Materials Palette

Kingston Go Developments

17th June 2016

DRAFT

MAYOR OF LONDON

TRANSPORT FOR LONDON

THE ROYAL BOROUGH OF KINGSTON UPON THAMES

ATKINS

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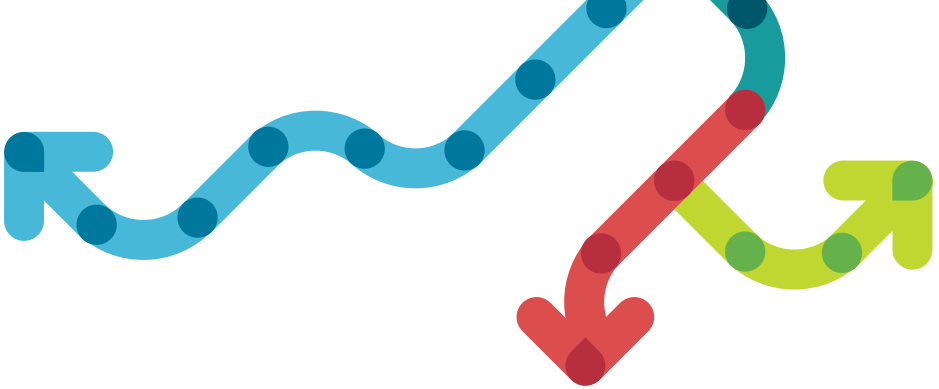


The Royal Borough of Kingston have commissioned Atkins to prepare a material and furniture palette. This report sets out options for discussion with RBK and for further development.

This report has been based on guidance from K+20 and the TfL Cycling Design Guide together with on street observations as to what would complement the existing suite of materials and furniture in Kingston.

The different components of a typical street have been used to structure this report. The following pages provide images and outline specification information options for each component.

This report is intended as a reference guide only, to be used by designers and people delivering projects across Kingston. The different palettes can be mixed as appropriate (example Feature and Heritage). It is a non-prescriptive report and designers must take full ownership of their proposals.

CONTENTS

1.1 Introduction

Overview

The purpose of this report is to determine the most appropriate materials and street furniture for the routes identified as part of the Kingston Go Developments and to offer an easily accessible guide for those looking to design and implement the improvement works.

The guide aims to assist in addressing Kingston's unique mix of old and new streetscapes by forming a clear and easy to follow palette that breaks the material types down into three main categories:

- Standard
- Feature
- Heritage

The urban analysis for each route will identify which palette best fits the scenario in terms of material type, quality and style, to blend it into its context or alleviate its appearance as much as possible.

To inform the proposed palette the Kingston K+20 document has provided a valuable resource of Kingston's current thinking regarding materials palette and street furniture. This has been used to inform most decisions about what Kingston is currently maintaining and what is not so successful. The Go Developments materials palette builds upon the successful elements of the K+20 and looks to expand upon it to provide more detail about the exact materials and street furniture to provide.

All materials have been chosen to ensure that they are replaceable and easy to maintain. Materials have also been chosen on the basis of best practice, with particular regard to sustainable urban drainage and the latest technology in reducing NOx levels, in an effort to alleviate surface water drainage and air pollution levels across Kingston.

Material palette overview

The materials palette offers a reference guide to those responsible for the design, implementation and upkeep of Kingston's streetscapes and cycleways and to inform decisions regarding the most appropriate material to use in any given scenario.

What the report covers

The document is broken down into two chapters and an appendixes.

Chapter 1

The first chapter gives an overview of how the materials palette has come about and the studies/ reports that have influenced it.

Chapter 2

The second chapter provides details for the standard, feature and heritage palettes.
A standard street material palette is to be used for the majority of areas where a simple, cost-effective, proprietary product is most appropriate to ensure that the majority of the streets in Kingston are safe and easy to maintain/ replace.
The feature material palette is to be used in areas where through the course of an urban analysis study it was decided that it would be appropriate to highlight a certain section of the street. The reasons for highlighting could include marking a gateway to a street, the widening of a street adjacent to a building of note where pedestrians are encouraged to stop and sit or to simply alleviate the status of a street. The feature palette could make a street more distinctive from the streets surrounding it perhaps in an effort to slow traffic down and increase footfall to retail.
The heritage materials palette is for areas that have either an historical street pattern or a street/ area with historical buildings of note.

Appendix 1

Appendix 1 specifies the material categories in greater detail.
This specification is broken down by description, dimensions, colour, bond (paving pattern bond), edge and design intent and use for the paving materials.
The street furniture specification is broken down by product, options, material, colour, mounting type, dimensions and design intent and use.
The aim is that there is a clear guide for the both the category (in chapter 2) and the material/ product specification (Appendix 1).

Appendix 2

Appendix 2 provides an analysis of the key areas within Kingston identifying the existing materials and street furniture used. The analysis establishes what street furniture and materials are successfully being used.

Method

The method for selecting the materials has been a process of research, on-site auditing and dialogue.

The first step was to carry out an audit covering each of the routes on foot, photographing every material that is currently being used on a route/ street and taking note of any notable characteristics, what's currently working and where there's room for improvement.

This audit led to some initial conclusions of what was appropriate.
These conclusions were then tested against the K+20, Kingston's existing town centre policy, to see which materials Kingston Borough Council is currently working with and what they have used in the past.

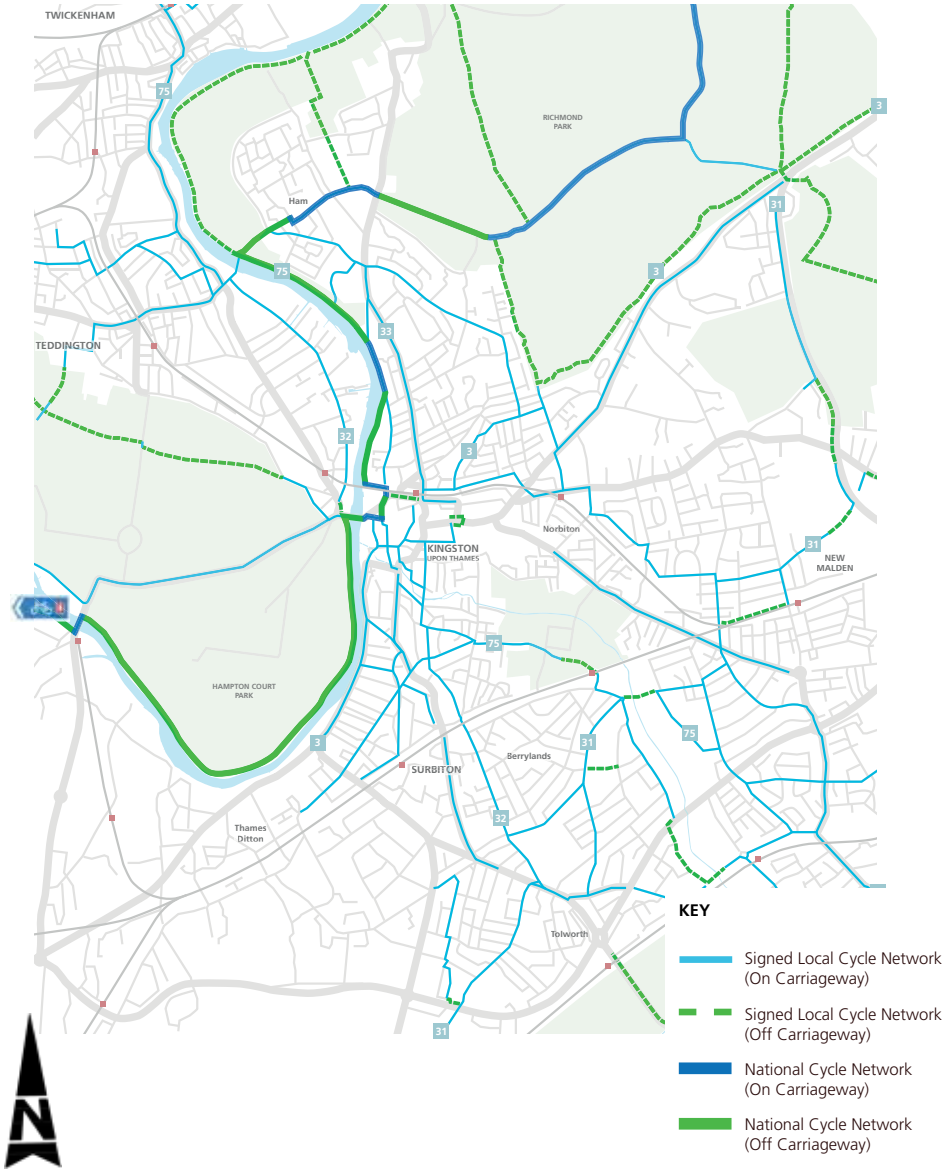
This led to the first draft of the materials palette which was reviewed by Kingston Borough Council who gave their feedback about the proposed materials and advised what materials are currently successful in Kingston and where they did and did not want to use the K+20 materials palette.

Coverage

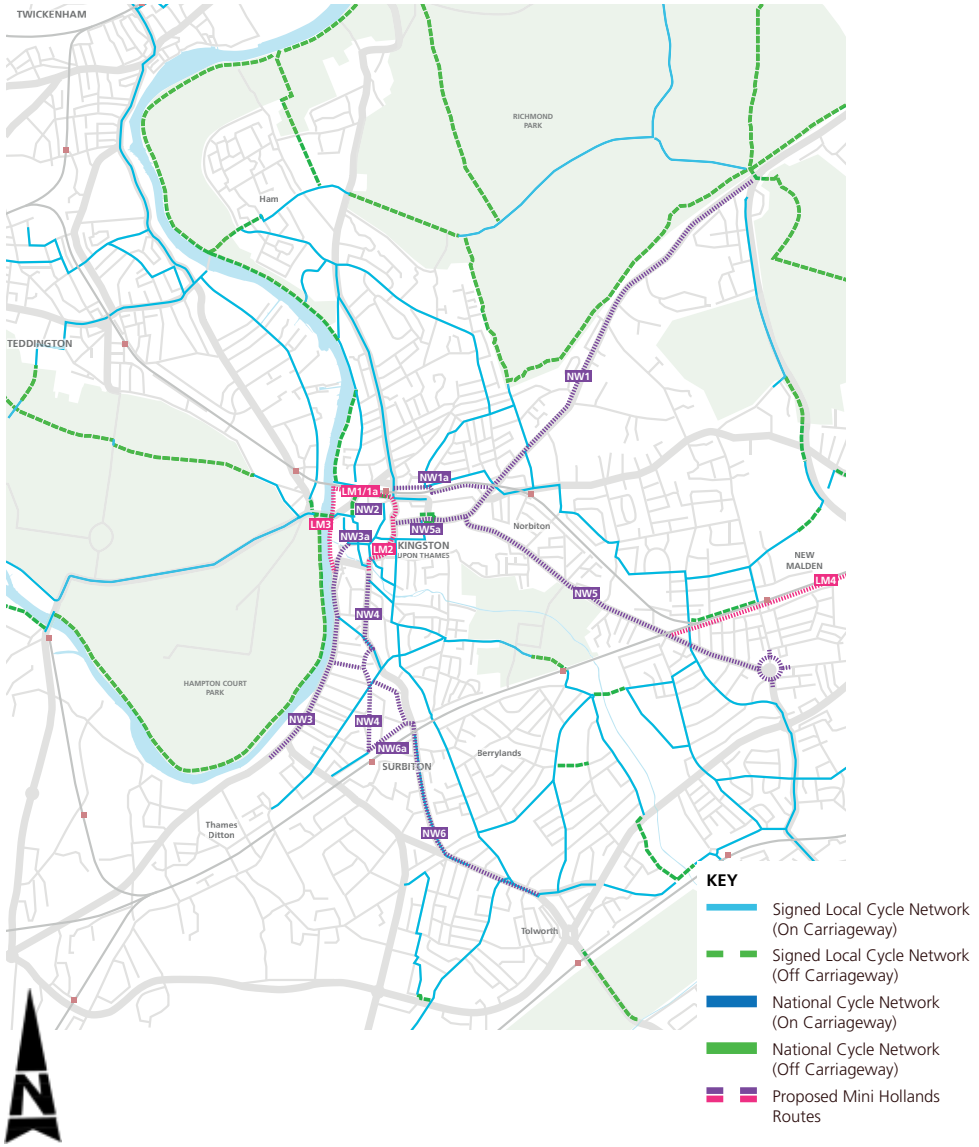
In addition to this, a study of how cycle ways and streetscapes are being delivered across other boroughs and the latest technology regarding sustainable urban drainage currently being used was reviewed. Discussions with suppliers led to the further development of the material and street furniture specification.

A combination of these factors has led to the production of this materials palette which in conjunction with Kingston Borough Council is considered to be in the best practice for Kingston moving forward.
This is a map of the Go Developments routes.

Existing Cycle Network Map



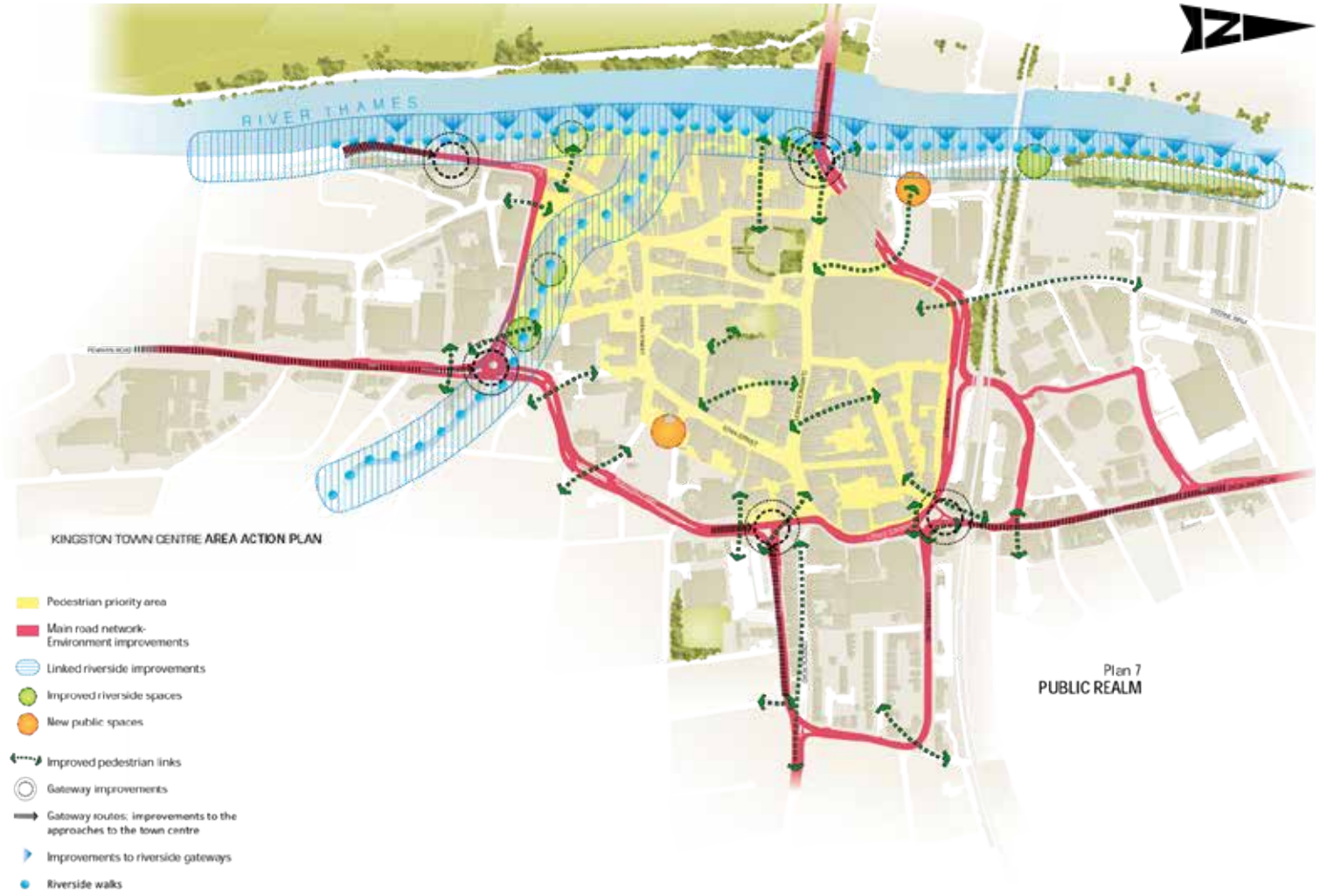
Kingston Mini Holland Scheme Map



1.2 K+20 Kingston Area Action Plan

Public realm plan

The adjacent plan is taken from the K+20 Area Action Plan for Kingston Town Centre. The plan identifies key gateways and connections in and around Kingston Town Centre including along Wheatfield Way.



K+20 Summary

The Kingston Town Centre Area Action Plan, otherwise known as the K+20 was adopted in July 2008. It offers an overview of the borough's objectives from the time. It is broken down into four parts – Part A, Part B, Part C and Part D.

Part A outlines the background to the document, the policies at a local and strategic level that it refers to and the key issues it seeks to address including environmental quality, transport and access, Kingston Town Centre Management and Kingston First Business Improvement District and flood risk.

Part B was of particular interest to this study as a guide to what Kingston plans were with regards to urban design and environmental quality. The proposals for this include the intention to provide a high quality environment with well designed buildings and spaces, a review of the design quality of the town centre and public realm palette of surfacing materials and street furniture. This was a very important resource to the study in determining the final materials palette. In addition to this a review of the historic environment (Chapter 7), the riverside (Chapter 8), Transport and access (Chapter 9), town centre management (Chapter 10) and infrastructure provision (Chapter 11) was carried out to assess Kingston's intentions with regards to these areas and to further inform the materials palette.

Part C dealt with character areas and the final Part D outlines Kingston's implementation and monitoring framework with an emphasis on how they expected to the deliver the works. This final part also covers Kingston's delivery objectives with the following objectives of interest to this study:

- Objective 3: To provide a high quality environment with well designed buildings and spaces (K9 Improve design quality and K10 Public realm improvements).
- Objective 4: To preserve and enhance the historic environment (K11 Old Town Conservation Area and K12 Area of special character).
- Objective 5: To promote and enhance use of the river and riverside (K13 Riverside strategy and K14 Hogsmill River).
- Objective 6: To improve transport, access and connectivity (K15 Town centre road network; K16 Public transport; K17 Walking and pedestrians; K18 Cycling; K19 other measures to improve accessibility; K20 Town Centre Parking).
- Objective 7: To provide a safe, clean, friendly and well maintained centre in the day time and at night (K21 Town Centre Management).
- Objective 8: To ensure adequate infrastructure and minimise flood risk (K22 Infrastructure; K23 Planning obligation; K24 Minimising flood risk).

The objectives are broken down further into Kingston individual policies which in turn are broken down as follows: Policy; Action; Target and Dates; Responsible agency. Kingston policies of note to the report include:

- K10: Public realm Improvements

This included a phased implementation of: Public realm improvements; Gateway improvements; Open space improvements and a number of locations where public art is provided.

It was targeted that there would be an annual monitoring of 4 elements to monitor progress; Completion of all identified public realm improvements, 6 gateway improvements, of all open space improvements and public art provided at all 13 location by 2020.

It was intended that these improvements would be provided by RBK (Private sector land and property owners, KTCM)

- K18: Cycling

This included a %modal split of cycling to Kingston town centre across Kingston Bridge; A number of cycle route improvements and length of route completed; an increase in the number of on-street secure cycle parking spaces from 2006; Provision of 3 secure cycle parking centres.

It was targeted that there would be an increase in modal split of cycling across Kingston Bridge to 10% by 2020; A completion of 5 cycle route improvements by 2015 and riverside route by 2020; A double on-street secure cycle parking to 1200 spaces by 2011; A provision of 3 secure cycle parking centres by 2020.

It was intended that these improvements would be provided by RBK, TfL, London Rail, Network Rail, Department for Transport, transport providers: South West Trains and London. Buses.

K+20 Analysis

The study gives a good indication of what Kingston was looking to achieve at the time and it is evident in Kingston Town Centre, particularly in the historic quarter that works have been carried out following on from the publication of the K+20.

Findings

Although the policies and character studies are of use in setting the scene of the K+20 intentions, it is the public realm materials palette that is of particular use to help inform the Kingston Go Developments materials palette.

The K+20 palette identifies the street furniture palette including:
seating, cycle stands, tree grilles, bins
and the materials palette including:
Concrete and natural stone pavers, setts, kerbs, tactiles and hazard, resin bonded gravel and asphalt surfacing.

The success and performance of the materials were reviewed as part of the audit for each of the routes and it was found that certain materials and street furniture were more successful than others. (This is covered in Appendix 2 of this report).

This audit and the continued dialogue with Kingston Borough Council led to a short-list of products and materials that Kingston felt comfortable to adopt from the K+20 palette. This in turn led to the final materials palette that is outlined in chapter 2 and Appendix 1 of the report.

2.1 How to use this guide

As outlined in the K+20 document there are a number of environmental enhancements that are required to improve the appearance of the highways and public realm in Kingston. The K+20 also notes the need for particular emphasis is to be placed on the creation of attractive gateways to achieve a 'sense of arrival and identity'. These improvements are to be delivered as part of the Council's ongoing public realm enhancement initiative, the Kingston Go Developments and through the implementation of development proposals along the approach routes to the town centre. To deliver these improvements a materials palette has been developed to assist designers with the selection of materials and products and to ensure a co-ordinated approach across the borough.

The role of the materials palette is to provide a base from which Designers can find the most appropriate material or street furniture type for any given situation. It is up to the Designer to make the judgement on what to use. The palette is not prescriptive.

The palette is broken down into three categories: Standard, Feature and Heritage. For each of the categories a matrix is provided covering the material or product with a description, their dimensions and an image to support them.

Categories

All categories are of a high quality that are appropriate for specific areas and readily available for replacement. The categories are outlined below:

Standard: Robust materials and street furniture. This is to be the most common palette of materials across the borough. It is most likely to be used on the residential streets, main highways and servicing areas.

Feature: Materials that are more distinct, robust and hard-wearing but are not as costly as using natural stone or cast iron. The feature palette could be applied at gateway locations, riverside locations and for pedestrian links to the town centre. It is not fixed. The designer may use bespoke materials should these be required and justified where a standard approach is not appropriate.

Heritage: These are materials that are appropriate for areas with a high heritage status or possibly for the surrounds of new development. In the heritage setting the materials seek to respect the surrounds in which they sit and look to complement nearby listed buildings, structures or any streetscapes of heritage value within its vicinity

In the first instance products and materials should be used from the same palette. If there are special project circumstances or particular budget constraints the Designers can mix components so that the most suitable materials can be selected and applied. For example the gateway pavers from the Standard materials palette could be mixed with the kerb and tactile paving from the Feature palette. There needs to be a robust justification to mix, add or deviate from the palette (i.e. feature products aren't all stated within this document).

The surface materials covered include: Pavers, Gateway pavers, crossing sett pavers, kerbs, tactile pavers, cycle lane treatment and median infill. The street furniture products covered include: seats/ benches, cycle stands, bins, tree grilles and railing (heritage).

Kingston's riverside walkway. A good example of mixed paving and surfacing installed over time leading to a haphazard appearance

The criteria for the selection of the materials is broken down as follows:

Criteria

Build upon the existing palette: Royal Borough of Kingston has had many material palettes that have been delivered over the years. This material palette seeks to build upon the success of what has gone before and where necessary to propose a new material that is appropriate for Kingston to adopt, deliver and use. The K+20 has guided the selection of materials and products.

Fit in with the local character: Given Kingston's historic past, its riverside setting and its evolution as a popular satellite commuter town to central London, it has wide variety of property types and streetscapes across the borough that are unique to Kingston. As part of the development of the materials palette, a streetscape audit was carried out to identify key materials and street furniture that are particular to Kingston and those most in keeping with Kingston's local character have evolved to form the proposals.

Be readily available for replacement: It is intended that the materials chosen for the materials palette are easy to source from suppliers and to implement. In developing the palettes, advice has been sought from both Kingston's in house maintenance teams and major suppliers regarding material availability for both now and the foreseeable future and an easily accessible palette has formed the proposals.

Be robust: Materials have been chosen for their robustness. The life time of the material has been considered to ensure the mending, repair, replacement, maintenance and upkeep of materials is kept to a minimum.

Promote best practice: All materials and street furniture chosen for the materials palette meet best practice. Industry guidelines and design parameters for highways and cycle infrastructure, inclusive design standards and sustainable urban drainage solutions have all been considered in the selection of materials.

Simplicity: Use the minimum number of different materials and components to deliver projects.

Statutory documentation and guidelines referred to include:

- Traffic Signs Regulations and General Directions 2016 – Statutory regulations regarding highways and traffic design (includes cycle infrastructure)
- TfL – London Cycling Design Standards – guidance for cycle infrastructure design parameters
- TfL Design Standards – guidance for streetscape design parameters
- Building Regulations – Statutory regulations regarding building work
- Disability Discrimination Act for inclusive design
- CIRIA – Construction Industry Research Information Association guidelines for general water management through SUDs components
- British Standards – Ensures the standard of the quality of goods and workmanship is met

Kingston's ancient market. Used regularly by visitors to the town centre, the well used seat illustrates the popularity of this public space since the recent improvements.

Build Quality and Maintenance

In addition to the criteria outlined, it is important to note that the initial success of the materials will depend upon the quality of installation and its continued success will depend upon its management.

Ensure high build quality: The majority of the success of the materials will depend on the build quality. In the execution of new works, consideration must be given to the specification and installation of works by designers and contractors delivering new projects across Kingston. To achieve this it is expected a comprehensive specification that adheres to the National Building Specification will be produced for all works.

National Building Specification – An industry standard system of construction specification used by designers in the UK to describe the materials, standards and workmanship of a construction project.

The statutory publications and guidelines mentioned above in best practice must be also be considered to ensure high build quality

Be maintained: Another part of the success of the materials will depend on the maintenance regime.

A well planned maintenance initiative that complies with Council and industry standards will make a significant difference to the appearance and cost of repairs across the borough.

With regard to maintenance it is important to note the following:

- Poor quality or inappropriate materials should not be replaced with new inappropriate materials.
- Accumulation of urban clutter leads to the degradation of surface character. With every new project, questioning of whether there is the need for additional elements needs to be carried out to ensure optimum results.
- It is standard practice that all vulnerable surfaces are factory coated or retro painted in an appropriate coating from an approved manufacturer. Old, rough and disfiguring coatings must be removed through the repainting cycle.
- Cleaning and re-painting regimes for street furniture are matters for inclusion in contractual arrangements. The guiding principle should be that the items should always appear to be clean, smart and in good order.
- Checks to ensure the historic features of materials are not compromised or lost.

Methodology for materials palette

Standard material component layout:

The adjacent diagram sets out the typical material components this report provides guidance for. Each street is different but will typically include the following.

1. Option A Flag paver
Pre-cast concrete paver

1. Option B Flag paver
Pre-cast concrete York stone aggregate paver

1. Option C SUDs Flag paver
Pre-cast concrete concrete permeable paver

1. Option D
Transition setts
Granite block setts

2. Crossing setts
Precast concrete block setts

3. Kerb - pre-cast concrete kerb unit

4. Footway/ Cycleway 45 degree splayed chamfered kerb

5. Carriageway surface black asphalt

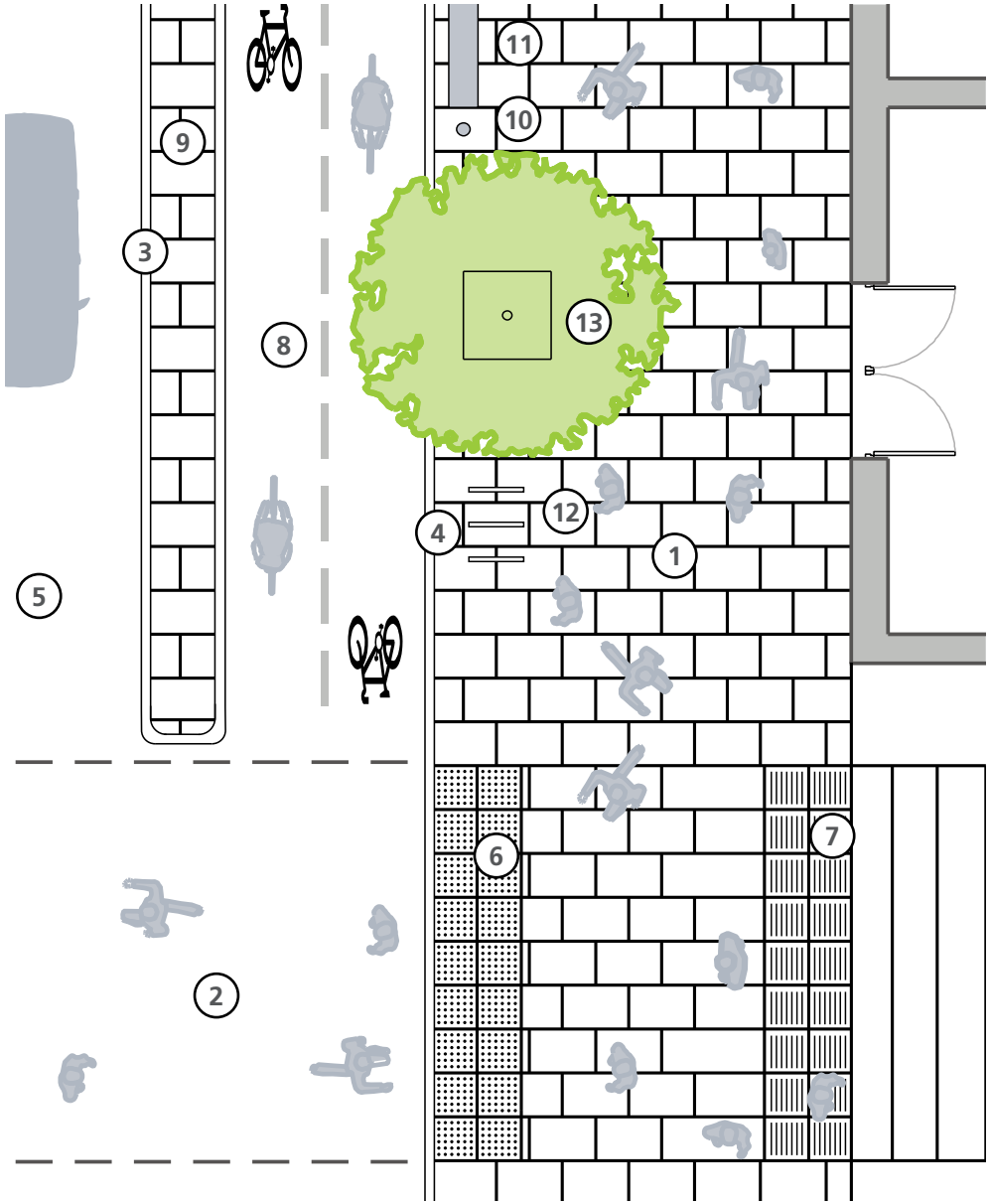
6. Tactile blister paver
Pre-cast concrete blister paver (contrast colour) for carriageway crossing points

7. Hazard pavers
Pre-cast concrete corduroy paver (contrast colour) for top and bottom of steps

8. Cycle surface
black asphalt

9. Median infill
precast concrete kerbs with concrete block sett in-fill

Appendix 1 outlines the options that can be used for each material component.



Typical cross section layout:

1. Carriageway
2. Cycle segregation
3. Cycle lane with chamfered kerbs
4. Footway

10. Litter bin
Black and gold Durapol material with polyethylene moulded plastic liner

11. Bench
Stainless steel sub structure with timber slats

12. Cycle stand
Stainless steel

13. Tree grille
Cast aluminium frame

2.2 Standard materials and furniture

Standard: Robust materials and street furniture. This is to be the most common palette of materials across the borough. It is most likely to be used on the residential streets, main highways and servicing areas.

Standard

Reference	Item	Description	Dimensions	Image (thumbnail)
A1-P26	Flag Pavers	Pre-cast concrete flag pavers. Marshalls Pimple or Yorkstone aggregate Perfecta paver. Colour natural. Note: Black asphalt surfacing to be used for footways where necessary.	600 x variable x 50mm	
A1-P27	SUDs Pavers	Pre-cast concrete permeable flag paver. Marshalls Priora. Colour natural.	400 x variable x 65mm	
A1-P28	Transition sett Pavers	Granite block setts. Colour silver grey.	100 x 100 x 100mm	
A1-P29	Crossing sett pavers	Pre-cast concrete block setts. Marshalls Keyblock Pencil edge. Colour natural.	200 x 100 x 80mm	
A1-P30	Kerbs	Standard pre-cast concrete highways kerbs.	125 x 255 x 914mm	
A1-P30	Cycle Kerb	45degree splayed standard kerb. Marshalls standard product.	914mm x 255mm x 125mm high (or 150mm high)	
A1-P31	Tactiles	Pre-cast concrete blister pavers. Marshalls blister paving. Colour contrast.	400 x 400 x 50mm	
A1-P32	Tactiles	Pre-cast concrete hazard pavers. Marshalls hazard paving. Colour contrast.	400 x 400 x 50mm	

Standard

Reference	Item	Description	Dimensions	Image (thumbnail)
A1-P33	Cycle Lane	Black asphalt.	N/A	
A1-P34	Median Infill	Pre-cast concrete kerbs with concrete block sett in-fill. Note: Black asphalt to be used as infill material where necessary.	See dimensions for concrete kerbs and concrete block setts	
A1-P35	Seats / Benches	Stainless steel sub structure with timber slats. Marshalls Geo Seat. Root fixed. With options of back and armrests.	1800mm long x 675mm deep x 440mm high	
A1-P36	Cycle Stands	Stainless steel. Marshalls Ollerton Sheffield stand. Colour natural/ brushed. Root fixed	750mm high x 750mm wide x 48mm dia.	
A1-P37	Bins	Durapol material. Glasdon Jubilee bin. Black and gold with polyethylene moulded plastic liner (130litre capacity).	1158mm high x 598mm wide x 553mm deep.	
A1-P38	Tree grilles	Cast aluminium frame. Escofet Yarg.	1800mm long x 800mm wide x 140mm deep	

Feature material component layout:

The adjacent diagram sets out the typical material components this report provides guidance for. Each street is different but will typically include the following.

1. Option A Flag paver
Pre-cast concrete granite aggregate flag pavers or setts

1. Option B SUDs Flag paver
Permeable paver exposed aggregate textured pre-cast concrete paver

1. Option C
Permeable precast concrete block setts

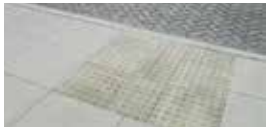
1. Option D
Transition setts
Granite block setts

2. Crossing setts
Pre-cast concrete block setts

3. Option A Kerb - carriageway Granite.

3. Option B Kerb - SUDs. Pre-cast concrete kerb and drainage system

4. Carriageway surface
black asphalt



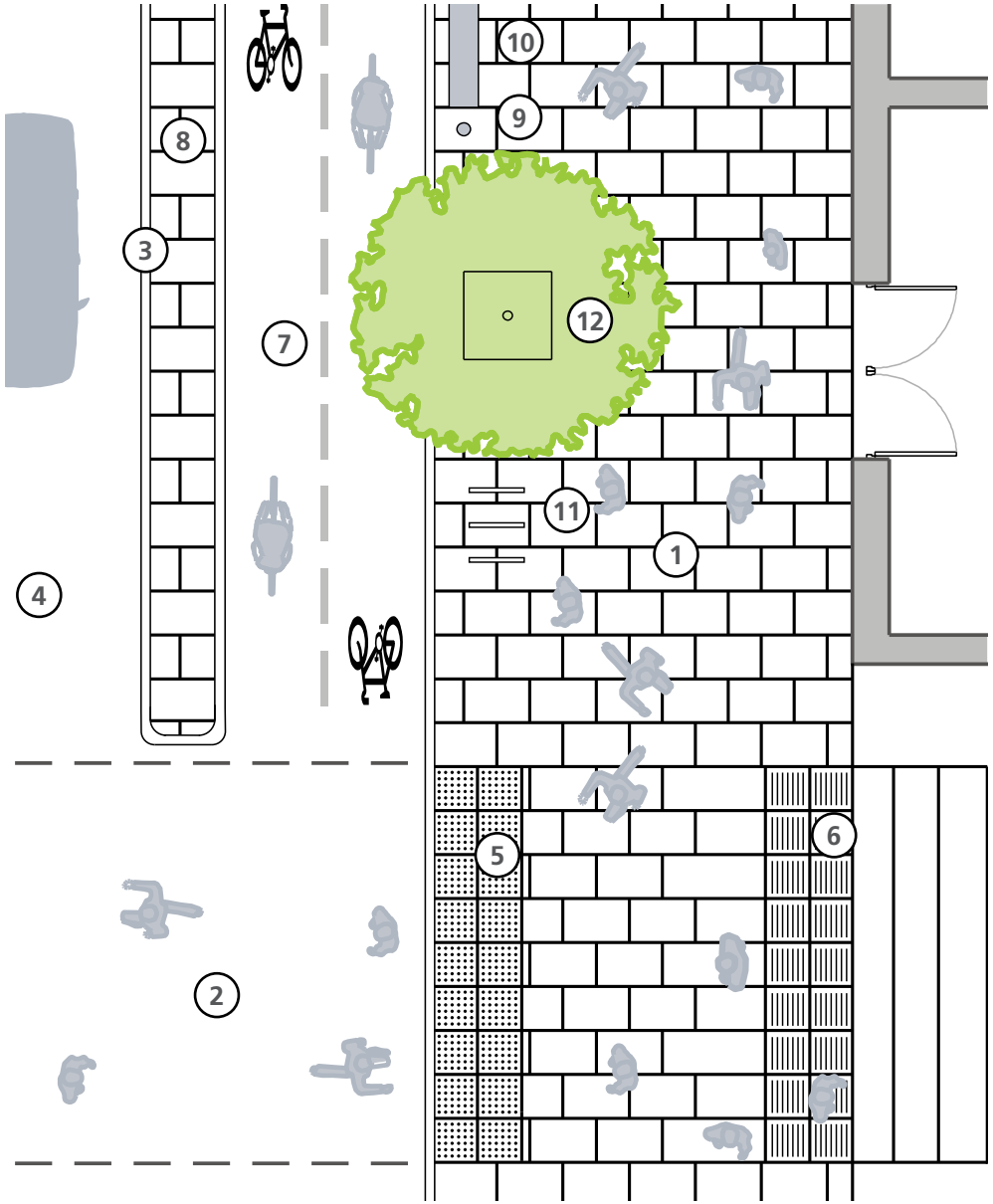
5. Tactile blister paver
Pre-cast concrete blister paver (contrast colour) for carriageway crossing points

6. Hazard pavers
Pre-cast concrete corduroy paver (contrast colour) for top and bottom of steps

7. Cycle surface
black asphalt

8. Median strip
Granite kerbs and granite block setts

Appendix 1 outlines the options that can be used for each material component.



Typical cross section layout:

1. Carriageway
2. Cycle segregation
3. Cycle lane with chamfered kerbs
4. Footway

9. Litter bin
Black and gold Durapol material with polyethylene moulded plastic liner

10. Bench
Stainless steel sub structure with timber slats

11. Cycle stand
Stainless steel

12. Tree grille
Cast aluminium frame

2.3 Feature materials and furniture

Feature: Materials that are more distinct, robust and hard-wearing but are not as costly as using natural stone or cast iron. The feature palette could be applied at gateway locations, riverside locations or for pedestrian links to the town centre. It is not fixed. The designer may use bespoke materials should these be required and justified where a standard approach is not appropriate.

Feature

Reference	Item	Description	Dimensions	Image (thumbnail)
A1-P26	Flag Pavers	Pre-cast concrete granite aggregate flag pavers or setts in textured or smooth finish. Marshalls Conservation flag pavers. Colour silver grey.	600 x variable x 50mm (flags) and setts	
A1-P27	SUDs Pavers	Pre-cast concrete permeable exposed aggregate textured paving system. Marshalls Conservation Priora. Colour silver grey, charcoal, graphite.	400 x variable x 65mm	
A1-P28	Transition Pavers	Granite block setts. Colour silver grey.	100 x 100 x 100mm	
A1-P29	Crossing sett pavers	Pre-cast concrete block. Marshalls keyblok Pencil edge. Colour Natural/ Charcoal.	200 x 100 x 80mm	
A1-P27	Crossing sett pavers - SUDs	Pre-cast concrete permeable block paver. Marshalls Priora. Colour Natural.	200 x 100 x 80mm (or 65mm)	
A1-P30	Kerbs	Granite highways kerb. Colour silver grey.	125 x 300 x 914mm	
A1-P27	Kerbs – SUDs	Half battered pre-cast concrete kerb with integrated drainage. Marshalls Mono Beany Kerb and drainage system. Colour Conservation Silver Grey.	500 x 430 x 295mm (also available in 45 splayed version)	
A1-P31	Tactiles	Pre-cast concrete tactile flag pavers. Marshalls Blister paving. Contrast colour.	400 x 400 x 50mm	

Feature

Reference	Item	Description	Dimensions	Image (thumbnail)
A1-P32	Tactiles	Pre-cast concrete tactile flag pavers. Marshalls hazard warning tactile pavers. Colour contrast.	400 x 400 x 50mm	
A1-P33	Cycle Lane	Black asphalt.	N/A	
A1-P34	Median Infill	Granite kerbs with York stone or granite setts Note: Buff resin bound gravel surfacing to be used as median infill material where necessary	See dimensions for granite kerbs and York stone granite block setts.	
A1-P34	Median Infill – SUDs	Pre-cast concrete mono beany kerbs (Marshalls) with pencil edge Priora (Marshalls) pre-cast concrete block setts. Colour Silver grey.	See dimensions for mono beany kerb and pencil edge pre-cast concrete block setts.	
A1-P35	Seats/Benches	Stainless steel sub structure with timber slats. Marshalls Geo Seat. Root fixed. With options of back and armrests.	1800mm long x 675mm deep x 440mm high	
A1-P36	Cycle Stands	Stainless steel. Marshalls Ollerton Sheffield stand. Colour natural/ brushed. Root fixed	750mm high x 750mm wide x 48mm dia.	
A1-P37	Bins	Durapol material. Glasdon Jubilee bin. Black and gold with polyethylene moulded plastic liner. (130 litre capacity).	1158mm high x 598mm wide x 553mm deep.	
A1-P38	Tree grilles	Cast aluminium frame. Escofet Yarg.	1800mm long x 800mm wide x 140mm deep	

Heritage material component layout:

The adjacent diagram sets out the typical material components this report provides guidance for. Each street is different but will typically include the following.

1. Option A Flag paver
York stone flag pavers

1. Option B
Transition setts
Granite block setts

2. Crossing setts
Granite sett pavers

3. Kerbs -
Granite carriageway kerb

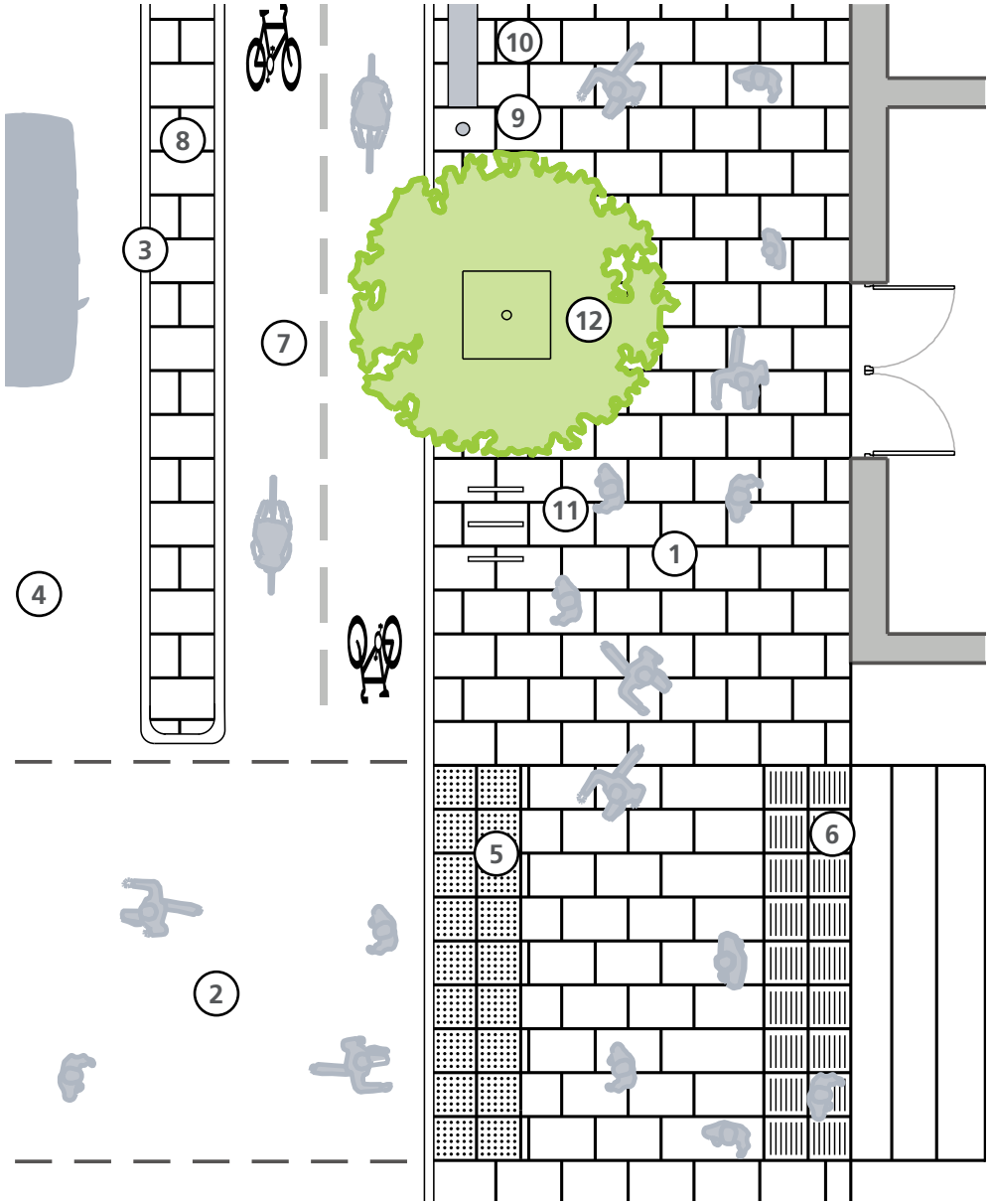
4. Carriageway surface
black asphalt

5. Tactile blister paver
granite (contrast colour) for carriageway crossing points

6. Tactile hazard paver
Granite (contrast colour) for top and bottom and steps

7. Cycle lane
Yorkstone setts with cycle lane symbol inserts

8. Median strip
Granite kerbs and granite block setts or york stone



Appendix 1 outlines the options that can be used for each material component.

Typical cross section layout:

1. Carriageway
2. Cycle segregation
3. Cycle lane with chamfered kerbs
4. Footway

9. Litter bin
Black and gold Durapol material with polyethylene moulded plastic liner

10. Bench
Cast iron black heritage seat with timber slats

11. Cycle stand
Cast iron black cycle stand

12. Tree grille
Cast iron black frame

13. Railing
Cast iron black post and rail

2.4 Heritage materials and furniture

Heritage: These are materials that are appropriate for areas with a high heritage status or possibly for the surrounds of new development. In the heritage setting the materials seek to respect the surrounds in which they sit and look to complement nearby listed buildings, structures or any streetscapes of heritage value within its vicinity

Heritage

Reference	Item	Description	Dimensions	Image (thumbnail)
A1–P26	Flag Pavers	York stone flag pavers. Marshalls. Colour Scoutmoor.	600mm width x 50mm depth x variable lengths.	
A1-P28	Transition setts	Granite block setts. Colour silver grey	100 x 100 x 100mm	
A1-P29	Crossing sett pavers	Granite sett pavers. Mixed grey and buff colour palette. Approximately a five colour palette mix.	100 x 200 x 100mm	
A1-P30	Kerbs	Granite highways kerb. Silver grey colour	125 x300 x 914mm	
A1-P31	Tactiles	Granite blister flag pavers. Contrast colour.	400 x 400 x 50mm	
A1-P32	Tactiles	Granite hazard flag pavers. Contrast colour.	400 x 400 x 50mm	
A1-P33	Cycle Lane	York stone setts with cycle lane stone inserts	150 x 300 x 150mm	
A1-P34	Median Infill	Granite kerbs with York stone or granite setts Note: Buff resin bound gravel surfacing to be used as median infill material where necessary	See dimensions for granite kerbs and York stone granite block setts.	

Heritage

Reference	Item	Description	Dimensions	Image (thumbnail)
A1-P35	Seats / Benches	Description: Cast iron black heritage style seat with timber slats from Heritage Street Furniture – Eastgate seat. Root fixed.	1800mm length 860mm back/ 450mm seat	
A1-P36	Cycle Stands	Description: Cast iron black cycle stand from Heritage Street Furniture – Romford. Root fixed.	50mm dia. 950mm wide x 660mm high	
A1-P37	Bins	Description: Cast iron black and gold heritage style litter bin from Heritage Street Furniture – Abbey bin. Root fixed. (129 litre)	1100mm high x 500mm dia.	
A1-P38	Tree grilles	Description: Cast iron black tree grille from Heritage Street Furniture - Titian.	1200mm wide x 1200mm length x 510mm dia. x 25mm thick	
A1-P38	Railing	Description: Cast iron black post and rail from Heritage Street Furniture – Rossetti rail.	935mm high x 150mm dia. posts at 2m centres. Rail 43mm diameter.	

2.5 Cycle segregation components

Reference	Item	Description	Dimensions	Image (thumbnail)
A1–P39	Splitter island	Recycled rubber segregation unit. Rediweld Splitter island.	Dependent on production selection	
A1–P39	Cycle lane	Recycled rubber light cycle segregation unit. Rediweld Orca.	920mm long x 200mm wide x 100m high	
A1–P39	Cycle lane	Pre-cast concrete proprietary cycle segregation unit. Marshalls cycle segregation unit.	Dependent on product selection	

A1.1 Product specification

This appendix provides the specification details for each of the material and street furniture components.

It defines the material categories in greater detail outlining the product dimensions, colour, design intent and use amongst other supporting information.

A1.2 Paving surface options

Flag pavers

Standard:

Description: Pre-cast concrete flag pavers.

Product: Marshalls Pimple /Perfecta pavers

Dimensions: 600 x variable length x 50mm

Colour: Natural

Bond: Staggered

Edge: Square edge

Design Intent and use:

- For use on pedestrian footways
- To tie in with surrounding streets and form cohesive streetscape typical of London using modest materials

Feature:

Description: Pre-cast concrete granite aggregate flag pavers or setts.

Product: Marshalls Conservation flag pavers.

Dimensions: 600 x variable length x 50mm

Colour: Silver grey

Bond: Aligned

Edge: Square edge

Design Intent and use:

- For use on pedestrian footways in key improvement areas
- To tie in with surrounding streets and form cohesive streetscape typical of London using high quality materials

Heritage:

Description: York stone flag pavers.

Product: Marshalls Scoutmoor.

Dimensions: 600 x variable length x 50mm

Colour: Yellow/ biscuit (scoutmoor)

Bond: Aligned

Edge: Square edge

Design Intent and use:

- For use in and around Kingston town centre
- To tie in with existing streetscape
- For use in areas of high historical value.

Sustainable Urban Drainage Pavers

Standard:

Description: Pre-cast concrete permeable flag paver

Product: Marshalls Priora flag paver

Dimensions: 400 x variable length x 65mm

Colour: Natural

Bond: Staggered

Design intent and use:

- For use on pedestrian footways

Feature SUDs Pavers

Description: Permeable exposed aggregate textured pre-cast concrete flag paver

Product: Marshalls Conservation Priora flag paver

Dimensions: 400 x variable length x 65mm

Colour: Silver grey, charcoal, graphite

Bond: Staggered

Design intent and use:

- For use on pedestrian footways

Feature SUDs Sett Pavers

Description: Pre-cast concrete permeable sett paver

Product: Marshalls Priora sett paver

Dimensions: 200 x 100 x 80mm (or 65mm)

Colour: Natural

Bond: Herringbone

Design intent and use:

- For use on pedestrian footways or crossings

Appendix 1. Materials and furniture outline specification

Transition sett pavers

Standard, feature and heritage:

Description: Granite block setts.

Product: Marshalls Flamed granite.

Dimensions: 100 x 100 x 100mm

Colour: Silver grey

Bond: Stack

Edge: Split

Design Intent and use:

- For use on pedestrian footways
- To tie in with surrounding streets and form cohesive streetscape typical of London using modest materials
- For use in areas of high historical value

Crossing sett pavers

Standard:

Description: Pre-cast concrete block setts.

Product: Marshalls Keyblok

Dimensions: 200 x100 x 80mm

Colour: Natural

Bond: Herringbone or Staggered

Edge: Square edge

Design Intent and use:

- Should be used on pedestrian crossings

Feature:

Description: Pre-cast concrete block setts.

Product: Marshalls Keyblok Pencil edge

Dimensions: 100 x 200 x 80mm

Colour: Natural and/ or charcoal

Bond: Herringbone or Staggered

Edge: Square edge

Design Intent and use:

- For use on pedestrian crossings

Heritage:

Description: Granite sett pavers.

Dimensions: 100 x 200 x 100mm

Colour: Mixed grey and buff colour palette. Approximately a five colour palette mix.

Bond: Staggered

Edge: Rough

Finish: Fine picked

Design Intent and use:

- For use on pedestrian crossings
- For use in areas of high historical value

Appendix 1. Materials and furniture outline specification

Kerbs

Standard:

Description: Standard pre-cast concrete highways kerb.

Product: Marshalls

Dimensions: 125 x 255 x 914mm

Colour: Standard grey

Bond: Running

Edge: Straight half-battered

Design Intent and use:

- For use on pedestrian footways

Standard Cycle kerb:

Description: Pre-cast concrete highways kerb

Product: Marshalls 45 degree splayed standard kerb

Material: Pre-cast concrete

Bond: Running

Dimensions: 125 x 255 x 914mm

Colour: Natural

Design Intent and use:

- For Cycle lane boundary treatment

Feature and Heritage:

Description: Granite highways kerb.

Product: Marshalls

Dimensions: 125 x 300 x 914mm

Colour: Silver grey

Bond: Running

Edge: Straight sawn

Design Intent and use:

- For use on pedestrian footways

Tactiles - Blister

Feature:

Description: Pre-cast concrete kerb with integrated drainage

Product: Marshalls Mono Beany kerb – half battered

Dimensions: 1000 x 150 x 321mm

Colour: Natural

Bond: Running

Option: Also 45 degree splayed version

Design intent and use:

- For use on footways or edging to cycle lanes

Standard and Feature:

Description: Pre-cast concrete blister pavers.

Product: Marshalls blister concrete tactile paving

Dimensions: 400 x 400 x 50mm

Colour: Contrast colour

Bond: Stack

Edge: Square edge

Design Intent and use:

- For use on pedestrian crossings

Heritage:

Description: Granite tactile flag pavers.

Dimensions: 400 x 400 x 50mm

Colour: Contrast colour

Bond: Stack

Edge: Sawn

Design Intent and use:

- For use on pedestrian crossings
- For use in areas of high historical value

Appendix 1. Materials and furniture outline specification

Tactiles - Hazard

Standard and Feature:

Description: Pre-cast concrete hazard tactile paver

Product: Marshalls Hazard Warning Tactile Flag Paver

Dimensions: 400 x 400 x 50mm

Colour: Contrast colour

Bond: Stack

Edge: Square edge

Design Intent and use:

- For top and bottom of steps

Heritage:

Description: Granite hazard tactile paver

Dimensions: 400 x 400 x 50mm

Colour: Contrast colour

Bond: Stack

Edge: Square edge

Design Intent and use:

- For top and bottom of steps

Cycle lane

Standard and Feature:

Description: Asphalt.

Colour: Black

Design Intent and use:

- For use on cycle lanes

Heritage:

Description: Yorkstone setts with cycle lane inserts
Dimensions: 150 x 300 x 150mm.

Colour: Buff

Design Intent and use:

- For use on cycle lanes
- To tie in with existing cycle lanes
- For use in areas of high historical value

Appendix 1. Materials and furniture outline specification

Median infill

Standard:

Description: Pre-cast concrete kerbs with concrete block sett in-fill

Dimensions: See dimensions for concrete kerbs and concrete block setts

Colour: Silver grey

Bond: Staggered (infill) and running (kerb)

Edge: Straight

Design Intent and use:

- For use as a median infill

Note: Black asphalt surfacing to be used as median infill material where paving unit size is too small.

Feature and Heritage:

Description: Granite setts

Dimensions: see dimensions for granite kerbs and granite block setts.

Colour: Silver grey

Bond: Straight

Edge: Square edge

Design Intent and use:

- For use as a median infill
- For use in areas of high historical value

Note: Buff resin bound gravel to be used as infill material where paving unit size is too small.

Feature SUDs:

Description: Pre-cast concrete kerb with integrated drainage and pre-cast concrete sett pavers

Product: Marshalls Mono Beany and Priora sett pavers

Dimensions: As per kerbs and crossing sett paver dimensions

Colour: Natural (or dependent on adjacent surface)

Bond: Dependent on adjacent surface

Design intent and use:

- Segregation between cycle lane and carriageway

A1.3 Street furniture options

Seats / benches

Standard and Feature:

Product: Marshalls GEO Seat and bench

Options: Armrests and back

Material: Stainless steel sub structure with timber slats.

Mounting type: Root fixed

Dimension:
1800mm wide x 675mm depth x 440mm high

Design intent and use:

- Areas identified as pocket parks or resting points

Heritage:

Product: Heritage street furniture Eastgate benches

Material: Cast iron substructure with timber slats

Options: Armrests and back

Colour: Black cast iron. As supplied

Mounting type: Root fixed

Dimensions: 1800mm length

860mm back height 450mm seat height

Design intent and use:

- Areas identified as pocket parks or resting points

Appendix 1. Materials and furniture outline specification

Cycle stands

Standard and Feature:

Product: Marshalls Ollerton Stainless Steel Cycle Stand

Options: Sheffield type stand preferred.

Colour/Finish: Natural/ Brushed.

Material: Stainless steel

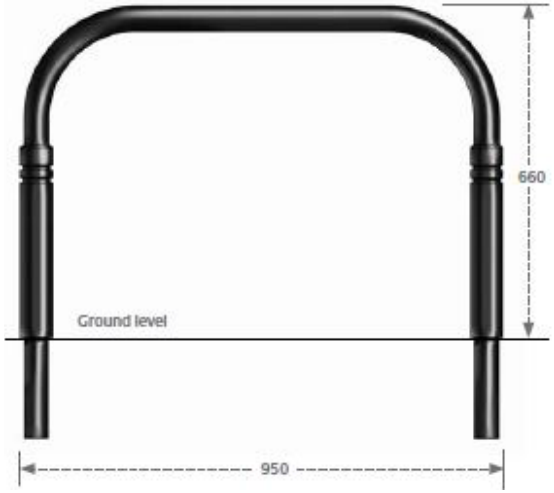
Mounting type: Root fixed

Dimensions: 48mm diameter 750mm wide. 750mm high.

Design intent and use:

- Dedicated cycle parking shall be provided in strategic locations close to retail shops and in clear view to increase sense of security.

Heritage:



Product: Heritage Street Furniture cycle stand – Romford.

Material: Cast iron black cycle stand

Colour/Finish: Black

Mounting type: Root fixed.

Dimensions: 50mm diameter 950mm wide 660mm high (Romford).

Design Intent and Use:

- Dedicated feature cycle parking shall be provided in strategic locations in the town centre, close to retail shops and in clear view to increase sense of security

Bins

Standard and Feature:

Product: Glasdon Jubilee bin

Colour: Black and gold

Material: Durapol. Polyethylene for moulded plastic liner

Mounting type: Root fixed

Dimensions: 1158 x 598 x 553mm

Design intent and use:

- In select locations. TBC

Heritage:

Product: Abbey bin Heritage Street Furniture.

Material: Cast iron black and gold

Mounting type: Root fixed.

Dimensions: 1100mm high 500mm diameter.

Design intent and use:

- In select locations across the town centre. TBC

Appendix 1. Materials and furniture outline specification

Tree grilles

Standard and Feature:

Product: Escofet Yarg

Colour/Finish: As supplied

Material: Cast aluminium frame

Dimensions: 1.8m length x 0.8m width.

Design intent and use:

- Tree Protection

Heritage:

Product: Heritage Street Furniture.

Material: Cast iron black

Dimensions: 1200mm x 1200mm x 510mm diameter x 25mm thick

Design intent and use:

- Tree Protection

Railing

Heritage:

Product: Rossetti rail Heritage Street Furniture.

Material: Cast iron black post and rail

Mounting type: Root fixed

Dimensions: 935mm high x 150mm dia posts at 2m centres. Rail 43mm diameter.

Design intent and use:

- Safety/ Protective Barriers

A1.4 Cycle segregation

Cycle

Splitter island:

Product: Rediweld Splitter Islands

Options: End, Middle, Corner, Edge, Radius, Centre, Left side, Bull nose, Right side

Material: Recycled rubber

Mounting type: Surface mounted. Bolted down.

Dimensions: Dependent on product selection

Design Intent and use:

- For cycle and traffic management

Light segregation unit:

Product: Rediweld Orcas

Options: Zig zag and Tip toe

Material: Recycled Rubber

Mounting type: Surface mounted. Bolted down.

Dimensions: 100mm high x 920mm length x 200mm width

Design Intent and use:

- Light segregation for cycle lanes

Cycle segregation unit:

Product: Marshalls cycle segregation unit

Options: 300mm or 500mm width

Material: Pre-cast concrete

Mounting type: Root fixed

Dimensions: Dependent on product selection

Design Intent and use:

- For cycle and traffic management

Appendix 2.

The routes covered by this appendix are key areas within Kingston that have been chosen as an example of how existing materials and street furniture are currently being used. It looks at how successful they are and what needs changing.

For each of the routes it gives:

Introduction: Brief overview of the route, its context, how its currently being used and any significant areas/ items of note.

Survey/ overview: Details the materials and street furniture that are currently on the route, a review of how they are currently performing, their condition and what needs changing.

Summary: Puts forward an outline proposal for each route, highlighting the areas that need attention and what is worth focussing on moving forward.

The purpose of this appendix is to analyse each route and explore which materials palette (standard, feature or heritage) category is suitable for it.

A2.1 Kingston Town Centre

Introduction

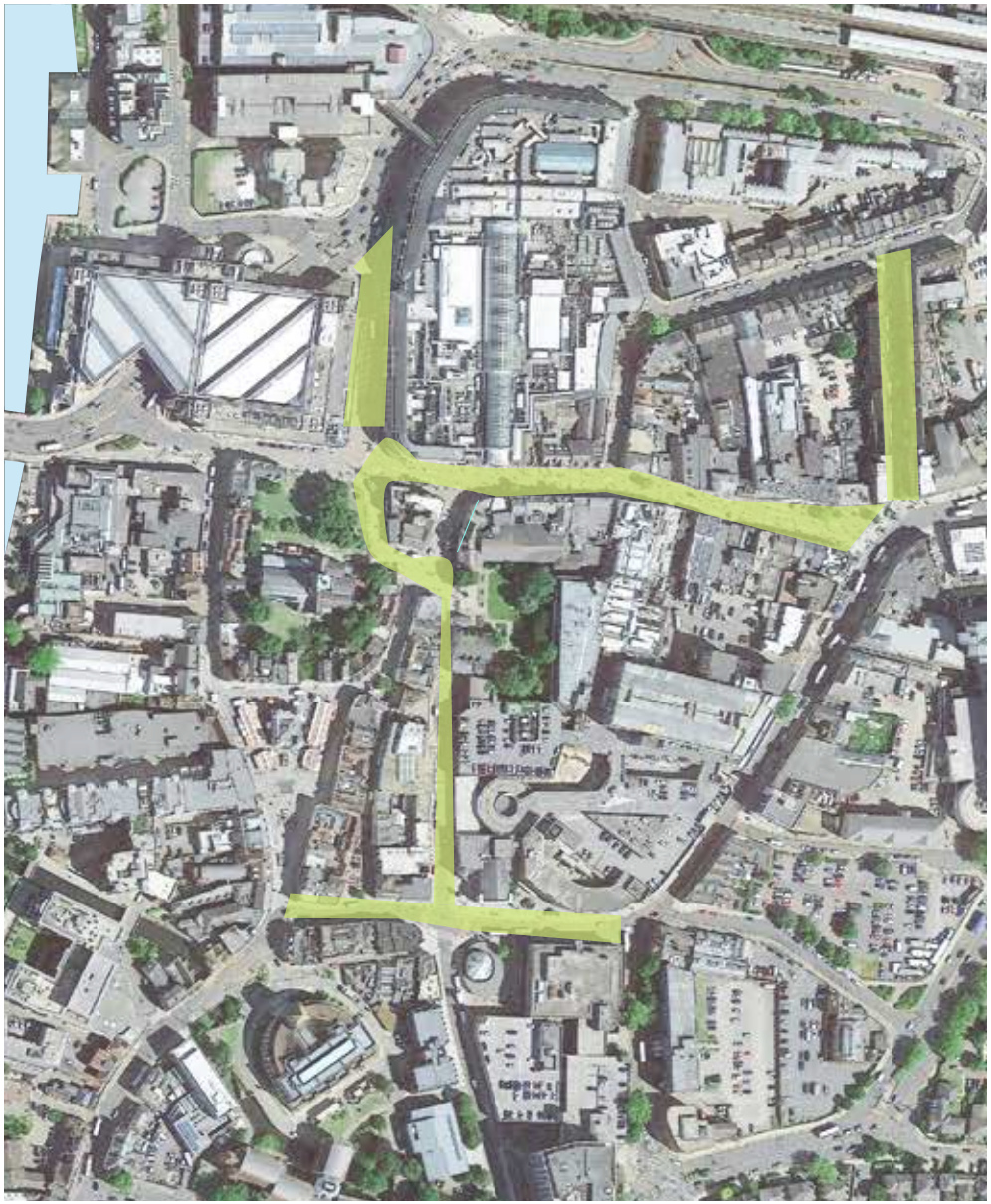
As part of the background research into suitable materials a survey of Kingston Town Centre's materials and street furniture was carried out to review what is currently working well and what is not.

Survey/ Review

The streets reviewed as part of the survey include Clarence Way, Wood Street, Eden Street, Church Street, Union Street and part of the Ancient market. This offered the opportunity to assess the pros and cons of both pedestrianised and vehicular streets and see what would be most appropriate for Wheatfield Way to adopt.

The town centre offers an array of hard paved materials with both flags and setts in concrete, brick and stone in a number of colours. Amongst this mix however there is a clear distinction between the pre-cast concrete setts and flag pavers used on the modern high street and the natural stone setts and flag pavers used in areas with a historic setting. Both are relatively successful at meeting the needs of their setting, use and environment that they are in and are helpful in informing which materials are appropriate for where in Wheatfield Way.

What was also evident is that the town centre is following the K+20 public realm palette in terms of its street furniture selection. There is a selection of stainless steel furniture types on the high street and more of the heritage black cast iron and one-off stone pieces of furniture in the heritage areas.



Appendix 2. Existing materials and furniture

Summary

The concrete materials used for the large part of Kingston are successful and appropriate, meeting the daily demands of a busy town centre. The granite setts in the heritage areas are particularly successful in the ancient market providing a footway that is robust and forgiving that enables an array of activities. The trees are generally very happy with good spacing, tree pit detailing, siting and variance in species depending on location and street scale.

It is worth noting the York stone paved areas and the areas with coloured concrete setts are suffering under the continued use and manoeuvring of vehicles servicing these areas. It is also worth noting that the stainless steel furniture is suffering from continued use, particularly the bollards and benches.

Typical materials

- Standard (Pedestrianised Clarence street): Silver grey granite aggregate/ concrete flag pavers 400x400mm. Staggered bond pattern.
- Granite benches 1m wide x 2m length x 450mm high. Approx. 200mm of slab on 3 No. feet

- Feature (Shared surface Church street): York stone setts 150mm wide x 300mm length with cycle lane stone inserts
- Granite edging to cycleway on Church street. 100mm upstand in 900mm lengths. 150mm wide with 40° chamfer.

A2.2 Wheatfield Way

Introduction

Wheatfield Way is a major route running along the east side of Kingston town centre. It is a vehicle dominant environment with mainly hard materials to support its purpose. The cycle lanes on the road are currently a combination of on-road and off-road lanes with green asphalt surfacing, concrete sett and flag pavers and cycleway signage. The introduction of a stand-alone cycle lane would afford the opportunity to review the materials of the road in its entirety. This survey is a review of the existing materials. It identifies what is currently working and what is not and offers an explanation as to how the proposed materials palette came about.

Review/ Survey

The hard materials include both flag pavers and block setts with some in-situ concrete and tarmac surfacing patches. The paving is a small red concrete block sett the closer Wheatfield Way is to the north near Clarence Street and becomes a standard pre-cast concrete pimple flag paver the further south it gets towards Hogsmill River.

The areas with red block setts have red brick structures to separate the pedestrian flow from the traffic and were clearly put in place to complement the redbrick Edwardian Kingston Museum. Due to their age however the red pigment of these concrete setts is fading and they are beginning to look tired especially in areas where asphalt surfacing or in-situ concrete has been used to maintain the street. The combination of red brick structures and red block setts paving and their condition creates a situation where the paving is competing with rather than complementing the heritage value of the museum.

The areas with pre-cast concrete pimple paving is successful and appropriate for its location with some small issues where the street trees have thrown up pavers but nothing that can't be rectified.

The street trees are of a considerable size and the majority are thriving in this environment. They form an important part of the success of Wheatfield Way, maintaining a strong green connection with the nearby Fairfield grounds, offering shade and attractiveness and absorbing pollutants in the harsh urban vehicular environment.

The street furniture is currently a mixture of Kingston town centre's modern stainless steel palette, some heritage black cast iron furniture and some random pieces of timber, steel and plastic furniture that looks out of place in this environment and is out of place in the wider Kingston context.

Appendix 2. Existing materials and furniture

Summary

In the proposed materials palette, materials have been chosen that are easy to maintain/ replace for both the main pedestrian thoroughfares and areas highlighting important local landmarks along the route such as the museum. The palette of granite aggregate and natural stone materials has proved very successful in the heritage areas of Kingston Town Centre and it is for this reason that we have assembled a similar simple palette of natural stone materials for key improvement areas on Wheatfield Way.

The general pedestrian areas will benefit from a natural palette of standard concrete flag pavers and concrete setts to build on the success of the existing scenario and the tree pits will need reviewing to enable them to continue growing successfully without having an adverse impact on the surrounding footway.

The street furniture palette will look to complement the existing modern stainless steel and heritage black cast iron furniture that is currently being used in Kingston town centre. The palette will make a clear distinction between general areas and key improvement areas. General areas will have an updated stainless steel furniture palette that complements the existing but is more robust and contemporary and the key improvement areas will have heritage style black cast iron furniture.

Typical materials

- Concrete granite aggregate paver. Colour: Silver grey/ natural. Laid in staggered bond pattern. Size: 400mm x 400mm.
- Concrete standard straight half-battered kerb. Colour: Natural. Size 150mm x 914mm. Laid in running bond pattern. Highways standard kerb.

- Grey plastic bins – 1400mm high. Columnar. 400mm diameter. 2No. openings for litter.
- 1.4mx1.4m tree pit with stainless steel edging set in asphalt surfacing, pimple flag pavers and red block pavers.

A2.3 Portsmouth Road

Introduction

Portsmouth road is a major A road with a two-way carriageway and cycleways in both directions. It forms an important part of TfL's cycle network for the Kingston wider area. Due to its proximity to Queen's Promenade walkway, which runs between the River Thames and Portsmouth road, it is not well used by pedestrians and despite being used by bike riders it is a predominantly vehicle dominant environment.

This is an audit of how Portsmouth road is currently being used, what existing materials are successful and what is worth changing.

Review/ Survey

The footways are a combination of yellow concrete aggregate sett pavers 100x200mm in herringbone bond and standard pre-cast concrete pavers 600x900mm in staggered bond. There are also patchy areas of in-situ exposed aggregate surfacing, black asphalt surfacing and granite setts 100x100mm. The general appearance of the surfacing looks dishevelled, tired and lacking in unity.

There are both informal cycle lanes with black asphalt and white line markings and formal TfL cycle lanes with green asphalt. There is no one clear continuous material for cycle route.

There is some consistency in the crossing materials palette with red aggregate concrete pavers in herringbone bond with yellow blister pavers at informal crossings. However these types of materials are generic and are informed by highways standards and fail to give Portsmouth road a sense of place.

The kerbs are a combination of pre-cast concrete highways kerbs and wide granite highways kerbs. Portsmouth road would definitely benefit from a single materials palette in terms of kerbs.

There isn't much in the way of street furniture as the footways are narrow with few break out points along the road. The furniture that is in place however is heritage in nature with cast iron bollards and railing and relates well to the gardens running between Queen's promenade and Portsmouth road.

Appendix 2. Existing materials and furniture

Summary

Like Wheatfield Way, a materials palette that is easy to maintain and replace is most appropriate for this location. A combination of standard pavers for the footways, a higher grade material for the cycleways (such as that described in the feature paving palette) and a heritage street furniture palette would increase the appearance of the street greatly. At the junctions between Portsmouth road and Surbiton road/ Palace road, it would be appropriate to use a higher grade materials paving palette, such as that described in the feature paving palette. This palette could be used to announce these junctions along Portsmouth road and to tie them in with the Queen's Promenade along the river.

Typical materials

- Concrete block setts (with rough aggregate). Colour: Yellow. Size: 200mm x 100mm. Laid in herringbone bond pattern.
- Concrete standard straight half-battered kerb. Colour: Natural. Size 150mm x 914mm. Laid in running bond pattern. Highways standard kerb.

- Concrete block setts (with rough aggregate). Colour: Red. Size: 200mm x 100mm. Laid in herringbone bond pattern. For crossing at mouth to Palace road.
- Concrete blister flag paver. Colour: yellow. Size: 400mm x 400mm. Laid in stack bond pattern. At informal crossings.

- Post-rail. Cast iron. Colour: Black.
- Footway: Asphalt surfacing. Colour: Black.
- Granite kerb. Colour: Silver grey. Size: 300mm (&150mm width) x914mm. Laid in running bond pattern. Highways standard kerb.
- Powder coated steel posts with dog owner information. Colour: Blue. High lamented sign bracket fixed to posts. Posts root fixed.

A2.4 Queens Promenade

Introduction

For the purpose of this document the area referred to as Queen's Promenade is the stretch of the Thames path between Turk Launches and the point at which Palace road runs perpendicular to Portsmouth road. Due to its proximity to Kingston town centre and Surbiton, Queens promenade captures the majority of the pedestrian movement that runs north to south from the town centre towards Thames Ditton. It is an important asset to the Kingston wider area as a leisure facility and access to waterside/ green space. Although it is not an official cycle path, bike riders do use it most likely because of its pleasant setting and perhaps because it currently offers a safer alternative to Portsmouth road.

This is an audit of how Queens promenade is currently being used, what existing materials are successful and what is worth changing.

Review/ Survey

The paving and surfacing is generally patchy and incoherent along the Thames Path. The closer the promenade gets towards Kingston Bridge, the more successful and higher in quality the material is. The path for the majority of the stretch alongside Portsmouth road is made up of a lower level path at river level and an upper level path at road level.

In the stretch leading up to the Turk Launches from Kingston the path at the lower level is made up of tram-line tactile pre-cast concrete pavers laid in stack bond and the upper path is an in-situ asphalt/ concrete (possibly with a colour pigment). There is an edge to the upper level path where there is an area of hard standing with standard pre-cast concrete pavers of 600mm width and 600mm length in stack bond. In some locations there is a 600x900mm pre-cast concrete flag paver with a riveted finish single row laid in running bond.

At the point where the path meets the Turk Launches is approximately where the Queen's Promenade starts. At the upper level (level with Portsmouth road) is an asphalt surface and on the lower surface is an asphalt surfacing continuing on the riverside walk. It continues as an asphalt surface up to a point where Palace road is perpendicular to the river and there are two paths at an upper and lower level with vegetation between.

Appendix 2. Existing materials and furniture

Beyond this point the path no longer has tree planting and is more visually open.
The street furniture along the path is a combination of timber slatted benches with a powder coated steel sub frame, an assortment of timber slatted, coloured and heritage style black plastic litter bins, standard green dog bins on a post and black powder coated steel heritage style signage. These are all in various states of repair and condition. It is worth noting that there are memorial benches along this stretch of the river which will need to be included in any future proposals.

There are multiple line marking signs on the surface along the path which state 'Walk Your Cycle'. This is clearly being ignored with numerous bike riders using the path regularly instead of Portsmouth Road.

Summary

The section of the Thames path covered by the Queen's Promenade is considerably lower in quality that the stretch closer to Kingston Bridge. It would benefit greatly from a materials palette that is consistent, easy to maintain and replace, and more appropriate for this location.

A combination of feature pavers for the footways and a heritage street furniture palette would improve the appearance of this stretch of the river.
The improvement of the cycleway along Portsmouth and greater emphasis on encouraging bike riders to use the road should reduce the numbers using the river path.

It is important to address the shrub vegetation that has become mature and overgrown to open up views to the river from Portsmouth road and to increase natural surveillance.

Typical materials

- Heritage style display board. Colour: Black with gold writing. Root fixed with stainless steel post.

- Timber slatted bench with curved back. Five curved steel armrests equally distributed. Steel frame. Curved feet.

- Curved stainless steel display board, root fixed with stainless steel post.

A2.5 Kingston to Surbiton : Claremont Road and St Marks Hill

Introduction

St. Mark's Hill: St. Mark's Hill forms part of the B3370 route that runs from Surbiton Hill road A240 to Brighton road A243. The route is a wide dual carriageway with footways either side. Buildings of note include a Victorian church, St. Mark's at the junction with Church Hill and the 1930's low rise housing blocks that flank either side of the street. The rest is a mix of post-war low rise housing developments, Regency style houses and more recent low rise housing developments. There is a parade of retail premises on the stretch of St. Mark's Hill before the crossing at Surbiton station.

Claremont Road: Claremont road leads from the junction to Surbiton station to a mixed parade of shops with both Edwardian, 1930s and modern retail premises. From this parade it leads north to what is a largely residential area. Heading north past a Victorian clock tower the route becomes largely Claremont Crescent to the west and a combination of sizeable semi-detached Victorian residential properties and three-storey high low density modern housing blocks to the east.

Review/ Survey

St. Mark's Hill: The footways are predominantly pre-cast concrete flag pavers 600x600mm laid in staggered bond. There are also patchy areas of in-situ exposed aggregate surfacing and black asphalt surfacing. Although there are some areas that are successful, the general appearance is that of a surfacing that looks tired and lacking in unity.

The crossing materials palette is a combination of black asphalt and red aggregate concrete pavers in herringbone bond with yellow blister pavers at informal crossings and red blister paving at signalised crossings. It is worth noting that these types of materials are generic and are informed by highways standards and fail to give St. Mark's Hill a sense of place.

The kerbs are a combination of pre-cast concrete highways kerbs and wide granite highways kerbs. St. Mark's Hill road would definitely benefit from a single materials palette in terms of kerbs.

Appendix 2. Existing materials and furniture

There isn't much in the way of street furniture as the footways are not very generous with few break out points along the road. The furniture that is in place however is heritage in nature.

Claremont Road: Given the spectacular setting of Claremont Crescent and the Victorian villas of the original Surbiton New Town, the surfacing materials along Claremont road are of very poor quality. The streetscape is a patchy incoherent mix of pre-cast concrete slab paving and asphalt surfacing used on the footway surfaces, pre-cast concrete and granite kerbs and both heritage and multiple colours of modern plastic street furniture.

Summary

St. Mark's Hill: The materials that are being used currently are quite successful the nearer St. Mark's Hill is to the junction with the A240. A materials palette that is easy to maintain and replace is most appropriate for this location. A combination of standard pavers for the footways, a consistent pre-cast concrete kerb and heritage street furniture palette would increase the appearance of the street greatly.

A black asphalt cycle route would be appropriate for the majority of this street until it meets the stretch with the parade of shops.
At the point at which St. Mark's Hill meets the parade of shops leading up to Surbiton station, it would be appropriate to use a higher grade materials paving palette, such as that described in the feature paving palette. This palette could create a more pedestrian friendly environment and lift the general appearance of the street with granite aggregate block sett pavers for both cycle lanes and car parking bays.

Claremont Road: Claremont road would benefit from a consistent palette of standard pre-cast concrete pavers for the majority of the street and a feature paving for the area next to the parade of shops. A heritage street furniture palette would be appropriate for the full length of the street given the presence of the Victorian villas on a large stretch of the road. Kerbs should be granite along the entire street and the cycle way a granite aggregate sett laid in herringbone bond.

Typical materials

- Concrete standard pimple paver. Colour: Natural. Laid in staggered bond pattern. Size: 400mm x 400mm
- Granite kerb. Colour: Silver grey. Size: 300mm x914mm. Laid in running bond pattern. Highways standard kerb.

- Heritage style cast iron bench with timber slats and arm rests. Feet surface mounted.
- Concrete block setts (with rough aggregate). Colour: Yellow or red (pigment faded). Size: 200mm x 100mm. Laid in herringbone bond pattern.
- 1.2m x 1.2m tree pit with no edging support set in concrete setts.

- Heritage style display board. Colour: Black with gold writing. Root fixed with stainless steel post.
- Heritage style plastic bin with gold strips and advertising space – 1400mm high. Square profile with rounded corners. 4No. openings for litter. Colour: black.
- Plastic recycling bin 1600mm high 600mm width x 400mm depth. Colour: Dark green.

A2.6 Surbiton to Tolworth : Ewell Road

Introduction

Ewell road is a major artery connecting the Surbiton area to the A3. For the majority of its route it follows the A240, starting at the junction with the BB370 (St. Mark's Hill/ Lambert Road) and continues on a considerable distance to the A3. The route is predominantly lined by low-rise residential (60%) and retail (40%) with the majority of the retail being of a low grade. There is also a sizeable health centre and fire station on the route.

The carriageway ranges from a dual carriageway in some parts and narrows down a two way carriageway in other parts. There is an on-street cycleway along most of the route with a designated cycle lane with green paint in parts to a shared bus/ cycle scenario in others.

Review/ Survey

The materials and street furniture are of a standard highways palette for almost the entire route. Standard pre-cast pimple pavers, granite and pre-cast concrete kerbs, yellow and red tactile pavers and red asphalt for bus lanes are in place for the majority of the route. The street furniture was much more mixed in nature with both standard and heritage furniture, including standard powder coated bollards, plastic bins and heritage signage, in place.

Appendix 2. Existing materials and furniture

Summary

The condition of the streetscape is generally good with some need for improvement along the route. The route is heavily trafficked with bus lane priority creating a vehicular dominant environment.

The materials that are in place at present are appropriate for a busy route like this. The granite kerbs need to be consistent to ensure the street can take the wear and tear of the daily traffic in the long term.

The stretches of the route where there is a parade of shops would benefit from an improvement in the streetscape and if integrated with the crossings could lead to a more pedestrian friendly environment than what is there presently. This in turn could lead to reduced traffic speeds which the wider community and retail premises would benefit from both environmentally and commercially.

Typical materials

- Concrete standard pimple paver. Colour: Natural. Laid in staggered bond pattern. Different sizes.
- Concrete block setts (with rough aggregate). Colour: Red. Size: 200mm x 100mm. Laid in herringbone bond pattern. For parking bay.
- Heritage style black Hexham bollard. 1400mm high powder coated steel 200mm diameter.

- Bench with steel fixing and wooden slats. Root fixed to ground.
- Concrete block setts (with rough aggregate). Colour: Red. Size: 200mm x 100mm. Laid in herringbone bond pattern.
- Galvanised steel rail. Colour: Natural. Size: 1.4m high with rail panels between.

- Concrete standard pimple paver. Colour: Natural. Laid in staggered bond pattern. Different sizes.
- Bus stop: Red asphalt surfacing on a black asphalt base with road markings.
- 1.2m x 1.2m tree pit with pin kerb edging.