



For details of fragment,  
see page B29

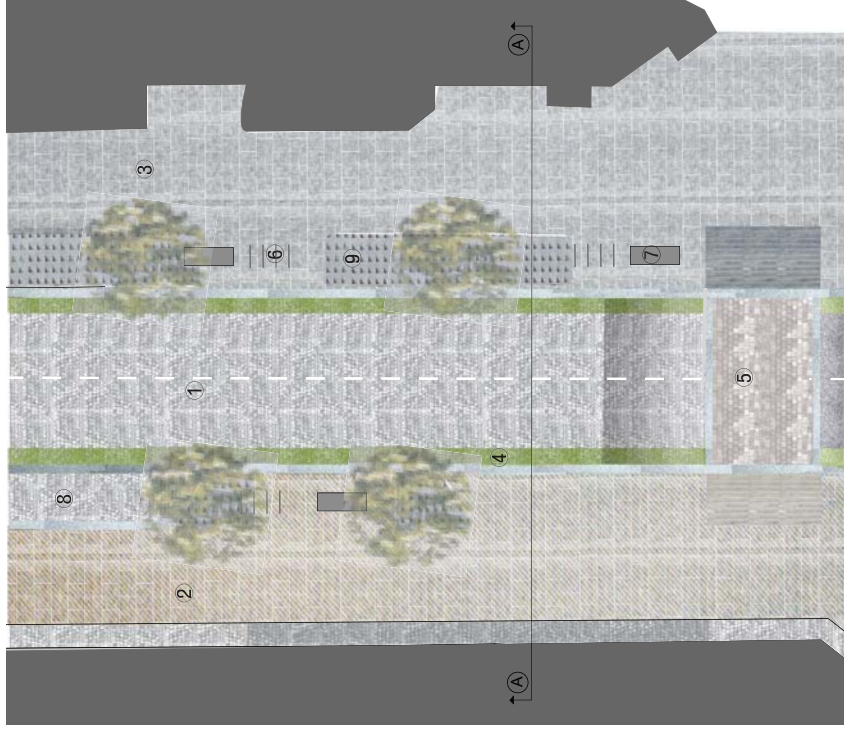
Proposed lay out for the 'Bridge'

## B 3.2 Proposals : Section 1: the 'Bridge':General Arrangement

The scheme proposes an investment in the quality of paving and construction specification with a tight palette of traditional natural materials that will weather well with time. This includes the carriageway that will be paved as part of the composition to mark this section of the Heathway and reinforce its importance as a retail and civic focus. Kerb lines remain parallel with the buildings, and quadrant kerbs are proposed at dropped kerbs to minimise delay to pedestrians with tactile paving and no guard railings. A 'Puffin' crossing should be considered to ensure quick reacting lights at the station crossing.

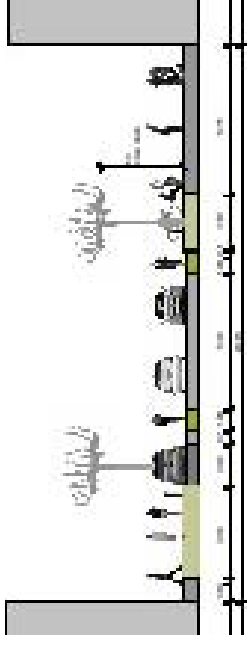
The scheme considers all road users equally rather than favouring one over another. In this regard the essence is of a mixed road space that promotes safety. The scheme does not therefore include a separate bus lanes. Current thinking suggests that they can often lead to greater congestion while creating a wide carriageway. Instead lay-bys are incorporated on either side of the station to encourage easy modal interchange, to encourage pedestrians to cross at the crossing, and to allow free flow of traffic while the buses pick up passengers. The lay-bys are generous to accommodate the numbers of busses associated with four bus routes

Only signs conveying essential information would be accommodated on the Heathway. There would be no non-regulatory signs unless there is a clear need, and signs should be combined or fixed to other structures to minimise the number of poles in the street. The minimum number of signs to enforce the short term parking for disabled and delivery use would be incorporated carefully on existing posts or lighting columns. Like wise all CCTV would be mounted on buildings or combined with other street furniture. Yellow lines would be 50mm width and zig zag markings only two marks long.



Fragment of the 'Bridge', scale 1/500

- 1 Granite setts carriageway
- 2 Yorkstone flags
- 3 Granite flags
- 4 Cycle path: mastic asphalt green
- 5 Granite blocks (300 x 150 x 100 mm) at road crossing / hazard warning
- 6 Stainless steel sheffield cycle racks
- 7 Cast stone benches
- 8 Disabled parking bay / taxi drop - off
- 9 Bespoke tree grills / planting through



section A of proposal

Architectural elements such as the bus shelters would be of architectural quality, fit for purpose, and durable. Market stalls and table and chair licences should be assessed in terms of location, amenity and safety and incorporated as the demand arises to encourage animation of the street.

Tree planting is broadly shown on 10m spacing but will depend on existing below ground services and structures. The contribution that these sculptural trees will make to the street should not be underestimated. They would provide immediate impact and create a distinctive character as an essential integral component. A detail location study will be critical at the next stage as will the commitment to maintenance by the Borough. Tree pit design should ensure a minimum of 5m<sup>3</sup> of available uncompacted soil by creating a generous cantilevered tree grid construction over essentially a dedicated tree planting trench. This zone should ideally be 'sterile' in terms of services to protect the root systems from possible disturbance in the future.



tactile paving



View from the southside of the Bridge towards the station



View from the top the hill towards the North of the Heathway



## B 3.2 Proposals : Section 2: the Heathway

There are two options on the Heathway.

Either the existing arrangement of overriding the kerb can be retained with the overridden portion of the pavement being defined with granite setts for better wear and tear, or indents could be inserted into the pavement, but this would potentially impact on the full length of the kerb line that would need to be realigned to reduce the pavement width. In either case kerb dimensions should match that of the Heathway at the bridge.

A similar strategy for signage and street furniture coordination apply to this section of the Heathway as for the Heathway at the bridge.

Cut backs are proposed to enable benches to be located on the edge of the greens on the side roads and an enhanced edge to the greens are proposed with a thin 75mm wide granite kerb edge and consistent, low, bow topped railings. Hedge reinstatement is proposed where it has been eroded.

General pavement specification is enhanced to pre-cast concrete slabs, minimum dimension of 600 x 600 with staggered joints.

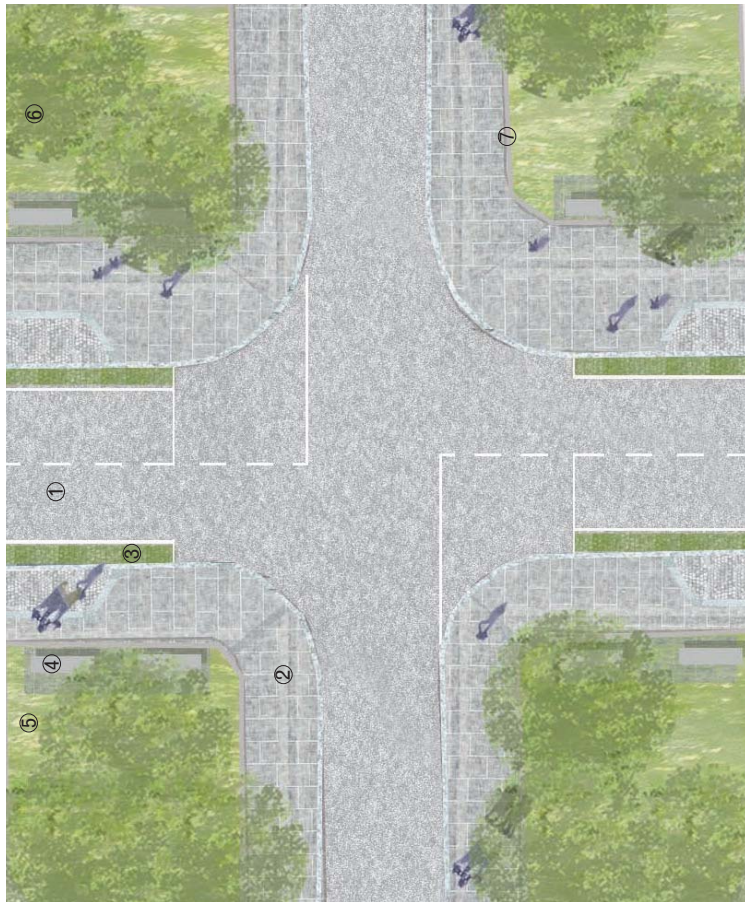
Cycle ways are proposed the full length with boxes at traffic lights for pedestrian diagonal crossing.







This drawing illustrates the potential of the junctions down the Heathway when paving materials, street furniture and tree planting is coordinated



Fragment of a corner on the Heathway, scale 1/500

- 1 Granite setts carriageway
- 2 Granite flags
- 3 Cycle path: mastic asphalt green
- 4 Cast stone benches
- 5 New lawn
- 6 Specimen tree planting
- 7 Hedge + railings to perimeter of the greens