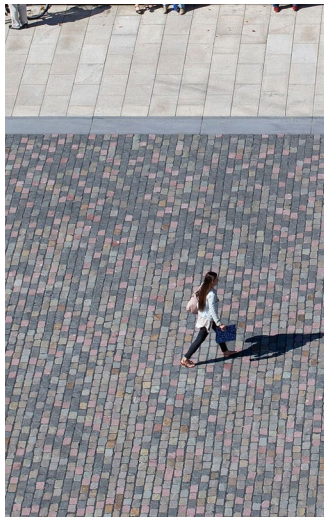
Storage

Design Summary

A single two way street provides vehicular access to the site. This vehicular route is tree lined and includes on street parking embedded within landscape beds to animate the street scene. A separate 3m wide shared cycle footway provides a safe non vehicular movement route through the site, connecting the river to the town centre.

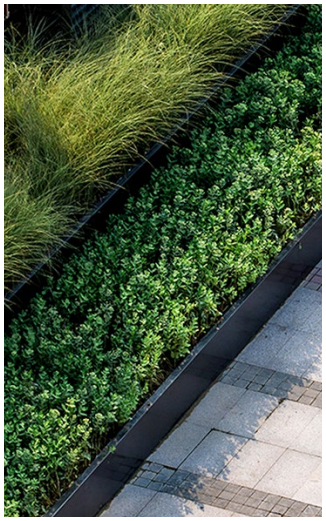
Footway / Cycle Route Breakdown

- 3m width provides adequate space for route to be shared by cyclists, pedestrians and wheelchair users;
- 2.5m wide landscape verge provides safe separation between cycle footway and carriageway;
- Raised tables used to give pedestrians and cyclists priority at crossings over vehicles;
- Distinct material change and road signs for vehicle users to signify change in priority and carriageway use;
- 1.5m min spacing between bollards to allow easy passing for cycles;
- Clear visibility for both vehicles and cycles at crossing;
- Route is shared to reduce conflicts between user groups and risks of conflicts at front doors and building entrances;
- Landscape buffer along buildings to provide a threshold off of the main 3m movement corridor; and
- 0.5m paved edge to on street parking to reduce conflict between door opening of parked cars.
- Wide crossing point providing safe space for pedestrians and cyclists.



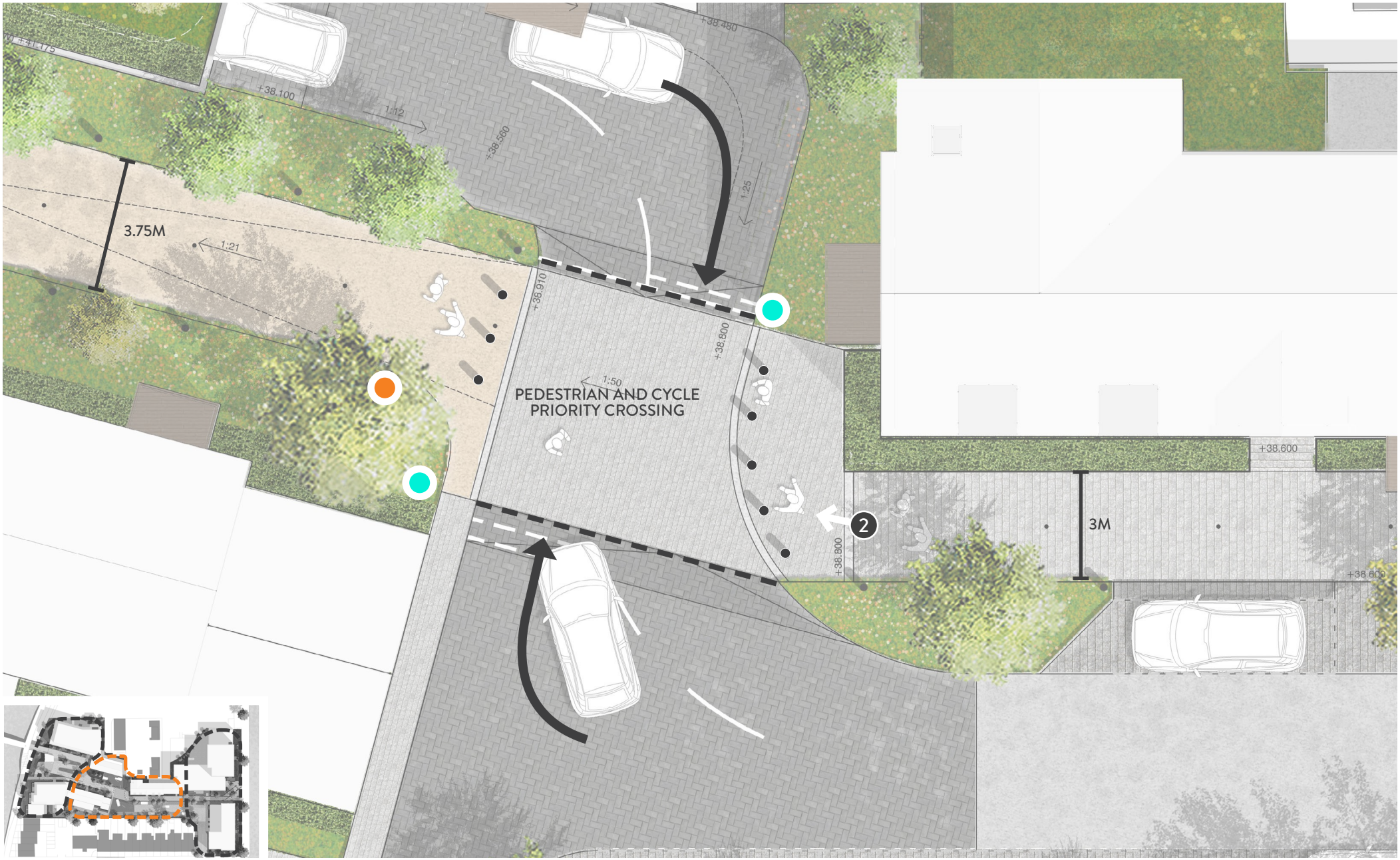
Distinct but complimentary material choices to define different user zones

Use of weathered steel and dense planting beds



Clearly defined movement route for cycles and pedestrians

Distinct paving materials showing change of use and priority


3.75M
1:21
1:12
1:25
1:50
PEDESTRIAN AND CYCLE
PRIORITY CROSSING
3M
2
+38.100
+38.480
+38.560
+38.910
+38.800
+38.600

Power and Water

Design Evolution

All parts of the cycle footway have been continually developed throughout the planning process. Taking on board resident and council officer feedback, and seeking to improve both the functional and aesthetic nature of the route.

The next few images capture the development of this more technical part of the scheme, where the route navigates multiple uses such as residential entrances, public amenity space, commercial space and a level change.

September 2019

1. 3m wide route throughout cause potential conflicts at corners and residential entrances.
2. Sharp bends that were impracticable for cycles.
3. No distinction in paving could cause confusion and hinder navigation.
4. Awkward landscape spaces with no real use.
5. No ramped access to tow-path from within the scheme.
6. Direct pedestrian route via steps to reduce traffic using switchback.

November 2019

1. 4m wide route at key points such as corners and residential entrances. 3m wide route elsewhere.
2. Curved bends incorporated to ease cycle use, but radii were still felt to be too sharp.
3. Introduction of wayfinding items such as studs to mark the cycle foot way. Still a lack of distinction between used on the route.
4. Larger usable landscape spaces, but too vegetated. Worries that forward visibility could be hindered on the cycle footway.
5. No ramped access to tow-path from within the scheme.
6. Direct pedestrian route via steps to reduce traffic using switchback.

May 2020

1. 4m wide route at key points such as corners and residential entrances. 3m wide route elsewhere.
2. Bends are now designed to accommodate cycles and pedestrians comfortably, as well as occasional cycles with trailers.
3. Additional paving materials and paving bands used to define spaces and ease navigation within the space.
4. Landscape areas are now open usable areas of amenity grass, protected by a kerb to deter short cutting.
5. Ramp integrated with steps to provide an accessible route directly to the tow-path from within the scheme.
6. 3m wide stepped access routes to guide able foot traffic off of the main cycle footway

Design Summary

The space provides a safe cycle footway environment that meanders from the bridge level into the site. The meandering route allows front door access from all proposed buildings to ensure the route is animated.

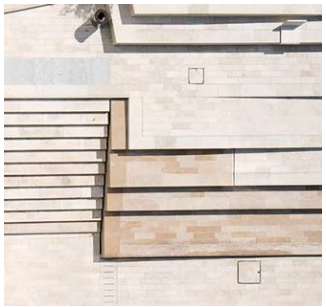
The route weaves through pockets of grass slopes and terraces that provide resting points and small areas of informal recreation.

Footway / Cycle Route Breakdown

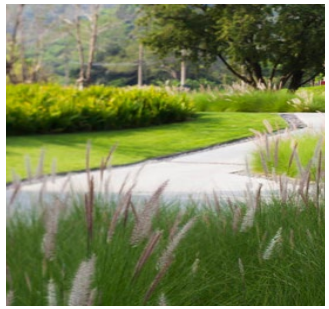
- 3m width provides adequate space for route to be shared by cyclists, pedestrians and wheelchair users;
- Route gradient is 4.76% (1:21) which is shallower than the recommended maximum cycle gradient outlined within *CD 195: Designing for Cycle Traffic*;
- 3m wide stepped sections are provided to create spacious direct routes for pedestrians;
- Wide stepped route reduces number of pedestrians using ramped sections;
- Lengths of ramped sections are also below the recommended maximum lengths of 30m;
- Ramped sections are supplemented by minimum 5m length flat sections to ease use and naturally reduce cycle speeds creating a safe environment for all users;
- Route width widens at corners to reduce conflicts between users and ease cycle manoeuvring; and
- Route is shared to reduce conflicts between user groups and risks of conflicts at front doors and building entrances.

Focus on native species of planting boosting biodiversity

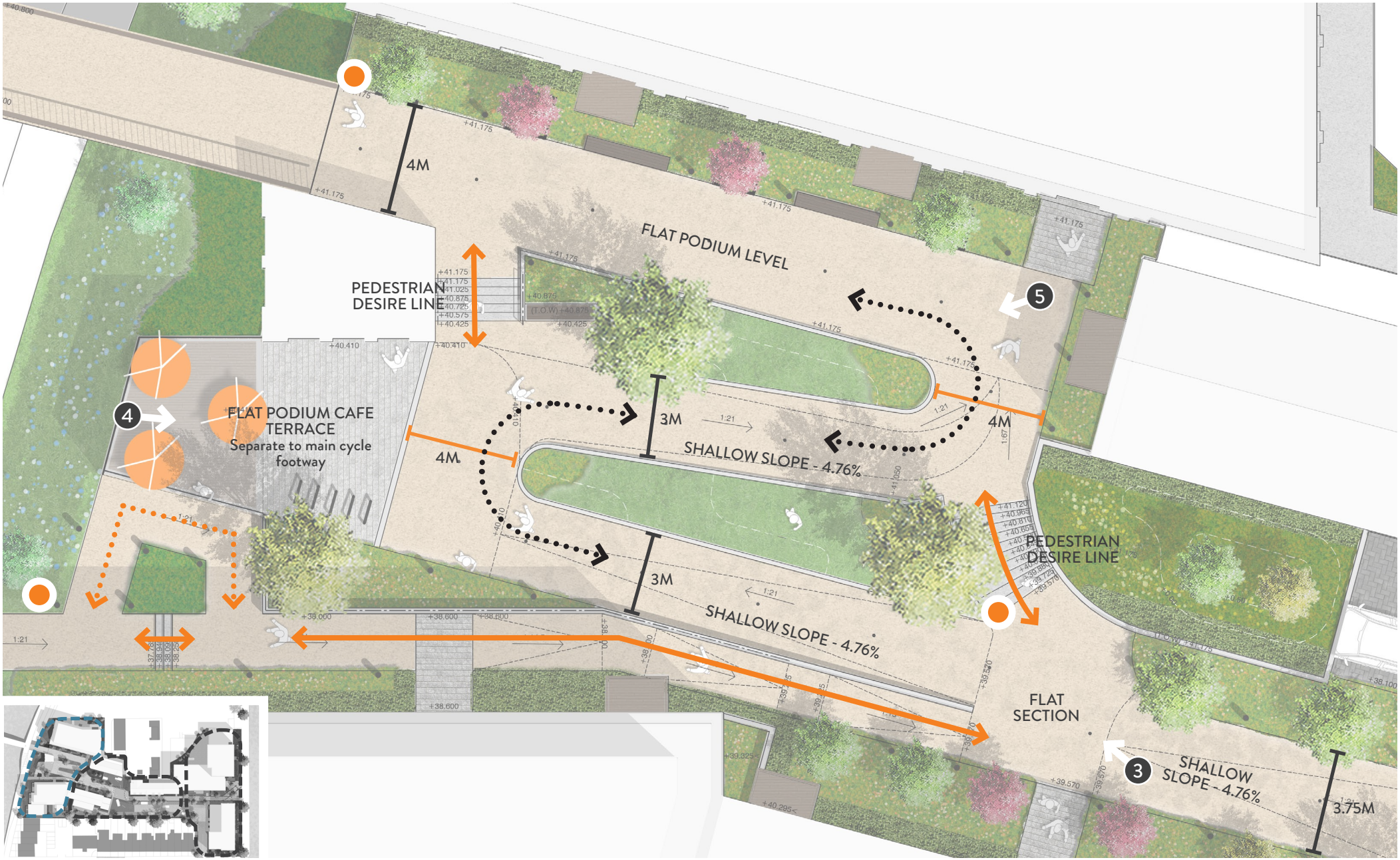
Native riparian species along the river edge, using well spaced fastigiate trees



Clearly legible routes via steps and ramps



Soft planting along grass banks running from the buildings down to the towpath


4M
FLAT PODIUM LEVEL
PEDESTRIAN DESIRE LINE
5
4
FLAT PODIUM CAFE TERRACE
Separate to main cycle footway
3M
4M
SHALLOW SLOPE - 4.76%
4M
3M
SHALLOW SLOPE - 4.76%
PEDESTRIAN DESIRE LINE
FLAT SECTION
3
SHALLOW SLOPE - 4.76%
3.75M


CHRISTCHURCH CAFE
4

Conclusion

The proposed scheme addresses key points raised within the sites allocation.

The scheme provides a high quality green link between Christchurch Bridge and Vastern Road. The spaces provide open space appropriate for a residential setting. The scheme enhances access to the River Thames through accessible safe movement routes.

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