

Hampton Wick Association feedback following WSP second workshop, Wednesday April 19th

1. **Pedestrian crossing** - The number one priority for the HWA is to place the pedestrian crossing directly opposite the mouth of Park Road. There are multiple benefits to having the crossing in this position:
 - a. It will serve to funnel people in and out of the new piazza helping to cement the piazza in its position at the centre of the village.
 - b. It places it directly on the main desire line running down Park Road and across the High Street as shown in WSP's original *Summary Analysis* drawing – screen clip below.
 - c. Having a zebra crossing in this position means we could lose the current island/refuge in the middle of the road. This in turn would allow the piazza to extend out by a further 1 to 2 metres, while retaining the desired minimum width of carriageway.
 - d. Traffic creates a division between the two sides of the road. The crossing at this position will help break down this. This will be beneficial to all users and also the piazza.
 - e. It will also contribute to keeping this space freer of traffic – queuing traffic less likely to stop on a crossing.
 - f. We have a strong preference for a traditional, non-signalised Zebra crossing to avoid excessive urbanisation and clutter at the heart of the new piazza and the infernal *beep beep beep!*



Screen clip courtesy WSP

2. Northern extension to include Post Office (key community asset).

We believe there is a considerable benefit in extending the scheme slightly to the north:

- a. The speed-reduction zone (SRZ) can then include the Post Office which is of course a key community asset.
- b. It affords slightly more approach for vehicles before they hit the main piazza area.

- c. It balances the loss of a similar length of SRZ at the south end.
- d. The pedestrian crossing outside The Foresters can then be moved to being opposite the PO. This will be a benefit to PO users and in any case the existing one would be too close to the new main crossing in the piazza.
- e. There is then more space available (the pavements are wider in that area) to mark the northern gateway with trees or similar as previously discussed.

3. Loading bays

It is of course essential that there are suitable loading / unloading facilities available for Sigma Sports and The Foresters and The Swan.

We firmly believe that placing the loading bay in the centre of the piazza would be a big mistake. And why so huge? We don't want the new piazza to be scarred by vehicles loading/unloading. It would also be blighted by abuse from other vehicles as is very commonplace in other areas. We believe there are several other options for placing a loading bay. For example, right outside The Foresters on the High Street, and/or in St John's Road.

Please do not forget the requirements of The Swan!

4. Bus stop (adjacent new piazza)

Under no circumstances do we want to lose this bus stop but...

This bus stop is 11 metres longer than the stop opposite the station. It serves the same bus services at the same frequency and in the same direction as the stop opposite the station. The stop opposite the station is in fact much busier – because of the station.

We believe the excess length should be removed from the north end. At the very least it will take the buses slightly further away from the piazza, benefitting the piazza from a reduction in noise, chemical and visual pollution.

Why not use the space saved for a **disabled parking space** or two at the edge of the piazza (inset to avoid any bus ingress or egress issues)? Or we could have 11m more greening. If we do need to lose one or two parking spaces to make the scheme work, let's at least have such ideas to offset the loss. Surely TfL would be sympathetic to such a common-sense proposal that provided a new disabled parking space(s).

5. Other

a. Cyclists

We are in favour of more cycle hoops and recommend that advantage is taken of the considerable space (by Hampton Wick standards) on the pavement bulge opposite the front of The Swan. We would strongly support an integrated cycle scheme through the whole High Street, down to the roundabout.

b. Visibility of southern end of SRZ

We are unclear where and how the southern end of the SRZ will finish. It is important however that it is visible from along the High Street towards the roundabout so that it draws people in towards the centre.

c. Christmas tree footings

Please can we remember to put in infrastructure for a Christmas tree in the centre of the new piazza. This would be a suitable well to hold the tree and an electricity supply for lights. It might also make sense to provide a water supply for future use (which could be used for, eg. a children's play fountain or similar as well as for a Christmas tree.). We assume it would have a grating or the like to cover it when not in use. Ideal location to be identified.

- d. Mural**
We have reservations about this idea. There would need to be a fully funded process in place to maintain it and change the mural, say, annually. Otherwise it will very soon look sad.
- e. SuDS**
Let's ensure we have minimum-maintenance SuDS. The idea of having yet another maintenance contract for these with attendant cost, pollution, traffic and effect on the environment is worrying. It would be great if they could be made self-sustainable.
- f. "Totem"**
We preferred the earlier idea of using trees to mark the entrance/exit to the SRZ.
- g. Centrepiece**
We support the idea of a distinctive centrepiece (artwork, fountain, sculpture...) to give a sense of civic identity and to create a feeling of place in the new piazza. "I'll meet you at the memorial fountain" is a much better statement than "I'll meet you in that square / triangle bit outside the Foresters and Sigma...". Perhaps we could commission a Queen Elizabeth II memorial fountain, funded by public subscriptions just as the Queen Victoria memorial fountain was all those years ago. It could be used by cyclists to fill their water bottles!
- h. Surface treatment of SRZ**
What is the target reduced speed? What sort of treatment is anticipated? Will it be durable? Cf. Tolworth Broadway – the green looked good at first but now it is somewhat faded and a drab grey. Like the mural, these things look great on paper and when first implemented but after some time they can so easily look sad and neglected.
- i. Raised platform at end of St John's Road**
We support the idea shown on your diagrams of a raised platform at the right angle turn on the corner between St John's Road and Park Road. Amongst other benefits it will signal to cyclists that they are entering a different zone (shared used with pedestrians) without the need for any new signage.