

**Kingston Old Town Conservation Area
Public Realm Enhancement Strategy**



Prepared on behalf of the
Royal Borough of Kingston upon Thames
September 2005



KINGSTON OLD TOWN CONSERVATION AREA
ROYAL BOROUGH OF KINGSTON UPON THAMES
PUBLIC REALM ENHANCEMENT STRATEGY

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1.0 INTRODUCTION

1.1 Kingston-upon-Thames is located on the Surrey bank of the middle stretch of the River Thames, approximately ten miles south-west of Central London and approximately equidistant between Richmond and Surbiton to the north and south respectively.

1.2 Designated as a conservation area in March 1971 - one of the first three to be designated in the Borough - the Old Town Conservation Area covers an area of approximately 14ha and includes the historic town centre stretching from Kingston Bridge in the north to the Portsmouth Road at its southernmost extremity. The area's western boundary is formed by the River Thames - also the borough boundary - and the eastern boundary by Union Street, St James's Road and South Lane (See Figure 1.1).

The Significance of Kingston Old Town

1.3 Kingston Old Town is recognised as one of the best preserved examples of a medieval street pattern in the south east of England. It contains an impressive and broad range of good quality vernacular architecture dating from the 15th Century onwards.

1.4 The Old Town Conservation Area includes the area's principal church, All Saints', and the focus of local government in the form of the Guildhall and associated offices. Whilst originally the primary focus of economic activity in the town, the Old Town still retains a retail role as part of an extended shopping centre stretching north and eastwards. The Old Town also retains a role as a focus for hospitality, albeit there are no longer any hotels or inns in the town centre. With the decline of river related industries in the early part of the 20th

century and the redevelopment of substantial parts of the riverside in the latter decades, the riverside area has, to a certain extent, replaced the Market Place as the primary focus of the night-time economy.

1.5 The combination of the area's historic urban form - in particular the irregularly shaped spaces and narrow streets and alleys - the generally small scale building plots and the range and intensity of human activity within the area give the Old Town a unique feel more akin to a country town than a suburban town centre.

Historical development

1.6 Archaeological investigations undertaken within the Old Town have revealed artefacts and deposits dating from the prehistoric through to the post-medieval period. Evidence suggests that the area now occupied by the Old Town was once an island bounded to the east by a channel running roughly parallel to the River Thames. This is believed to have been occupied by a small settlement during the Neolithic period.

1.7 The current pattern of streets, spaces and building plots is primarily medieval in origin. It was during this period that Kingston developed as a trading and social/religious centre. This was primarily due to the creation of a bridge over the River Thames and the formation of wharves, and hence river based trade, on the River Thames.

1.8 Kingston later benefited from being a stopping-off point on the route between London and Portsmouth as well as being close to a number of royal palaces. Numerous inns and public houses flourished in the town centre which were supported by local breweries. In addition to brewing, other industries blossomed in Kingston during

the 17th and 18th centuries including tanning, milling, fishing, brick-making, candle making and corn milling. Kingston was essentially an industrial/market town.

1.9 The 19th Century saw the rapid expansion of Kingston and a need for better communications and the expansion of Local Government. A new bridge was built in 1828 and subsequently widened in the 20th Century. Clarence Street was formed as the new approach to the bridge and new roads created on to the edge of the Old Town. The 20th Century saw the decline of local industry and the consequent redevelopment of much of the riverside for offices, residential and food and drink premises. Due to further expansion of Local Government the Guildhall was built in the 1930s followed in the 1970s and 1980s by further administrative accommodation. Transport initiatives in the late-20th Century have enabled the pedestrianisation of much of the Old Town Conservation Area.

Statutory context

1.10 Under Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 there is a duty placed on local planning authorities, in exercising their planning powers, to pay "special attention to the desirability of preserving and enhancing the character and appearance" of conservation areas. Under the Act the designation of a conservation area brings additional control over the demolition of buildings and the protection of trees.

1.11 37 buildings and structures within the Old Town Conservation Area are entered on the statutory list of buildings of Architectural or Historic Interest. Under Section 66 of the 1990 Act, the Council has a duty "... to have special regard to the desirability of preserving"

listed buildings and their setting in exercising their planning powers.

Guidance and Advice

- 1.12 Central Government planning policy guidance, provided in “PPG15: Planning for the Historic Environment” (September 1994), expresses the need for local authorities to assess the special interest, character and appearance of conservation areas. It recognises the importance of the contribution made by the spaces between buildings to an area’s character and appearance. At paragraph 4.2 it states:

“There has been an increasing recognition in recent years that our experience of a historic area depends on much more than the quality of individual buildings – on the historic layout of property boundaries and thoroughfares; on a particular “mix” of uses; on characteristic materials; on appropriate scaling and detailing of contemporary buildings; on the quality of advertisements, shop fronts, street furniture and hard and soft surfaces; on vistas along streets and between buildings; and on the extent to which traffic intrudes and limits pedestrian use of spaces between buildings”

- 1.13 “Streets for All: A guide to the management of London’s streets” (English Heritage, March 2000) describes a set of practical solutions for improving the appearance of London’s streets and spaces. It seeks to show how good practice can become normal practice. The guide defines three underlying principles, namely:
- i) the reduction of clutter within public spaces;
 - ii) better co-ordination in the design of spaces and the choice of materials/elements of street furniture; and,
 - iii) the reinforcement of local character.

- 1.14 *Streets for All* provides the basis upon which the Strategic Enhancement Principles set out in Section 5.0 have been derived.

The Kingston Old Town Conservation Area Appraisal

- 1.15 This report follows on from, and complements, the Kingston Old Town Conservation Area Appraisal (Nathaniel Lichfield & Partners, October 2003), which is available for viewing on the Council’s website (<http://www.kingston.gov.uk/environment.htm>). The Appraisal assesses the special interest, character and appearance of the Old Town Conservation Area with the principal purpose of informing planning policy and development control decision making. The appraisal provides:

- i) a review of the historical development of the Old Town Conservation Area;
- ii) an outline of the Area’s archaeological significance;
- iii) a detailed description of the character and appearance of the Area’s buildings in terms of their land uses, architectural style, building materials, plot widths and heights;
- iv) a description of the appearance, quality and appropriateness of the fabric and social usage of the public realm in terms of materials, street furniture, signage, soft landscaping and activity patterns;
- v) an audit of listed buildings, buildings that make a positive contribution to the Conservation Area, other elements that contribute to the character and appearance and key views and landmarks; and,
- vi) an assessment of options for amending the boundary of the Conservation Area.

- 1.16 In addition to the listed buildings within the Old Town, the Appraisal identifies that the majority of the buildings - particularly within the Medieval Quarter - make a

positive contribution to the Conservation Area’s character and appearance. However, in relation to the public spaces between buildings, the Appraisal identifies a wide range in the quality of floorscape materials, street furniture, signage and soft landscaping, albeit there are examples of good quality spaces, both new (e.g. Charter Quay and the Apple Market) and where historical/high quality elements have been retained (e.g. All Saints Churchyard). The Appraisal concludes (paragraph 8.32):

“There are significant and substantial opportunities for the enhancement of the public realm within the Kingston Old Town Conservation Area. In only a few areas do the quality of materials and street furniture reflect the settings of buildings which form the Old Town’s principal spaces”

- 1.17 Whilst town planning and heritage legislation has largely concentrated on the control of development in terms of its impact on areas and buildings of architectural and historic significance, there has been increased recognition of the quality of spaces between buildings and the contribution public space makes to the character and appearance of conservation areas and the settings of listed buildings, as well as more generally towards the quality of life and vitality and viability of town centres. This is reflected in the publication of *Streets for All*.

The “Public Realm”

- 1.18 The spaces between buildings are both physical and social spaces. These two components comprise what is often termed as the “public realm”. The following definition recognises that these two aspects and has been derived by Nathaniel Lichfield and Partners through a review of definitions provided by others:

The public realm comprises the freely accessible physical and social sphere. It includes public spaces: the streets, squares, gardens, alleyways, etc. and the elements that form and inhabit these spaces: surfacing materials, street furniture, trees, public art, lighting, etc. It also includes the social relations, interaction and activities that take place beyond the spheres of family, personal and professional life.

Source: Nathaniel Lichfield and Partners (2005)

1.19 This strategy considers those elements of the public realm over which the local authority has a degree of control, namely the design and maintenance of the public spaces and, to varied degrees, the use of the spaces between buildings. This strategy therefore concentrates on those aspects of the public realm that:

- i) comprise its fabric and contribute to the area's appearance - street surfacing materials, street furniture, trees, signage, lighting, public art etc; and,
- ii) those activities that contribute to the area's character - pedestrian and vehicular movement, outdoor eating and drinking and public events.

Purpose of the Strategy

1.20 The purpose of this study is threefold, namely:

- i) To provide an audit of the elements that make up the public realm and activities within it – both present and historical;
- ii) To analyse the nature and significance of the contribution made by the constituents of the public realm to the character and appearance of the Conservation Area; and,
- iii) To define a strategy for the area's enhancement which will complement and enhance its character and appearance, the settings of principal buildings and the overall quality, economic well-being and public enjoyment of the Old Town.

1.21 The Strategy applies the methodology and the principles set out in *Streets For All* to the Old Town Conservation Area. In particular the *principles for good practice* (page 53) help define a set of eleven strategic enhancement principles for the long-term improvement of Kingston's historic public realm (Section 5.0).

Structure of the report

1.22 This Strategy provides a detailed audit of the current condition and quality of those features that currently comprise the public realm – in terms of both fabric and activity – at Section 2.0. Where photographic evidence and historical mapping is available a review of changes to the fabric of the public realm undertaken over the last 150 years or so is provided at Section 3.0. Section 4.0 provides an assessment of the issues affecting the character and quality of the Old Town's public realm. Section 5.0 outlines an overall public realm strategy for the Old Town in the light of the character appraisal and the detailed audit. A set of detailed design principles and palettes of materials and street furniture are identified and illustrated through photographs of public spaces and street furniture used elsewhere at Section 6.0. At Section 7.0 we consider options for prioritising improvement works and potential sources of funding.

Character Areas

1.23 For the analysis of the public realm set out in the following sections, the Old Town Conservation Area has been divided into the three "Character Areas" as defined in by the K+20 project. These areas, which are shown on Figure 1.1, are:

- 1. The "Medieval Quarter" (Market Place, Apple Market, All Saints' Church, Church Street);
- 2. The High Street including the Guildhall precinct; and,
- 3. The Riverside including Charter Quay and Bishops Palace House.

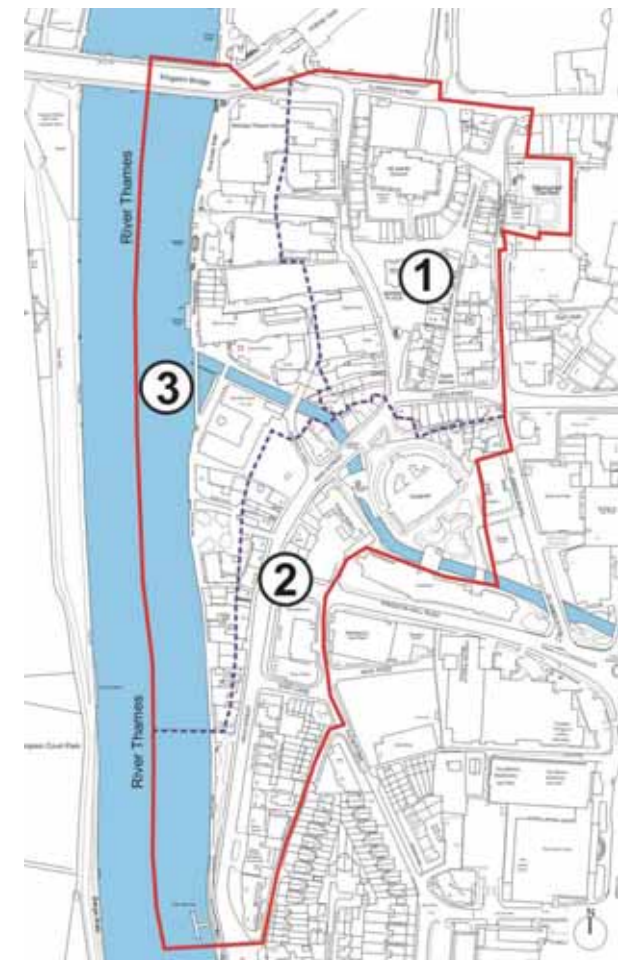
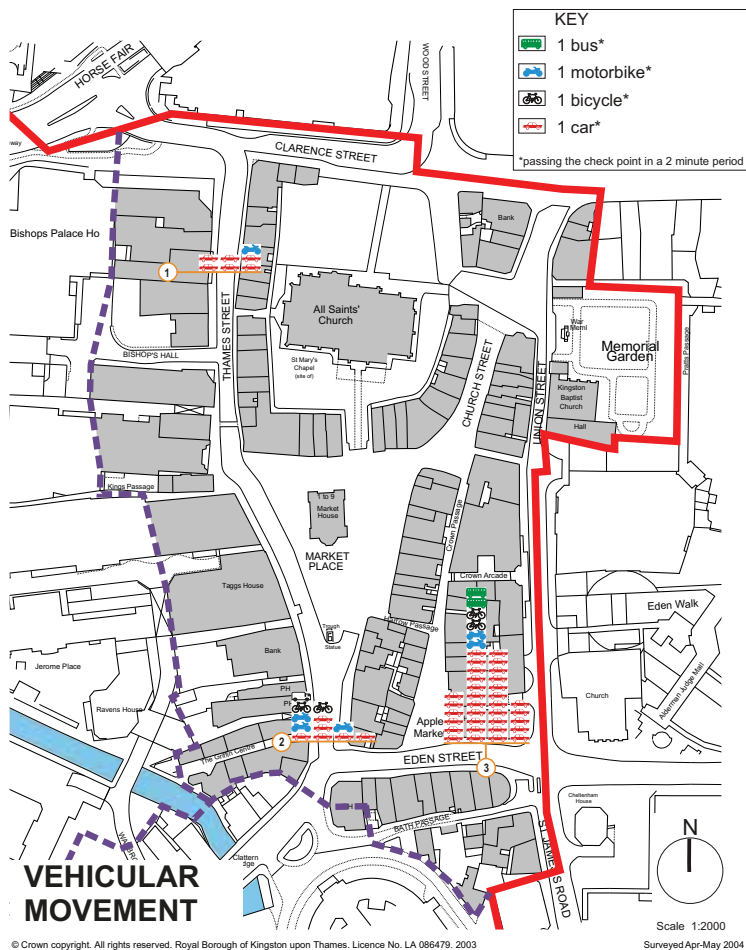
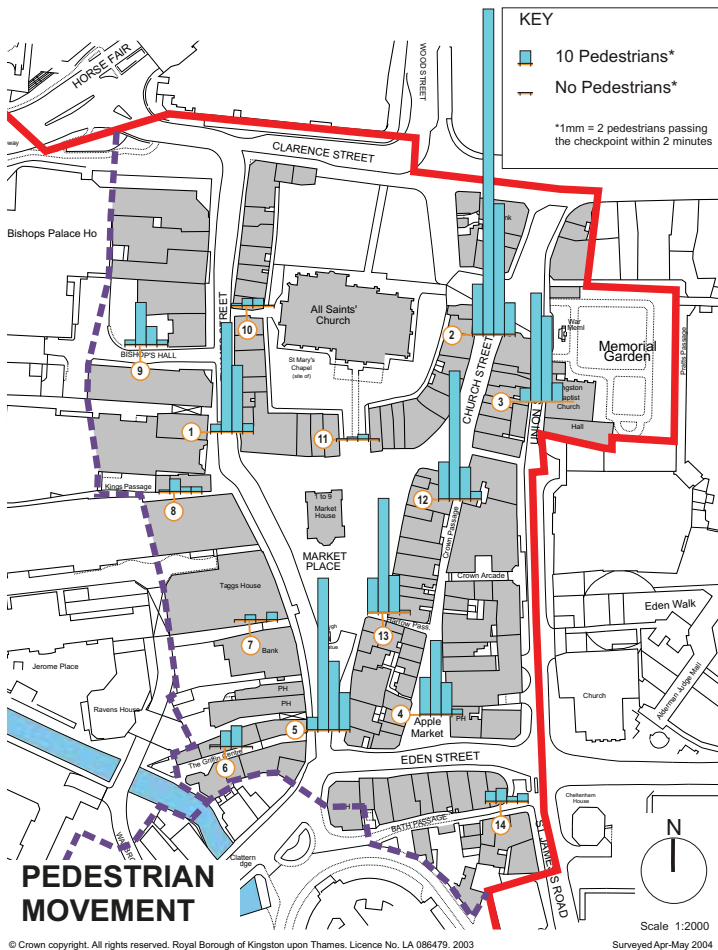


Figure 1.1: The three character areas (Not to scale)
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2.0 PUBLIC REALM AUDIT

- 2.1 For each of the three character areas a detailed audit was undertaken during April and May 2004 and is summarised on the following pages. (It should be noted that any changes that may have taken place since May 2004 may not be accounted for in the audit).
- 2.2 For each area an Audit Summary Sheet has been prepared comprising a plan, supported by photographs and descriptive text. There are Audit Summary Sheets for each of the following topics:
- a) **Movement:** pedestrian and vehicular movement, servicing arrangements (day and night);
 - b) **Activity:** outdoor eating, drinking etc and river related activities (Areas 1 and 3 only);
 - c) **Floorscape:** materials forming the ground surfaces of the public realm;
 - d) **Street furniture:** including bollards, railings, parking meters, bus stops and shelters, telephone boxes, pillar boxes, rubbish bins and seating;
 - e) **Signage:** including street name plates, road signs, pedestrian direction signs, advertising, 'A' - boards;
 - f) **Lighting and security:** street lighting and CCTV provision;
 - g) **Landscape:** trees, planters, grassed areas;
 - h) **Public Art:** statues, monuments, memorials, sculpture and items of interest attached to buildings; and,
 - i) **Permanent and temporary elements:** (Medieval Quarter only) including burger/ice-cream vans, flower stalls and temporary markets, etc.
- 2.3 An assessment of the quality and contribution made - either positive or negative - to the character and appearance of the Old Town Conservation Area of the elements and activities summarised in the pages is provided at Section 4.0.



PEDESTRIAN MOVEMENT

Pedestrian counts were carried out at 13 locations within Area 1 for two minute periods between the hours of 8.30-9.30, 12.30-13.30, 16.30-17.30 and 20.30-21.30. The plan above shows the relative levels of pedestrian flow at each point during each time frame. The surveys were undertaken on 14 April 2004.

The checkpoints can be divided into two categories:

- 1) main streets (locations 1-5)
- 2) passages (locations 6-14)

Within the main streets the highest pedestrian counts were experien-

ced between 12.30-13.30 at Church Street (2) where 122 people passed through within a two minute period. The southern apex of the Market Place experienced the second highest level of pedestrian movement, whilst levels on Thames Street and Union Street are broadly similar.

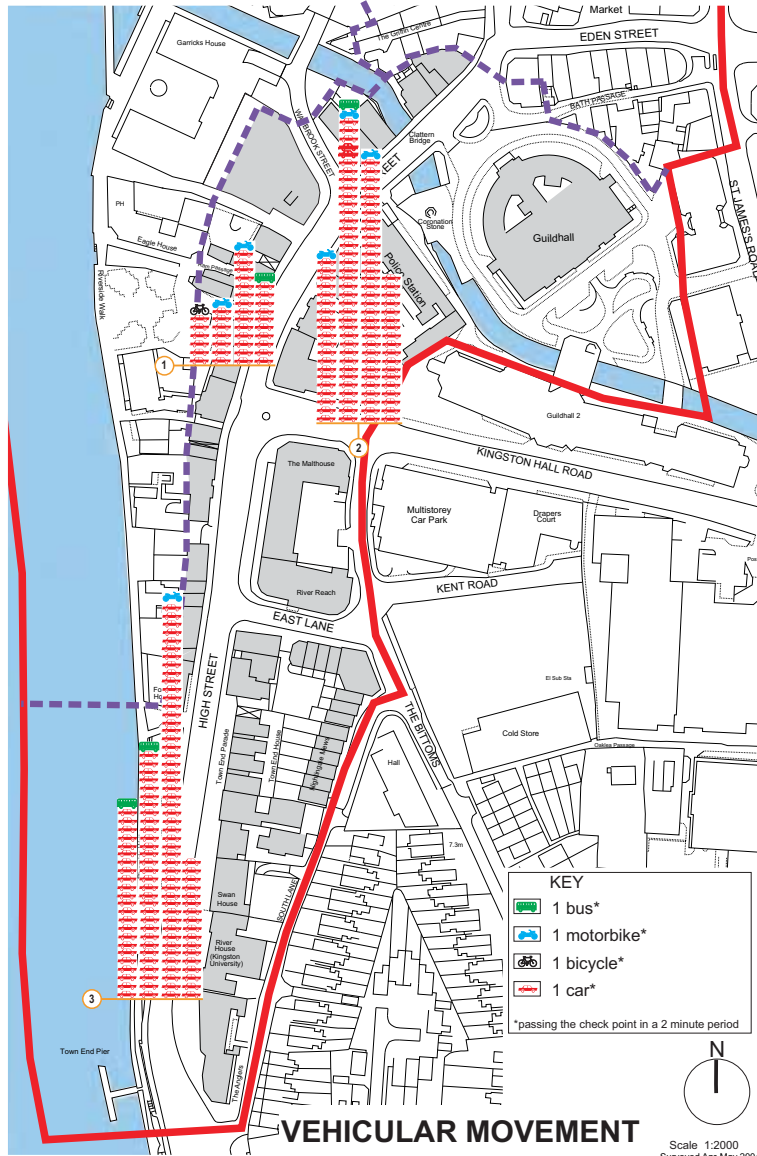
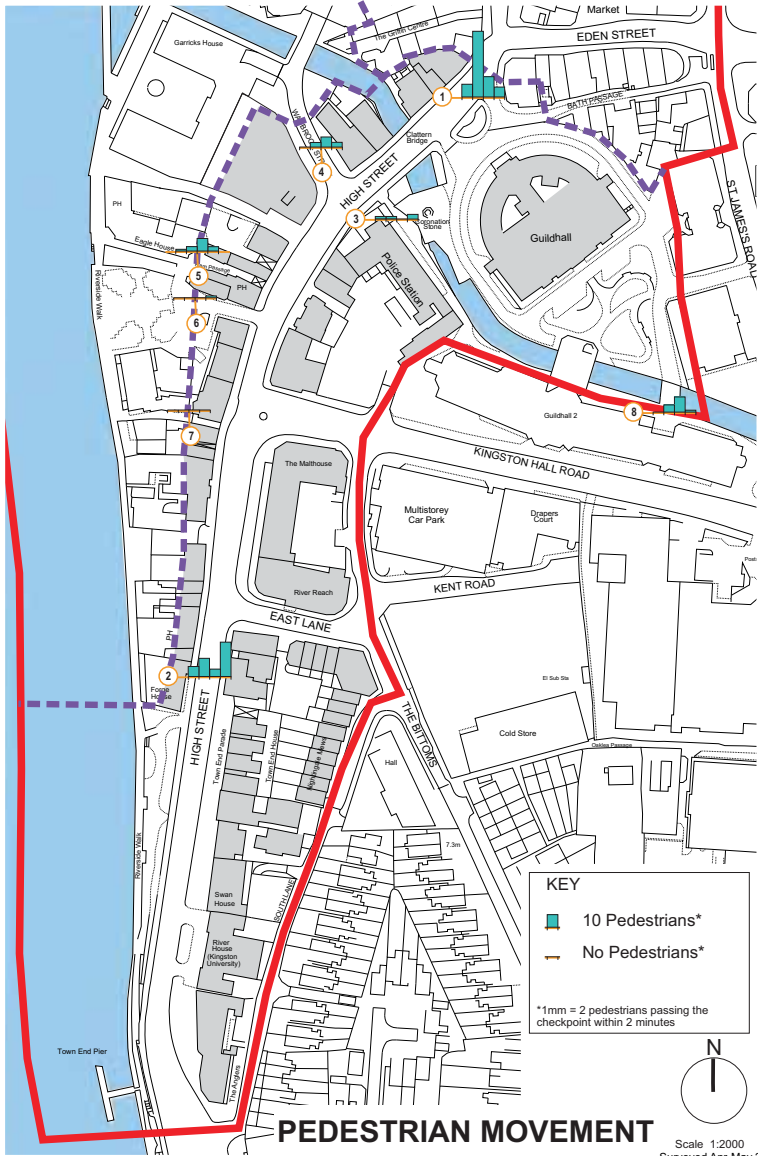
The pedestrian usage of the passages and alleyways within the area is generally relatively low, with the exception of Crown Passage and Harrow Passage which at midday saw approximately 40-50 people passing through within a two minute period. The use of the passages during the early evening is also low.

VEHICLE MOVEMENT

Vehicle counts were carried out at three separate locations within Area 1 for two minute periods between the hours of 8.30-9.30, 12.30-13.30, 16.30-17.30 and 20.30-21.30. The surveys were undertaken on 14 April 2004.

Vehicle numbers at Thames Street (1) and the Market Place (2) are both low. The former primarily forms an access route to the car parking provided within Bishops Place House. Parking and movement restrictions within the Market Place result in limited levels of vehicular movement at the space's southern entrance from

Eden Street albeit the southern part of the Market Place does accommodate delivery vehicles. At the check point on Eden Street (3) - a through road - the highest recording was registered between 12.30 and 13.30 when 17 vehicles passed in a two minute period.



PEDESTRIAN MOVEMENT

Pedestrian counts were carried out on 5 May 2004 at 8 locations between the hours of 8.30-9.30, 12.30-13.30, 16.30-17.30 and 20.30-21.30. The weather conditions were poor with occasional heavy showers throughout the day.

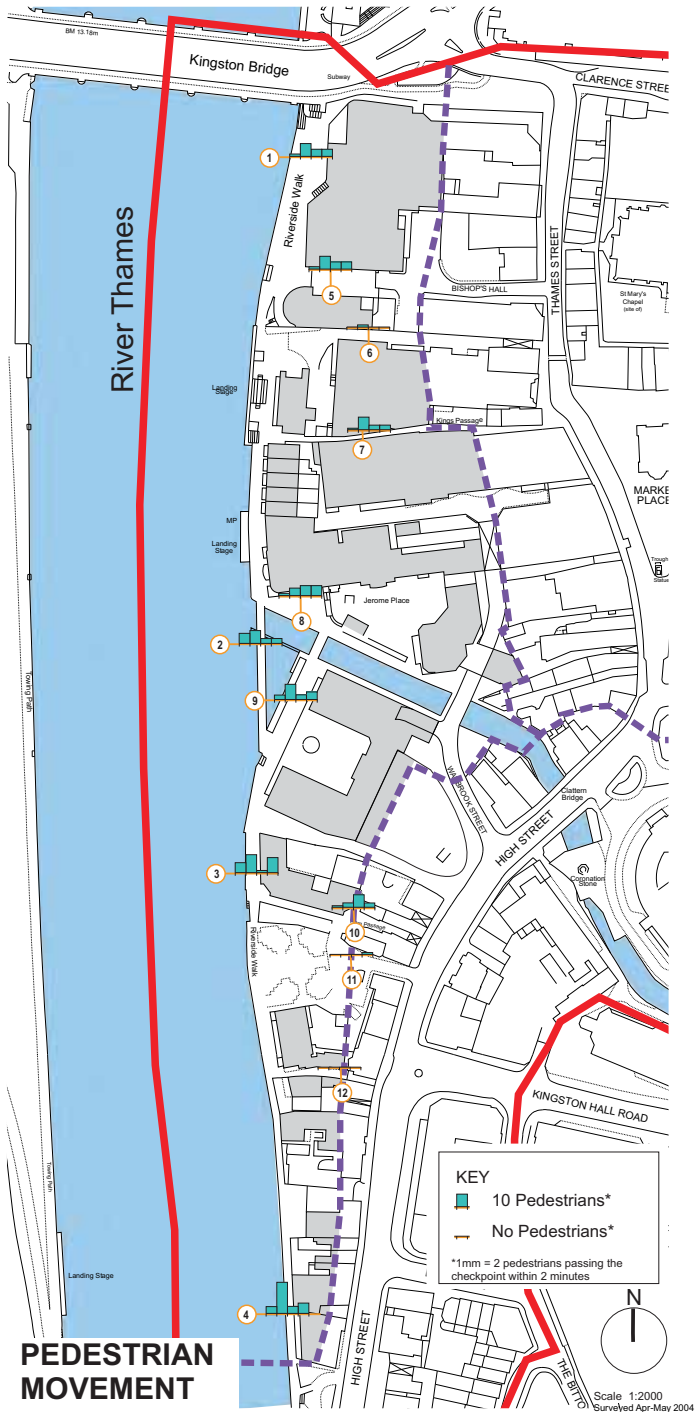
Levels of pedestrian movement within Area 2 are comparatively low compared with Area 1: the north end of the High Street is the busiest part of the area

VEHICLE MOVEMENT

Vehicle counts were carried out on 5 May 2004 at three separate locations between the hours of 8.30-9.30, 12.30-13.30, 16.30-17.30 and 20.30-21.30. The plan above shows that the majority of vehicles are travelling along the High

Street and Kingston Hall Road, as opposed to continuing northwards to the town centre and Eden Street. The High Street and Kingston Hall Road are the most heavily trafficked roads within the Old Town Conservation Area.

Kingston Old Town Conservation Area Public Realm Audit: Area 2 - Movement



PEDESTRIAN MOVEMENT

Pedestrian counts were carried out on 5 May 2004 at twelve locations between the hours of 8.30-9.30, 12.30-13.30, 16.30-17.30 and 20.30-21.30. The weather conditions were poor with occasional, heavy showers throughout the day.

The check points can be divided into two categories:

- 1) riverside walk (locations 1-4); and
- 2) secondary routes to the riverside (locations 5-12).

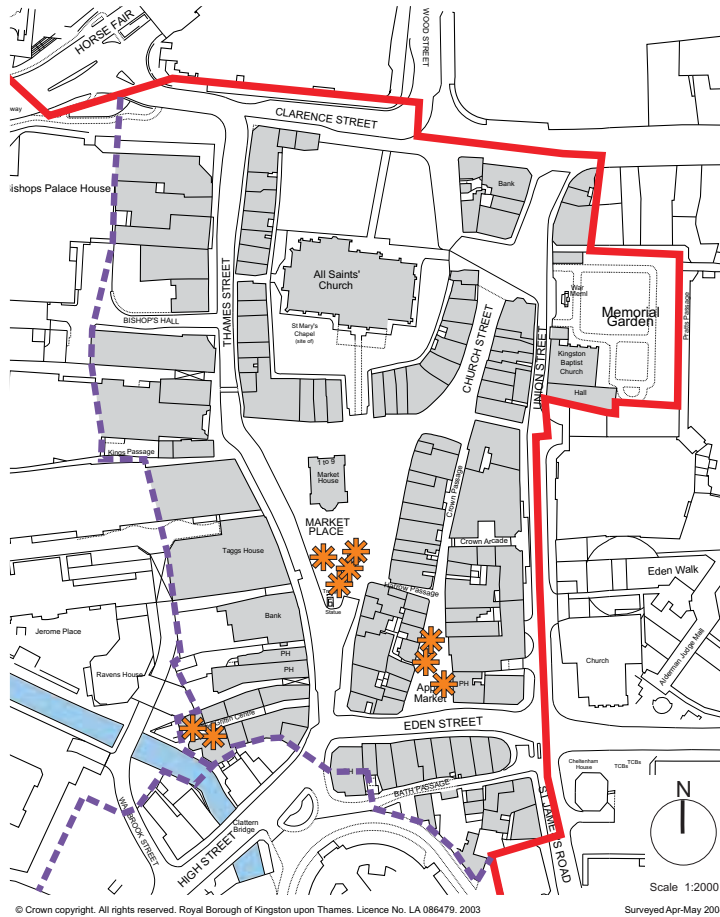
The pedestrian usage of the riverside walk was generally higher during the hours of 12.30 and 13.30. It appears that this increase may be due to people visiting the riverside during their lunch break from work. It is noted that, on the day of the survey at least, the pedestrian figures along the riverside were significantly lower than that experienced around the Market Place and main shopping area.

On the secondary routes pedestrian numbers are generally lower than those along the riverside walk. The routes to the riverside via Jerome Place and Bishop's Hall appear to be the most intensely used.

VEHICLE MOVEMENT

There are no vehicular routes through the riverside area. The only vehicles entering the area are cars coming and going from the car parks within Bishops Palace House and Charter Quay and vehicles servicing bars and shops on the riverside and the High Street.





OUTDOOR ACTIVITY (★)

There are three areas within Character Area 1 where outdoor seating is provided for eating and drinking during the summer months, namely within the southern part of the Market Place, within Apple Market and to the western entrance of the Griffin Centre. This assessment was undertaken on a week day in early May 2004.

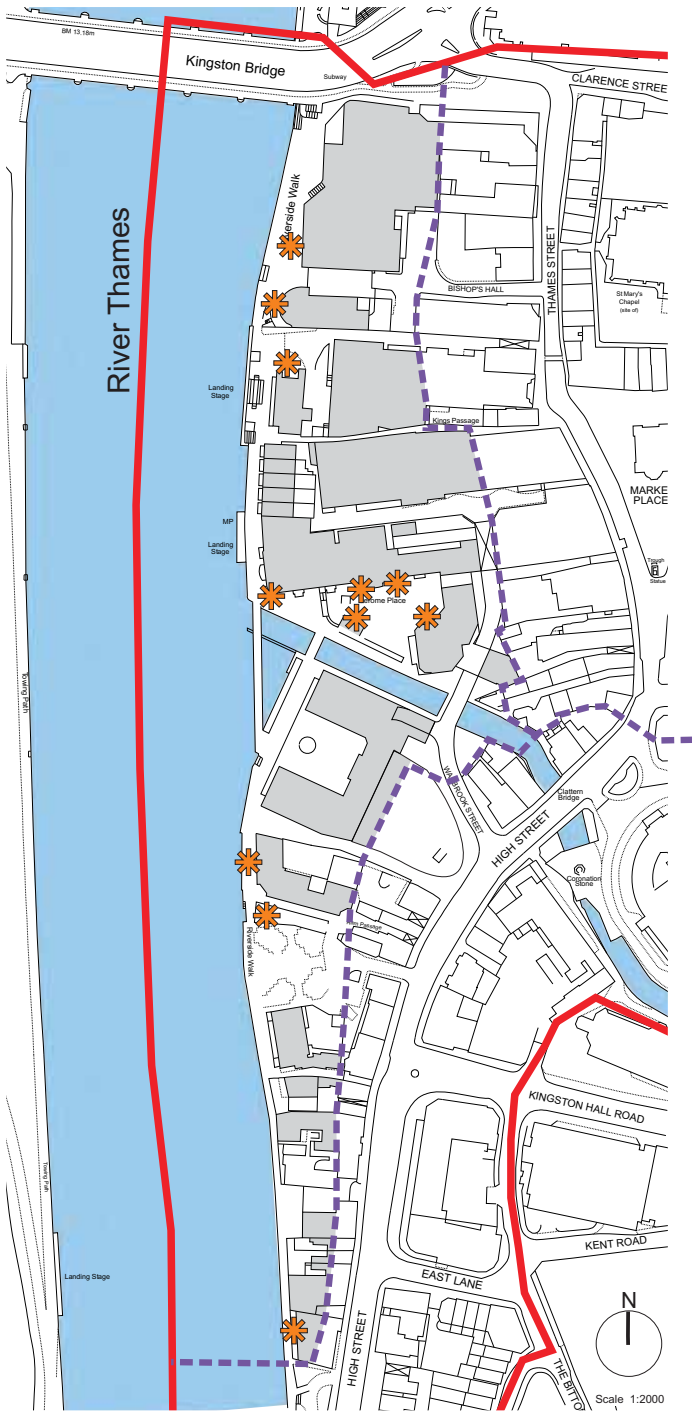
Within the **Market Place** there is seating outside Costa Coffee, Starbucks, West Cornwall Pasty Company and two tea bars/cafes (photographs 1, 2, 3 and 4). In the morning at approximately 9.30am only one or two of the seats were being used but by 1.30pm there were up to 24 people seated in the area. In the evening (7.30pm) the cafes were closed and all of the seating had been removed from the Market Place (photograph 5).

Within the **Apple Market** there are approximately 20 tables set out around the various cafes and bars (photographs 6 and 7). During the morning only a couple of the seats were being used, but by late lunch time there were just over 30 people seated in the area. By early evening (approximately 7.30pm) the majority of tables had been removed and there was little outdoor activity (photograph 8).

Outside the **Griffin Centre**, adjacent to the Hogsmill, there are two restaurants/bars that have outdoor seating (A bar 2 far and Chez Lalee). The seating was not in place until late morning but by approximately 1.30pm there were 12 people seated at the tables (photographs 9 and 10). The seating remained in place during the early evening, but by 7.30pm there was nobody seated outside.

ACTIVE FRONTAGES

The majority of the buildings fronting onto the streets and spaces within Area 1 have retail and/or food and drink uses at ground floor level. These add interest and animation to the public realm and to varying degrees these can be defined as "active frontages", albeit the majority are only active during the working day.



OUTDOOR ACTIVITY *

There is a range of outdoor activity along the riverside including restaurants, cafes and bars and areas used for informal socialising (1). In some cases informal seating areas spill off from the various bars and restaurants but in other cases people are not using the bar/restaurant facilities but are choosing to sit along the river and enjoy the surroundings: clearly this is entirely subject to weather conditions.

Within this area there are 3 bars/restaurants that provide outdoor seating: Frere Jacques (2), Bishop out of Residence (3) & River Bar: Gazebo (4). In the morning the outdoor seating was not in use, but by midday activity in the area had increased and approximately 60 people were seated

outside. During the early evening usage had again reduced but in comparison to other areas of outdoor seating there was a relatively high usage (21 people on a weekday evening in early May).

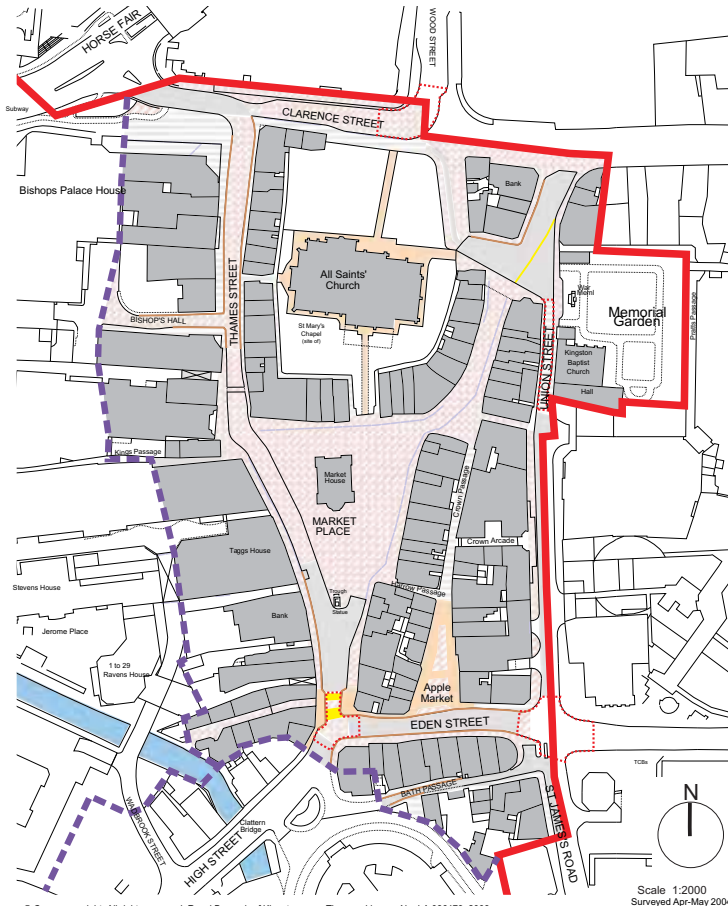
In Jerome Place there are five areas of outdoor seating: Ha! Ha! Bar (5), Gondola Café (6), Jo Schmo's (7), Carluccio's (8) and Casa (9). During lunchtime a large proportion of the outdoor seating was in use and approximately 126 people were seated outside. In the early evening there was little activity in the area (only two people were seated outside on a day in early May) and some of the outdoor tables had been removed. The southern part of Riverside Walk includes Porter Blacks Bar (10), The Ram (11) and Riverside Vegetaria (12) which all have outdoor seating

areas. During the morning (approximately 9.30am) the seating was not in use, but by midday there were a number of people seated outside the Porter Blacks Bar and The Ram (The latter has a relatively substantial "beer garden"). In the early evening there were approximately 17 people seated outside The Ram.











The section of the Riverside Walk to the south of The Ram is appropriated for overspill during busy summer evenings.

ACTIVE FRONTAGES

Within Area 3 the bars and restaurants can be described as active frontages.



KEY

- Amended Conservation Area Boundary 
- Sub area boundary 
- Concrete pavers 
- York Stone paving 
- Concrete slab paving 
- Tarmacadam 
- Stone kerbing 
- Granite setts 
- Raised tables 
- Slotted drainage channels 

Market Place & Church Street: The majority of this area is surfaced with a mix of red and yellow/brown brick-sized concrete pavers. Double yellow lines and drainage channels have been integrated into the surfacing [1]. These, together with lines of pavers [2], demarcate the kerb lines of former roads that ran through the Market Place.

Part of the southern section of the Market Place, immediately to the east, west and south of the Shrubsole Memorial retains a tarmacadam surface and granite kerbs [3]. At the apex to the Market Place, by the High Street/Eden Street junction there is a raised table partly surfaced with granite setts [4]. The pavement to either side of this southern entrance to the Market Place and adjoining parts of Eden Street and the High Street have relatively recently installed stone paving and kerbs.

Thames Street: The southern part of Thames Street essentially comprises a continuation of the materials used in the Market Place (5 and 6). Within the northern two thirds of the street, stone kerbs have been retained and the pavement is formed by 400mm concrete paving slabs with granite setts bordering bollards. The roadway is surfaced in red concrete pavers: granite setts and concrete paving define the junction between the vehicular and pedestrian parts of Thames Street.

Clarence Street: To the north of Thames Street and Bishops Palace House, Clarence Street comprises a tarmacadam roadway/ with concrete paving to the pavements (7). The bus only area to the north of All Saints churchyard comprises standard concrete pavers, whilst the pedestrianised part to the east incorporates coloured pavers which form crests within the street's surface.

All Saint's Churchyard: The pathways within the churchyard are formed by stone slabs of irregular rectangular shape and varied size (8). These have clearly been in place since at least the early 20th century. The paths serving the rear entrances to the properties surrounding the churchyard are formed by a mix of in-situ concrete, tarmacadam and concrete paving.

Memorial Square: The northern part of Church Street "Memorial Square" is surfaced with tarmacadam, edged with stone kerbs (to the west) and concrete kerbs (to the south and east) and has pavements formed by red concrete pavers (9). A line of granite setts are exposed in this area and appear to define the former junction between Union Street and Church Street.

Memorial Garden incorporates a mix of paving and tarmacadam surfaced pathways with the latter having been mixed

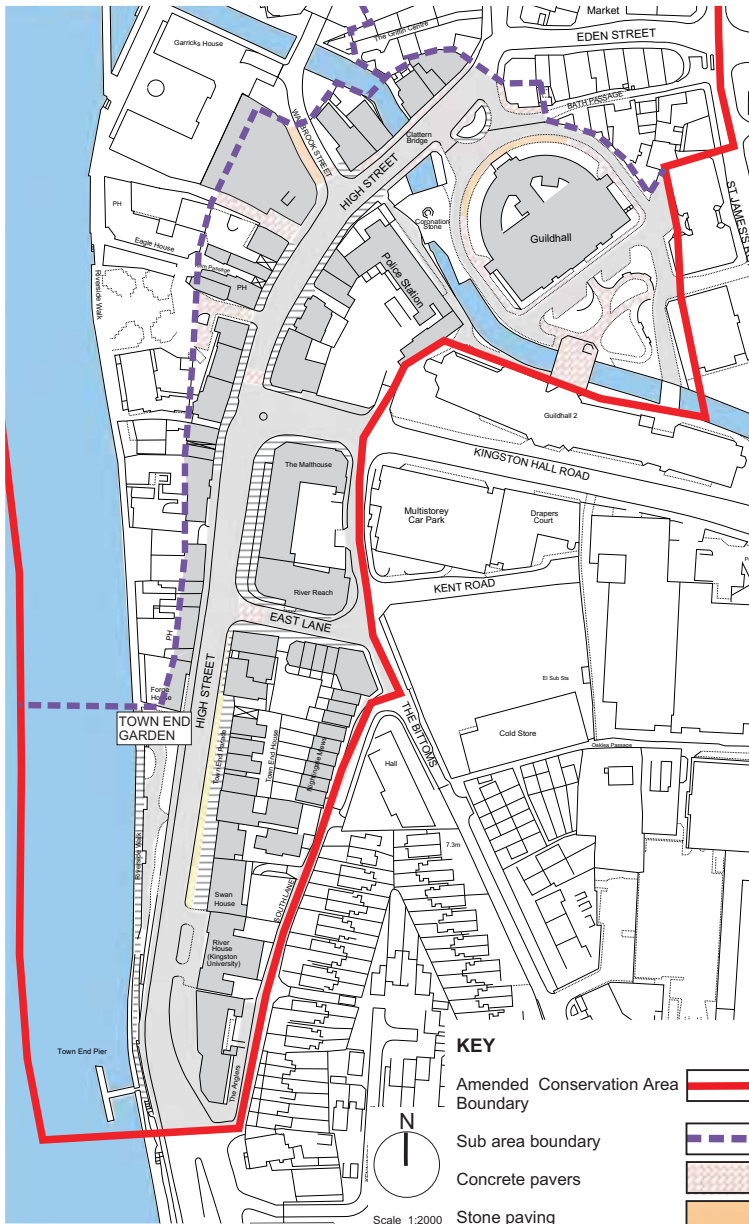
With gravel. The pathways are bordered by a mix of granite setts and concrete kerbs (10).

Union Street: The north of Union Street and the east-west link to Church Street essentially comprise a continuation of the surface material used in the Market Place (11). The majority of Union Street is a tarmacadam surfaced road with a mix of pavement surfacing materials.

Crown and Harrow Passages are surfaced with imitation stone concrete paving slabs which have been removed in places and replaced by tarmacadam or brick pavers (12 and 13). The **Apple Market** has been relatively recently resurfaced using York stone which frames two areas to buff coloured, ridged pavers. Photographs 15 and 16 show Bath Passage. This is a tarmacadam surface, narrow roadway boarded by granite kerbs and concrete slab paving.



Kingston Old Town Conservation Area
Public Realm Audit: Area 1 - Floorscape



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High Street: The High Street is predominantly a tarmacadam surfaced road (1). At the junction with Kingston Hall Road a paver surfaced raised table delineates the edge of a restricted speed zone (2). The road's edge is primarily formed by stone kerbs (3) although where junctions have been altered or cross-overs formed, the stone has been replaced by concrete (4, 5). The pavements to either side of the High Street are of varied quality and type, comprising a mix of tarmacadam, concrete paving slabs, in-situ concrete and red concrete pavers (7, 8, 9, 10). East Lane and the northern part of the Bittoms essentially forms a

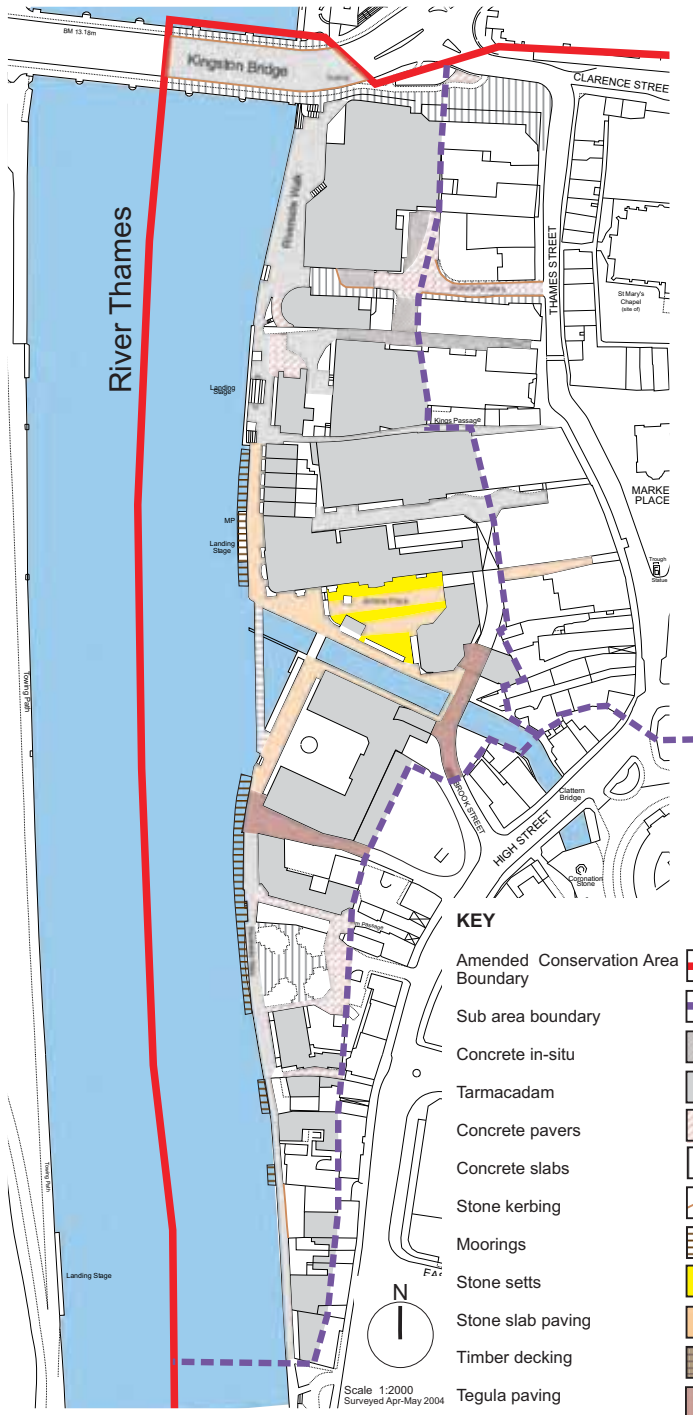
continuation of the High Street in terms of floorspace materials. South Lane, which serves the rear, eastern side of the High Street, has a poorly maintained tarmacadam surface.

Town End Garden: This space essentially has a coloured tarmacadam surface bordered by areas of planting with concrete paving slabs following the surface to the adjoining part of the riverside walkway.

The Guildhall and Environs: The Guildhall is a stand-alone building surrounded by a tarmacadam roadway - which provides access to parking to the rear and wide stone

kerbing. High quality stone slabs form the pavement to the front of the building whilst to the sides and rear the pavement are formed by brick pavers (11). The landscaped area to the rear of the Guildhall incorporates brick paver surfaced paths that mirror the materials used by the adjoining Guildhall annexe buildings (12).

Kingston Old Town Conservation Area Public Realm Audit: Area 2 - Floorscape



Kingston Bridge: The roadway to the bridge has a tarmacadam surface and is bordered by a raised concrete kerb. The pedestrian/cycleways to either side of the road have a high quality stone surfacing with stone kerbing forming a demarcation between the two uses (1). The eastern approach to the bridge, immediately to the north of Bishops Palace House comprises a concrete slab surfaced pavement area and a tarmacadam cycleway.

Riverside Walk (North): The part of the riverside walk to the north of Charter Quay is primarily surfaced in tarmacadam with the river wall, steps adjacent to Bishops Palace House formed by the same brick as the building (2). The stone steps between the pair of riverside pavilions represent

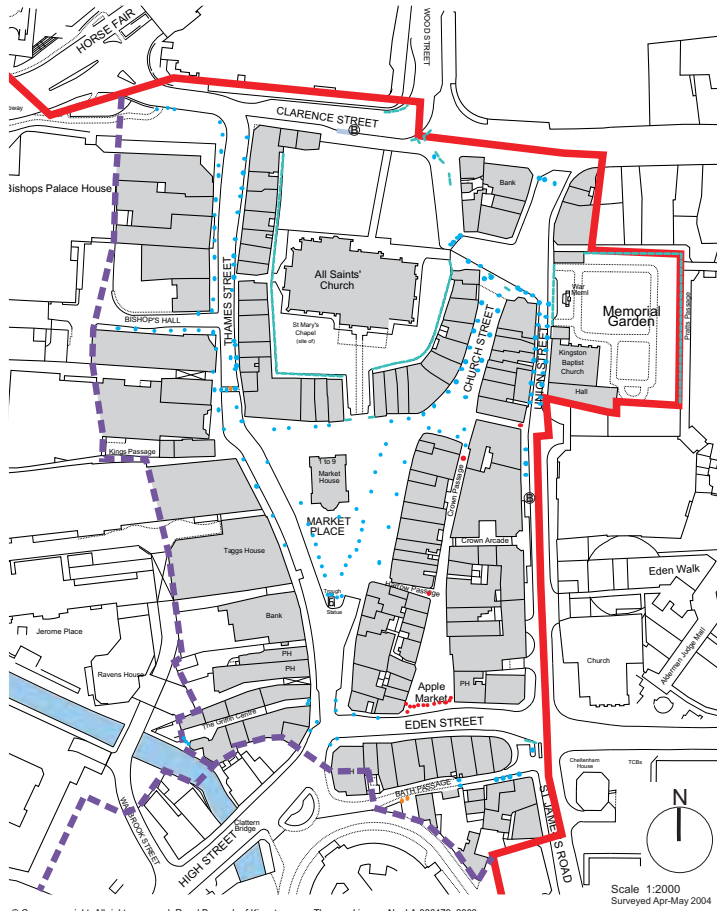
the only items of historic floorscape interest on the riverfront (3).

Three passages/routes link this section of the riverside walk with Thames Street to the east (5). The northernmost Bishop's Hall is primarily a service area and comprises a mix of surfacing materials including pavers, concrete paving and in-situ concrete. To the south of Bishop's Hall there is a concrete surfaced service road which terminates in a turning area in front of Brophy's Restaurant; to the south of this link is Kings Passage which has a relatively recently laid tarmacadam surface.

Charter Quay: This recently completed development incorporates very high quality surfacing materials comprising a mix of York Stone paving, granite setts, paving and timber

decking (5, 6, 7, 8, 13). The contrast between this area and the riverside walkway to its north and south is stark.

Riverside (south): The riverside walkway primarily comprises a tarmacadam surface with either concrete edging or concrete dwarf walls to the river's edge (9). The two pedestrian links to the riverside from the High Street - Rams Passage (10) and the link to the north of No. 48 High Street - are surfaced in red, brick-sized pavers. The service and parking area to the rear of Nos. 38 to 46 the High Street also has a surface formed by red pavers. The public space to the south of Eagle House is surfaced in standard square concrete paving slabs giving the space a utilitarian appearance (11, 12).



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CAST IRON BOLLARDS (•)

The majority of the bollards within the Market Place, Thames Street and Church Street are cast iron. These are generally painted black with gold/yellow trim: there are a variety of styles (see photographs 1-4 and 12).

CONCRETE & WOODEN BOLLARDS (•)

There are only a couple examples of the concrete and wood bollards. These can be found at Thames Street and Bath Passage (see photographs 5 and 6).

TRADITIONAL BOLLARDS (•)

There are also a number of traditional Royal Borough of Kingston bollards. These are blue and white painted posts that contain the RBK emblem at the top (photographs 7 and 8). These are located within the Apple Market and are of streetscape interest and merit.

There is a further traditional bollard at the northern end of Crown Passage.

GUARD RAILS (—)

There are guard rails at Eden Street, Church Street and Clarence Street. Examples of these can be seen in photographs 10 and 11. There are also railings around the eastern, western and southern boundaries of



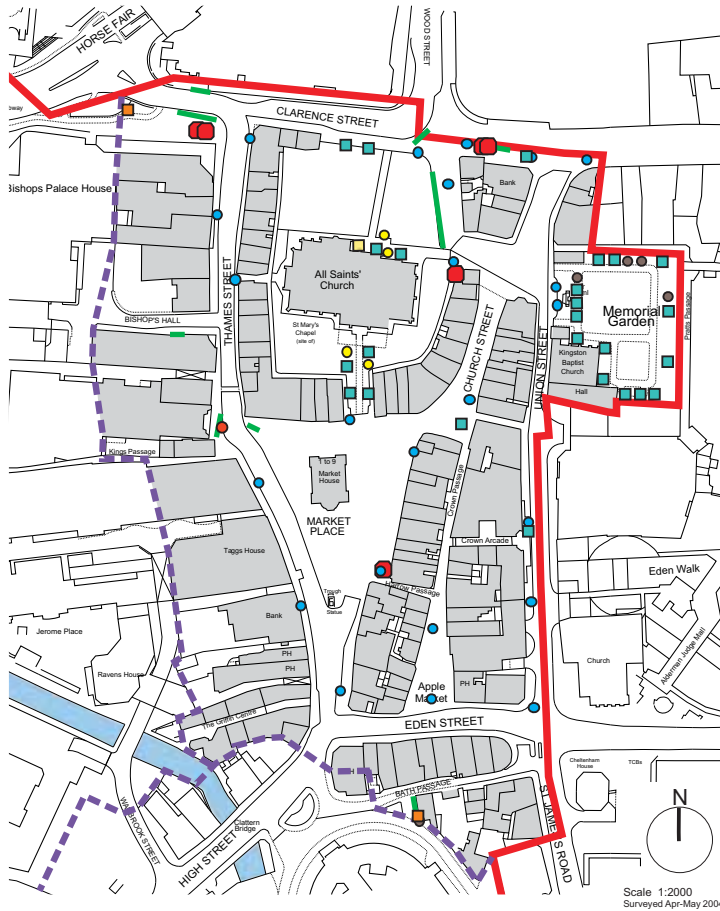
the All Saints Church Yard.

PARKING METERS (•)

There are no areas of street parking and therefore no parking meters within Area 1.

BUS STOPS & SHELTERS (Ⓢ)

There is a bus stop and shelter located at Clarence Street and a bus stop at Union Street.



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TELEPHONE BOXES (●)

There are several telephone boxes within this area. They can be categorised into 3 main styles:

- 1) silver and black 'BT' phone box/booth (photographs 1 and 2).
- 2) silver and black 'BT' enclosed telephone box with a raised red roof (photograph 7).
- 3) black 'interphone' telephone booth that is enclosed on three sides (photograph 8).

PILLAR BOXES (●)

Character Area 1 has one pillar box, it is located at Union Street and the other at Thames Street (photograph 3).

LITTER BINS

The litter bins within Area 1 can be categorised into three main types:

- Type 1 (●): blue/black square litter bin (photograph 4 & 5)
- Type 2 (●): black rounded litter bin with the RBK emblem (photograph 6)
- Type 3 (●): wooden panelled square litter bin (photograph 9).

The majority of the litter bins found in the character area are Type 1, but there are four Type 2 litter bins within the churchyard and four Type 3 litter bins within the Memorial Garden.

SEATING

There is a wide selection of seating within Area 1, it can be broadly categorised into the following groups:

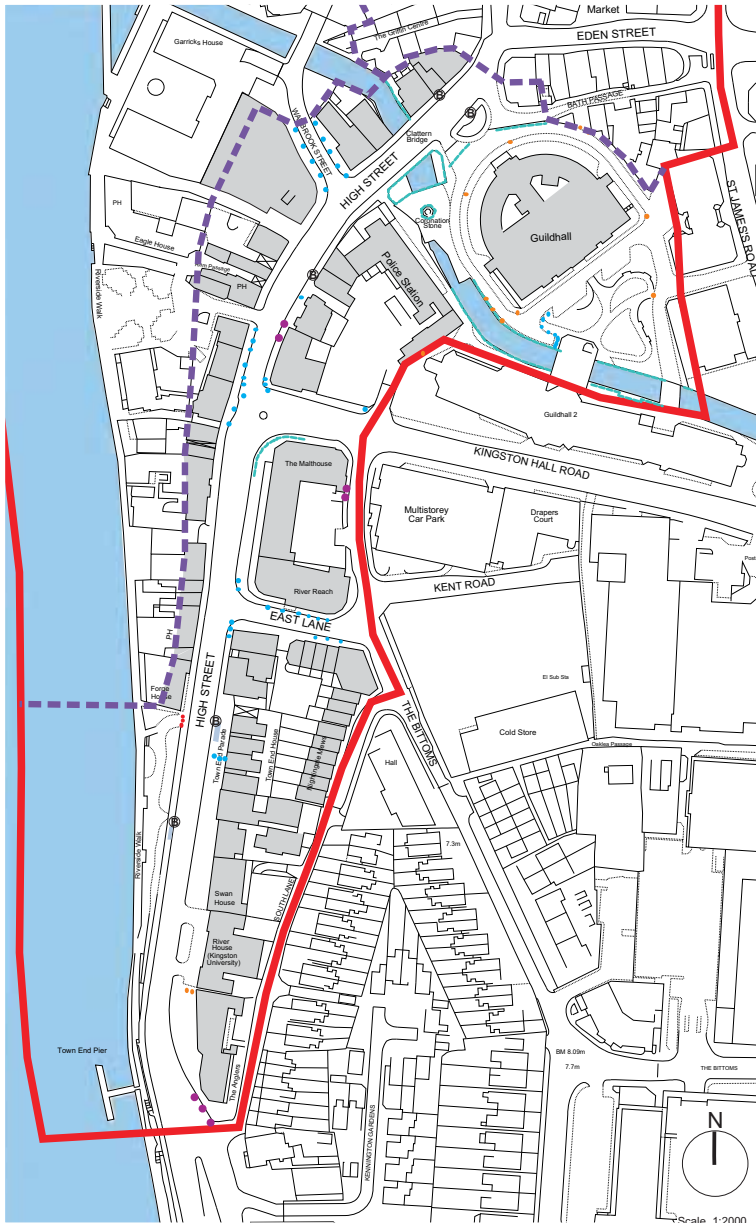
- Type 1 (■): wooden bench (photograph 10)
- Type 2 (■): wooden bench with metal support (photograph 11)
- Type 3 (■): modern style metal seating (photograph 12)

Within each of these groups the seating varies in its design and appearance, but the majority of the seating within the area is of Type 2.

CYCLE RACKS (→)

There are several cycle racks located throughout Area 1. The racks are constructed from an 'n' shaped piece of metal that is fixed into the ground at either end. The majority of the cycle racks are painted either blue or black and it appears that they are regularly used.





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CAST IRON BOLLARDS (•)

The majority of the cast iron bollards are concentrated within East Lane, Wadbrook Street and the High Street (at the junction with Kingston Hall Road). The cast iron bollards are painted black and examples of the different styles can be seen in photographs 2, 4, 5 and 6.

CONCRETE & WOODEN BOLLARDS (•)

There is a concentration of concrete bollards around the Guildhall (see photographs 1 and 7).



TRADITIONAL BOLLARDS (•)

There are two traditional cast iron bollards adjacent to the walkway at 66 High Street. These are painted blue, with a white top and they contain the RBK emblem on the street facing side (photograph 3).

GUARD RAILS (—)

Guard rails and gates are mainly concentrated along the Hogsmill, around the Guildhall and along the High Street (adjacent to the park/riverside park). Examples can be seen in photographs 8 and 9.

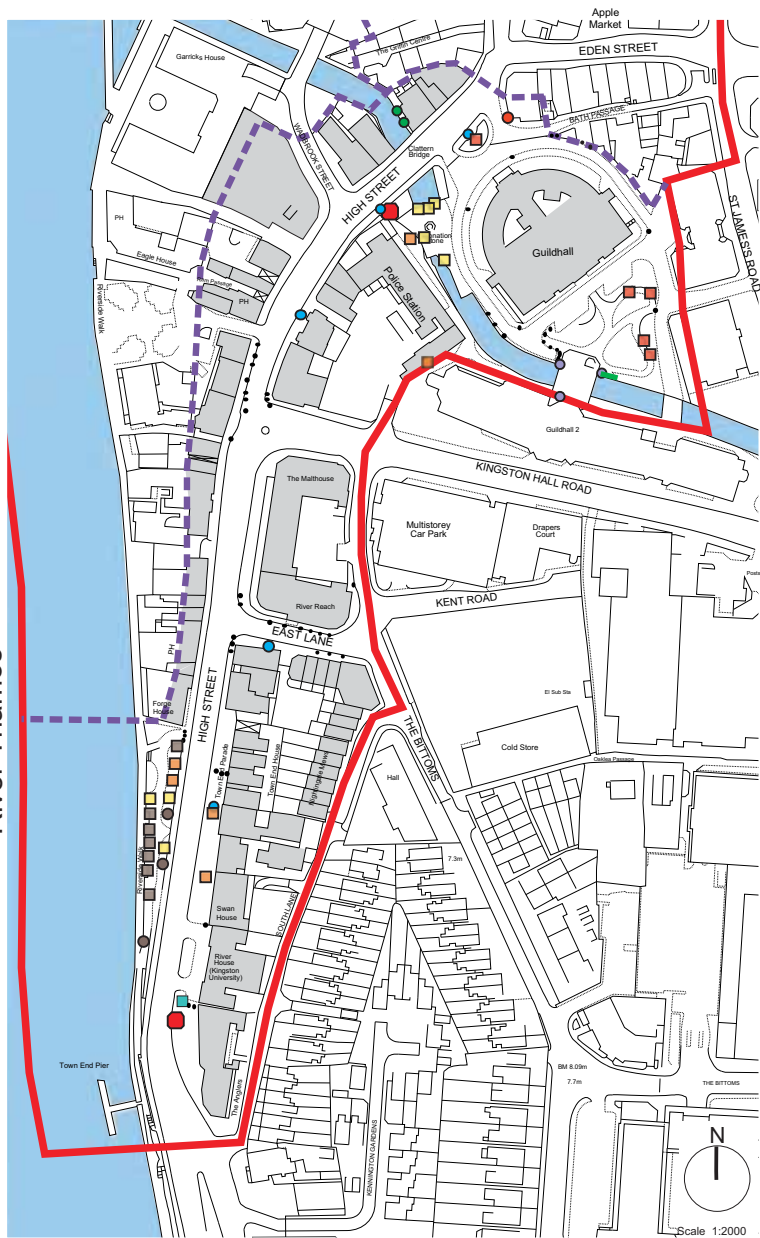


PARKING METERS (•)

There is street parking on sections of The Bittons and the High Street and there are a total of five parking meters within Area 2.

BUS STOPS & SHELTERS (Ⓢ)

There are five bus stops within this Character Area (see photograph 12 for an example). Two of the bus stops at the south of the High Street also have bus shelters (photograph 13).



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TELEPHONE BOXES (●)

There are two telephone boxes within this area. One is a silver and black 'BT' phone box and the other is a 'BT' booth (photographs 1 & 2).

PILLAR BOXES (●)

There is a 'VR' pillar box on the High Street, to the east of the Hogsmill (photograph 3). There are no other pillar boxes within the area.

LITTER BINS

The litter bins within Area 2 can be categorised into three main types:

- Type 1 (●): blue/black square litter bin (photograph 4)
- Type 3 (●): wooden panelled square or rounded litter bin (photograph 7).



Type 4 (●): black plastic, hanging litter in (photograph 5)
Other (●): (photograph 6)

The majority of the litter bins found in Area 2 are Type 1, but there are also two hanging bins which are attached to the railings along the Hogsmill, and two large, square grey, bins which are located adjacent to Guildhall 2 (photograph 6).

SEATING

The seating within Area 2 is clustered around three main areas: 1) the Coronation Stone, 2) south east of the Guildhall and 3) the garden along the riverside walk and can be broadly categorised into the following groups:

- Type 1 (□): wooden bench (photographs 8 and 9)
- Type 2 (□): wooden bench with metal

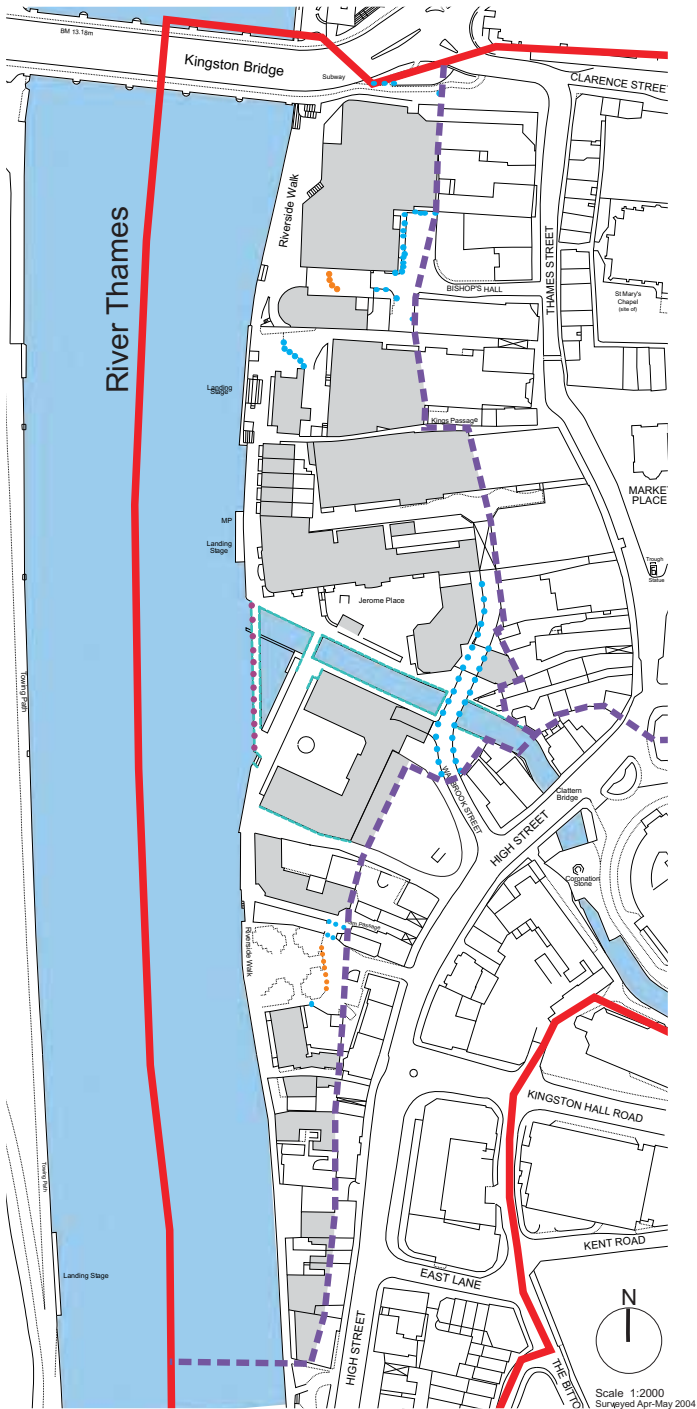


support (photograph 10)
Type 4 (□): wooden bench with concrete support (photograph 11)
Type 5 (□): Integral bench, fitted within brick wall (photograph 12 and 13)

Within each of these groups the seating varies in its design and appearance, but generally the wooden benches are found around the Coronation Stone and the Town End Gardens, the integral seating is found at the Guildhall and the wooden benches with concrete/metal supports are within Town End Gardens (photograph 11).

CYCLERACKS (→)

A row of cycle racks are located adjacent to Guildhall 2 and Hogsmill (photograph 14). The racks are constructed from 'n' shaped circular sections of metal that are fixed into the ground.



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CL6581-024



CAST IRON BOLLARDS (•)

There is a range of different styles of cast iron bollard within the area. To the north and in Ram Passage the bollards are similar to the black painted bollards that are found around the Market Place. However at Wadbrook Street (9), Bishops Hall (3), and in the area adjacent to River Bar: Gazebo (8) the bollards have different styles and colours.

CONCRETE & WOODEN BOLLARDS (•)

There is a concentration of concrete bollards at Bishops Hall and in the area south of Ram Passage (see photographs 5, 6 and 10).

MODERN BOLLARDS (•)

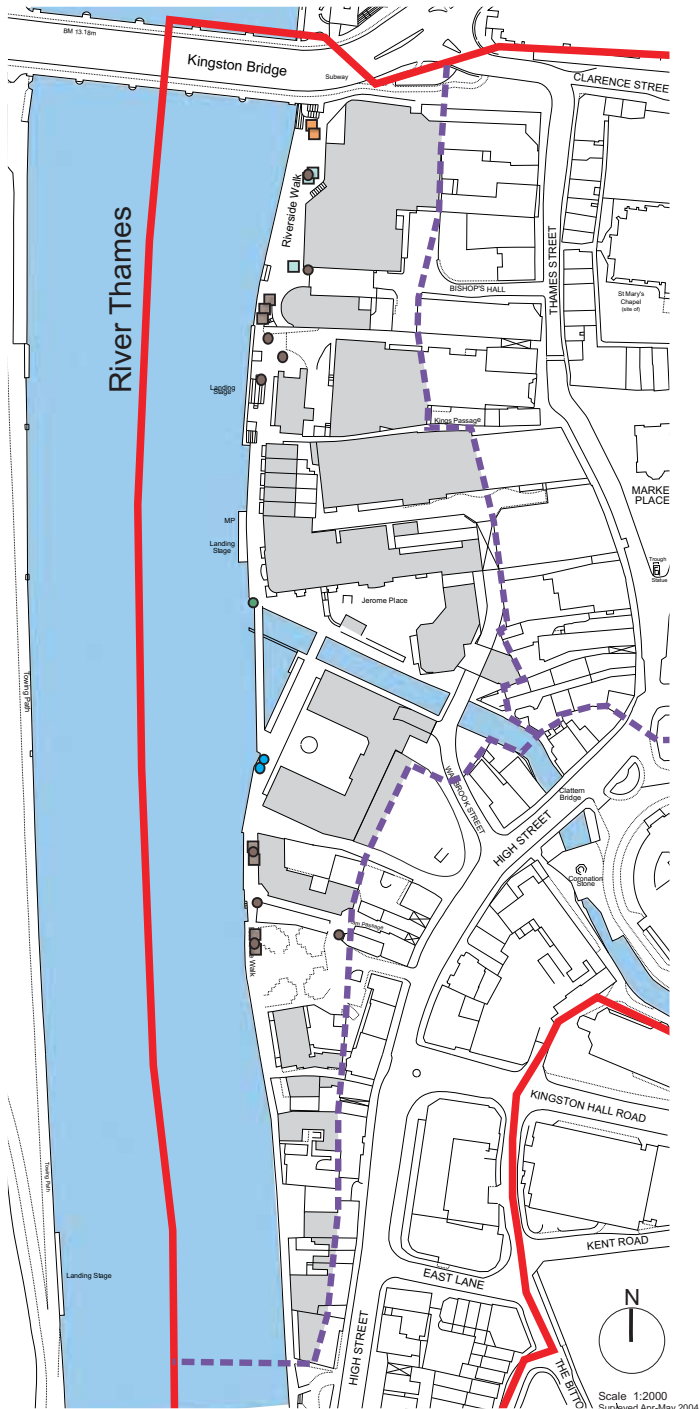
To the south of Jerome Place, the bridge across the river is lined by modern bollards that are illuminated during the evening (photograph 12). The bollards are elliptical in shape and are painted black, with lights at the upper section.

GUARD RAILS (—)

The guard rails are mainly located along the Hogsmill and on either side of the bridges that cross the water (photographs 11 12 and 13).

PARKING METERS & BUS SHELTERS

There are no areas of street parking and therefore no parking meters in this character area.



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CL6581-024b



TELEPHONE BOXES & PILLAR BOXES

There are no telephone boxes or pillar boxes within this character area.

LITTER BINS

There are a variety of different litter bins along the riverside. They can be characterised as follows:

- Type 1 (●): blue/black square litter bin (photograph 1)
- Type 3 (●): wooden panelled square or rounded litter bin (photograph 3, 4 & 11).
- Type 4 (●): tall, black, cylindrical steel bin (photograph 2)

The majority of the litter bins found in the character area are Type 3.

SEATING

There is a selection of seating within Area 3, they can be broadly categorised into the following groups:

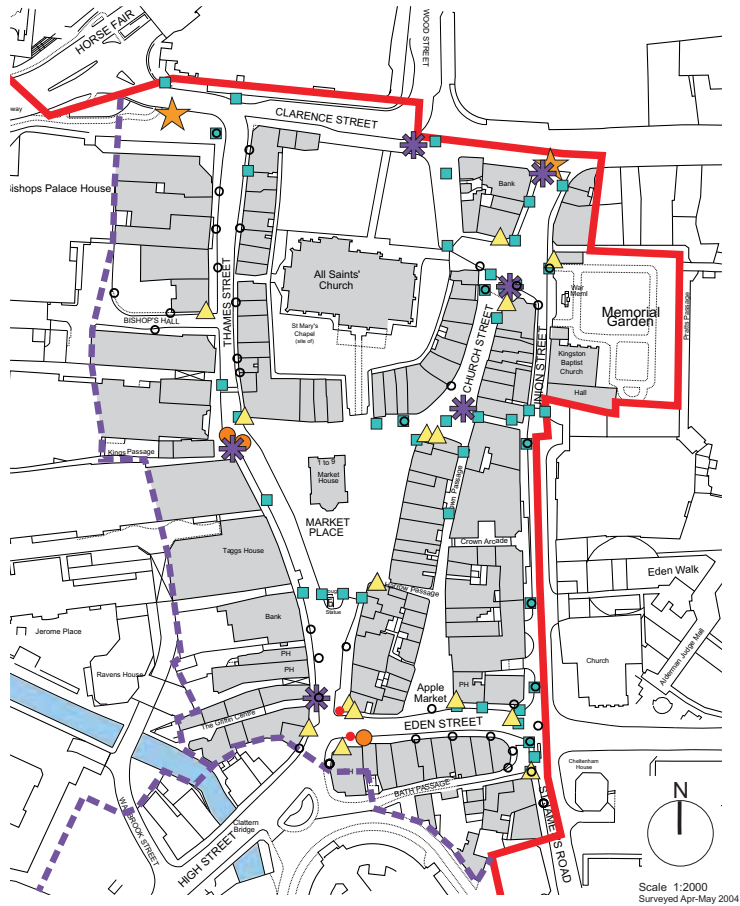
- Type 2 (□): wooden bench with metal support (photographs 1, 8 and 10)
- Type 3 (□): modern style metal seating (photograph 6)
- Type 4 (□): wooden bench with concrete support (9)

The formal seating areas (benches) area mainly concentrated along the riverside walk but there are also other

structures that people use for seating, such as the river wall and steps etc. (photograph 11).

CYCLE RACKS

There no cycle storage areas within Area 3



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ROAD SIGNS (■)

There are a variety of road signs throughout the character area (7, 9 and 10). The majority of these provide commands such as speed restrictions or 'no right turn' whilst others provide information on the location of car parks and points of interest. At the main road junctions such as St James Road and Eden Street there are larger clusters of road signs.

STREET NAME PLATES (▲)

There are four main types of road name plates. Some are fixed directly to buildings whilst others are low level

signs that are mounted on posts. The four main types of sign are:

- Type 1: older style sign, white base, black writing & black edging (1);
- Type 2: blue base, white writing & white edging (2);
- Type 3: white base & black writing. The 'borough' is identified in blue writing below the road name and to the left is a blue Royal Borough of Kingston crest (3); and
- Type 4: newer style sign, white base, black writing & black edging (similar to type 3 but without the RBK crest).

FINGER SIGN POSTS (✱)

There are six 'traditional style' finger sign posts within area 1 (4, 11). These are black cylindrical shaped posts with 'arms' that identify and point towards various places of interest. Some sign posts point towards a large number of different places (4) whilst others simply point towards 2-3 different locations (11).

OTHER PEDESTRIAN SIGN POSTS (●)

Further pedestrian sign posts are attached to freestanding poles. They have a directional arrow and have either a green, brown or blue background with white writing (5).

WAITING SIGNS (o)

Waiting signs are positioned throughout the area and are mainly fixed to other vehicular related sign posts. Some signs simply identify that parking/waiting is not permitted at 'any time' (6) whilst others provide more information about the limitations on loading.

ADVERTISING (★)

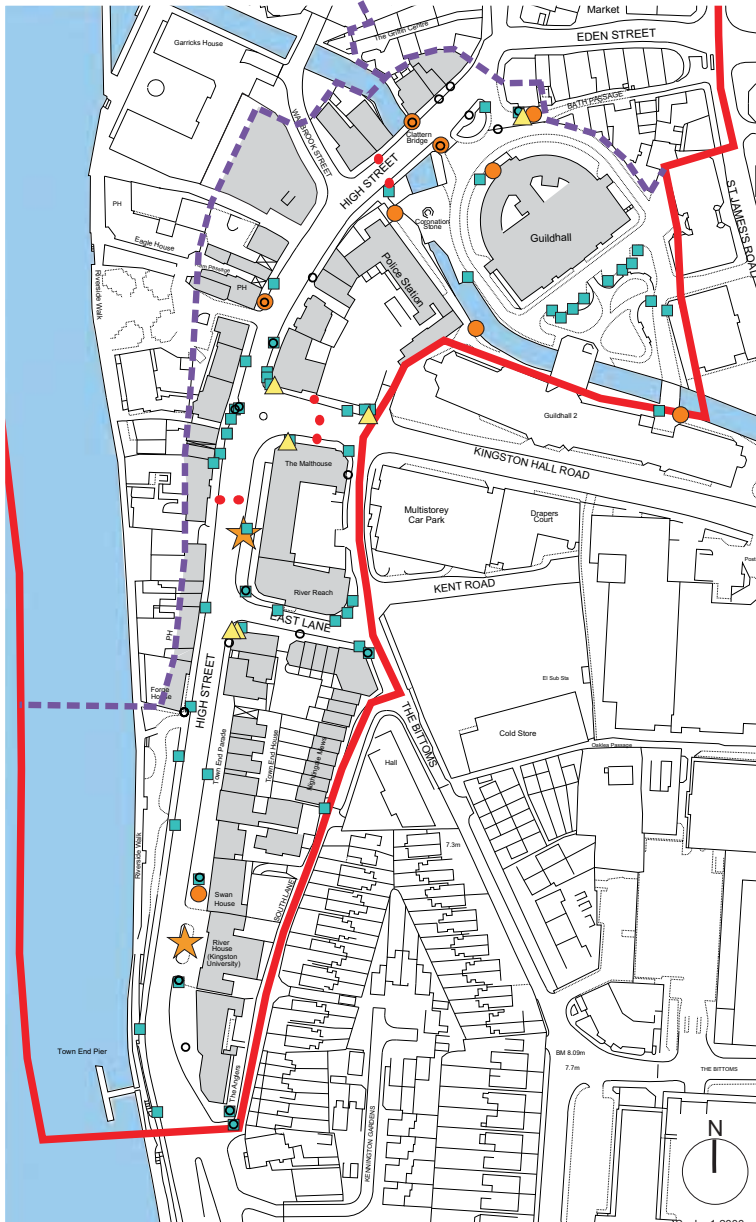
There are two advertising structures, both of which are located at Clarence Street. The first structure is a large, black, cylinder shape (12). It contains a number of adverts and a plan of Kingston Town Centre. The second

type of advertising structure is a comprises a double sided, rectangular shape board. It is a freestanding structure with a cylinder base (13).

TEMPORARY SIGNS

In addition to the above permanent signs there are also a number of temporary 'A' boards that are placed outside businesses during opening hours (14). These boards advertise a range of services and items.





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ROAD SIGNS (■)

There are a variety of road signs within Area 2 (1, 2, 3, and 4). Some signs provide commands such as speed restrictions whilst others provide information on the location of car parks and points of interest. In the area around the junction with High Street and Kingston Hall Road there is a noticeable proliferation of signage (13, 14).

STREET NAME PLATES (▲)

Within the area there are examples of three of the four different types of road name plates identified in Character Area 1 (some are fixed directly to buildings whilst others are low level signs).

Type 1: older style sign, white base, black writing & black edging (5);

Type 3: white base & black writing. The 'borough' is identified in blue/ green writing below the road name and to the left is a blue Royal Borough of Kingston crest (6 and 7); and Type 4: newer style sign, white base, black writing & black edging, similar to type 3 but without the RBK emblem (8). There is also a 'one off' sign at Emms Passage (9).

PEDESTRIAN SIGN POSTS (●)

There are no traditional 'style' finger sign posts in the area, but there are a number of directional signs attached to freestanding poles (green/brown/blue background with white writing (10, 11).

WAITING SIGNS (o)

Waiting signs are littered throughout the area and are mainly fixed to sign

posts (12).

ADVERTISING (★)

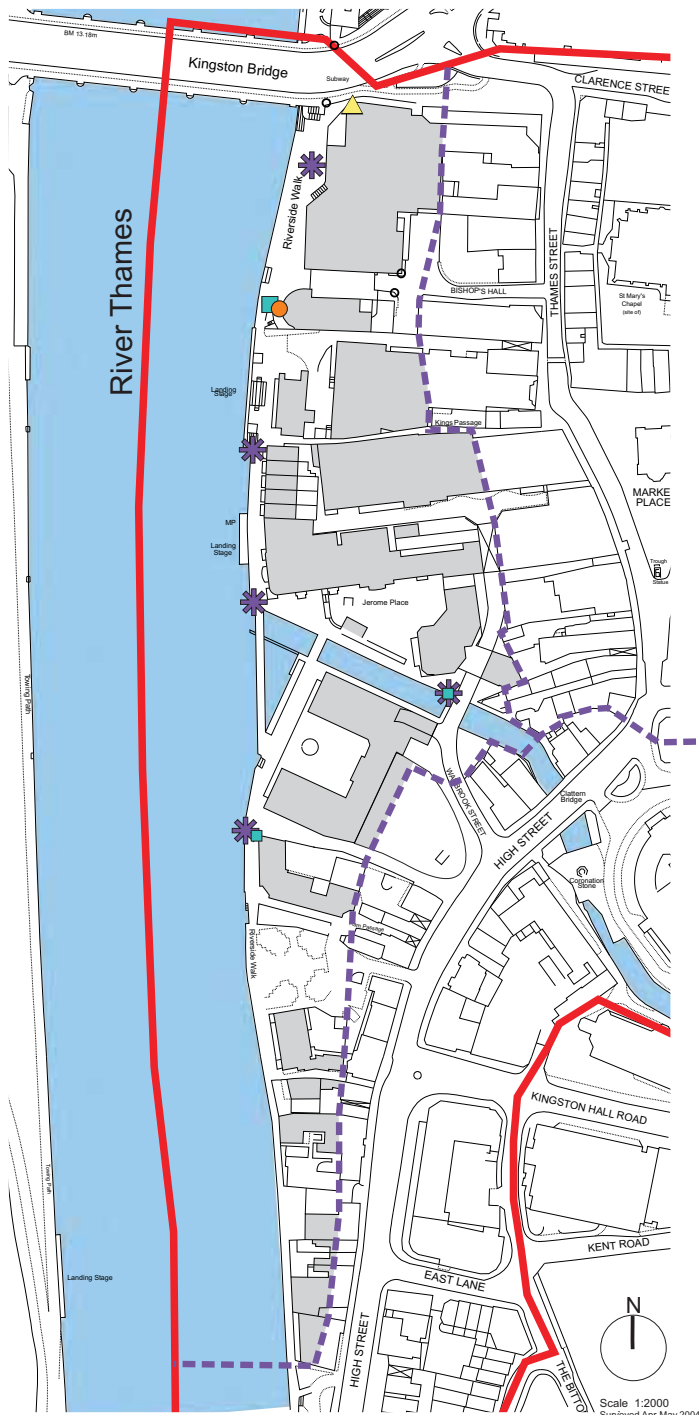
There is one advertising structure in the area, it is located on High Street. It is a double sided, rectangular shape board (15).

TEMPORARY SIGNS

In addition to the above permanent signs there are also a number of temporary 'A' boards that are placed outside businesses during opening hours.

BELISHA BEACONS (●)

There are 8 Belisha beacons within the area. They are located along the High Street (between Kingston Hall Road and East Lane and north of Wadbrook Street) and at the junction with Kingston Hall Road and the High Street



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SIGNAGE

In comparison to the other two areas there is relatively little signage along the riverside. It is predominantly a pedestrian environment.

ROAD SIGNS (■)

Given the riverside location there are few road signs in Area 3, but examples can be seen in photographs 3 and 6. They i) relate to cyclists and ii) inform drivers that there is no access to vehicles.

STREET NAME PLATES (▲)

Within this area there is one road name plate. It is located on Bishops Palace House and is similar to the Type 3 plates described above. It has a white base & black writing, with the

borough identified below the 'road' name (photograph 2).

FINGER SIGN POSTS (✳) AND OTHER PEDESTRIAN SIGNAGE (○)

The most common type of signage along the riverside is the traditional 'style' finger sign posts (1, 6). These are black cylindrical shaped post with 'arms' that identify and point towards various places of interest.

There are also examples of other types of pedestrian signs. The sign at Bishops Palace House directs pedestrians towards the river (2), the sign at the end of Kings passage provides a list of the Charter Quay 'rules' (10) and the sign along the riverside walk states that there is no cycling or fishing (11)

WAITING SIGNS (○)

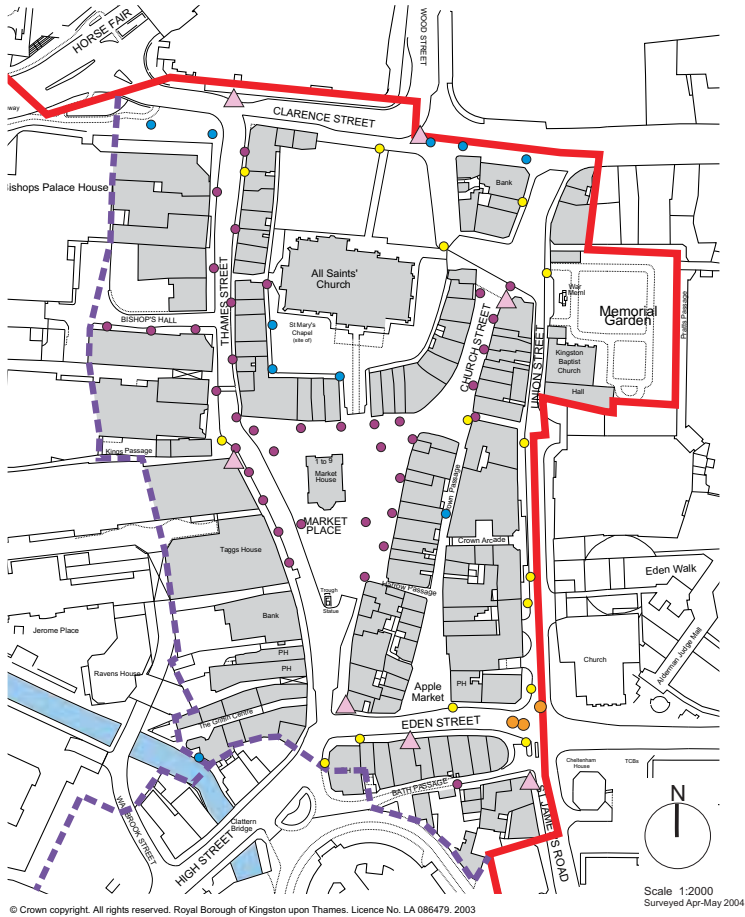
There are only 2-3 waiting signs in the area (photograph 7). These are located at Bishops Hall.

ADVERTISING (★) AND BELISHA BEACONS (●)

There are no advertising boards or Belisha beacons within the area.

TEMPORARY SIGNS

In the area around the Charter House Development and the bars along the riverside there are number of temporary 'A' boards. These boards are placed outside businesses during opening hours (5, 8, 9).



STREET LIGHTS: TRADITIONAL LAMP (●)

The traditional style lamps are mainly concentrated in the area around the Market Place, Church Street and Thames Street. There are approximately 38 of these lights and examples of the different styles can be seen in photographs 1, 2, 4, and 5. The four three-lamp street lights located around the Market House are recent additions to the area and replace tall modern posts (7).

STREET LIGHTS: MODERN BULB/GLOBE (●)

There are approximately 10 modern globe style lights. These lights are concentrated mainly along Clarence Street and within the grounds of All Saints' Church. Examples of these types of lights can be seen in photographs 3, 6 and 8.

STREET LIGHTS MODERN STREET/ROAD (●)

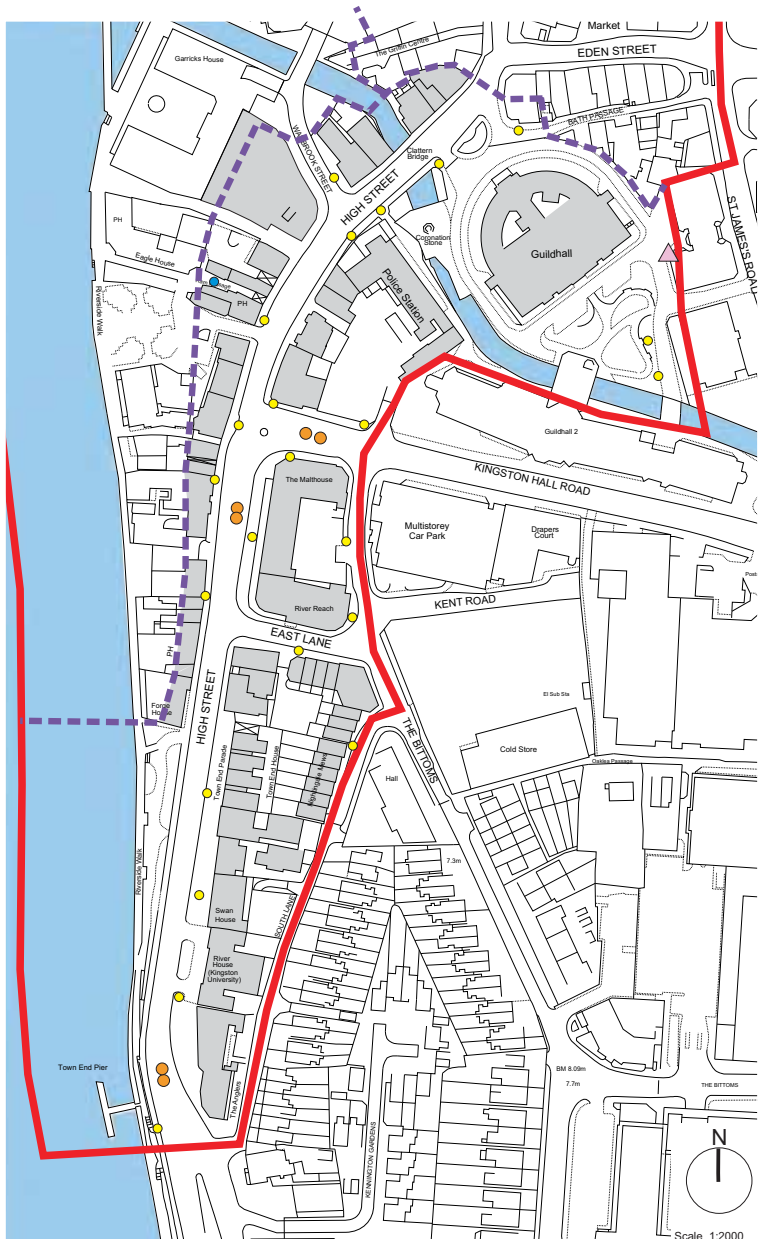
There are approximately 15 modern style street lights. Examples of these types of lights can be seen in photographs 9, 10, 11 and 12. The modern style street lights are found across the character area, with the exception of the Market Place.

CCTV CAMERAS (▲)

There are seven CCTV cameras within Area 1. The majority of these are attached to buildings (photograph 12), but some are fixed to freestanding poles/posts (photograph 13). The cameras appear to be similar in style, and have a grey or brown finish. Generally they are not particularly noticeable elements in the streetscene.

ILLUMINATED BOLLARDS (●)

There are three illuminated bollards at the junction with Eden Street and St James's Road (photograph 14).



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STREET LIGHTS: TRADITIONAL LAMP (●)

There are no traditional style lamps in this area.

STREET LIGHTS: MODERN BULB/GLOBE (●)

There is only 1 modern globe style light in this area. It is located in Ram Passage. An example of this type of light can be seen in photograph 9.



STREET LIGHTS: MODERN STREET/ROAD (●)

The modern style street lights are found across the character area. There are approximately 23 of these lights and examples of these lights can be seen in photographs 1-6 and 8.

CCTV CAMERAS (▲)

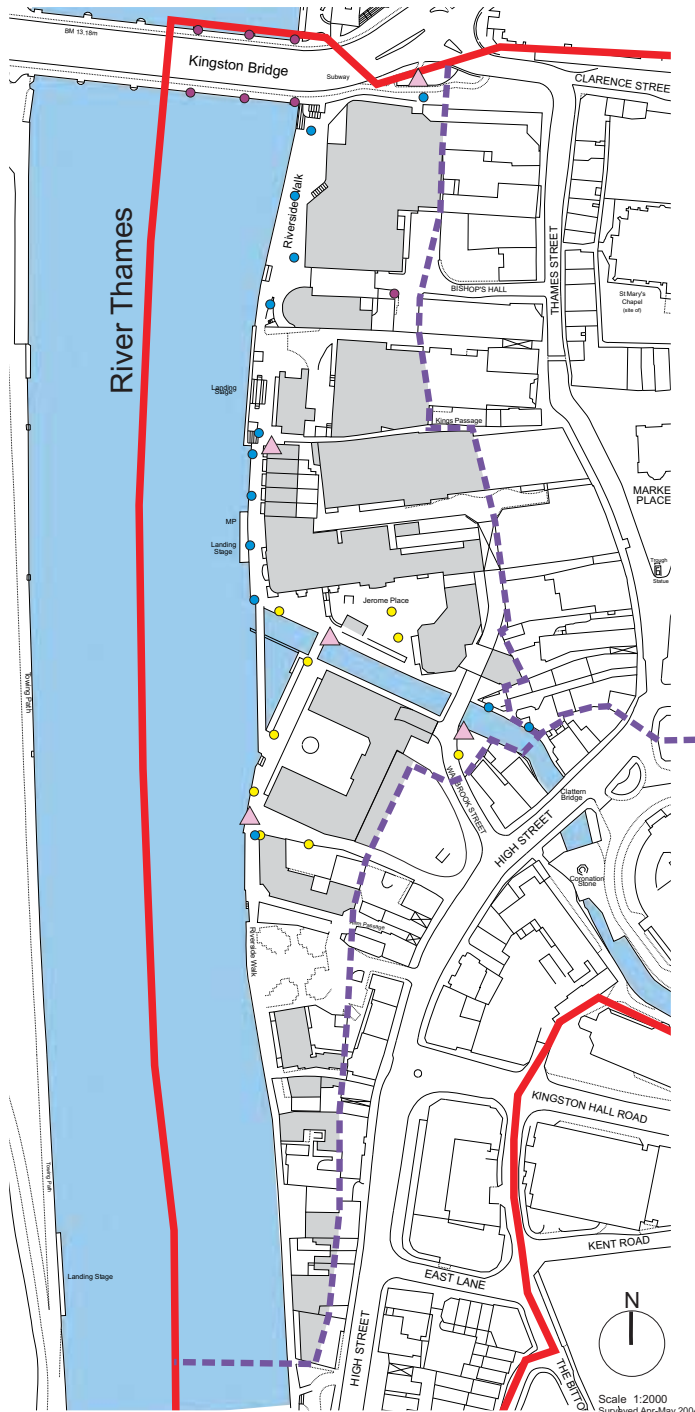
There is one CCTV camera in this area, which is located between Guildhall and Guildhall 1. The camera is located on the top of a freestanding pole/post (photograph 7 and 10).



ILLUMINATED BOLLARDS (●)

There are six illuminated bollards. Four are located on the High Street and two are located on Kingston Hall Road.

**Kingston Old Town Conservation Area
Public Realm Audit: Area 2 - Lighting & Security**



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STREET LIGHTS: TRADITIONAL LAMP (●)

The lights along Kingston Bridge are traditional in style (photograph 1) and there is also one traditional style lamp at the end of Bishop's Hall (photograph 2). The remainder of the lighting is more modern in style. It is noted that lighting is concentrated in the upper two thirds of the area, as to the south there is limited lighting provided on the riverside path.

STREET LIGHTS: MODERN BULB/GLOBE (●)

There are 13 modern globe style lights in this area. These lights are mainly

located in the northern half of the area along the riverside walk. Examples of the different types of globe lights can be seen in photographs 5, 9-12.

STREET LIGHTS: MODERN STREET/ROAD (●)

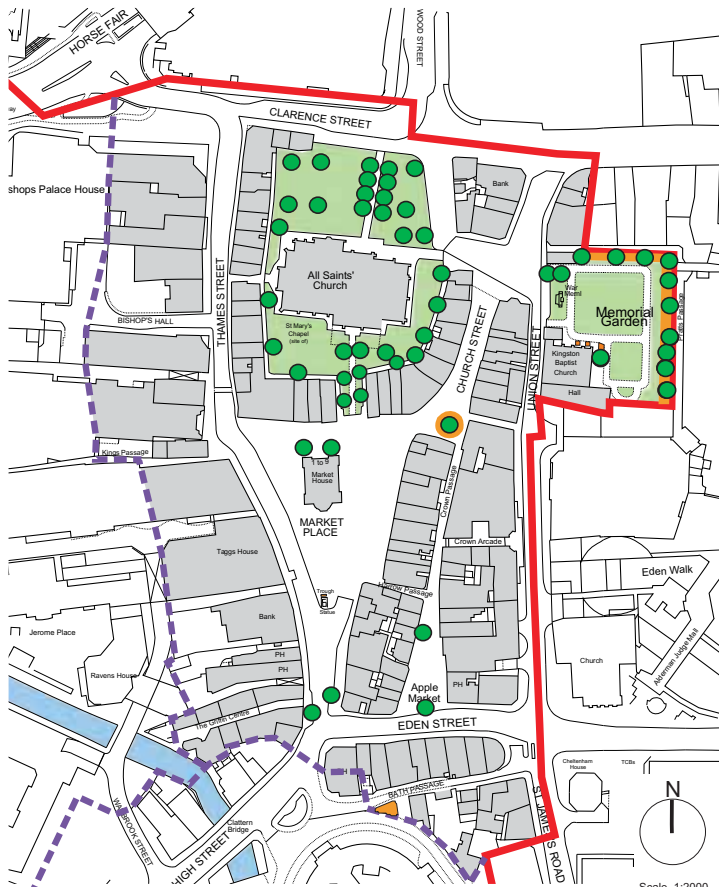
The modern style street lights are located in the area around Jerome Place, Garricks House and Eagle House. There are approximately 9 of these lights and examples of the different types can be seen in photographs 3 and 6.

CCTV CAMERAS (▲)

There are approximately 4 CCTV cameras in the area. Some are fixed to buildings (photograph 7). Whilst others are located on top of freestanding poles (photograph 13).

ILLUMINATED BOLLARDS (●)






There are no illuminated bollards within this character area.



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KEY

- Amended Conservation Area Boundary 
- Sub area boundary 
- Grassed area 
- Trees 
- Planters 

Area 1 benefits from two green spaces, All Saints' Church churchyard and Memorial Garden. The former has been essentially in its current form, enclosed by the rears of buildings to the east, west and south, since at least the seventeenth century (1-3). The latter (4-6) was created in the mid-nineteenth century to provide overspill burial space for the former.

All Saints Church Churchyard comprises four grassed areas divided by stone paths. Within these areas there is a range of mature trees including an avenue of limes either side of the path from Clarence Street. Younger, and therefore significantly smaller, cherry trees line the sides of the pathway from the Market Place to the south.

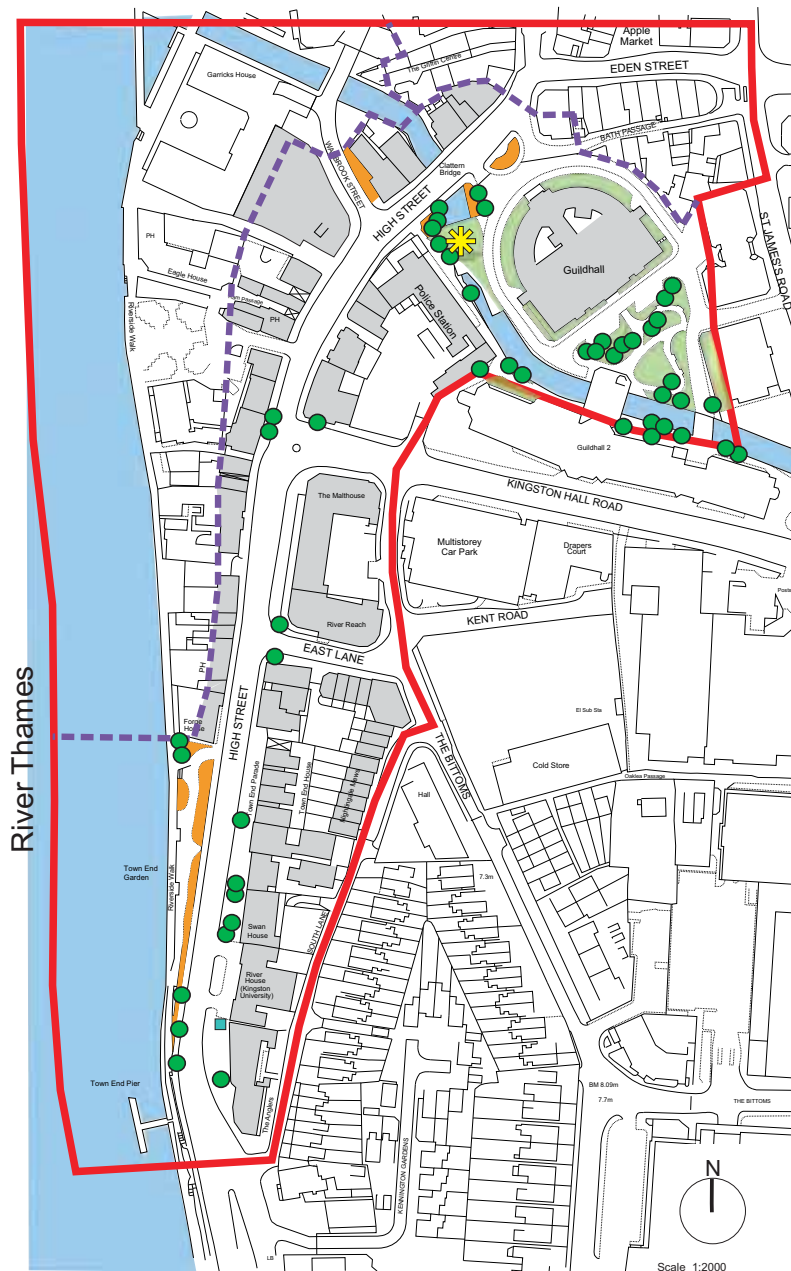
Memorial Garden is an essentially rectangular space enclosed by the rears of buildings adjacent to Pratts Passage. It is predominantly grassed with a mix of mature and semi-mature trees bordering the northern, southern and eastern edges of the space. These comprise a mix

Of willow, yew and maple. A series of 0.5m to 1m high stone planters partly enclosed hardsurfacing to the northern and eastern edges of Kingston Baptist Church. A Weeping Willow is located within the latter area.

Street trees within this area are limited to seven:

- the single maple tree located within a waist-high planter at the southern end of Church Street (7);
- two young pear trees to the north of the Market House (8);
- two young pear trees to either side of the southern apex of the Market Place (9-10);
- A young maple at the southern end of the Apple Market (11); and
- a semi-mature whitebeam at the northern end (11).

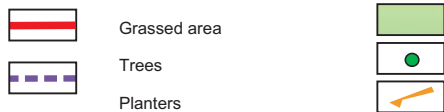




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KEY

- Amended Conservation Area Boundary
- Sub area boundary



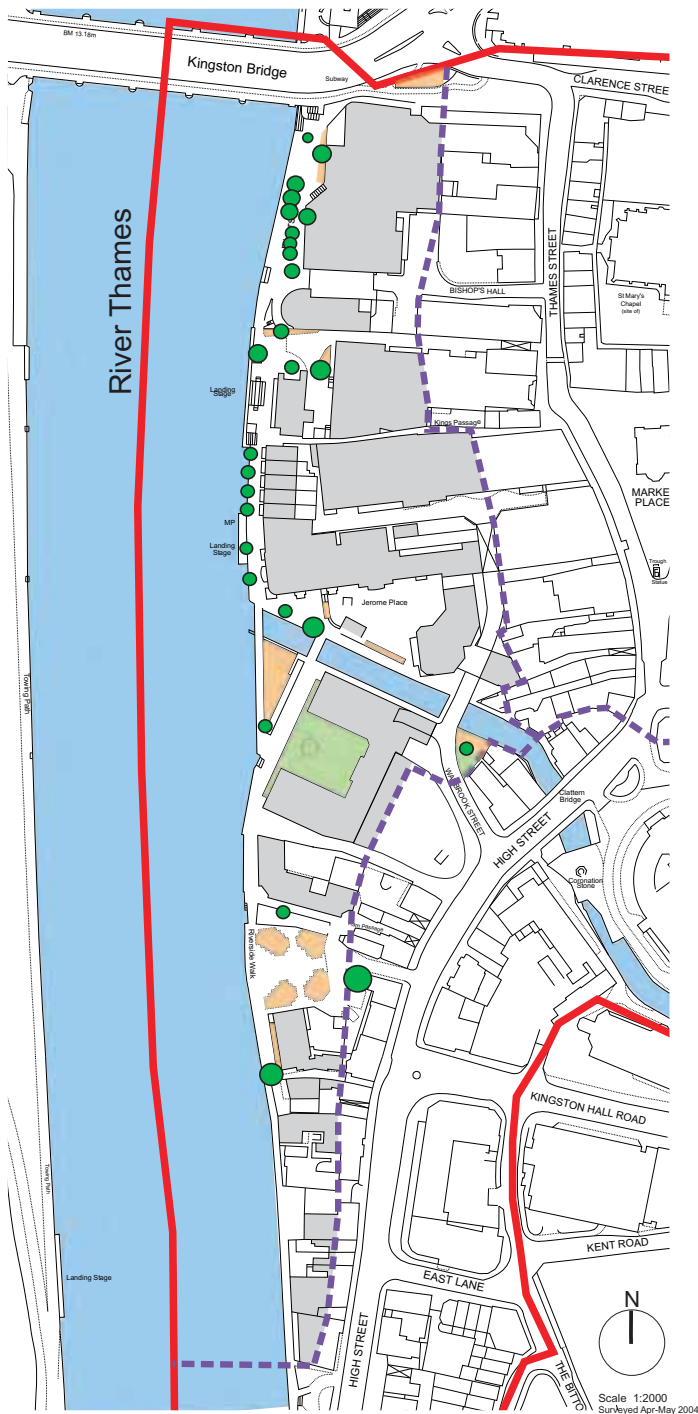
Area 2 includes two areas of soft landscaping / planting adjacent to the Guildhall and Town End Gardens and a scattering of street trees along the High Street.

The **Guildhall** and adjacent local authority offices and court buildings enclose a landscaped, triangular space which is predominantly grassed with a mix of semi-mature trees including sycamore, crab apple, chestnut, silver birch and strawberry trees (2-8). Further trees occupy the southern side of the Hogsmill and help soften the visual impact of Guildhall 2. The area to the west of the Guildhall is occupied by horse chestnuts and a sycamore (2).

Town End Garden is an essentially hard-surfaced space adjacent to the River Thames which includes well-stocked beds planted with a mix of ornamental trees, bushes and flowers. The main strip of planting forms a buffer with the adjoining High Street (9-13).

The **High Street** benefits a series of street trees including ash, cyprus, lime and crab apple towards the southern end (14), and pair of young evergreens at the junction with East Lane and to the north of the junction with Kingston Hall Road. There is a solitary flower bed on the north side of Wadbrook Street (15).

Kingston Old Town Conservation Area
Public Realm Audit: Area 2 - Landscape



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KEY

- Amended Conservation Area Boundary
- Sub area boundary
- Grassed area
- Trees
- Planters

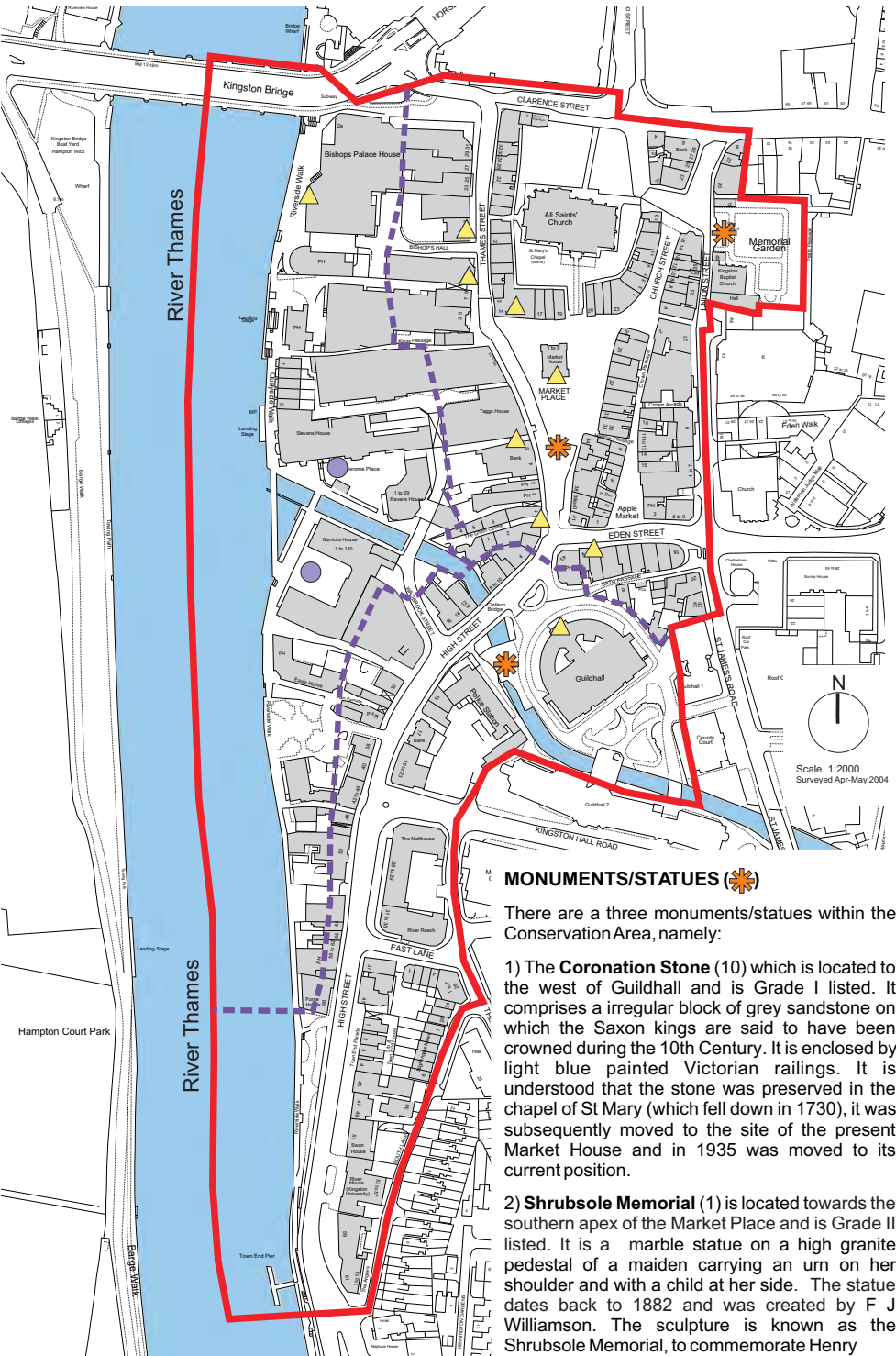


There are no soft landscaped amenity spaces within Area 3 as such. The space enclosed on three sides by Garrick House (4-5) is private and the grassed landscaped area between the Hogsmill and Wadbrook Street (6) is essentially left-over space that has been landscaped. The area to the south of Eagle house has been partly landscaped, but has no firm role or purpose (7-8). The Riverside Walk does however include a series of mature trees to the north of Charter Quay, including two cyprus and a sycamore (9-11).

An area adjacent to the River Thames and Hogsmill has been devoted to river-related planting to enable the formation

of natural habitats (12). The Charter Quay development incorporates high quality planting which is well-maintained (13-15).

Kingston Old Town Conservation Area Public Realm Audit: Area 3 - Landscape



MONUMENTS/STATUES (★)

There are a three monuments/statues within the Conservation Area, namely:

- 1) The **Coronation Stone** (10) which is located to the west of Guildhall and is Grade I listed. It comprises a irregular block of grey sandstone on which the Saxon kings are said to have been crowned during the 10th Century. It is enclosed by light blue painted Victorian railings. It is understood that the stone was preserved in the chapel of St Mary (which fell down in 1730), it was subsequently moved to the site of the present Market House and in 1935 was moved to its current position.
- 2) **Shrubsole Memorial** (1) is located towards the southern apex of the Market Place and is Grade II listed. It is a marble statue on a high granite pedestal of a maiden carrying an urn on her shoulder and with a child at her side. The statue dates back to 1882 and was created by F J Williamson. The sculpture is known as the Shrubsole Memorial, to commemorate Henry



ELEMENTS ON BUILDINGS: EXAMPLES (▲)

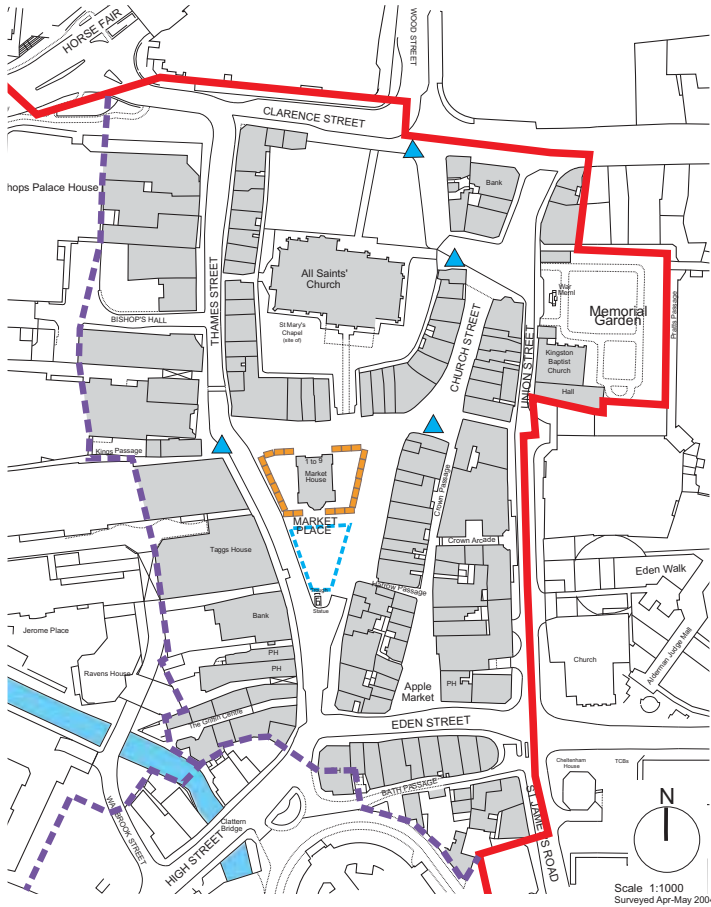
There are a number of decorative elements on buildings which contribute to the public realm. Examples are:

- The information board at the passage to Jerome Place (6).
- Coat of Arms and decorative features above the entrance to the Guildhall (7).
- A 'modern' sign above the archway at Bishops Palace. The sign refers to the Bishop's Palace, built by the Thames for William de Wykeham (8).
- The Crest above the doorway at The Griffin, Market Place (9).
- The sculpture of Queen Anne, above the entrance of the Market House. Created by Francis Bird in 1706 (11).
- The heraldic decoration on 15 and 16 Market Place (12).
- The clocks projecting from the buildings at 15-17 Thames Street (13) and 6 Eden Street (14).

SCULPTURE (●)

The Charter Quay development incorporates two elements of public art: a polished black marble sculpture of a 'Flock of Mallard Ducks' (3) in Jerome Place and the mirrored obelisk (4) within the private landscaped space at Garrick House. The former was designed by Lloyd Le Blanc in 2001.

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 Scale 1:1000
 Surveyed Apr-May 2004

PERMANENT MARKET STALLS (👉)

The are 23 essentially permanently sited market stall structures located within the Market Place to the east and west of the Market House. These structures front directly onto the main thoroughfares through the Market Place. Two triangular-shaped “service” spaces are formed to the rears of the stalls (photographs 11 & 12).

The market stalls add interest and vitality to the Market Place. On fine days merchandise is laid out well beyond the confines of the stalls themselves and an array of green and white umbrellas are used to protect fruit and vegetables from the sun.

When the stalls close in the evening at 5.00pm (photographs 13-15) they make a negative contribution to the appearance of the Market Place and the setting of Market House.

OTHER PITCHES (👈)

There are four pitches within the Historic Core where other vendors are licenced to operate. A flower seller occupies a pitch at the southern end of Church Street and ice cream/burger sellers operate from pitches at the northern end of Church Street, the southern end of Wood Street and the north western corner of the Market Place.



TEMPORARY MARKET AREA (↔)

The southern apex of the Market Place is increasingly used for temporary visiting markets and fairs. Recent occupiers of this space have included French, continental and Craft markets. These generally operate for 3-4 days.

3.0 HISTORICAL ANALYSIS

3.1 A review of historical photographs and maps of the Old Town Conservation Area has been undertaken in order to provide an analysis of the character, quality and evolution of the fabric of the public realm over the last 150 years or so. Inevitably photographs of the area tend to concentrate on the principal spaces and events within them. Whilst the exact type of materials cannot necessarily be derived from photographs, it is possible to identify changes in level and surfacing types as well as the location and type of street furniture, lighting and landscaping.

3.2 The object of the analysis is not necessarily to provide a basis for the replication of historic fabric, but rather to inform the overall strategy for the area and to provide ideas for future enhancement. The function of the Old Town's public realm has changed somewhat over the years and the demands and uses of spaces has evolved. Enhancement proposals need to recognise the heritage value and evolution of the area whilst meeting current and future functional demands.

3.3 The four historical maps opposite show the development of the Old Town Conservation Area between 1813 and 1932. Detailed extracts of historical mapping are provided as part of the following analysis.

3.4 A fuller history of the development of Kingston Old Town has been set out in the Kingston Old Town Conservation Area Appraisal (Nathaniel Lichfield & Partners, October 2003).



Figure 3.1: Horner's Map c.1813



Figure 3.3: Ordnance Survey 1895



Figure 3.2: Ordnance Survey 1865



Figure 3.4: Ordnance Survey 1932

Character Area 1: Medieval Quarter

Market Place

3.5 The Market Place is inevitably the most photographed part of the Old Town Conservation Area. The following can be derived from photographic evidence.

- Whilst the 1840 illustration of the Market House (Figure 3.5) suggests that the surfacing of the area surrounding it was formed by one material with no changes in level, later photographic evidence and historical mapping show a kerb and slightly raised pavement around the building (see figures 3.6; 3.7 and 3.8).
- Figure 3.7 shows a row of bollards located along the edge of the pavement to the western side of the Market House. This was probably mirrored on the other side to the building.
- Figures 3.8 and 3.9 demonstrate that the Shrubsole Monument and adjacent drinking trough were originally surrounded by a semi-circular area of stone slab paving with a kerb edge slightly raised above the level of surrounding road space.
- Figures 3.8 and 3.10 suggest a differentiation in surfacing material between that used for the thoroughfares and that used for the space surrounding the Market House. Photographic evidence suggests that the latter, at least partly, comprised stone paving.
- A tall lamppost is a prominent feature between the Shrubsole Monument and the Market House (figure 3.8). A further tall lamppost was located to the west of the Market House.
- There is no historical evidence of trees or planters within the Market Place. The only trees evident in the photographs are those within the southern approach to All Saints' Church (figure 3.10).



Figure 3.5: Painting of the Market House, c.1840



Figure 3.6: Extracts from 1895 and 1932 Ordnance Survey Maps

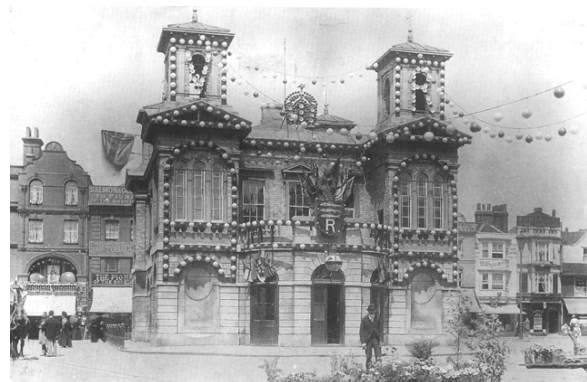


Figure 3.7: Photograph of the Market House during Queen Victoria's Jubilee in 1897.



Figure 3.8: The Market Place in 1897.



Figure 3.9: Views of the Shrubsole Monument . c.1900



Figure 3.10: The Market Place in 1915.

The Market

- 3.6 Historic photographs of the Market Place show the evolution of the form and character of the market stalls. Up until the mid-twentieth century, it appears that a rather ramshackle arrangement of temporary structures was erected on each market day. (Other photographs of the period show the Market Place entirely free of stalls therefore confirming that they were temporary).

- 3.7 Figures 3.11, 3.12 and 3.14 show the area immediately around the Shrubsole Monument being used as a flower or vegetable stall. The photographs also suggest that the stalls were arranged so as to maintain an axial route to the Market Hall from the monument.

- 3.8 Market stalls with clay-tiled roof structures were introduced in the mid-twentieth century. These essentially permanent structures occupied the entirety of the non-road area of the Market Place and were generally laid out in an east-west orientation (see Figure 3.15).

- 3.9 The historic photographs also demonstrate how the demarcation between road and non-road space was formalised as motor vehicles began to predominate in the 1950s.



Figure 3.11: Market Place in 1889



Figure 3.12: Market Place in 1900



Figure 3.13: Market Place in 1914



Figure 3.14: Market Place in 1915

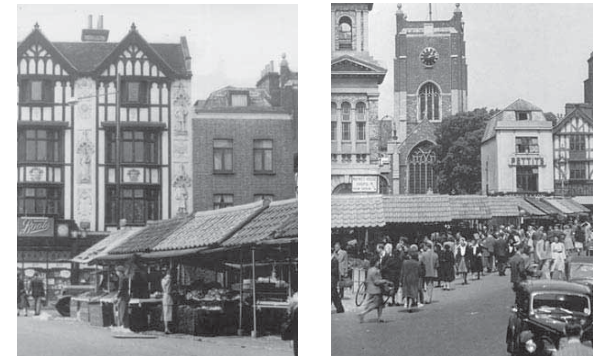


Figure 3.15: Photographs of the Market Place taken in the 1940s or 1950s

Church Street

3.10 Figure 3.17 shows the view looking south along Church Street at the turn of the century (c.1900). The photograph demonstrates that the current delineation between roadway and pavement has been in existence for over a century. This is clearly shown on the historical mapping extracts (figure 3.16). A line of cobbles is evident at the junction between Church Street and Union Street (to the left of the horse and cart). This is partially evident today where the tarmacadam surface has deteriorated. A tall lamppost is a prominent feature on the western side of the road (right).



Figure 3.16: Extracts from 1895 and 1932 Ordnance Survey Maps

3.11 At the junction between Church Street and Wood Street (Figure 3.18) a further strip of cobbles is evident and probably formed a relatively mud-free pedestrian crossing point. The pavement on the south side of the junction sweeps westwards to the churchyard entrance (centre). Figure 3.18 shows the original wall and railings to the churchyard which were demolished and repositioned westwards after 1932 to allow for the widening to Wood Street.



Figure 3.17: View looking south along Church Street, c1900

Harrow and Crown Passages

3.12 Photographic evidence (Figures 3.19 and 3.20) suggests that both passages were surfaced with stone slab paving, possibly edged by smaller stone slabs or cobbles. Three decorative, cast iron bollards including the Royal Borough of Kingston Thames crest (three fishes) are evident at the eastern entrance to Harrow Passage. Figure 3.19 shows a traditional lamppost and lantern at the southern end of Crown Passage.

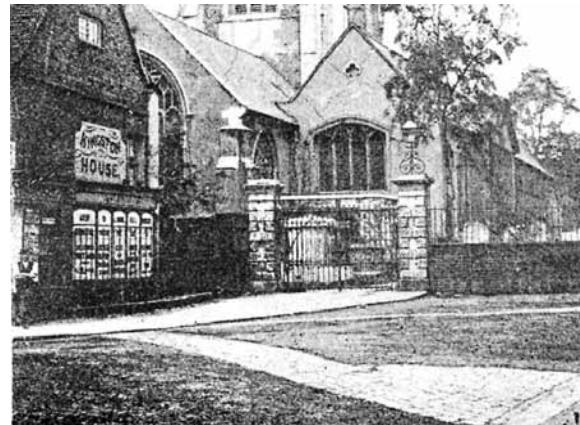


Figure 3.18: View of All Saints Church from Church Street, c1900



Figure 3.19: Looking north along Crown Passage from the Apple Market, c1900



Figure 3.20: Harrow Passage from the Apple Market c.1900

Character Area 2: High Street

3.13 Figures 3.21 and 3.23 show the Coronation Stone in its pre-1930s location just to the north of Clattern Bridge. The stone effectively occupied a slightly raised traffic island just beyond the edge of the main thoroughfare. Lines of stone setts – similar to those at the junction between Church Street and Union Street - delineate the edge of the High Street and partly surround the stone.

3.14 Figures 3.24 and 3.25 show the middle part of the High Street during the mid and late 19th century. The granite kerbing is a prominent feature in the floorscape. It is also notable that the roadside lampposts appear to have been replaced by taller ones by the end of the century; probably as a result of the change from gas lighting to electric.

3.15 Figure 3.26 and 3.27 show the view looking northwards up the High Street before and after the turn of the century. By the early 1900s this part of the street was lined on both sides by quite prominent trees. The railings to the western side (left) of the road appear to be the same as those in place today. The lamppost shown in Figure 3.27 is a notable Victorian/Edwardian feature that no longer remains.



Figure 3.22: Extracts from 1895 and 1932 Ordnance Survey Maps



Figure 3.25: West side of the High Street c.1890



Figure 3.23: Looking south along the High Street c.1900



Figure 3.26: Southern end of the High Street c.1880



Figure 3.21: Coronation Stone and Clattern House c.1900



Figure 3.24: West side of the High Street c.1850



Figure 3.27: View from the southern end of the High Street looking north. c.1904

Character Area 3: Riverside

3.16 Apart from the Nuthall's Restaurant riverside garden and landing stage and the garden to the rear of the Sun Hotel, there was very limited public access to the riverside prior to its redevelopment in the latter half of the 20th century: it was primarily an industrial area comprising riverside wharves. Whilst the riverside walkway and associated spaces are essentially of late 20th century origin, the passageways from Thames Street and the High Street to the riverfront remain in place albeit their fabric is of no particular historical interest

3.17 The following elements of historical interest remain in place within the Riverside area:

- i) The pair of listed riverside pavilions and stone steps between;
- ii) The listed kiosk building within Jerome Place;
- iii) The mature Oak tree within Jerome Place; and,
- iv) The grade II* listed Kingston Bridge.



Figure 3.28: View of the Kingston riverside from Kingston Bridge.



Figure 3.29: View looking east across the River Thames towards Nuthall's Restaurant garden.

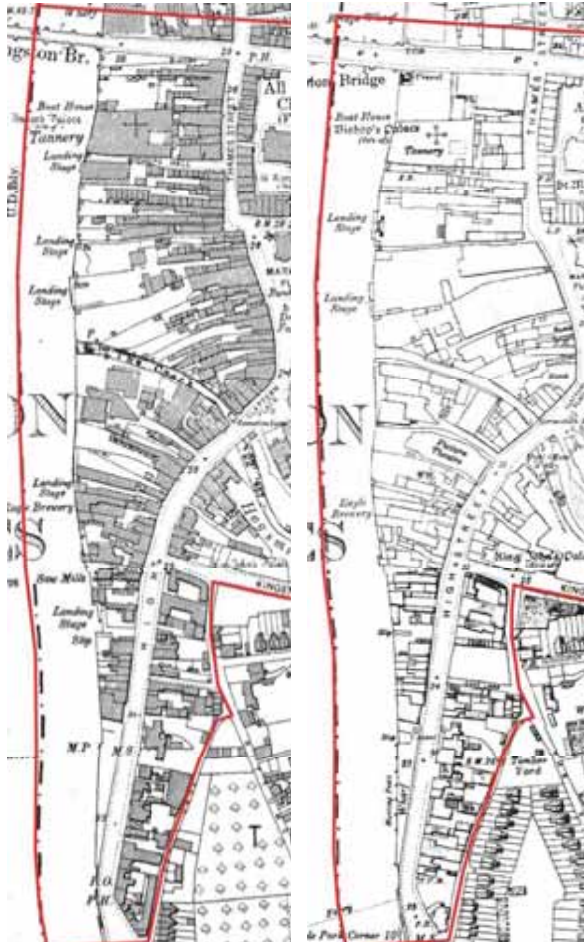


Figure 3.30: Extracts from 1895 and 1932 Ordnance Survey Maps



Figure 3.31: Northern part of the riverside in the early 20th century.

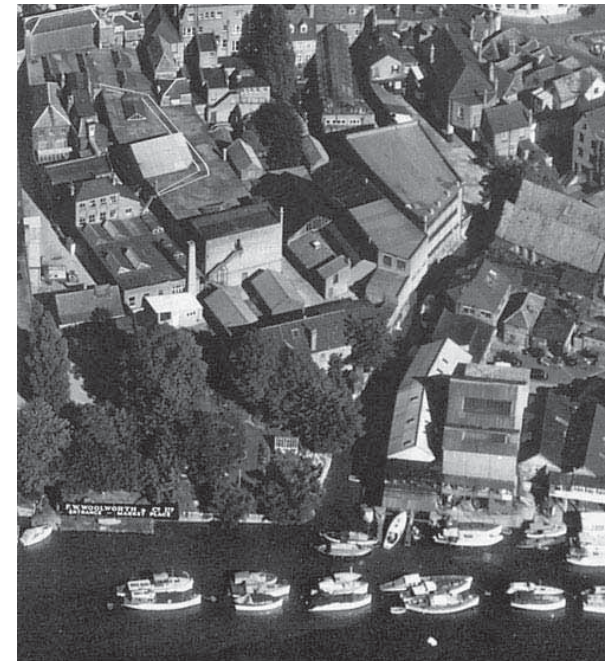


Figure 3.32: Middle part of the riverside – early 20th century

Summary

3.18 The Historical Analysis of the Old Town Conservation Area, or at least those parts for which historical photographs exist, illustrates the changes to the public realm that have taken place since the late-Victorian period. Of particular note are:

- an increase in street furniture, primarily signage, which has proliferated in the latter part of the 20th century;
- the changes to the layout and character of the market;
- the loss, or coverage, of stone surfacing;
- the increase in vehicular traffic in the non-pedestrianised areas; and,
- the new areas of public space formed along the riverside.

3.19 Conversely, in some respects the Old Town's public realm is surprisingly unchanged. For example:

- The extent of the areas that form the Old Town's principal spaces and the scale of buildings that enclose them remain largely unchanged.
- Late-Victorian kerb lines appear to have been either retained or reflected in late 20th century surfacing materials.
- Isolated items of street furniture remain intact and in their original positions.

3.20 Figures 3.33 to 3.38 show how three important views within the Conservation Area have changed over the last 100 years or so.

3.21 Those items of historical interest that remain in place are identified in Table 4.1 in the next section of the report. The use of the historical precedents as a basis for enhancement strategies is considered at Section 5.0.



Figure 3.33: Market Place in 1900



Figure 3.36: The Market place today (2004)



Figure 3.34: View looking south along Church Street, c1900



Figure 3.37: View looking south along Church Street



Figure 3.35: West side of the High Street c.1890



Figure 3.38: West side of the High Street in 2004

4.0 ISSUES AFFECTING THE CHARACTER AND QUALITY OF THE PUBLIC REALM

4.1 The Audit (Section 2.0) and the Historical Analysis (Section 3.0) set out a factual description of the elements/activities that characterise the Old Town's public realm now and in the past respectively. This section provides an analysis of the findings of sections 2.0 and 3.0 and sets out a review of the issues that affect the character and quality of the public realm using the nine audit categories. The section concludes by identifying those elements of streetscape that contribute to, and those that detract from, the character and appearance of the Old Town Conservation Area. The former draws on the findings of the historical analysis and the latter on the audit.

a) Movement

4.2 The nature, character and intensity of movement and activity within an area varies from hour to hour, day to day, by season, due to new development or as a result of new space/vehicular management regimes. The pedestrianisation of the Old Town's Medieval Quarter, together with the opening up of the riverside walk and the development of Charter Quay have all had profound effects on the Conservation Area's character. The audit undertaken and summarised at Section 2.0 can only give a partial picture: much of the survey work was undertaken in spring and weather conditions were varied. However, it is possible to identify a number of activity and movement related issues that do affect – either positively or negatively – the character and quality of the public realm.

Pedestrian Movement

4.3 The audit work, together with casual observation, suggests high levels of pedestrian movement through the Market Place, Church Street and the Apple Market; steady levels along the riverside walk and the High Street; and low levels of movement along the ten or so routes that link the riverside to the High Street, Market Place and Thames Street.

4.4 Consistent with a primary retailing centre, pedestrian activity within the Old Town peaks during the middle of the day, with the lowest levels of movement in the evening. Whilst increased evening and night-time pedestrian activity could be beneficial to the character of the Conservation Area, an increase in leisure uses within the Old Town could have negative impacts in terms of disturbance to residents.

Vehicular Movement

4.5 Vehicular movement in the Old Town Conservation Area is predominantly restricted to the High Street and Eden Street. Existing restrictions preclude through-traffic from the Medieval Quarter. The effect of traffic on the character and appearance of the Old Town is more a function of the signage, surfacing and street furniture that proliferate in connection with vehicular traffic rather than from the vehicles themselves.

4.6 Inevitably, given the historic fabric of the Old Town, premises need to be serviced directly from public spaces. This activity forms part of the daily character of the area and, provided it is adequately managed and regulated, does not overly harm the Conservation Area. In addition there is a need to ensure that all areas are accessible for emergency vehicles. Again, the street

furniture and signage associated with such activity has an equal or more significant and permanent impact on the area's appearance.

b) Activity

Outdoor Seating, Eating and Drinking

4.7 The public realm of the Old Town Conservation Area benefits from the activity generated by areas of outdoor seating for eating and drinking. The partly enclosed pedestrianised spaces of the Apple Market and Market Place and the views and evening sunshine afforded by the riverside area allow for a range of establishments. In general terms, the former area caters for daytime activity, whilst the latter is more active in the evening. Unfortunately, evening activity can result in noise and disturbance to local residents. The current level of such uses is considered generally suitable and sustainable for the Old Town and the maintenance of the current land use mix is intended to form part of the Town Centre Area Action Plan.

Riverside Activity

4.8 In addition to the activity generated by the bars and restaurants along the riverside, the riverside walkway forms part of the Thames Path and is used formally and informally for sitting out. Landing stages are positioned at a number of locations along the riverside, there are moorings adjacent to Town End Gardens and pleasure boats operate from close to the southern end of the Conservation Area. All these aspects of the area add to the vitality and quality of the public realm and the overall character of the Old Town.

c) Floorscape

- 4.9 The floorscape of the Old Town Conservation Area comprises a broad range of materials which vary widely in quality and condition. A co-ordinated approach has been taken within the Market Place and adjoining section of Thames Street and Church Street where a mix of red and yellow/brown brick-size pavers with integrated yellow lines and drainage channels has been used. This work was carried out in the 1980s and the overall effect is somewhat utilitarian in appearance. In some locations the pavers are worn or have been replaced by tarmac. The floorscape of these principal historic spaces and streets does not complement or adequately reflect the quality of the overall townscape of these spaces.
- 4.10 The approach routes into the Medieval Quarter, namely the northern parts of Church Street and Thames Street; Eden Street and the High Street generally comprise tarmac road surfaces with concrete slab surfaced pavements. Whilst remnants of earlier streetscape materials are evident (e.g. stone kerbs to Thames Street), the surfacing within these areas does not reflect the transition between surrounding streets and the historic character of the Old Town.
- 4.11 The contrast in quality, type and appearance of surfacing materials is most apparent along the riverside pathway and adjoining spaces. Those areas forming the public realm within the Charter Quay development include a mix of Yorkstone paving, granite sets, “tegula” pavers and timber decking, together with the retention of pre-development granite steps to a landing stage. The rest of the riverside walkway predominately comprises a tarmac surface edged by either concrete dwarf

walls or concrete kerbs or comprises brick surfacing, namely in front of Bishops Palace House.

- 4.12 Spaces adjacent to the riverside walk comprise a mix of surfacing materials including: concrete paving (public space to the south of Eagle House); red pavers in Rams Passage and Bishop’s Hall and tarmac in King’s Passage.

d) Street Furniture

- 4.13 The audit has revealed that a wide range and variety of elements of street furniture exist within the Conservation Area generally, as well as occasionally within single streets and spaces. Whilst the street furniture within the Market Place, Thames Street and Church Street area is generally co-ordinated, the audit suggests that the Conservation Area as a whole includes in the region of fifteen different types iron/steel bollard, four types of concrete bollard, four types of telephone kiosks, seven types of litter bins (including cast iron, plastic, concrete and timber) and twelve types of seating. This variety partly reflects the varying character of spaces within the Conservation Area – i.e. seating within the churchyard does not need to match that along the riverside walk. However, in many parts of the Conservation Area, elements of differing type, style and/or colour are in close vicinity to each other. This is clearly a result of piecemeal upgrading and enhancement proposals over the past thirty years or so.
- 4.14 There are some elements of street furniture that are of notable historical interest, that make a positive contribution to the character and appearance of the Conservation Area and therefore deserve retention. These include:

- the blue and white painted cast iron bollards with RBK “three fishes” emblems. These are located at the entrances to the Apple Market;
- the two black painted cast iron bollards with the RBK “three fishes” emblem at the northern entrance to Town End Gardens and, to a lesser degree, the adjacent railings; and
- the “G.R.” pillar box at the southern end of Thames Street.

- 4.15 A more comprehensive list of elements that make a positive contribution to the character and appearance of the Old Town, and those that make a negative contribution, is provided at Table 4.1 below.

e) Signage

- 4.16 Whilst the Old Town Conservation Area benefits from being pedestrianised within its historic core and along the Riverside Walk, vehicular related signage is a prominent feature to the edge of the former area and along the High Street. In particular there is a cluster of prominent signage adjacent to the High Street/Kingston Hall Road junction which has a significant impact on the setting of buildings in that part of the Conservation Area. The positioning, size and form of vehicular signage pays little respect to the historic significance of the area.
- 4.17 Street name plates have been added and replaced over the years and there are approximately four styles. Those attached to buildings are often complimentary to the host building and reduce street level clutter. Their retention is therefore generally desirable.
- 4.18 Pedestrian signage is primarily in the form of traditional style finger signposts. This form of signage has been used in the Charter Quay development.
- 4.19 There are three advertising structures of three different

forms of design within the Conservation Area. These are located to the periphery of the Conservation Area - on Clarence Street and the southern part of the High Street: generally they make a negative contribution to the Area.

f) Lighting

4.20 Again, there is a multiplicity of types, styles and sizes of street lighting within the Conservation Area. A co-ordinated approach has been applied to the Market Place, Thames Street and Church Street, where traditional-style lampposts are used. With the notable exception of Charter Quay, there is very little co-ordination elsewhere in the Conservation Area.

g) Landscape

4.21 Whilst the Old Town Conservation Area is essentially urban in character, it includes three soft landscaped and predominately enclosed amenity spaces – the churchyard, Memorial Garden and the area to the south of the Guildhall – together with Town End Garden on the riverside and a wide variety of mature street and riverside trees.

4.22 The churchyard is both significant in terms of its heritage value – providing a setting for the grade I listed church - and in terms of its amenity value: it is a reasonably tranquil space for rest and relaxation. The mature trees within it are of high townscape value.

4.23 Memorial Garden is well-planted along its enclosed boundaries although there are opportunities for improvement in the area adjacent to Church Street and the Baptist Church. The soft landscaping and mature trees surrounding the Guildhall are of significant townscape value.

4.24 Street trees within the Old Town Conservation Area are generally limited to mature specimens along the High Street and younger trees within the Apple Market and Market Place. These vary greatly in terms of their size, type and contribution to the streetscene. Whilst the mature trees at the southern end of the High Street enhance this gateway into the Old Town, the two pairs of evergreen conifers either side of the entrance to the northern part of the High Street appear to be an anomaly.

4.25 The Riverside Walk incorporates a good stock of mature trees that break down the massing of riverside development and greatly contribute to the riverscene. Town End Gardens forms a pleasant space whilst Charter Quay has been developed with good quality landscaping where appropriate. This is in stark contrast to the area to the south of Eagle House. Whilst this area has been partly landscaped it lacks a defined role and function and therefore makes little contribution to the overall landscape of the riverside.

h) Public Art

4.26 The Coronation Stone, the Shrubsole Monument, the War Memorial, the “*Flock of Mallard Ducks*” sculpture and the Garrick House obelisk all contribute positively to the spaces in which they are located. Whilst public art by itself does not enhance the public realm, there is scope for more public artworks within the Conservation Area as part of enhancement proposals.

i) Street Vendors

4.27 The market is a fundamental part of the character of the Old Town Conservation Area. It adds life, vitality and vibrancy to Market Place and provides a focus for the

town centre as a whole. The market stall structures themselves are of a standardised utilitarian form, which is particularly evident when they are closed in the evening. The current stalls are essentially permanently pitched, they enclose two relatively large spaces to either side of the Market House and they detract from setting of the grade II* listed building. Whilst the stalls probably function successfully, this should be weighed up against their heritage impacts and the potential benefits that may arise through a new approach to accommodating trading within the Market Place.

Summary of elements of streetscape that positively and negatively contribute to the Conservation Area

4.28 The following table provides a summary of those elements of street furniture, landscaping and public art that are of historic or aesthetic interest and positively contribute to the character and appearance of the Old Town Conservation Area and those that detract and make a negative contribution.

4.29 Whilst the list of items of interest seeks to be exhaustive, there may be items of floorscape that have been covered over by subsequent surfacing. A watching brief should be established whenever changes to the fabric of the public realm are proposed to establish whether elements of interest can be reinstated.

CHARACTER AREAS/STREETS	POSITIVE FEATURES	NEGATIVE FEATURES
1. MEDIEVAL QUARTER		
Market Place	<ul style="list-style-type: none"> • Shrubsole Memorial and adjacent water through • Stone surfacing to southern apex of space • Retained kerb stones • Granite benches and bollards • Cast iron litter bins and lead planters 	<ul style="list-style-type: none"> • Surfacing materials • Market stalls – impact on the setting of the Market House • Cycle stands • General signage/highway related signage • Yellow line road markings
Thames Street	<ul style="list-style-type: none"> • Retained kerb stones • Early C.20th pillar box 	<ul style="list-style-type: none"> • Surfacing materials • Cycle stands • Timber bollards
All Saints Church	<ul style="list-style-type: none"> • Stone paving • Stone dwarf walls • Cast-iron gates to southern entrance to churchyard • Cast-iron railings to western & southern boundary churchyard • Grave stones/tombs • Mature trees and boundary hedges and grassed areas 	<ul style="list-style-type: none"> • Uncoordinated seating • Uncoordinated litter bins
Church Street and Memorial Gardens	<ul style="list-style-type: none"> • Retained granite setts below tarmacadam surface • Stone kerb stones • War Memorial (listed) and gravestones • Railing to western edge of Garden 	<ul style="list-style-type: none"> • Surfacing materials • Highway related signage
Apple Market, Harrow and Crown passages	<ul style="list-style-type: none"> • York stone paving and buff pavers • Cast-iron Royal Borough of Kingston bollards • Projecting hanging signs (Apple Market and Crown Passage) • Pair of trees 	<ul style="list-style-type: none"> • Surfacing in Harrow and Crown Passages • Lack of natural surveillance and poor quality lighting
2. HIGH STREET & ENVIRONS		
Guildhall & environments	<ul style="list-style-type: none"> • York stone paving and stone kerbs to back edge of pavement • Wide kerb stones and stone kerbs on Bath Passage • Lamppost in Bath Passage • Coronation stone and railings (listed) • Mature planting to south east of Guildhall • Mature trees of Kingston Hall Road 	<ul style="list-style-type: none"> • Surfacing in/adjacent to Bath Passage • Cantilevered concrete deck over the Hogsmill
High Street	<ul style="list-style-type: none"> • Stone edging to South Lane • Mature tree at junction with Kingston Hall Road • Mature tree at southern end of High Street • Planting within Town End Garden • Railings and bollards to eastern edge of Town End Garden 	<ul style="list-style-type: none"> • Surfacing particularly to the southern end of the High Street and within South Lane • Highway related signage • Conifer trees
3. RIVERSIDE		
Town End	<ul style="list-style-type: none"> • Mature tree to rear of Nos 42-46 High Street 	<ul style="list-style-type: none"> • Surfacing and landscaping within the area to the south of Eagle House
Charter Quay	<ul style="list-style-type: none"> • Stone surfacing materials • All items of street furniture and public art • Existing and new planting 	
Riverside North	<ul style="list-style-type: none"> • Steps between riverside pavilions • Mature planting adjacent to Bishops Hall House 	<ul style="list-style-type: none"> • Surfacing materials • Some street furniture
Passageway links to the Riverside		<ul style="list-style-type: none"> • Lack of natural surveillance and poor quality lighting • Poor quality surfacing

Table 4.1: Elements of Streetscape Merit and Negative Features

5.0 STRATEGIC ENHANCEMENT PRINCIPLES

5.1 From the audit of the fabric of, and activity within, the Old Town’s public realm (Section 2.0); the review of the history of the fabric and use of the public realm (Section 3.0); and the assessment of issues affecting the character and quality of the Old Town Conservation Area – both negatively and positively (Section 4.0), a series of broad-brush objectives can be defined which provide the basis for future public realm enhancement proposals. The following eleven strategic principles draw upon the principles for good practice set out in *Streets For All: A guide to the management of London’s streets* (English Heritage, March 2000). The principles apply throughout the Conservation Area, albeit their application needs to reflect the characteristics of the individual areas within which they are applied.

i) The Conservation Area

5.2 Public realm enhancement proposals should preserve or enhance the character and appearance of the Old Town Conservation Area. In particular the key characteristics of the three sub areas need to be maintained and enhanced. The key characteristics are:

- Medieval Quarter: key historic buildings and spaces need to be respected and account needs to be taken of the high level and vitality of daytime activity;
- High Street: there is a need to ensure that the buildings dominate in views along the street and enhance the street’s role as a gateway to the Conservation Area’s Medieval Quarter;
- Riverside: there is a need for a co-ordinated approach to enhancement that draws on the quality established by Charter Quay.

5.3 The Conservation Area Appraisal (2003) together with this Strategy should form the basis for assessing, in heritage terms, the suitability, benefits and impact of enhancement proposals.

ii) Listed Buildings and Landmarks

5.4 Proposals should seek to enhance the settings of listed buildings. Particular regard should be paid to the Old Town’s key landmark buildings and elements, i.e. the Market House, Shrubsole Monument and All Saints Church. The potential for lighting key buildings and landmarks should be considered.

iii) Historical Precedents

5.5 The Medieval layout together with the largely Victorian definition between streets, pavements and spaces should be retained. Where it has been lost it should be reinstated provided that it is complementary to the current and potential future use of spaces and streets within the Old Town. (Some of the detailed design principles set out in Section 6.0 are derived from the historical review).

iv) Functional Requirements

5.6 Whilst transportation, servicing and maintenance needs and requirements have to be fully taken into account in the preparation of public realm enhancement proposals: functional needs should not dictate design solutions: they should be complementary to the Strategic Enhancement Principles.

v) Activity

5.7 The vibrancy and vitality of the Old Town should be maintained and enhanced whilst respecting functional and amenity requirements and needs. The scope for family orientated evening activity could be promoted together with further trading usage within the Old Town’s principal spaces. Opportunities exist for further enhancement of recreational activities along the riverside e.g. through the redevelopment of Bishops Palace House and/or the enhancement of the area to the south of Eagle House.

vi) Security

5.8 Fear of crime and actual crime within the Conservation Area needs to be taken into account in design solutions. In particular, improved natural surveillance should be encouraged in respect of the passageways between the riverside walkway and Thames Street/Market Place/High Street.

vii) Clutter

5.9 The proliferation of street furniture and signage is one of the greatest threats to the quality of the public realm and therefore to the character and appearance of the Conservation Area. A key aim should be the reduction of unnecessary streetscape clutter: items of street furniture and surfacing should be subservient to the Old Town’s buildings and spaces. Bollards, guard rails and chain and post barriers should be used sparingly - primarily to define spaces and protect buildings. Fewer litter bins emptied frequently are preferable to the liberal use of bins within the public realm. Vehicular related signage should be restricted to that which is essential for traffic management and safety. Where possible small signs

either located on bollards or buildings should be encouraged. The retention of street name plates on buildings rather than at street level should be encouraged.

viii) Street Furniture

- 5.10 Existing street furniture of historical interest, namely those elements identified in Table 4.1, should be retained. These elements, together with late 20th century items of street furniture of quality should form the basis for the identification of a co-ordinated “family” of new elements. Suggested types and styles of street furniture are shown in Section 6.0.
- 5.11 In drafting detailed enhancement proposals, a primary aim should be to use streetscape elements as sparingly as possible. Consideration should be given to the dual use of streetscape items e.g. signage on bollards, seating/benches used instead of bollards, lighting installed on buildings.

ix) Floorscape Materials

- 5.12 Materials should be of a quality and type appropriate to their location. For example, whilst natural surfacing materials may be applicable in much of the Medieval Quarter, a more contemporary approach may be applicable elsewhere.
- 5.13 The use of small modular paving and brick paving should be discontinued. Larger rectangular slabs are preferable where a neutral setting to a building is considered desirable. The use of bound gravel or pea-shingle should be considered for the replacement, where appropriate, of areas of concrete or tarmacadam along the riverside.

x) Area-wide v. Site Specific Approaches

- 5.14 Whilst a key aim should be to provide a coordinated approach to the enhancement of the Old Town’s overall public realm character and quality in terms of the types and materials and street furniture proposed, it needs to be recognised that there are areas where divergence from the primary approach should take place (e.g. within the churchyard).

xi) Adopting the Strategy

- 5.15 Inevitably public realm enhancement works are carried out over time as funding allows. A piecemeal approach to decision making should be avoided and the Public Realm Enhancement Strategy should provide the template for all decisions that affect the character, quality and appearance of the Old Town’s public realm. The suggested approach to prioritising enhancement proposals is provided at Section 7.0.

6.0 DESIGN PRINCIPLES & PALETTES

6.1 Whilst the the previous section provides the overarching strategic aims for enhancement proposals, the following outlines a set of general design and management principles to be applied within the Old Town Conservation Area. The nine categories defined for the Audit are used as a means of ordering the design principles.

6.2 The Audit has identified where elements of the historic fabric of the Old Town's public realm remain. In general these elements make a positive contribution to the character, quality and appearance of the Conservation Area and should be retained. The items of streetscape merit identified in Table 4.1 above should be retained and their settings respected.

a) Movement

Pedestrian Movement

6.3 In drafting detailed proposals for public realm enhancement, particular regard should be paid to:

- the patterns of pedestrian movement within and through the Old Town Conservation Area
- areas of potential pedestrian/vehicular conflict;
- the needs of people with mobility impairments; and,
- the use and attractiveness of spaces during the hours of darkness as well as during the daytime.

Vehicular Movement

6.4 A review of the vehicular management regime within Kingston town centre has recently been undertaken. The temporary exclusion of vehicles from the northern part of the Market Place has now been made permanent. The southern apex of the Market Place would benefit from improved traffic management.

b) Activity

Outdoor Seating, Eating and Drinking

6.5 The public realm advantages and residential amenity disadvantages of outdoor evening activity needs to be monitored. It is considered that the existing balance is generally acceptable and should be maintained through development plan policy and licensing.

6.6 Careful consideration needs to be given to the location and delineation of outdoor seating areas. Where outdoor seating is set out on a daily basis, the areas used should be defined by metallic studs set into the paving surface or, where suitable, by changes in surfacing material. With the exception of the existing and any future stone benches or other permanent seating, there should not be any permanent café/bar/restaurant related seating "pitches" within the Market Place, Apple Market or Jerome Place. There may, however, be scope for permanently defined café/bar/restaurant areas to be created on the riverside in association with the redevelopment of Bishop Palace House. Outdoor seating should not impede pedestrian flows.

6.7 The Old Town's evening economy will benefit from the opening of the Theatre. Other opportunities for family orientated (or other non-food and drink related) evening activity could be promoted. The potential of the Market Place and Market House as a venue for regular evening activity could also be explored.

c) Floorscape

6.8 The choice and location of floorscape materials should follow the principles set out in "Streets for All" (pages 2 to 10), namely, in general terms, surfacing materials should:

- reflect historical precedents, where appropriate;
- be simple – avoiding unnecessary patterns or changes in colour - and complement adjoining architecture and street furniture;
- be used to delineate boundaries and highlight important features;
- be formed of elements that are of an appropriate scale to the spaces in which they are used – large stone, artificial stone or concrete paving slabs being generally preferable to small units of paving;
- be used to signify direction or segregation between activities/uses;
- be capable of accommodating expected levels of pedestrian and vehicular movement;
- fully integrate drainage gullies and channels; and,
- ensure that street furniture, tree grilles, manhole covers, gullies etc are orientated parallel to surfacing joints so as to avoid awkward junctions and cutting.

6.9 Existing stone kerbing should be retained and inappropriate kerbing replaced where appropriate. In predominantly pedestrian areas kerbs should be laid flush with surrounding surfacing and used to delineate the status of different parts of the streetscape. Raised kerbs should only be used to divide carriageways or servicing areas from pavements where there is a functional requirement to do so, namely on vehicular streets, e.g. the High Street and Eden Street.

6.10 Where setts are intended to be used for "carriageway" areas within the Medieval Quarter these need to be of a type that meets current safety regulations and should form a suitable even surface for pedestrians. The use of clay or concrete pavers is not considered appropriate for public areas within the Old Town Conservation Area.

6.11 Painted markings on ground surfaces should be limited to tarmacadam road surfaces, e.g. the High Street, Eden

Street and Union Street. If needed in areas of high quality surfacing, markings should be as inconspicuous as possible, e.g. by the use of narrow yellow lines, metallic studs or floorspace materials.

6.12 It is suggested that in the Medieval Quarter, floorscape surfacing materials should principally comprise Yorkstone and granite. Paving slabs should be large – preferably 900mm by 600mm - and laid in a staggered pattern. Where new kerbing is required, this should be 300mm wide by 200mm deep granite in section.

6.13 The following tables identify three palettes of floorscape surfacing materials and the areas within which their application is considered to be desirable. The palettes are intended to purely give a flavour of the appropriate range of material to be used rather than being a hard and fast stipulation. Three palettes/areas have been defined that broadly correspond with the three character areas, namely:

- i) The pedestrianised streets and “hard” spaces of the Medieval Quarter together with the pavements on the northern and southern sides of Eden Street – a palette of natural surfacing materials including granite and yorkstone;
- ii) The vehicular streets (i.e. principally the High Street and Union Street) – generally standard concrete and tarmacadam surfacing; and
- iii) The southern part of the riverside and the gardens (including Memorial Gardens and Town End Garden) - a mix of resin bonded pathways, hardwood decking and tegula pavers.

6.14 The approximate extent of coverage of each of the three floorscape areas is shown on Figure 6.1.

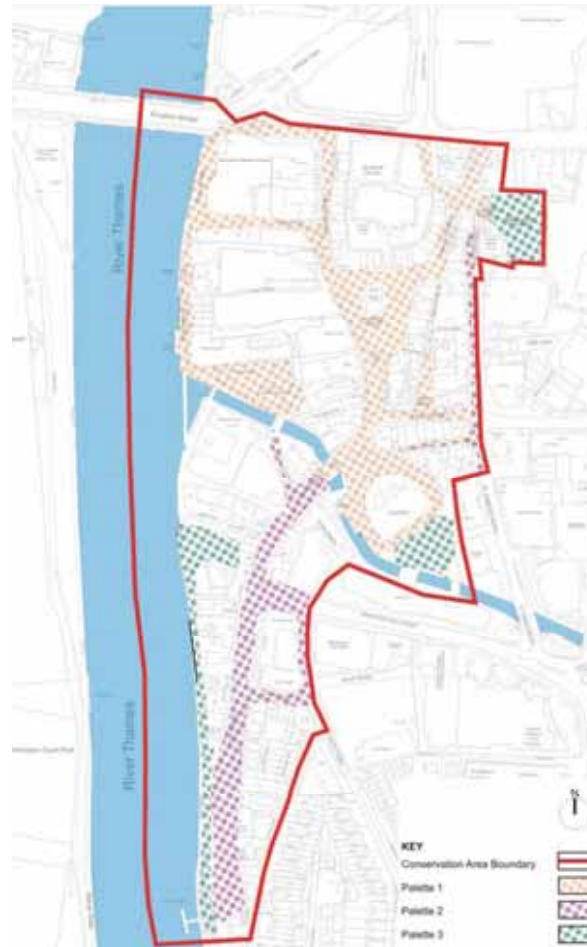











Figure 6.1: Plan showing the approximate extent of the three surfacing material palettes

FLOORSCAPE MATERIALS PALETTE 1				
Areas of suggested application: Market Place, Thames Street, Church Street, Eden Street, Memorial Square and around the memorial, Harrow Passage and Crown Passage, the riverside to the north of Charter Quay and the area immediately surrounding the Guildhall.				
ELEMENTS	MATERIAL/TYPE	NOTES	EXAMPLES	
Paving	Yorkstone - Diamond sawn - blue grey/ light brown appearance - widths ranging from 300m to 600mm - varied lengths appropriate	Use of rectangular 600mm by 900mm slabs in staggered interlocking rows Cut slabs to conceal inspection covers and services		
Kerbs and edging – stepped and flush (dependent upon use of the space)	Granite - smooth texture, picked - 300mm width by 200mm deep in section	Laid flush with adjoining paving in pedestrianised areas		
“Carriageways” and movement areas	Granite setts - textured Granite or York Stone blocks - textured	In Memorial Square 350mm by 150mm York Stone blocks are intended to be used.		
Drainage	Gulleys and drainage channels			

FLOORSCAPE MATERIALS PALETTE 2			
Areas of suggested application: Union Street, High Street, South Lane, East Lane			
ELEMENTS	MATERIAL/TYPE	NOTES	EXAMPLES
Paving to pavements	Concrete paving slabs - large sizes preferred, i.e. 900mm by 600mm	To match existing in the High Street Construction, form and thickness of slabs should relate to location/use. Courses adjoining the kerb should be robust to resist over-running damage.	
Surfacing for passageways, dual use areas and service areas	Tegula concrete sett paving	Colour and size to match existing in the Charter Quay area	
Kerbs and edging – predominantly stepped	Concrete or Granite		
“Carriageways” and principal movement areas	Tarmacadam		

FLOORSCAPE MATERIALS PALETTE 3			
Areas of suggested application: Memorial Garden, Town End Garden, Riverside walkway to the south of Charter Quay, Eagle Wharf			
ELEMENTS	MATERIAL/TYPE	NOTES	EXAMPLES
Pathways	Principally Resin bound surfacing (comprising buff stone aggregate) With (i) Tegula concrete setts (ii) Hardwood decking	15mm thick on 50mm binder course and 150mm sub base i) To match existing in Charter Quay (primarily for servicing areas) ii) Decking to riverside only	
Kerbs – stepped or flush	Concrete or Granite	Limited applicability within gardens	
Riverside edging	Stone to match Charter Quay		

d) Street Furniture

- 6.15 The choice and location street furniture should follow the principles set out in *“Streets for All”* (pages 11 to 23). Street furniture should be an integral part of the design of the public realm in terms of its style, colour, materials and location. Careful attention needs to be paid to avoid an unnecessarily cluttered appearance. Whilst recognition of statutory requirements and the needs of utility companies and vehicular traffic have to be taken into account, street furniture should be:
- the minimum required and, wherever possible, elements should have a combined function;
 - be coordinated so as to form a coherent “family” of elements;
 - used where appropriate to delineate spaces/uses; and,
 - superfluous elements should be removed, e.g. rather than using bollards to protect surfaces from vehicular damage, more robust paving will be more appropriate.
- 6.16 It has been concluded that, in general, new or replacement street furniture within the Old Town Conservation Area should reflect retained historic items and should be traditional in style, albeit understated in design rather than overtly pastiche. Elements of street furniture should be as neutral and unobtrusive in the streetscene as possible.
- 6.17 It is suggested that, where required, replacement or new elements of street furniture should comprise the following materials;
- Cast iron (bollards, litter bins and tree grilles)
 - Granite (benches within the Medieval Quarter)
 - Stainless steel (seating on the riverside and bicycle stands)
 - Timber (seating and litter bins within the gardens)

e) Signage

- 6.18 Pedestrian signage should form part of visitors’ means of navigating around and through the Old Town Conservation Area together with maps, street names and townscape landmarks. Simple and rationalised signage is preferable to an over-proliferation of information. Signage within the Old Town needs to form part of an overall town centre signage strategy that takes into account principle points of arrival, key pedestrian routes, key attractions/destinations and public facilities – parking, toilets, tourist information etc.
- 6.19 The design, layout and application/location of traffic related signage needs to be compliant with statutory requirements. Where regulations permit, the siting and application aspects of traffic signage should be integrated into the Old Town’s built fabric and/or existing and new elements of street furniture. Where possible signage poles and lamp posts should be shared.
- 6.20 Signage and advertisements on buildings can both enhance, or detract from, the character and appearance of the Conservation Area. In particular it can result in unnecessary clutter and/or confusion to visitors. The use of “A”-boards by retailers within the Old Town needs to be controlled or, in locations where it is deemed appropriate for such signage to be located, taken into account in the design of public space.
- 6.21 It is suggested that black painted cast iron fingerpost signage is retained within the Old Town and replaced by similar items if necessary.





f) Lighting

- 6.22 The usage of the Old Town Conservation Area during the evening and night is a key constituent of the Area’s character and appearance. Lighting therefore has an

important influence on the quality of public spaces as well as on personal security during hours of darkness.

- 6.23 In the past, street lighting has primarily concentrated on meeting road traffic needs. Consideration needs to be given to the type and location of lighting to ensure that a full range of public activities can be catered for within the Old Town. Initiatives should:
- enliven the Old Town and its buildings in a visually coherent way;
 - promote personal safety;
 - encourage appropriate evening uses; and
 - employ lighting which is appropriate to the sizes and uses of public spaces.
- 6.24 Where there is a need to reduce the proliferation of street furniture within public spaces, it may be possible to remove lighting columns and lampposts and position replacement illumination in the form of lamps on buildings. This is particularly applicable to the narrow streets and passageways of the Medieval Quarter. Lamps attached to buildings need to be appropriate to the design, age and appearance of the buildings to which they are to be attached. There is some scope for variety in the design and type of such lamps, albeit all those attached to buildings of pre-20th century origin should be of a traditional design
- 6.25 In addition, consideration should be given to employing uplighters set into the ground to light prominent buildings, trees or elements of interest e.g. monuments. In narrow alleyways and streets, the permanent interior lighting of adjoining frontages should be encouraged as a means of lighting public spaces.
- 6.26 The following tables provide a palette of street furniture, signage and lighting elements which are considered to be appropriate in the Old Town Conservation Area.

STREET FURNITURE PALETTE				
ELEMENTS	MATERIAL/TYPE	AREAS FOR APPLICATION	NOTES	EXAMPLES
Seating	Stone - granite	Market PI and Memorial Sq	Bespoke design required	 
	Stainless Steel - brushed	Other streets and the riverside	Ideally to match recently installed seating on the riverside walk close to Kingston Bridge	 
	Hardwood	Green spaces, e.g. All Saints Churchyard and Memorial Gardens		
Litter bins	Cast iron -black painted	All areas except gardens and southern riverside		 
	Timber clad	Churchyard and Memorial Gardens		 
Cycle racks	Stainless Steel - brushed finish	Preferably limited to the replacement of the existing racks in Clarence Street and Wood Street	To be located to the edge of the Medieval Quarter, e.g. Wood Street.	 

<p>Bollards</p>	<p>Cast Iron</p> <ul style="list-style-type: none"> - simple slim profile - painted black 	<p>Only used where required</p>		
<p>Tree grilles</p>	<p>Cast iron</p> <ul style="list-style-type: none"> - square format - simple pattern 	<p>For all street trees set within paving</p>		
<p>Signage</p>	<p>Stainless Steel posts</p> <ul style="list-style-type: none"> - brushed finish <p>Extruded aluminium fingers</p> <ul style="list-style-type: none"> - white polyester coated with vinyl lettering 	<p>Only where required subject to an overall signage strategy for the whole town centre</p>		
<p>Lighting</p>	<p>Powder coated steel</p> <ul style="list-style-type: none"> - black <p>Uplighters</p> <p>Traditional luminaires on buildings</p>	<p>Riverside</p> <p>To highlight prominent buildings/trees</p> <p>Medieval Quarter e.g. Apple Market, Crown Passage</p>	<p>To match those used within Charter Quay</p> <p>Design to be appropriate to buildings to which lights are fixed.</p>	

g) Landscape

- 6.27 The Old Town Conservation Area is notable for having well-treed and landscaped “pockets” (e.g. Memorial Gardens, the churchyard and Guildhall Gardens) whilst also having a generally hard-landscaped feel within its principal street and spaces (e.g. Market Place, Church Street and Thames Street). The research summarised at Section 3.0 demonstrates that this distinction is historical – there is no evidence of trees within the Market Place, Apple Market, Church Street or Thames Street. On this basis it is suggested that resources should generally be concentrated on the maintenance and longevity of the Old Town’s established landscaped spaces rather than procuring the planting of new trees within the essentially urban spaces and streets. The use of planters within the Conservation Area is not considered to be appropriate.
- 6.28 The southern end of the High Street, where there was historically a short “avenue” of trees, is considered to be the most appropriate location for the planting of new trees within the existing “hard” landscape.

h) Public Art

- 6.29 There is scope for further public artworks within the Conservation Area as part of enhancement proposals. Potential locations could include, Town End Gardens, the space to the south of Eagle House, Memorial Gardens and the gardens to the rear of the Guildhall. New public art need not necessarily be purely symbolic or decorative but can have a functional purpose – e.g. lighting, signage etc. Opportunities for reflecting the history of the Old Town can be included in public art proposals.

- 6.30 To define potential locations for, and possible types public art it suggested that a Public Art Strategy for is commissioned potentially covering the entirety of the town centre. Potential sources of funding to pay for public artworks are explored in Section 7.0.

i) Street Vendors

- 6.31 Potential benefits that may arise – possibly in terms of the use of the space in the evening – through either:-
- i) repositioning the market stalls and/or
 - ii) redesigning the market stalls, and/or
 - iii) having temporary stalls that are either dismantled and reassembled daily or are stored outside the Market Place.
- 6.32 A study of the needs and aspirations of market stallholders should be undertaken as part of the drafting of proposals for environmental enhancement in the Market Place.

Area-by-area Commentary on the Enhancement

Proposals

1. Medieval Quarter

The Market Place, Thames Street & Church Street

6.33 The Market Place is the heart and central focus of the Old Town Conservation Area. As noted previously, the quality of the public realm, and in particular the surfacing materials, falls far short of the quality and historic significance of buildings enclosing the space and the Market House within it.

6.34 The current arrangement of surfacing reflects the pre-pedestrianisation demarcation between roads, pavements and the central “island”. Whilst vehicular traffic has been largely removed from the space, pedestrian movement largely follows the road alignments. The Public Realm Strategy envisages that:

- i) A simple palette of two or three high quality natural surfacing materials are used;
- ii) Appropriate settings for the Market House and Shrubsole Monument are established;
- iii) The pre-pedestrianisation demarcation between pavement and road is reflected in the floorscape layout;
- iv) Street furniture and signage is limited to the minimum amount required for functional purposes;
- v) Lighting is located on buildings and/or buildings are floodlit; and,
- vi) The definition of eating out areas is improved. (A detailed study of the space demands and aspirations of restaurants, cafes and bars, together with the issues arising from outdoor seating areas would be beneficial to the consideration of the control and delineation of such areas)

Memorial Square

6.35 At present, the space on Church Street between All Saints’ Church and Memorial Garden, which has been defined as “Memorial Square”, lacks definition, character and quality. Whilst through-vehicular traffic has been removed from the space, it feels more like a road junction – between Church Street, Union Street and Wood Street – than a space or “square”. Together with the northern part of Church Street, Memorial Square is a “gateway” to the Medieval Quarter of the Old Town Conservation Area. However, in terms of past environmental enhancement schemes, it has neither benefited from the changes to Clarence Street nor the southern part of Church Street that have taken place since pedestrianisation: it retains tarmac surfacing with granite kerbs.

6.36 Memorial Square forms an important part of the setting of the Grade I listed All Saints’ Church and the Grade II listed property at Nos. 14-16 Church Street. In addition, it enables a visual link to be formed between the Church and Memorial Garden.

6.37 It is envisaged that:

- i) Enhancement should give the space an identity;
- ii) The space will read as one of a series of spaces and experiences on the route from Clarence Street to the Market Place;
- iii) The principal north-south pedestrian movement through the space is recognised and possibly reflected in the floorscape design;
- iv) The settings of surrounding buildings are respected and enhanced, with particular regard given to the eastern entrance to the churchyard and the memorial to the east;

- v) A palette of materials is used that is the same as, or complementary to, that used elsewhere in the Medieval Quarter;
- vi) The existing or historic location of kerb lines are reflected in the floorscape design; and
- vii) The servicing needs of surrounding premises are respected.

Crown and Harrow Passages

6.38 Crown and Harrow passages are historic alleyways that connect Church Street with the Apple Market and the Market Place with Apple Market respectively. They are poor quality spaces which are sparsely used outside shopping hours. The paucity of their surfacing materials has been accentuated by the quality of the recently upgraded surfacing within the Apple Market.

6.39 The Strategy envisages the enhancement of the two passages in line with the following principles:

- i) Surfacing materials should be drawn from the overall palette used for the streets within the Medieval Quarter – probably in the form of York stone slab paving;
- ii) Existing RBK bollards should be retained;
- iii) Active frontages along the two routes should be retained and encouraged; and
- iv) Improved lighting should be sought either through improved street lighting via lamps or through encouraging shops fronting the passages to leave display window lighting on at night.

2. High Street and environs

- 6.40 The northern part of the High Street bends steadily eastwards away from the River Thames before terminating at the southern apex of the Market Place. It essentially provides access to town centre parking and a route for buses, with through traffic directed along Kingston Hall Road. This southern gateway to the historic core of the Old Town Conservation Area is bordered by two listed buildings and includes the Clattern Bridge, a listed structure and Scheduled Ancient Monument.
- 6.41 The enhancement of the High Street as a whole can essentially be secured by:
- i) Rationalising and reducing the amount of vehicular signage – particularly that related to town centre parking information;
 - ii) Maintaining and potentially reinforcing the “avenue” of trees at the southern end of the high street; and,
 - iii) Adopting a single, standardised approach to surfacing the pavements.
- 6.42 In terms of the latter, concrete paving slabs would be appropriate for the majority of the street, whilst the historic significance of Clattern Bridge and part of the High Street to the north of it could be signified using stone.
- 6.43 The southern end of the High Street would benefit from the planting of trees to enhance the “gateway” to the town centre.

3. Riverside

Riverside – northern part

- 6.44 The majority of the Riverside Walk to the north of Charter Quay was formed as part of the Bishops Palace House development in the 1970s and uses the same red engineering bricks to form the river wall and define the pathway. The fabric of the public realm has become somewhat worn and tired, and the potential redevelopment of Bishops Palace House would enable the enhancement of this stretch of the riverside and improve the setting of the Grade II* Kingston Bridge. The stretch of riverside walkway in front of the “*Gazebo Bar*” includes the pair of listed pavilions and stone landing steps between.
- 6.45 The enhancement of the northern part of the riverside walk is largely dependent – both aesthetically and financially – on the redevelopment of Bishops Palace House. With redevelopment it is suggested that – dependent on the style and character of the development – the surfacing is upgraded to natural stone and the general character and quality of the Charter Quay development continued northwards to Kingston Bridge. As part of enhancement proposals:
- i) The stone landing steps between the pavilions should be retained;
 - ii) Mature trees along this stretch of the riverside should either be retained or replaced by trees to match those along the riverside in front of Charter Quay;
 - iii) Active frontages and outdoor eating and drinking should be retained or reinstated; and
 - iv) Opportunities for mooring should be retained or reinstated.

Riverside – southern part

- 6.46 The character of the southern part of the Riverside Walk changes from town centre/urban immediately to the south of Charter Quay, to edge-of-town centre/suburban at Town End Gardens. The pathway becomes narrower to the south of Eagle House and the buildings bordering it become more domestic in scale.
- 6.47 It is not considered appropriate or particularly desirable to continue the approach used at Charter Quay for the southern part of the riverside: the design approach can afford to be less formal. For example, resin bonded surfacing or the hardwood decking used to form the bridge within Charter Quay may be a more appropriate materials for the southern stretch of the riverside pathway than stone paving. Such an approach would be more appropriate in terms of adjoining uses (e.g. the sailing club and moorings) and would enable the changes in level along the pathway to either be accommodated or evened out.

The Passageways

- 6.48 The passageways linking Thames Street and the High Street with the riverside would benefit greatly from enhancement. The design of these spaces should follow Floorscape Palette 1 for the northernmost links and either palette 2 or 3 for the links from the High Street to the riverside. Some of the links currently include servicing areas for neighbouring buildings. Clearly the functional needs of these areas needs to be taken into account in drafting detail enhancement proposals.

Eagle House

6.49 The area of public space bounded by Eagle House to the north, the River Thames to the west, the rears of the Ram Public House and Nos. 38 to 46 the High Street to the east and south comprises a concrete slab surfaced public space with four planted beds, the beer garden to the rear of the Ram and an loading/unloading area serving the High Street properties. Ram's Passage and the service area access between Nos. 34 and 38 High Street provide links between the Riverside and the High Street. The latter also provides a visual link to the west bank of the River Thames.

6.50 The concrete slab surfaced area is essentially a left-over space with little function, quality or relationship to surrounding buildings. Whilst the Ram's beer garden is very popular and well frequented during the summer, the adjoining space is poorly related to it. Apart from the relationship with the Ram, the space lacks activity to its eastern and southern edges, lacks definition and overlooking and appears to be largely unused both as a space to move through and one in which to linger.

6.51 This area is considered to need more than public realm enhancement measures to enable it to contribute positively to the character and appearance of the Conservation Area. It is suggested that:

- i) The space needs to be better defined by surrounding development and active uses;
- ii) It should relate better to the Ram's beer garden;
- iii) It would be desirable, but not vital, to retain a link – visual and pedestrian – between the High Street and the river;

- iv) Given that this space has a setting of relatively limited historical significance, it may be appropriate to use an independent palette of materials and street furniture, albeit this should not clash with those materials used for the riverside walk; and
- v) The space needs to establish an identity and a name, i.e. Ram's Place or Eagle Wharf.

7.0 PRIORITISATION AND FUNDING

Prioritisation

7.1 There is not a particularly strong case for prioritising any one area enhancement proposal before another in this instance. Whilst the Market Place is the focus of the Conservation Area, and probably the area most in need and deserving of enhancement in heritage terms, the upgrading of Memorial Square could precede it provided that such a scheme is fully co-ordinated with the overall principles for the environmental enhancement of the Medieval Quarter.

7.2 The enhancement of the Riverside walk could again be undertaken in a number of stages as funding allows. Again, an outline scheme for the entirety of the area should be drawn up before the first part of any works is progressed. The refurbishment of “Eagle Place”, for example, could be undertaken independently of the overall riverside works.

7.3 Again, the enhancement of the High Street, Hogsmill River and “Ram’s Place” could be undertaken largely independently from the other projects.

Potential further studies

7.4 The Public Realm Strategy has highlighted a potential need for more detailed studies in respect of:

- A signage strategy to cover the entire town centre;
- A lighting strategy to identify opportunities for enhancing the experience of the Old Town outside daylight hours; and,
- A public art strategy to identify opportunities and locations for sculpture and public installations.

There should be a high level of co-ordination between the three studies, i.e. public art could involve lighting or signage.

Funding

7.5 There are a number of sources of funding that can be pursued to secure the enhancement proposals outlined above.

Section 106 Agreements

7.6 S106 Agreements are a means by which local planning authorities can secure financial contributions through negotiation and partnership with prospective developers towards off-site works including road improvements, public transport provision and landscape and public realm enhancement.

7.7 Work does not have to be directly adjacent to the proposed development but must be “*directly related, necessary to the development and fairly and reasonably related in scale and kind*”. Consideration should be given to setting up a dedicated fund for public realm enhancement works.

Townscape Heritage Initiative

7.8 The Townscape Heritage Initiative (THI) is the Heritage Lottery Fund’s (HLF) grant-giving programme for the repair and regeneration of the historic environment. The HLF gives greatest priority to proposals for areas of social and economic deprivation. To receive funding, prospective THI schemes should:

- Involve a range of works to a number of buildings, structures or spaces within a defined area;
- Involve the local community; and,
- Benefit the wider community as well as those directly concerned with grant-aided projects.

7.9 The THI will fund the repair and authentic restoration of features lost from public spaces where they make a contribution to the character of a historic area. The

initiative will also fund research, evaluation and strategic planning work needed to safeguard the long-term approach to conservation. The THI will not fund schemes in which more than 25% of the common fund is proposed for public realm works.

Heritage Economic Regeneration Scheme

7.10 The Heritage Economic Regeneration Scheme (HERS) involves the targeting of grants to areas of heritage interest where the social and economic problems faced are reflected in decaying high streets and disused, dilapidated buildings. Schemes involve area-based partnerships between English Heritage and local authorities, focussing on designated conservation areas, comprising significant groups of Grade II listed and unlisted buildings. This is extremely unlikely to be applicable to Kingston Old Town.

Business Improvement District

7.11 The entirety of the Old Town Conservation Area is within the town centre Business Improvement District (BID). Kingston First will match local authority funding for environmental improvements including “upgrading and repainting street furniture” and tree planting. This is therefore the main potential opportunity for regular income for public realm management and improvements.

7.12 In summary, the potential to secure HERS or THI funding for environmental improvement within the Old Town Conservation Area appears to be limited. Kingston is not a priority area for regeneration nor are there buildings within the Old Town that require grant-aid for repair or restoration. Financial contributions via BID and s106 agreements appear to be the most likely form of external funding for public realm enhancement.