As part of our study, we have identified that there are significant issues with over parking, particularly around the Pepperpot, lack of safe pedestrian crossing points and some speeding problems through the junction.
- 3.3 As a result of these issues, we have developed some initial conceptual designs for consideration by the local community. These include options for a proposed crossing point across Wonersh Common Road, a new village car park on the Common land north of the Pepperpot and options for improving the function, amenity and safety of the Pepperpot junction itself.
- 3.4 These options are purely conceptual at this stage and it is for the local community and Parish Council to decide which option(s) best suit their needs.



London – Twickenham

London – Central

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Chester

Manchester

Huddersfield

Newcastle upon Tyne

Glasgow

Dubai

Sydney