

SECTION 4: THE PROJECTS

To help deliver the strategies

This section of the Projects Pack identifies specific projects that will help inspire and improve the working environment for the Manor Royal business community.

Conceptual ideas have been developed to help illustrate the potential for each of these project areas. The computerised 3D visualisations are intended to provide an illustration of what could be possible. These illustrations are not a final design and will require further considered planning, design and consultation before being developed as final solutions for implementation.

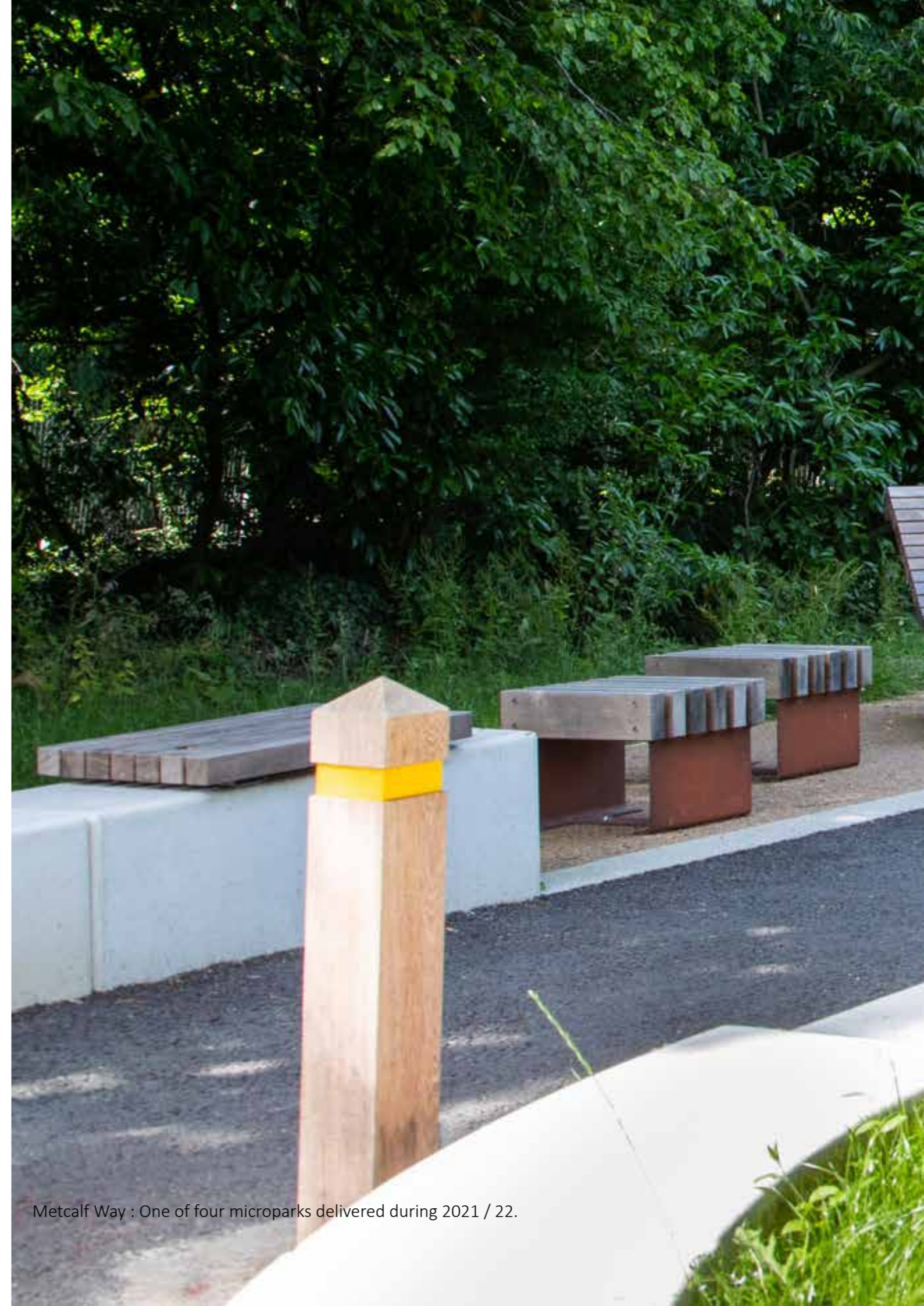
Some projects are complex and will involve multiple agencies and landowners such as Crawley Borough Council, West Sussex County Council and businesses within Manor Royal.

Each project has been allocated an initial priority rating score using the three criteria elements:

- Impact;
- Affordability; and
- Deliverability.

This is provided as a guide to inform the implementation programme and delivery timescale of each of the projects.

The list of projects within this pack should not prohibit other suitable projects being progressed alongside those identified in this Projects Pack.



Metcalf Way : One of four microparks delivered during 2021 / 22.



“By investing in the following projects we are looking to continue to transform the place where our community does business and making a positive difference to the way the world sees our changing business environment.”

SECTION 4: THE PROJECTS

In the context of priorities, strategies, aims and outcomes

Priorities:

STRENGTHEN THE SPECIAL IDENTITY, CHARACTER AND NARRATIVE OF MANOR ROYAL

CONTINUE TO UPLIFT THE QUALITY OF 'PLACE' TO IMPROVE THE QUALITY OF LIFE

HELP ADDRESS THE BIODIVERSITY CRISIS AND CLIMATE CHANGE EMERGENCY

BE STRATEGIC, HOLISTIC AND ENABLE JOINED UP ACTIONS AND OUTCOMES

Strategies

INSPIRE & IMPROVE

REMEDY & REPAIR

MANAGE & MAINTAIN

Projects:

Signature projects:

- SP01 GATEWAY 4
- SP02 GATEWAY 5 (GREENING)
- SP03 FLEMING WAY MICRO PARK
- SP04 COUNTY OAK POCKET PARK
- SP05 COBHAM WAY POCKET PARK
- SP06 MAGPIE WOOD (TBC)
- SP07 GATWICK ROAD PARADE
- SP08 WOOLBOROUGH LANE - LINEAR PARK
- SP09 SUPERHUB BUS STOPS / MICRO PARKS
- SP10 IN-BETWEEN SPACES AND DESIRE LINES
- SP11 CRAWTER'S BROOK (EXTRAS)

Targeted hotspots:

- TH01 NAPIER WAY
- TH02 MAGPIE WOOD - CYCLE / WALK WAY
- TH03 MAXWELL WAY
- TH04 RUTHERFORD WAY
- TH05 CROMPTON WAY
- TH06 FARADAY ROAD
- TH07 NEWTON ROADS
- TH08 TINSLEY LANE NORTH / COBHAM WAY

Areas of focus:

- AF01 TARGETED BLITZ / INTENSIVE CLEANS
- AF02 GRASS CUTTING REGIME
- AF03 EDGING UP PROGRAMME
- AF04 PRIVATE BOUNDARIES
- AF05 AFTERCARE OF SIGNATURE PROJECTS

District wide initiatives:

- | | | |
|----------------------------------|--------------------------------------|--|
| DW01 ECOLOGICAL ENHANCEMENT PLAN | DW05 VOLUNTEERING CAMPAIGN | DW09 RECOGNISE, REWARD AND ENCOURAGE GOOD PRACTICE |
| DW02 REFRESH MATERIALS PALETTE | DW06 MONITORING / AUDIT INITIATIVE | DW10 EXTERNAL RECOGNITION |
| DW03 PARKING MANAGEMENT PLAN | DW07 AWARENESS / COMMUNICATION PLAN | DW11 PUBLIC REALM GRANT |
| DW04 FOOTPATH IMPROVEMENT PLAN | DW08 MANAGEMENT AND MAINTENANCE PLAN | |

Green initiatives: GI01 GREEN CORRIDORS GI02 GREEN STEPPING STONES GI03 GREEN BLUE STREETS GI04 GREEN ECO SPACES

Aims / Outcomes

PLACE DISTINCTION / POINT OF DIFFERENCE

HIGHER QUALITY AND QUANTITY OF USE-ABLE PUBLIC REALM

POSITIVE LEGACY WITH A FOCUS ON SUSTAINABILITY

IMPROVED BUSINESS SATISFACTION AND ENGAGEMENT

INCREASED ECONOMIC FUNCTION AND APPEAL



Further improvements and greening to the gateways



More public spaces with seating, planting, public art and fun



Improved sustainable maintenance and management



Greening the grey initiatives / increasing biodiversity



More distinctive public artwork



Improved cycle ways and foot paths



New parks with space for meetings, activities and socialising



Improvements to road verges



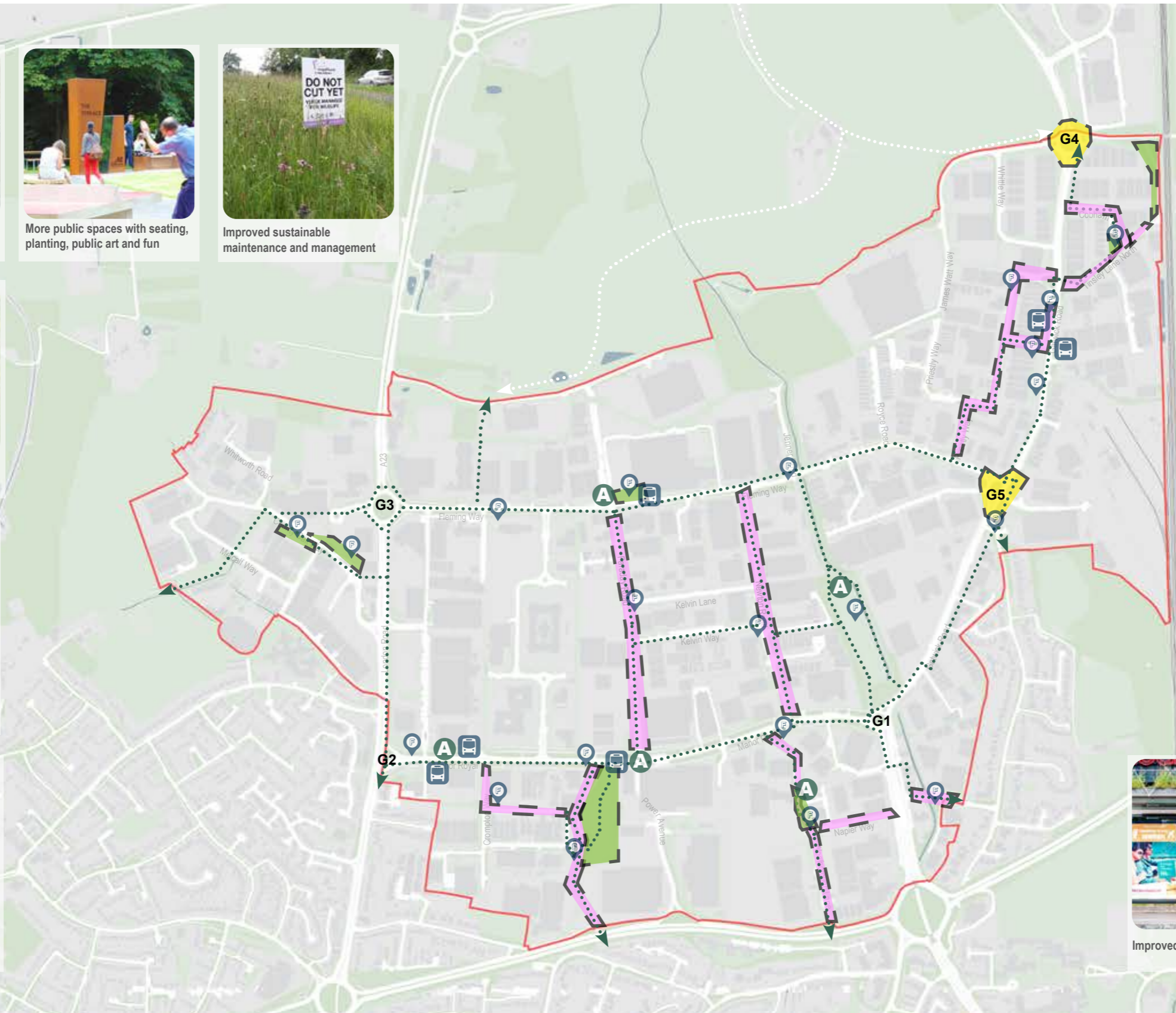
Distinctive street furniture



Improved bus stops (Superhubs)



Walking trails / way faring interpretation



LEGEND

- DISTRICT BOUNDARY
- GATEWAY 4
- GATEWAY 5
- CRAWFERS BROOK EXTRAS
- COUNTY OAK POCKET PARK
- COBHAM WAY POCKET PARK
- FLEMING WAY MICRO PARK
- MANOR ROYAL CENTRAL MICRO PARK
- MAGPIE WOOD AND CYCLE / WALK WAY
- WOOLBOROUGH LANE LINEAR PARK
- GATWICK ROAD PARADE
- RUTHERFORD WAY
- NAPIER WAY
- COBHAM WAY / TLN
- MAXWELL WAY
- NEWTON AND FARADAY ROADS
- TRAILS (tbc)
- SUPER HUBS LOCATIONS
- NEW STREET FURNITURE
- NEW PUBLIC ART

MANOR ROYAL BID PROJECTS
2023-2028
NOT TO SCALE



Signature Projects

To inspire and improve

Similar to other Signature Projects led by the BID, each individual project will transform the public realm into meaningful places for people to enjoy.

The design principles and general palette of materials should help reinforce the improved character of Manor Royal's public realm.

Together with previous public realm improvements, collectively, the Signature Projects will have a huge impact on the overall 'look and feel' of Manor Royal and its working environment.

Individually each project will provide much needed improvements for people to visit, pass by / move through or engage with.

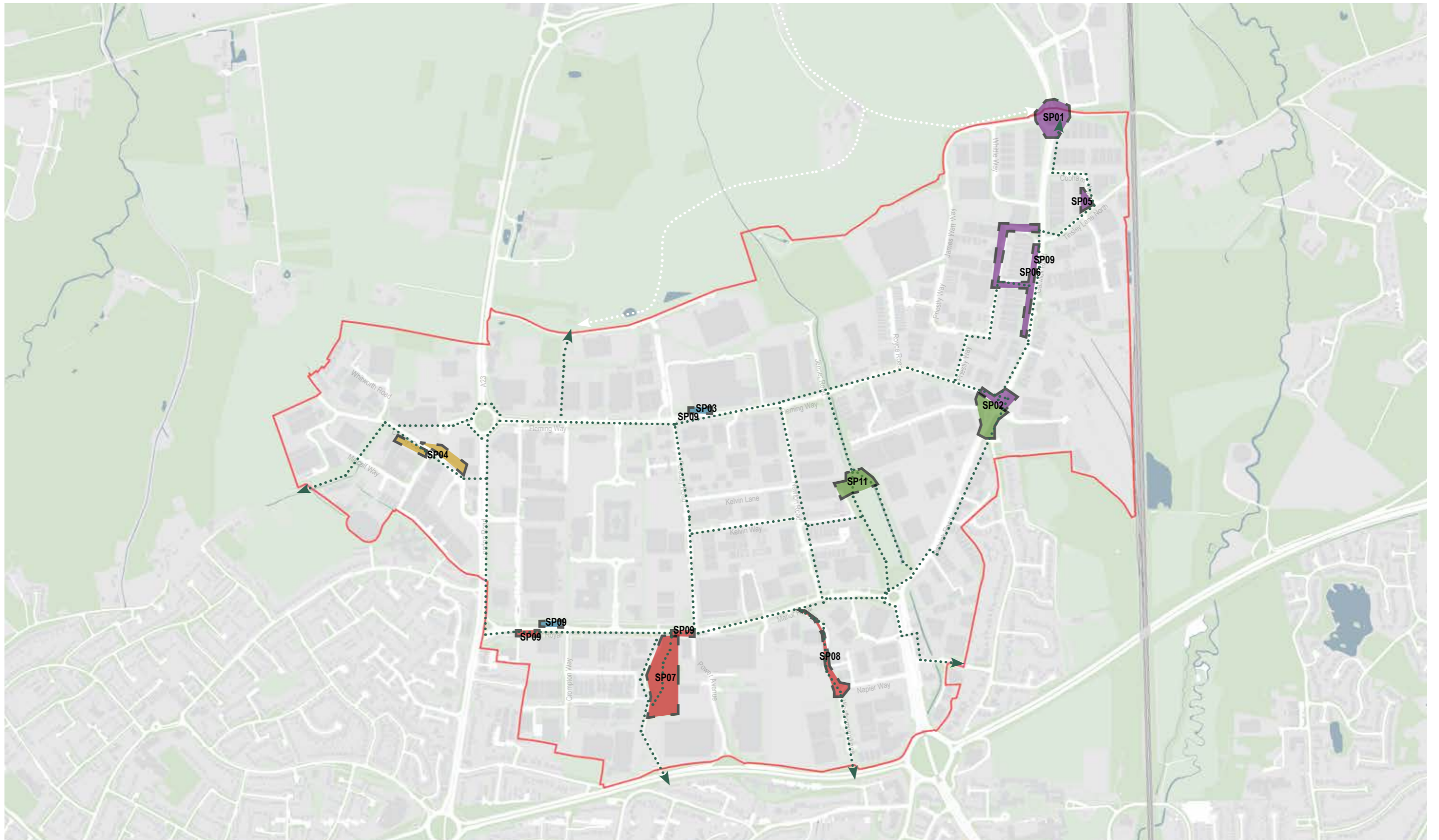
The proposed Signature Projects from 2022 are (in no particular order):

- SP01 GATEWAY 4
- SP02 GATEWAY 5 (GREENING)
- SP03 FLEMING WAY MICRO PARK
- SP04 COUNTY OAK POCKET PARK
- SP05 COBHAM WAY POCKET PARK
- SP06 GATWICK ROAD PARADE
- SP07 MAGPIE WOOD (TBC)
- SP08 WOOLBOROUGH LANE - LINEAR PARK
- SP09 SUPERHUB BUS STOPS / MICRO PARKS
- SP10 IN-BETWEEN SPACES AND DESIRE LINES
- SP11 CRAWTER'S BROOK (EXTRAS)



The following pages provides a summary of each of these projects.



Rutherford Way: One of four microparks delivered during 2021 / 22.



LEGEND

-  PROJECT (WITH ZONE COLOUR)
-  SP10 - INDICATIVE ONLY

**MANOR ROYAL BID PROJECTS
SIGNATURE PROJECT LOCATIONS**



Location:

Gateway 4 is located at the Northern Entrance to Manor Royal on the junction of Gatwick Road and James Watt Way. This Gateway includes the roundabout and surrounding footpaths, cycleway, crossing points and the grass verges.

Considerations:

- Transport Strategy recommendations;
- Signage and wayfinding and the existing Manor Royal sign;
- Existing vegetation;
- Replacing the existing kerb and edges to the roundabout;
- Minimising clutter;
- Potential improvements to public transport and cycle network; and
- All works within highway land will need to be agreed with WSCC, likely through a Section 278 agreement depending on the nature of the works.

Design Intent:

Gateway 4 already has the benefit of Manor Royal branded entrance signage, mature vegetation and a distinctive change in character from the rural fields that edge James Watt Way into the Business District. The downside to the existing gateway experience relates to the look, feel and function of the footpaths, cycleway (Route 21) and the crossing points. The environment is dominated by the road / traffic and the standard / typical highways style infrastructure found anywhere in England.

Therefore, the intent is to ensure that better pedestrian and cycling provision is in place when considering any enhancements to this intersection / roundabout / gateway. The intent is also to include higher quality elements of street furnishings that follow the Manor Royal furniture and materials palette.

The proposals include resurfacing of existing footpaths and realigning some of the crossing points to encourage and enable ease of movement.

Street furnishing such as barriers, guardrails and signage should be rationalised to minimise clutter.

Areas of hardstanding on the crossing point islands could be enhanced by means of planter beds, hedges or corten steel planter boxes.

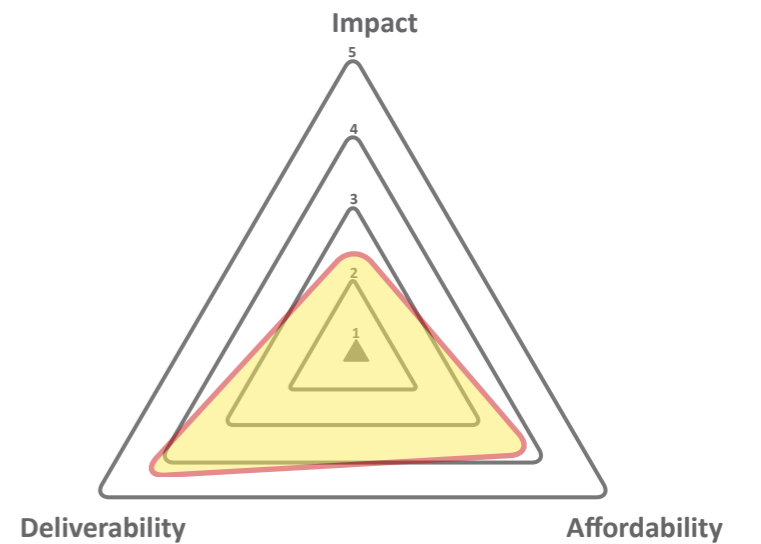
For consistency, it is proposed that the edge to the existing roundabout is changed to match the enhancements at Gateway 3. New chevron edging will also help reduce the need for more signage on the roundabout.

Priority rating:

The impact could be increased if there was a desire to replace the existing Manor Royal Sign with something of similar scale to the Big M at Gateway 3.

Evidenced by the improvements made at Gateway 1 and 2, the ideas presented in this pack should be deliverable

Although likely to be modest in costs, the implementation is likely to require road closures which will increase the costs.



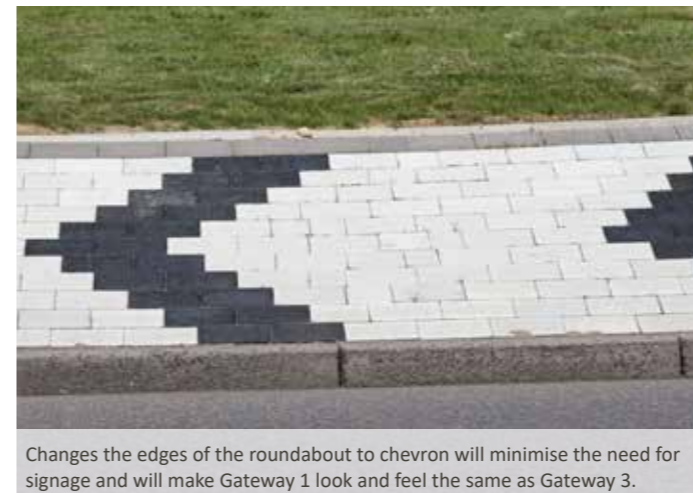
Precedent images of materials / potential outcomes:



New infrastructure should consider cyclists, such as installing a foot/ hand rails at intersections / crossing points.



Designated cycle routes should be well connected, continuous and easy to follow.



Changes the edges of the roundabout to chevron will minimise the need for signage and will make Gateway 1 look and feel the same as Gateway 3.



Corten steel planters with low growing vegetation provide instant greening and character. They may also replace the need for highway guardrails.

Gateway 4

Conceptual principles

Enhanced crossing points for pedestrians and cyclist

- Resurfacing where needed
- Appropriate width for shared cycle / walk ways
- rationalise standard highway guardrails and simplify where possible
- Create new cyclist hold points/ handrails

Enhance pedestrian islands

- Greening where possible
- Reduce clutter and remove standard highway guardrail where possible
- Appropriate width for shared cycle / walk ways

Enhance roundabout

- Chevron edge same as Gateway 3
- Reduce clutter / signage
- Potential for wildflower meadow



◆◆◆ NATIONAL CYCLE NETWORK ROUTE 21



Using the same palette of materials as Gateway 3 will help reinforce a more unified character to Manor Royal, helping with wayfinding, maintenance and image.

Enhancing the cycling and walking network will help encourage people to use it.



Location:

Gateway 5 is an internal gateway / node at the intersection between Gatwick Road and Fleming Way. This Gateway includes the traffic light controlled roundabout system, pedestrian islands, surrounding footpaths and grass verges. The area has seen recent improvements such as re surfacing the footpaths and replacement of existing highway guardrails.

Considerations:

- Transport Strategy recommendations;
- Signage and wayfinding and the existing Manor Royal sign;
- Existing vegetation;
- Minimising clutter;
- Greening the gateway by means of planting and green barriers;
- Pedestrian and cycle connections through to residential and recreation ground;
- Potential improvements to public transport and cycle network; and
- All works within highway land will need to be agreed with WSCC, likely through a Section 278 agreement depending on the nature of the works.

Design Intent:

The proposals for Gateway 5 are intended to help add to the emerging distinctive character of Manor Royal and use similar materials and designs to the other four Gateways. This includes adding the Chevron edge to the roundabout, seeking to replace the dominance of highway style infrastructure such as the standard highway guardrail.

There is an opportunity to increase the greening of this gateway by introducing corten planter boxes on the pedestrian crossing islands.

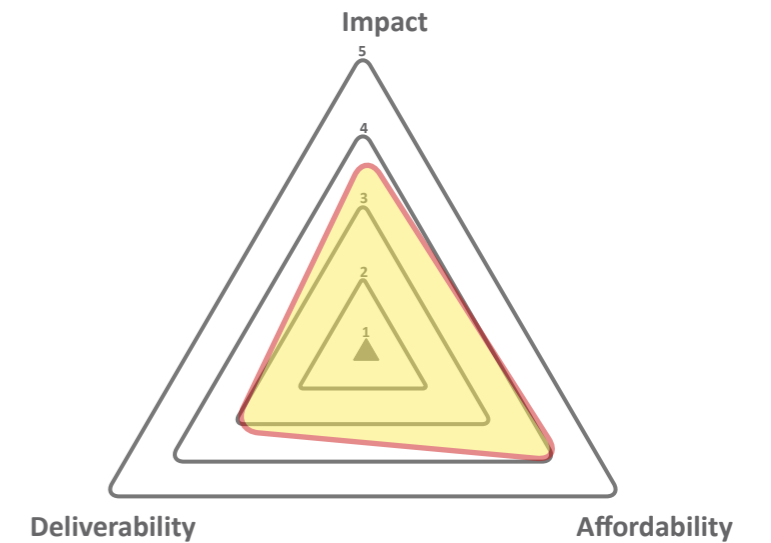
There are also two other opportunities to enhance this internal gateway / intersection: An installation of Public Art that straddles this busy intersection; and the creation of a small pocket park / pause point on the area of grass on the corner of Tinsley Lane.

Priority rating:

The proposed enhancements will add value to the recent improvements to the footpaths and have moderate impact.

Evidenced by the improvements made at Gateway 1 and 2, the ideas presented should be deliverable.

Although likely to be modest in costs, the implementation may require road closures which will increase the costs.



Precedent images of materials / potential outcomes:



Additional public seating will encourage people to use the public realm. People using the public realm is an important part of this gateway experience.



Public Art could be a series of elements placed across the gateway. Corten could be the preferred material to help link to other enhancements in MR.



Corten steel planters with low growing vegetation provide instant greening and character. They may also replace the need for highway guardrails.



Changes the edges of the roundabout to chevron will minimise the need for signage and will make Gateway 1 look and feel the same as Gateway 3.

Gateway 5

Conceptual principles

New micro park on corner of Tinsley Lane

- Use concrete and corten steel benches
- New footpaths
- Public Art
- Resurface footpaths

Green the gateway

- Add further planting / greening
- Corten Steel planter boxes

Enhanced roundabout

- Meadow grasses
- Improved edges
- Potential artwork on roundabout



Creating a new micro park on the corner of Tinsley Lane and Gatwick Road give further usable public open space / public realm for the business community.

Incorporating public art across the whole gateway will help stitch together the look and feel and reduce the dominance of this 'highway like' environment.



Fleming Way Micro Park

SP03

Location:

Fleming Way micro park is located outside The Base, a new planned development to replace the previous Virgin Base building / site. The main part of the proposed micropark falls within private land that is publicly accessible.

The private land abuts an existing off road cycle / walk way along Fleming Way and is opposite an existing bus stop (identified as a location for a superhub).

Considerations:

- The Base Development - design intent;
- Superhub bus stop location;
- Signage and wayfinding and the existing Manor Royal sign;
- Existing vegetation;
- Minimising clutter;
- Pedestrian and cycle connections through to residential and recreation ground;
- Potential improvements to public transport and cycle network; and
- All works within highway land will need to be agreed with WSCC, likely through a Section 278 agreement depending on the nature of the works.

Design Intent:

‘Ascent and descent into public space.’

The broad intent is to create a distinctive micro park destination for the local community and its visitors to use throughout the year. The micro park will provide an important setting to the potential new superhub bus shelter and the enhanced cycleway / walkway along Fleming Way. It will improve this key transport node within Manor Royal and help to encourage people to use public transport, cycle, run and walk.

Similar to the other new microparks and pockets parks within Manor Royal, this micro park will provide a range of places to sit, socialise and interact. It will provide an attractive and stimulating place for occupants and visitors of The Base.

Material and furnishings will be consistent with the Manor Royal palette and be suitable for use in public space.

The extent and layout of the micropark also fits and works well with the wider concept design for The Base development and its proposed landscape design.

The linear form of the micropark and its furnishings helps to continue the rhythm created by the new hedgerows and low level ground cover planted beds. The position of the furniture is also intended to represent as sense of movement / motion gives a slight ‘nod’ to the ‘coming / going’ nature of the bus stop area.

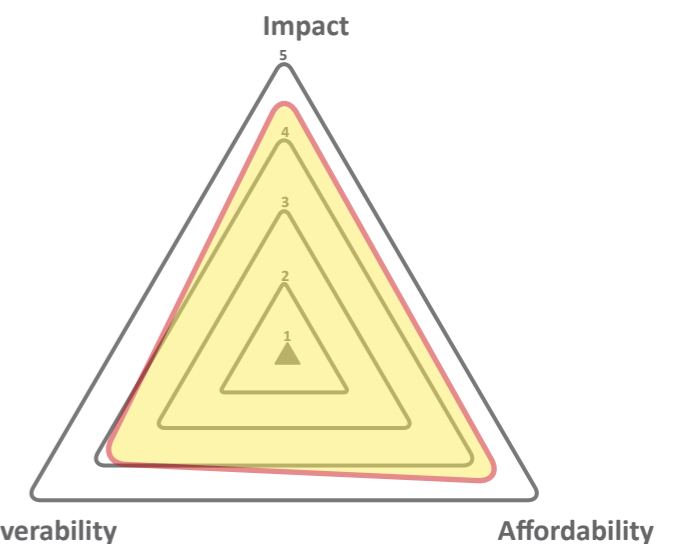
The design also needs to be flexible in the way that it is built. This may be in two phases with the first being the area of the micropark on private land as part of the Base development’s implementation. The second phase would be the improvements to the cycleway/ walkway and the replacement of the bus shelter as part of the superhub bus stop project.

Priority rating:

Although fairly small, the proposed new micropark will provide an essential place for people to use along this stretch of Fleming Way. Noting that there are very little other microparks / places to stop in this part of Manor Royal, the micropark has the potential for high impact.

Evidenced by other recent micoparks and the ongoing partnership working with the Base development design team, the ideas presented should be deliverable.

Potential costs are comparable to other micropark recently delivered.



Precedent images of materials / potential outcomes:



Robust picnic table and benches will provide space for people to meet, eat and socialise.



Seating walls help define the edge of the micropark and also provide incidental seating. Timber seating tops provide more formal places to sit.



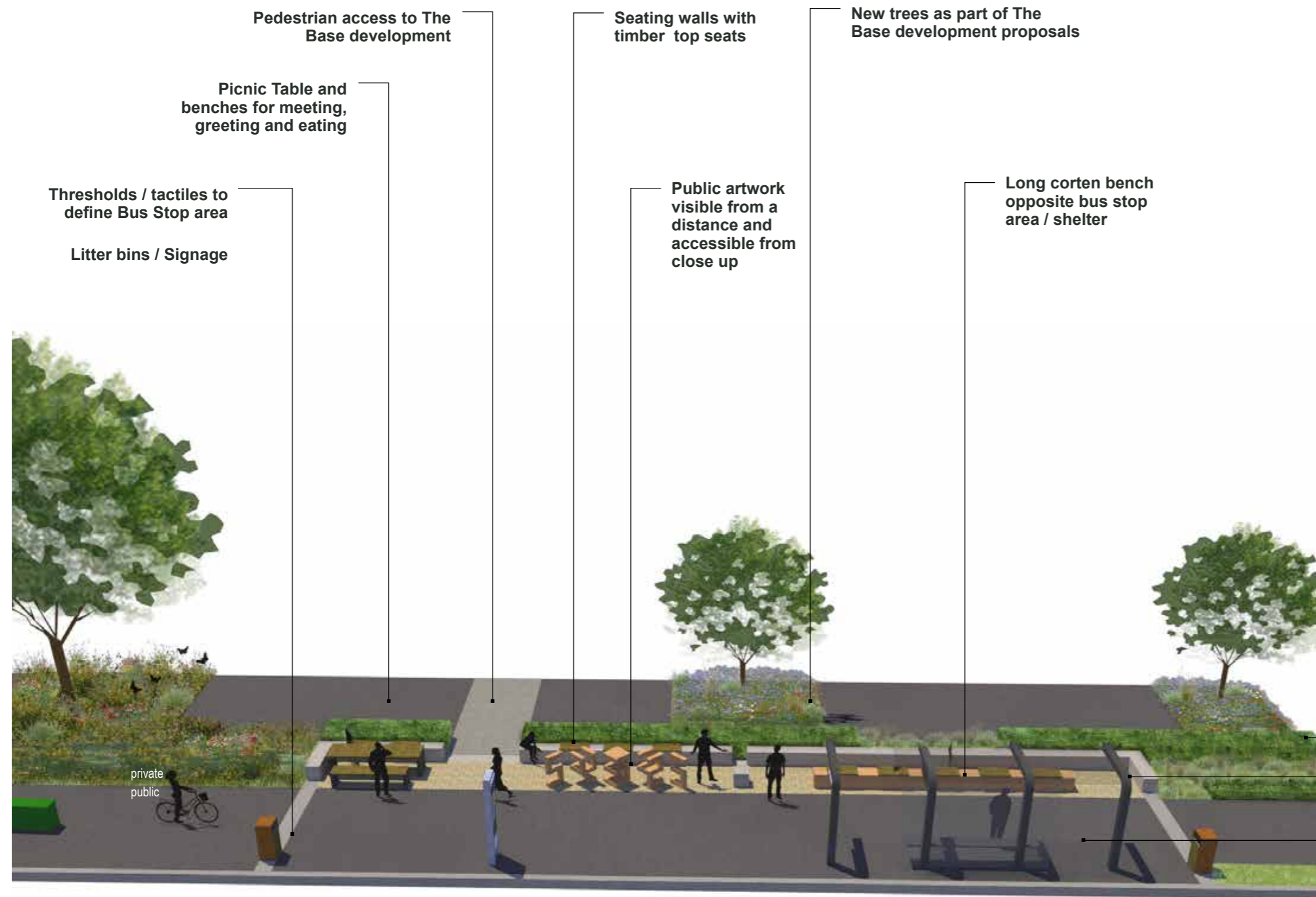
A long Corten steel and timber bench provides additional seating for people waiting at the bus stop or using the micropark



Public artwork can be integrated into the micropark to help deliver the Arts and Heritage Trail.

Fleming Way Micro Park

Conceptual principles



The design of the proposed sculpture incorporates ascending and descending numbers that creates a countdown to departure or lift off. This witty use of transforming numerals directly references and takes inspiration from flight and aviation, the airline company Virgin Atlantic, the site's former occupant, while also referencing the close relationship and links between Gatwick Airport and Manor Royal.

New hedges as part of The Base development proposals

Permeable resin bound surfacing

Superhub Shelter (Design TBC)

Fleming Way

Location:

County Oak Pocket Park is located on County Oak Way adjacent to the Wickes building and close to Pets at Home.

Considerations:

- Boundary treatment (by Wickes) which forms part of the backdrop to the Pocket Park;
- Greening and green wall options;
- Working around the services and the existing sub station;
- Minimising clutter;
- Complex and multiple land ownership; and
- All works within highway land will need to be agreed with WSCC, likely through a Section 278 agreement depending on the nature of the works.

Design Intent:

As articulated in the previous Projects Pack, County Oak Pocket Park presents a great opportunity to add useful, distinctive and active public open space to Manor Royal. The intent here is to create a visually and physically accessible pocket park offering seating, public art and greenery.

The enhancements will also include upgrading the existing footpaths, removing unwanted clutter such as the yellow bollards and reusing existing spoil / soil on site where possible.

The backdrop to the proposed pocket park presents an opportunity for a green wall or simple climbing plants to help screen the working yard of Wickes currently visible from the site and the adjoining County Oak Way.

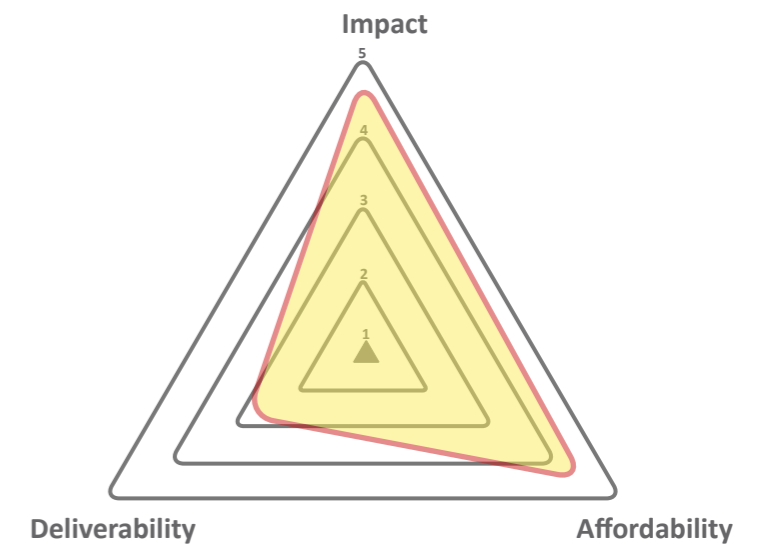
There is also an opportunity to extend the idea of creating more usable public open space by adding public seating and enhancing footpaths on the other side of County Oak Way.

Priority rating:

Although fairly small, the proposed new park will provide a highly visible place for people to use within a busy area of Manor Royal. The Pocket Park has the potential for high impact.

The Site does present some challenges in deliverability such as land ownership, the sub station and boundary treatments .

Potential costs are comparable to other micropark recently delivered.



Precedent images of materials / potential outcomes:



County Oak Pocket Park will function as a small plaza space with public seating,vegetation and could hold events or small gatherings.



Materials will be consistent with other recent enhancements such as The Terrace and Crawler's Brook.



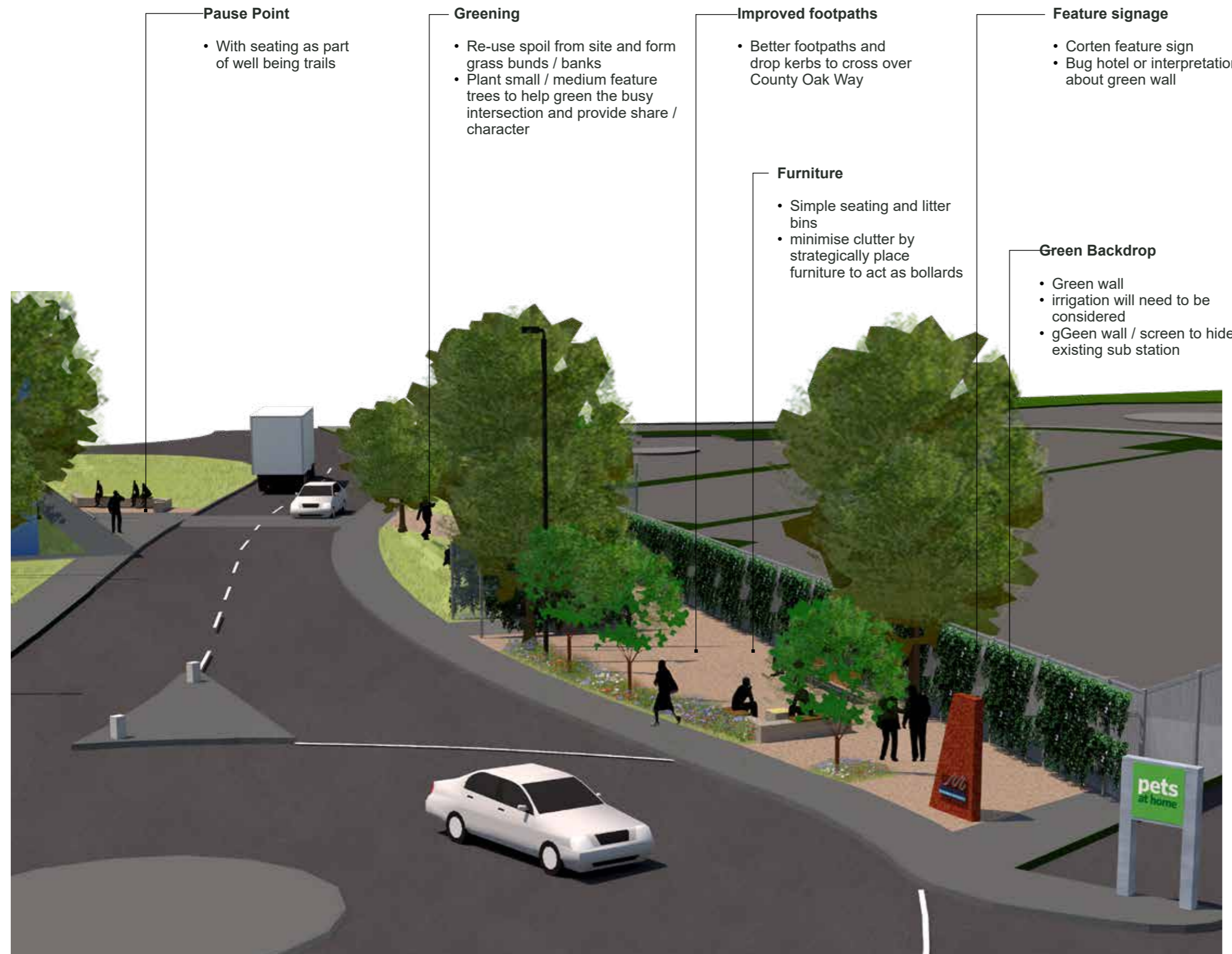
Low walls and incidental seating will reduce the need for bollards and / or traveller defence bunds.



A green backdrop will provide texture, interest, greenery and will help screen the store yard behind.

County Oak Pocket Park

Conceptual principles



Pause Point

- With seating as part of well being trails

Greening

- Re-use spoil from site and form grass bunds / banks
- Plant small / medium feature trees to help green the busy intersection and provide share / character

Improved footpaths

- Better footpaths and drop kerbs to cross over County Oak Way

Furniture

- Simple seating and litter bins
- minimise clutter by strategically place furniture to act as bollards

Feature signage

- Corten feature sign
- Bug hotel or interpretation about green wall

Green Backdrop

- Green wall
- irrigation will need to be considered
- gGreen wall / screen to hide existing sub station



Location:

Cobham Way Pocket Park is located on Cobham Way and Tinsley Lane North to the North East of Manor Royal. This site consists of areas of grass with some mature trees and vegetation.

Considerations:

- Creating areas for public seating and informal gatherings;
- Providing spaces that encourage informal sports, play and activity for the local business community;
- Travellers and vehicle defence;
- Accessibility to adjoining properties / businesses;
- Existing vegetation;
- Minimising clutter;
- Enhancing pedestrian connections;
- Private land ownership; and
- All works within highway land will need to be agreed with WSCC, likely through a Section 278 agreement depending on the nature of the works.

Design Intent:

Cobham Way Pocket Park has the potential to become the next 'The Terrace' offering a attractive space for the business community to go at lunch times or to have informal gatherings / meetings.

The site is of a size that could create a variety of spaces including a mini ball court, table tennis and picnic areas.

The idea of creating an informal ballcourt is intended to provide a space that enables healthy and active use of the pocket park. The ballcourt fencing will also give the park a unique character and will screen of the 'industrial like' facade that faces onto the Pocket Park. The ballcourt fence could be corten or similar to fit with the emerging materials for Manor Royal's public realm.

New seating and furniture is positioned so to double up as vehicular defence to the park. This will enable to removal of the 'highway style' guardrail that currently surrounds the space.

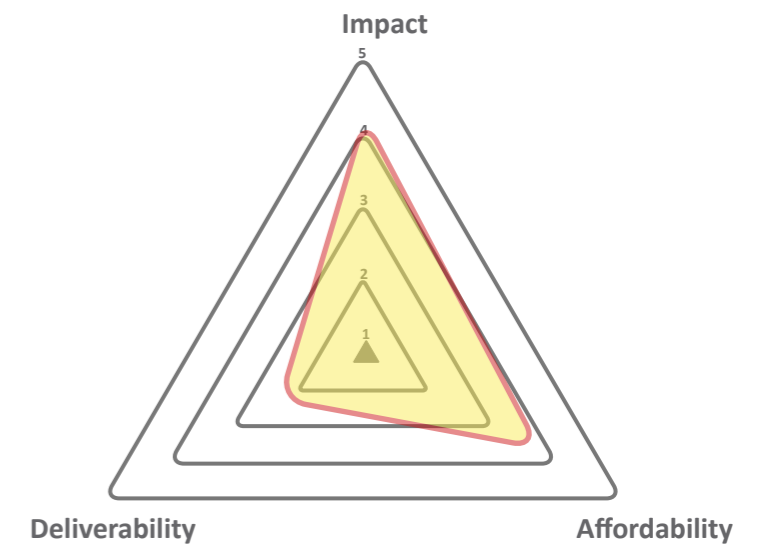
Table tennis and other elements can be coloured to match the Zone colour (Zone 5 - purple).

Priority rating:

The proposed new Pocket Park will provide a useful place for people to use within a busy area of Manor Royal.

The Site does present some challenges in deliverability such as land ownership and boundary treatments .

Potential costs are likely to be higher than the other micropark due to the size and potential use.



Precedent images of materials / potential outcomes:



Materials will be consistent with other recent enhancements such as The Terrace and Crawler's Brook.



Elements of 'play' such as table tennis and a multiuse ball court will bring activity to the space and encourage the community to be active.



Ball court fencing could also provide screening or opportunities for public art.



A combination of benches and seating allows for choice.

Cobham Way Pocket Park

Conceptual principles



Removal of street clutter

- Remove 'highway like' barrier
- Strategically position new furniture to act as vehicular barriers

Informal sports and active area

- Multi-use games area hardstanding
- Table tennis
- Ball court fence (potential for public art / corten)

Better footpaths and connections

- Extension of existing footpaths
- Aligned crossing points
- Raised table pedestrian crossings

Picnic areas

- Picnic benches
- Incidental seating walls



Location:

Magpie Wood is located between Manor Royal Road and the boundary to Manor Royal (Crawley Avenue). It is a designated ancient woodland and is within private ownership / fenced off to the public. There is an adjoining public cycle / walk way that connects Manor Royal to the subway leading to Green Lane.

Considerations:

- Land ownership and public access;
- Green and Grey Audit recommendations;
- Creating areas for public seating and informal gatherings;
- Proximity to proposed Superhub bust stop;
- Proximity to recent and future development;
- Community engagement activities;
- Providing spaces that encourage informal sports, play and activity for the local business community;
- Travellers and vehicle defence;
- Accessibility to adjoining properties / businesses;
- Ecological constraints and opportunities; and
- Existing vegetation.

Design Intent:

Although in private ownership, Magpie Wood could provide an additional oasis of public open space, similar to that of Crawter’s Brook People Park.

If implemented, Magpie Wood will give an additional 1.35 ha of usable and distinctive public open space to Manor Royal. The Wood benefits from being directly next to an existing public cycle / walk way and a key pedestrian route into Manor Royal from the south.

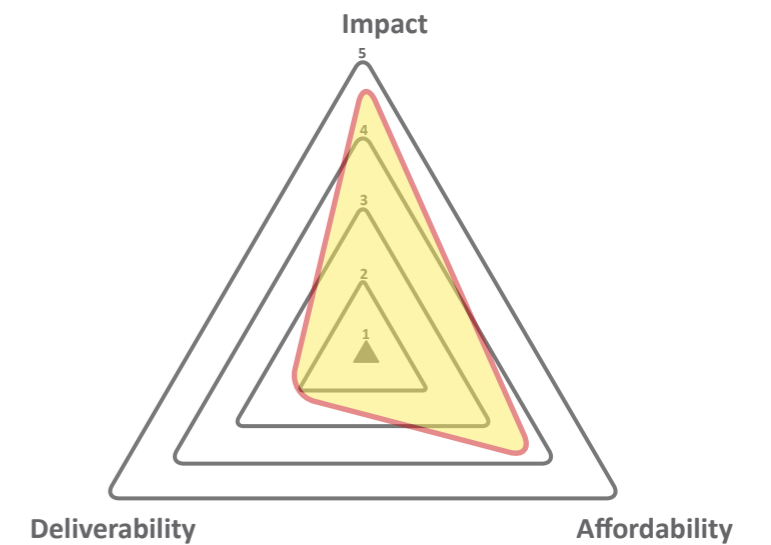
Subject to further investigation and planning it could also be home to outdoor meeting spaces or forest craft learning facilities.

Priority rating:

The proposed new public accessible ecological oasis will provide another important place for people to use within a busy area of Manor Royal. Similar to Crawters Brook, the project has the potential to have huge impact for the Manor Royal community.

The Site does fall within private land, so deliverability is not so straight forward as a Site that is within public open space / highway land.

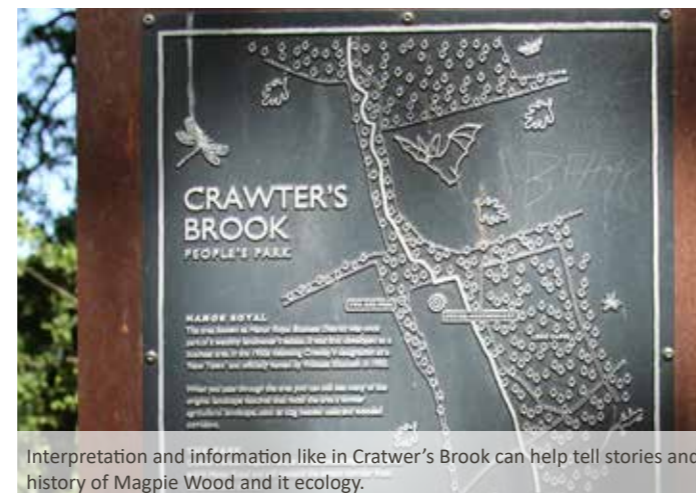
Subject to the detail, this project could be relatively affordable in the context of the value it could bring.



Precedent images of materials / potential outcomes:



Designated cycle routes should be well connected, continuous and easy to follow.



Interpretation and information like in Cratwer’s Brook can help tell stories and history of Magpie Wood and it ecology.



Footpaths laid to self binding gravel or wood chip provide access through the Wood similar to Crawter’s Brook.



Subject to further instigation, Magpie Wood could be home to the first formal outdoor meeting space in Manor Royal.

Magpie Wood and cycle way

Conceptual principles

New Seating and places to stop

- Using similar furniture to pockets parks
- Seating could incorporate wayfinding and, local stories and interpretation.

New entrances into Magpie Wood

- Using similar material to Crawler's Brook
- Signage and interpretation



- • • • • Public Cycle / Walk way
- • • • • Controlled public walk way through privately owned Magpie Wood

Location:

Gatwick Road Parade is located on Gatwick Road to the north of Manor Royal. The project area includes the parking outside of the businesses, Rutherford Way and the area of grass with mature trees.

Considerations:

- Traffic movement and parking enhancements;
- Proposals shown in the previous Projects Packs;
- Green and Grey Audit recommendations;
- Creating areas for public seating and informal gatherings;
- Recent micropark and public artwork at the northern end of the parade;
- Proximity to proposed Superhub bus stop;
- Proximity to recent and future development;
- Accessibility to adjoining properties / businesses;
- Existing vegetation; and
- All works within highway land will need to be agreed with WSCC, likely through a Section 278 agreement depending on the nature of the works.

Design Intent:

The ‘Parade’ area is an existing, well used, retail, business and café outlet for local employees, visitors and customers, and is busy throughout the day. However, carparking is a significant issue with causing unsightly access problems. There is also a lack of consistency in materials and the place appears tired and in need of investment.

The design intent is not only to provide the Parade with a transformational ‘make-over’ but also to reorganise traffic movement, improve links to the nearby bus stops and ultimately create an environment that is more pleasant for pedestrians and those using the outdoor dining spaces and public open spaces.

Through consultation with business owners there may be some advantages in securing a new entrance and exit point, effectively making the Parade frontage one-way circulation and improving access to the carparking spaces.

The current environment suffers from a clutter of inconsistent street furniture, signs / a-frames and the existing bus stops. These elements together make the Parade look and feel untidy and of poor / mixed quality.

Rationalising the furniture in both public and private open space whilst enhancing footpath and road surfacing will help raise the quality and compliment the investment made on the norther corner with Rutherford Way and other nearby microparks.

The Parade is made up of multiple land owners, occupiers and businesses. The design intent is to therefore establish a holistic spatial framework that can be delivered over time. An example of this is shown on following pages.

The project could also consider and include improvements to Rutherford Lane to compliment the investment made creating the new micropark on the corner with Priestly Way. This may include working with those businesses and landowners to improve the frontages and boundaries with the streets and open spaces. An example of this is shown on following pages.

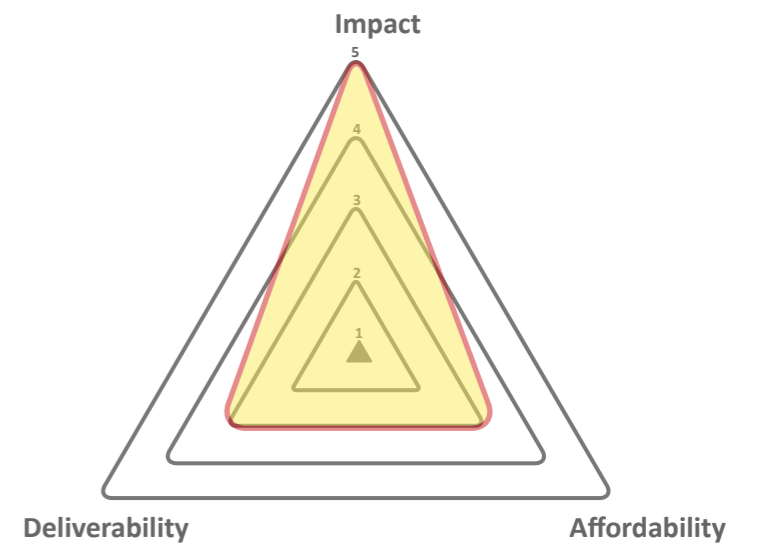
There are also parts of the public realm that fall within project underway such as cycleway / walkway improvements, pedestrian crossing point on Gatwick Road and the Superhub bus stops project. It’s important that these separate projects / scheme consider the overall vision for the Parade and Rutherford Way.

Priority rating:

Improving the quality of public realm of Gatwick Road Parade will have very high Impact. It’s a busy part of Manor Royal and is visible along one of the main north/south roads leading to Gatwick Airport.

Parts of the Site fall within private land and the remaining is currently carparking / highway space, so deliverability is not so straight forward.

The project as a whole is a substantial sized project requiring a large budget. However the project could be implemented in phases over time (as illustrated on following pages).



Precedent images of materials / potential outcomes:



Materials to be consistent with other recent improvements in Manor Royal.



The use of permeable surfacing and swales will help reduce the impact of surface water runoff and will add character The Parade.



Individual business signage could be consolidated and fixed to bespoke art.



New shelter structures that could form part of the Superhub Bus Stops will help add character to Gatwick Road Parade.



Providing consistent street furniture will help reinforce and improve the character of The Parade and Manor Royal.

Gatwick Road Parade

Conceptual principles



Re-configure footpaths and off road cycleway

- Avoiding pinch points around bus stops and intersections
- Giving clearer separation between cycling and pedestrians

Consistent Street Furniture

- Work with business in providing consistent look and feel to surfacing, benches, seats and bins

Removal of street clutter and informal private signage

- Create a uniformed approach to business a-frame advertising

Re configured access road and car parking

- One way system introduced (TBC)
- SuDS to manage surface water drainage
- Aligning footpath to the Parade businesses from Gatwick Road

Private forecourts

- Maintenance and improved access into businesses
- Opportunities for better managed private car parking spaces on forecourts

New Superhub Bus Stop

- Distinctive shelters
- Seating and signage

Micro parks

- Extension to micropark
- Improved kerbs



Location:

On the north eastern corner to the southern building along Gatwick Road Parade. The project area includes private land outside Laker, Subway, Charlies Deli and S L Restoration. These areas front onto Gatwick Parade and Rutherford and visually form part of the public realm.

Considerations:

- The proposed improvements / development by Laker Building Merchants;
- Tree protection / RPAs;
- Ownership / access / management;
- Underground services;
- Locations of sub station kiosks;
- Seating - lunch/dwelling spot etc.
- Branding/signage - 'Promotion' of businesses within the estate, visible from Rutherford Way/ Gatwick Road;
- Materials - co-ordination with materials and furniture used in the construction of recent and planned micro-park projects, but with individual elements tailored to this project;
- Potential for improved outdoor dining experience; and
- Planting - potential for green screen/walls on the Laker's building facade and specimen trees.

Design Intent:

The broad intent is to create a distinctive and coherent external environment and an improved setting to the businesses within this part of Gatwick Road Parade.

Areas of public and private external space will seamlessly knit together by use of a simple palette of materials arranged using a coherent and considered 'organising framework'. The organising framework and materials help to link both Rutherford Way and Gatwick Road Parade.

The improvements will provide an important setting to the potential new entrance into Laker Builders Merchants. A new green wall will provide texture a feature to compliment the existing wavy roof and the new entrance into the building.

Similar to the other public realm improvements within Manor Royal, this scheme will provide a range of places to sit, socialise and interact. It will provide an attractive and stimulating place for occupants and visitors to Gatwick Road Parade.

Rutherford Way is transformed into a better quality public space with a raised table / flush surfacing / change in surfacing between Laker and Topps Tiles. New street furniture and planting improves the setting to the Food Van. Rain gardens and new street tree planting helps soften the dominance of cars and expanse of 'road space'.

Each of the businesses along Gatwick Road Parade benefit from improved frontages with a choice of tables, benches, planters and new paths. The 'organising framework' ensures there is a coherence in the position, alignment and overall look and feel of the private forecourts creating distinctive 'outdoor rooms' and retained access into the building. The materials also provide consistency and a guarantee of the quality.

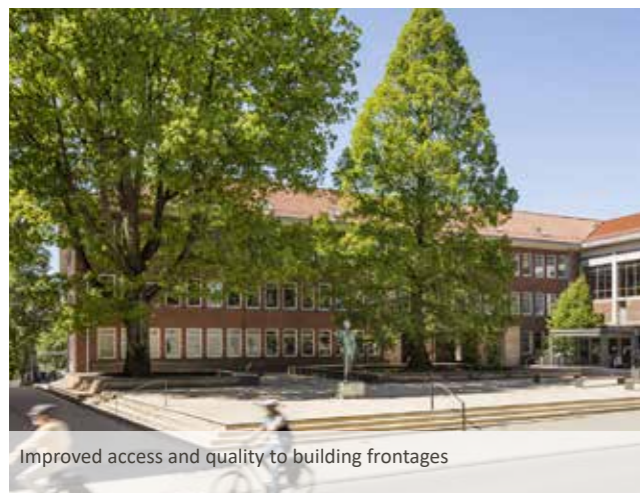
This area is currently an unused public facing space laid to grass and comprising mature Pine trees and an interesting and visible wavy roofline.

The intention to provide a new entrance to Laker Building Merchants creates an opportunity to animate and improve the appearance, quality and function of the space. New paving, planting and seating create a usable plaza space for visitors to the builders merchants and others from across the business district, including those visiting the Food Van on the opposite side to Rutherford Way.

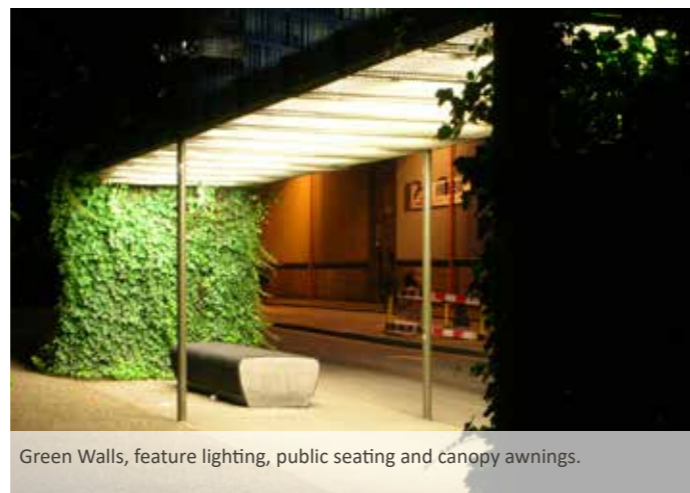
The concept is for a simple design that uses the Pines and new multi stem specimen trees as the main structural point of interest, around which street furniture is located to create an uncluttered but intimate space. A 'reduced dig' construction technique is proposed for the new surfacing to protect existing tree roots to the Pine trees.

A green wall is proposed on the facade to offer some relief and to help draw the eye to the interesting wavy roofline of the building. This could be complimented with a bespoke mural / public artwork. Level access is provided to the new front door into the Laker building.

Precedent images of materials / potential outcomes:



Improved access and quality to building frontages



Green Walls, feature lighting, public seating and canopy awnings.



Opportunities for activities (such as table tennis) to help liven the Parade



Attractive alfresco dining environment with consistent furnishings / materials.



Materials to be consistent with other recent improvements in Manor Royal.

Gatwick Road Parade: Laker corner

Conceptual principles



Location:

Rutherford Way Industrial Estate is located at the north west end of Rutherford Way, close to public realm improvements at Gatwick Road and the corner of Rutherford Way and Priestley Way completed as part of the Arts and Heritage Trail.

Considerations:

The site is located on private land at the entrance to the Industrial Estate and abuts Rutherford Way. It's currently laid to overgrown vegetation and poor paved surfacing.

The quality of the environment is poor and requires attention to improve the public facing environment. The land owners have identified the area to become another micro-park whilst improving the entrance into the Industrial Estate.

Considerations include:

- Public Facing Environment - address the "Grot Spot" issues and improve the public/private interface
- Shelter/seating - lunch spot/smokers shelter etc.
- Branding/signage/wayfinding - 'Promotion' of businesses within the estate, visible from Rutherford Way
- Materials - co-ordination with materials and furniture used in the construction of recent and planned "micro-park projects, but with individual elements "tailored to this project"
- Modular Construction - consideration for a modular system design for application on similar sites
- Proximity to recent and future Manor Royal developments e.g. Gatwick Road, Rutherford Way, Arts and Heritage Trail
- Planting - potential for a green roof and expanded planting into adjacent into adjacent parking spaces occupied by the existing smoking shed/container

Design Intent:

The concept for the design hangs on a multi functional structure that unifies the different design functions required; shelter, seating, branding/signage/wayfinding, and greening etc.

The use of a single structure creates a feeling of enclosure and minimises visual clutter associated with multiple structures, its visual mass also to anchor the corner of the Industrial Park entrance.

The proposed materials co-ordinate with recently constructed microparks and wider public realm improvements.

NOTE: This concept design folio presents 2 variations of the concept. There may be others that can also be explored.

The intent of this Concept Design is to obtain a clear direction of travel for the next design phase. This next phase will include developing and testing the design and its potential cost.

Precedent images of materials / potential outcomes:



Example of a modular system shelter with perforated sheet panels in a Corten steel finish



Simple signage integrated into the structure



Opportunities exist to apply a green roof/sedum roof treatment to the covered section of the shelter



Patterns in the Corten can provide individuality & interest and reference artwork elsewhere, e.g rabbit motifs



Co-ordination of materials and furniture

Rutherford Industrial Estate

Conceptual ideas

Perforated steel panels with potential artwork

Shelter structure with green roof and integrated timber bench seating

Cube seating

Resin bound aggregated surfacing (permeable)

Place name monolith visible from a distance and potentially double sided.

Signage / business names fixed to corten steel panel. Visible from eye level. Could be a simple wayfinding map showing Unit numbers within the Estate.



Woolborough Lane Linear Park

SP08

Location:

Woolborough Lane Linear Park is located between Manor Royal road and Woolborough Lane. The park forms part of the cycle / walk way connects that leads to the subway to Dalewood Gardens (outside of the Manor Royal BID area).

The cycleway is part of a designated National Cycleway (Route 21) that links the South coast (and eventually Paris) to London.

The Linear Park varies in width and is generally bounded by private properties.

Considerations:

- Green and Grey Audit recommendations;
- Creating areas for public seating and informal gatherings;
- Proximity to recent and future development;
- Spaces for seating;
- Minimising clutter;
- Helping way finding;
- Travellers and vehicle defence;
- Accessibility to adjoining properties / businesses; and
- Existing vegetation

Design Intent:

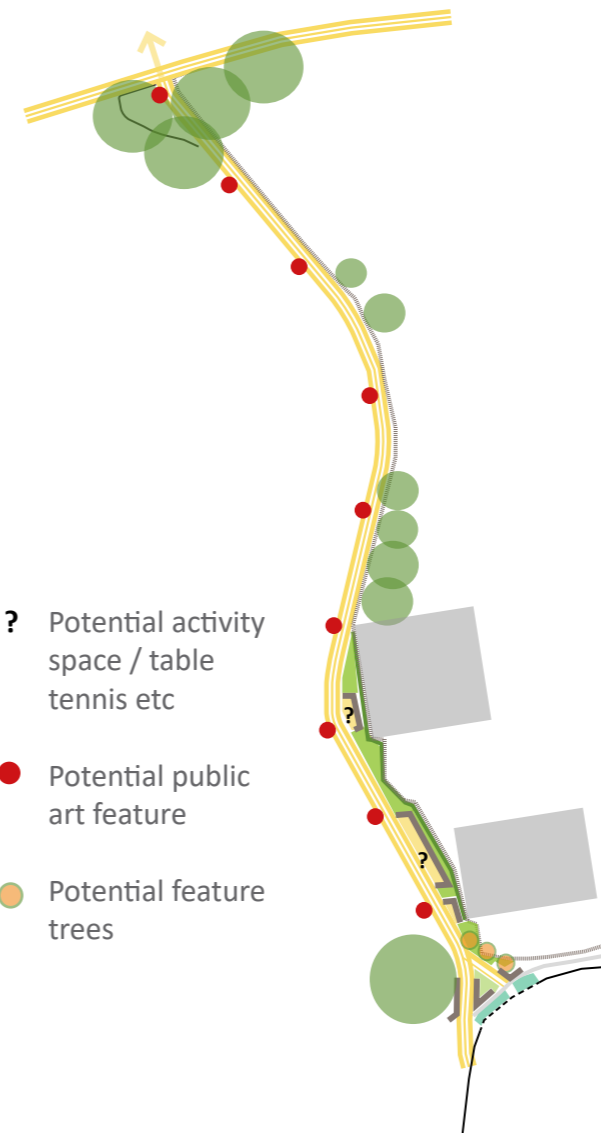
‘A corridor of activity, interest and ecology’.

Woolborough Lane cycle / walkway is an important cycling and walking movement corridor that cuts through between private properties. The current physical environment is not inviting and in some places considered unsafe. The intent is to create an attractive linear park with higher quality street furniture, surfacing and new planting. This will not only increase passive surveillance but also provide clearer sight lines along the cycleway and will address desire lines of movement.

Current unsightly bunds of grass and bollards that were installed as traveller defence can be replaced by distinctive seating walls and grass banks similar to these found in The Terrace and Crawter’s Brook. These can be strategically placed to defend the space whilst doubling up as incidental seating.

Surface water drainage from the hard surfacing could fall towards a vegetated swale helping reduce the impact on the drainage system and providing a ‘green’ feature to the pocket park / cycle / walk way.

Cycle parking provision could be considered at the entrance to the Lane on Manor Royal Road.

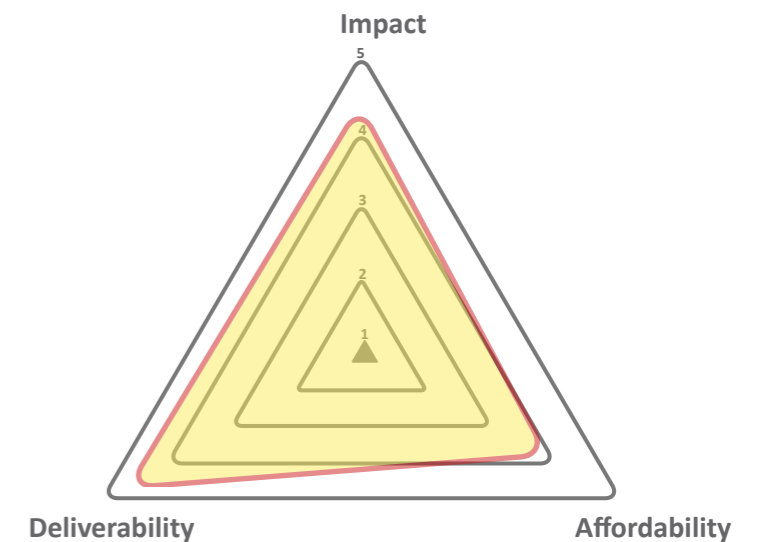


Priority rating:

The proposed improvements will have a positive impact for those using this area of Manor Royal.

Working with the BIDs partners and the neighbouring properties the proposals are considered deliverable.

The project is considered affordable and its cost are likely to be relative to other micro parks within the Arts and Heritage Trail.



Precedent images of materials / potential outcomes:



Low retaining walls can provide incidental seats. They can also act as vehicular defence instead of bollards and bunds.



Spaces for activities such as outdoor table tennis will help the linear park feel more like a park than a cycle/way. It can also help with passive surveillance.



Well maintained planter beds can help soften the character of an area. It can also be used to capture surface water run off from paths and cycleways.



Materials and design layouts can reflect other public realm improvements recently completed elsewhere in Manor Royal.

Woolborough Lane Linear Park

Conceptual principles

Unightly grass bunds and bollards are replaced with Manor Royal style distinctive incidental seating walls, paving and new specimen tree planting

The existing 'desire line' by cyclist and pedestrians is formalised with new paving

Areas for seating and activities defined by incidental seating walls and permeable paving

Potential rain garden to replace unsightly grass verges and bunds

Meadow grasses and native planting improves opportunities for biodiversity enhancement, reduced maintenance and attractive setting.



Location:

Manor Royal Central is located along Manor Royal close to Magpie Wood and opposite to the intersection with Newton Road.

Considerations:

- Green and Grey Audit recommendations;
- Proximity to recent and future development;
- Spaces for seating;
- Minimising clutter;
- Helping way finding;
- Accessibility to adjoining properties / businesses;
- Superhub bus stop and shelter;
- Underground services and nearby substations; and
- Existing vegetation

Design Intent:

‘A transient place with people coming and going to it, through it and around it’

Manor Royal Central is a busy westbound bus stop in a highly visible from both directions along Manor Royal road and from Faraday Road.

The intent is to create an attractive and highly visible ‘micro park’ to provide a setting for the potential new superhub bus shelter and provide space to sit, socialise, meet and have fun.

The intent is to also improve the footpath alignments and connections to the bus stop from the shared cycle / walk way. Where possible desire lines are formalised through distinctive paving and using new planting to help frame it. Other hard surfaces are retained and resurfaced minimising the need to construct new paving over the many existing underground surfaces. New areas of planting help define the routes to the intersection and controlled crossing.

The character and layout is also intended to conceptually reflect this idea of people ‘coming and going’.

Incidental seating walls and the paving around the super hub bus stop are located and aligned to create a dynamic rhythm and create places for people to sit and interact with each other.

The concept design includes potential for ‘playful and interactive sculptural features’ intended to catch the eye from busy Manor Royal road and Faraday Road.

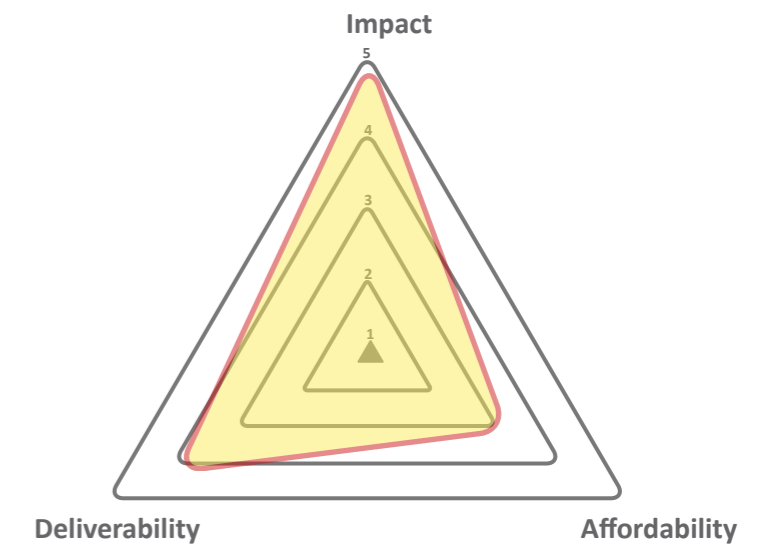
Surface water drainage from the hard surfaces potentially fall towards a vegetated rain garden helping reduce the impact on the drainage system and providing a ‘green’ feature to the micro park

Priority rating:

The proposed improvements will have a very positive impact for those using this area of Manor Royal and those travelling along Manor Royal road. The bus stop is a busy one and it is anticipated that many people arriving and leaving Manor Royal by bus will benefit from the improvements.

The proposals are considered deliverable working with the BIDs partners such as CBC, WSCC and Metrobus.

The project is considered affordable and is relative to other micro parks within the Arts and Heritage Trail. Ongoing costs associated with a new bus stop shelter is TBC.



Precedent images of materials / potential outcomes:



New surfacing helps formalise existing desire lines across the grass and makes the space feel more like a park than just a bus stop



More seating, planting and better quality surfacing helps the space look and feel more like a mini bus station than just a bus stop.



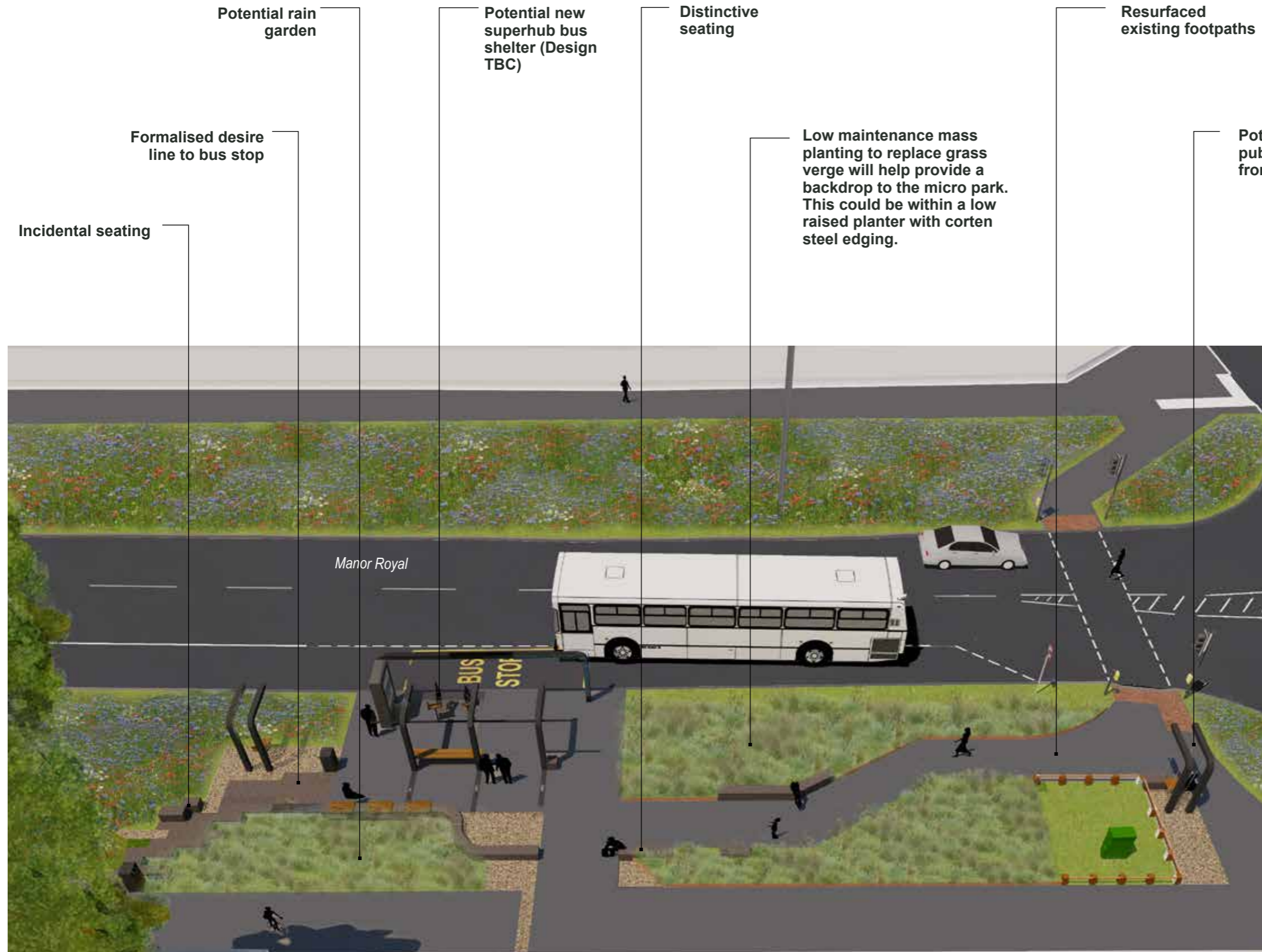
The superhub bus stop / micro park could be host to new bespoke public art or playful infrastructure such as lounge swings.



The super hub shelter can be more than just a standard bus stop shelter. It could also showcase green initiatives such as green walls and green roofs.

Manor Royal Central

Conceptual principles



Location:

Manor Royal West is located towards the western end of Manor Royal road, close to Gateway 2 outside of Thales UK and near to the Crawley Business Quarter.

Considerations:

- Green and Grey Audit recommendations;
- Proximity to recent and future development;
- Spaces for seating;
- Minimising clutter;
- Helping way finding;
- Accessibility to adjoining properties / businesses;
- Superhub bus stop and shelter;
- Underground services and nearby substations; and
- Existing vegetation

Design Intent:

'A super hub bus stop and a key destination and arrival point within Gateway 2'

Manor Royal West - is a busy eastbound bus stop a highly visible site along Manor Royal road and forms part of the sequence of arrival into Manor Royal from London Road (Gateway 2)

The intent is to create an attractive and highly visible micro park to help frame the potential new superhub bus shelter and provide additional space to sit, and socialise.

This project is also intended to improve the footpath alignments and connections to and from the bus stop from the shared cycle / walk way and the planned nearby toucan pedestrian crossing.

The proposed new bus stop shelter (outside of this project scope) will be the dominant feature within the micro park. This will be complimented by a vegetated raingarden or area of planting, incidental seating walls and new paving.

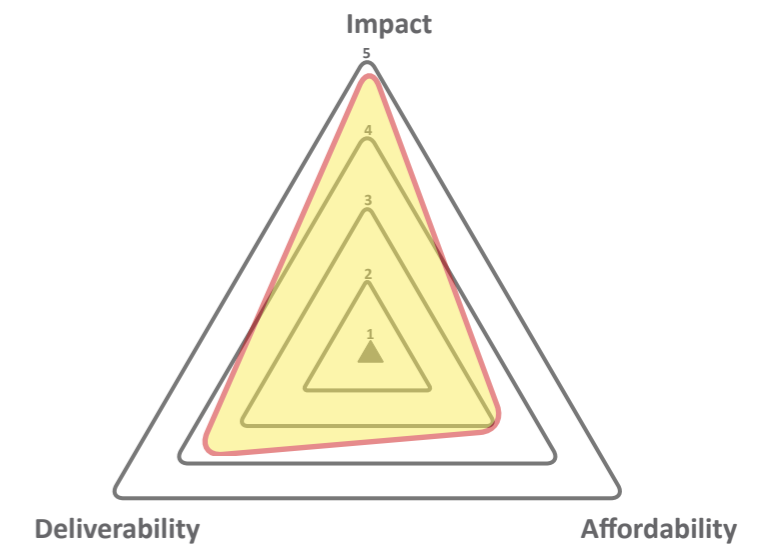
The concept design includes many opportunities for public art such as wayfaring on the surfacing, seating and structures. Subject to further investigation there is also potential for the 7/8 substation kiosks to provide the canvas for the public artwork.

Priority rating:

The proposed improvements will have a very positive impact for those using this area of Manor Royal and those travelling along Manor Royal road. The bus stop is a busy one and it is anticipated that many people arriving and leaving Manor by bus will benefit from the improvements.

The proposals are considered deliverable working with the BIDs partners such as CBC, WSCC and Metrobus.

The project is considered affordable and is relative to other micro parks within the Arts and Heritage Trail. Ongoing costs associated with a new bus stop shelter is TBC.



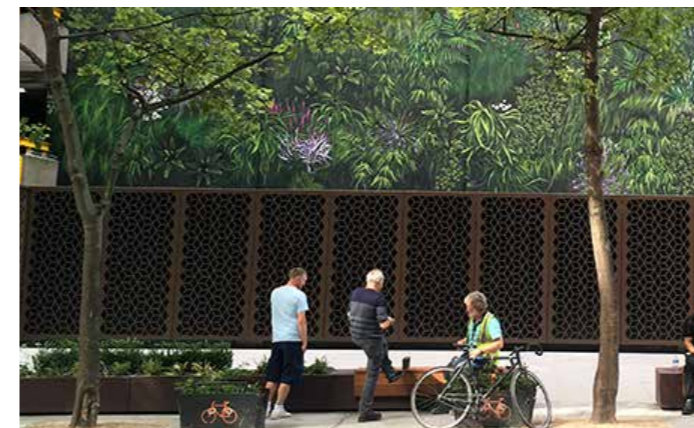
Precedent images of materials / potential outcomes:



The super hub shelter can be more than just a standard bus stop shelter. It could also showcase green initiatives such as green walls and green roofs.



The super hub shelter and / or micropark could include interactive elements, public art and / or pop up activities to help make this a destination



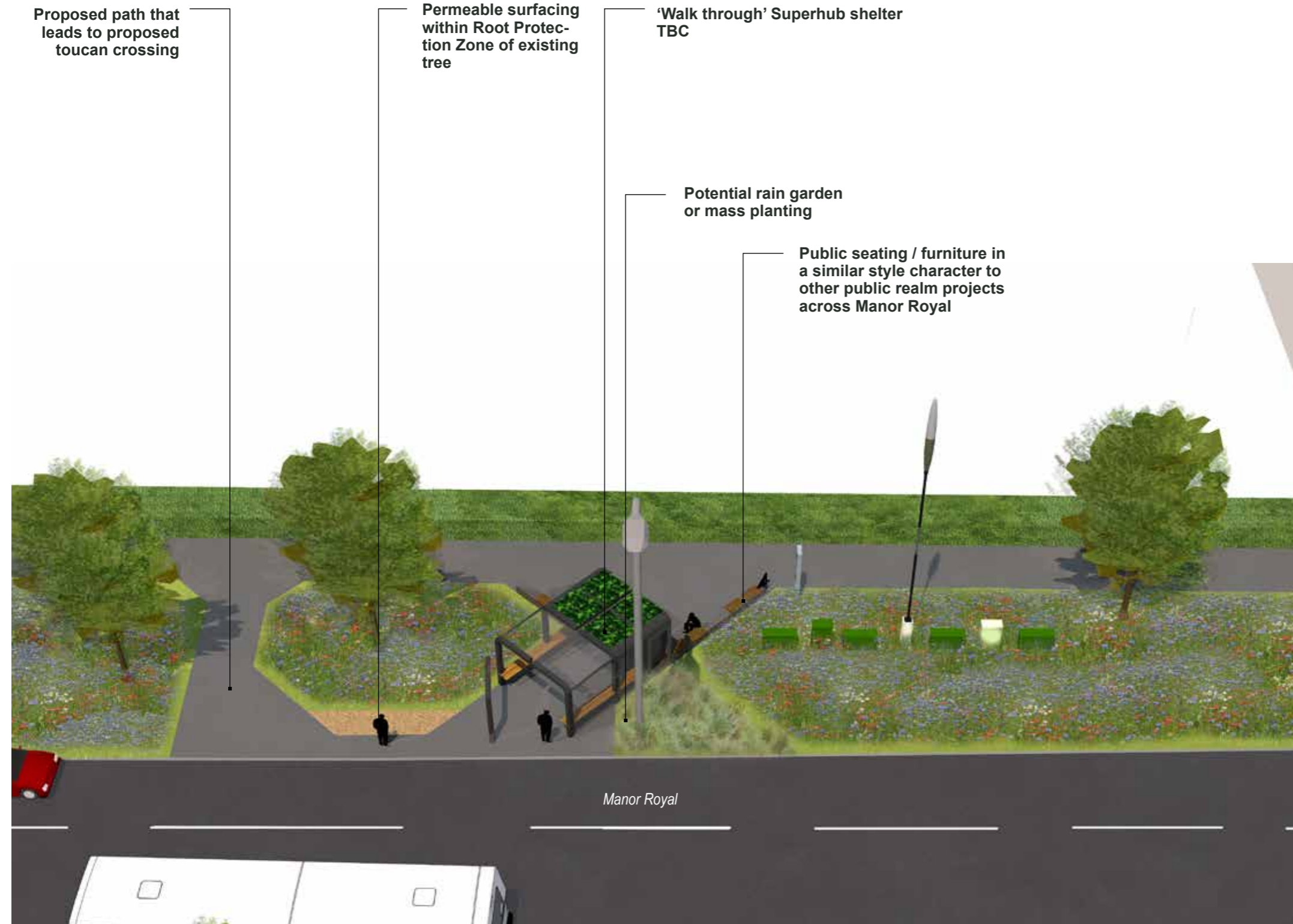
More seating, planting and better quality surfacing helps the space look and feel more like a mini bus station than just a bus stop.



New surfacing helps formalise existing desire lines across the grass and makes the space feel more like a park than just a bus stop

Manor Royal West

Conceptual principles



Location:

Various - creating routes, loops, connections and places to stop / pause. Final routes and locations to be confirmed as part of the detailed project design.

Considerations:

- Consistency in materials / wayfaring / wayfinding
- Highway requirements / constraints / standards
- Land ownership / management
- Underground services / tree roots / drainage
- Involvement and inclusion of Public Art / MR Narrative

Design Intent:

The intent is to create a well connected network of walking and cycling trails across Manor Royal.

As well as being an attractive wayfinding device, the In-Between Places project will serve to act as a link between the various park areas to form a coherent and connected navigable trail.

The trails will have places of interest to stop and rest. These rest spots or pause points provide opportunities for information, wayfinding, interpretation and art work. The public art work may be in the form of local poetry or stories shared through sculpture or signage. These artistic interpretations of site-specific heritage and narrative will help draw the viewer along an experiential walk or cycle of surprise and discovery.

Key nodes and junctions will be considered to maximise the experience and an opportunity to investigate solutions for locations where desire lines have been created by people persistently cutting across land and grass verges resulting in erosion.

The intention is to design and create interventions that will make these locations more attractive and engaging with robust and sincere public art.

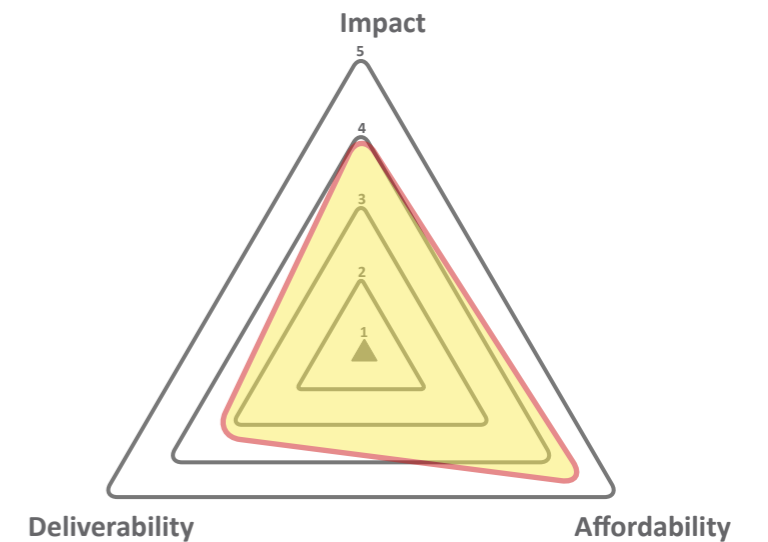
The trails should also be designed to encourage more people to walk and cycle across Manor Royal and aim to help improve the health and well being of the community.

Priority rating:

Although individually small, collectively these could have a large impact on improving the quality of environment for those walking and cycling with Manor Royal. It may also encourage and enable more people to walk a cycle.

Subject to the detail, the proposals are likely to be fairly straight forward to deliver and could be phased over time. However there are some challenges with Highway requirements, underground services and the ongoing management and maintenance of any additional assets.

The project is likely to be affordable to deliver, particularly if they are small interventions.



Precedent images of materials / potential outcomes:



Cycle routes should be well connected and easy to follow.



Informal fitness equipment or trim trails could be incorporated into the street furniture along the wellness trails.



Poetry or local stories can be incorporated into the infrastructure along the wellness trails.



Way finding information can be incorporated into the infrastructure along the wellness trails.

In-between places and desire line trails

Conceptual ideas



Potential locations / trails

- OFF ROAD / GREEN TRAILS
 - ... AVENUE TRAILS
 - ROAD SIDE TRAILS
- QUIET ROAD TRAILS
 - PAUSE POINT / PLACES TO STOP
 - NATIONAL CYCLE NETWORK ROUTE 21
- ⤴ PEDESTRIAN SIGNAL TO JUNCTION ARM
 - ⊞ NEW ZEBRA CROSS
 - ⊞ NEW PELICAN CROSSING



Pause points along the trails can host public seating, artwork, fun, interpretation and / or wayfaring that helps tell and reinforce the 'Manor Royal narrative'.

Crawter's Brook

Location:

Crawter's Brook is a 7 acre site that already serves as a "People's Park" following intervention by the BID. It's main entrance is at the eastern end of Manor Royal road and forms an important part of the Gateway 1 landscape.

Considerations:

- Green and Grey Audit recommendations;
- Proximity to recent and future development;
- Spaces for seating;
- Minimising clutter;
- Helping way finding;
- Accessibility to adjoining properties / businesses;
- Superhub bus stop and shelter;
- Underground services and nearby substations; and
- Existing vegetation

Design Intent:

'Breathing additional life into this already well loved and essential green space'

Crawter's Brook Peoples Park is already a well used and well loved special place within Manor Royal.

Improvements made to Crawter's Brook back in 2017 were founded on sense of place, access to nature and providing a connection between Manor Royal and Gatwick Road and Fleming Way.

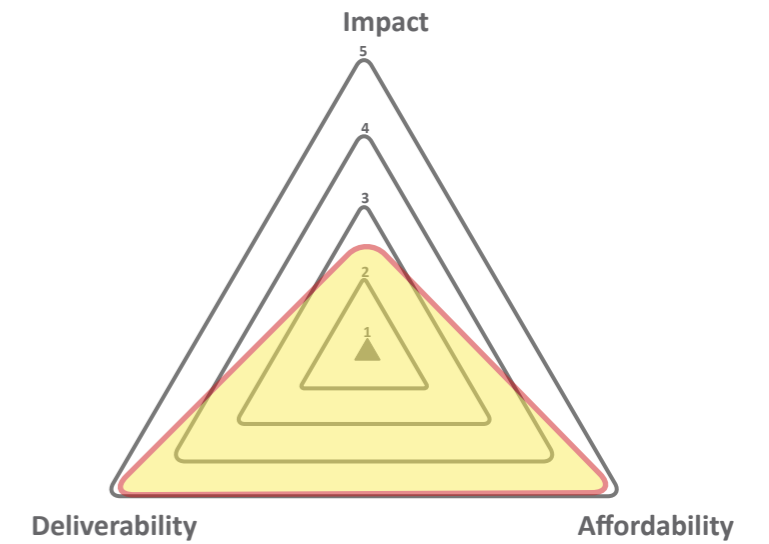
The intent is to use public art to inform further improvements within the centre of this People's Park, complimenting the previous enhancements and in keeping with the distinctive character and sense of place.

Priority rating:

The new public art in Crawters Brook will add value to the existing People's Park. However, the impact will be less so than the original enhancements of others within this Project Pack.

Subject to the detail, the proposals are likely to be fairly straight forward to deliver.

The project is likely to be affordable to deliver.



Precedent images of materials / potential outcomes:



Crawter's Brook - additions

Conceptual principles

Potential location for public art
under the trees and in line with old
access / lighting

Potential location for
bench looking out onto
attenuation basin and
improved footpath
surfacing

Potential location for public art
where the brook is hidden /
underground



Targeted Hotspots

Tackling known grotty areas that look tired and unattractive

Recent environmental audits have identified and confirmed a number of individual 'hotspots' that require focussed and targeted investment to address and resolve localised site issues that cannot be resolved through maintenance alone.

These hotspots are:

- WOOLBOROUGH LANE / NAPIER WAY
- MAGPIE WOOD - CYCLE / WALK WAY
- MAXWELL WAY
- RUTHERFORD WAY
- CROMPTON WAY
- FARADAY ROAD
- NEWTON ROAD
- TINSLEY LANE NORTH

The following section provides a summary of the identified issues in relation to each of these hotspots, provides some initial potential solutions and a list of next steps towards implementation of these solutions.

Due to the location of these 'hotspots' and the nature of some of the issues, the ideas in this Project Pack will need further involvement by others. Particularly the local Highway Authority (WSCC).

Each project may also require involvement and engagement with the Manor Royal community such as the local businesses close to each of the hotspots.

Lessons learnt from the solutions / outcomes from the Targeted Hotspots may be relevant and applied to other, smaller, areas across Manor Royal.

Approach

The final solution in each case will be place specific and needs further detailed design work. However, in all cases a careful approach is required that strikes the right balance between the way it looks, the way an area functions and cost.

A simplistic approach to these issues would be to install bollards or barriers at each location, and while that might make sense in some cases to do it indiscriminately without thought everywhere would lead to a proliferation of clutter that could be dominant in the street scene and itself be regarded as clutter.

Understanding this the basic approach to recommending solutions in each case follows this philosophy:

1: DESIGN

Can the area be re-designed in some way, e.g. with planting or seating, that would remedy the problem, invite people to enjoy the space and enhance its visual appeal?

2: DETER

Where a bollard or barrier is acceptable and there is no other practical solution.

3: ACCEPT

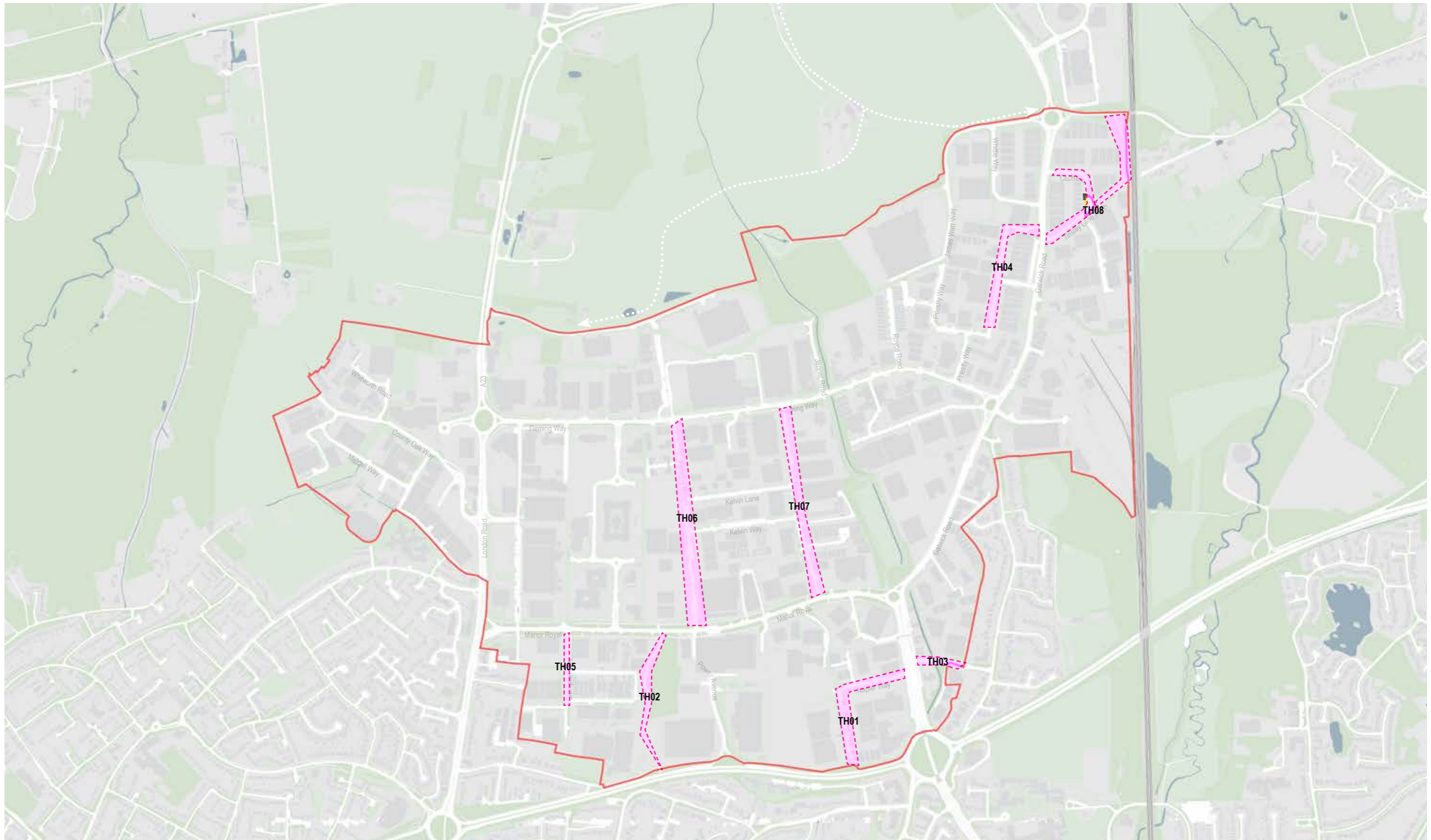
This involves accepting that the problem will continue and allow it to happen. This might involve hardening soft edges to allow over-runs or parking.

4: REMOVE


Changing kerb lines or removing soft verges effectively creating more space for walking, cycling, vehicle traffic or parking - which can be expensive.

Any of these solutions might be the correct one. However, in terms of philosophical approach "Design" is preferred and represents the start point for exploring solutions where the alternatives of "Deter", "Accept" and "Remove" are considered only after "Design" is discounted.





LEGEND

 TARGETED HOTSPOT / ENHANCEMENT PROJECTS

**MANOR ROYAL BID PROJECTS
TARGETED HOTSPOTS**



Woolborough Lane/Napier Way

The issues:

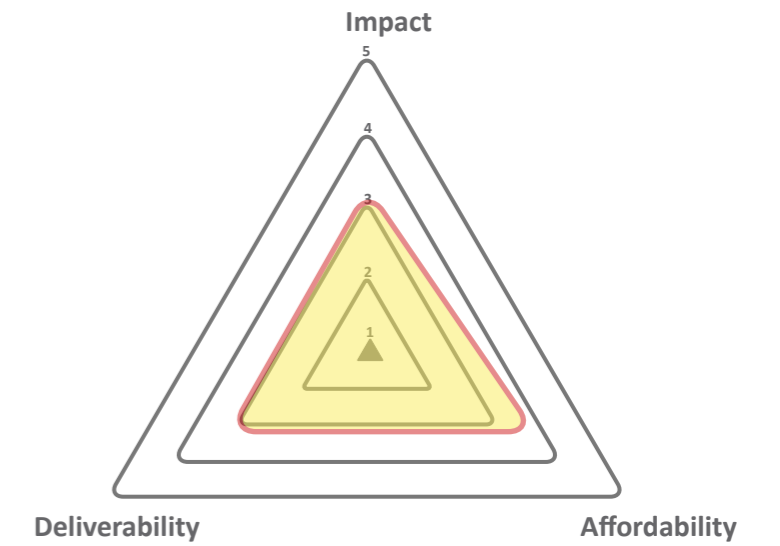
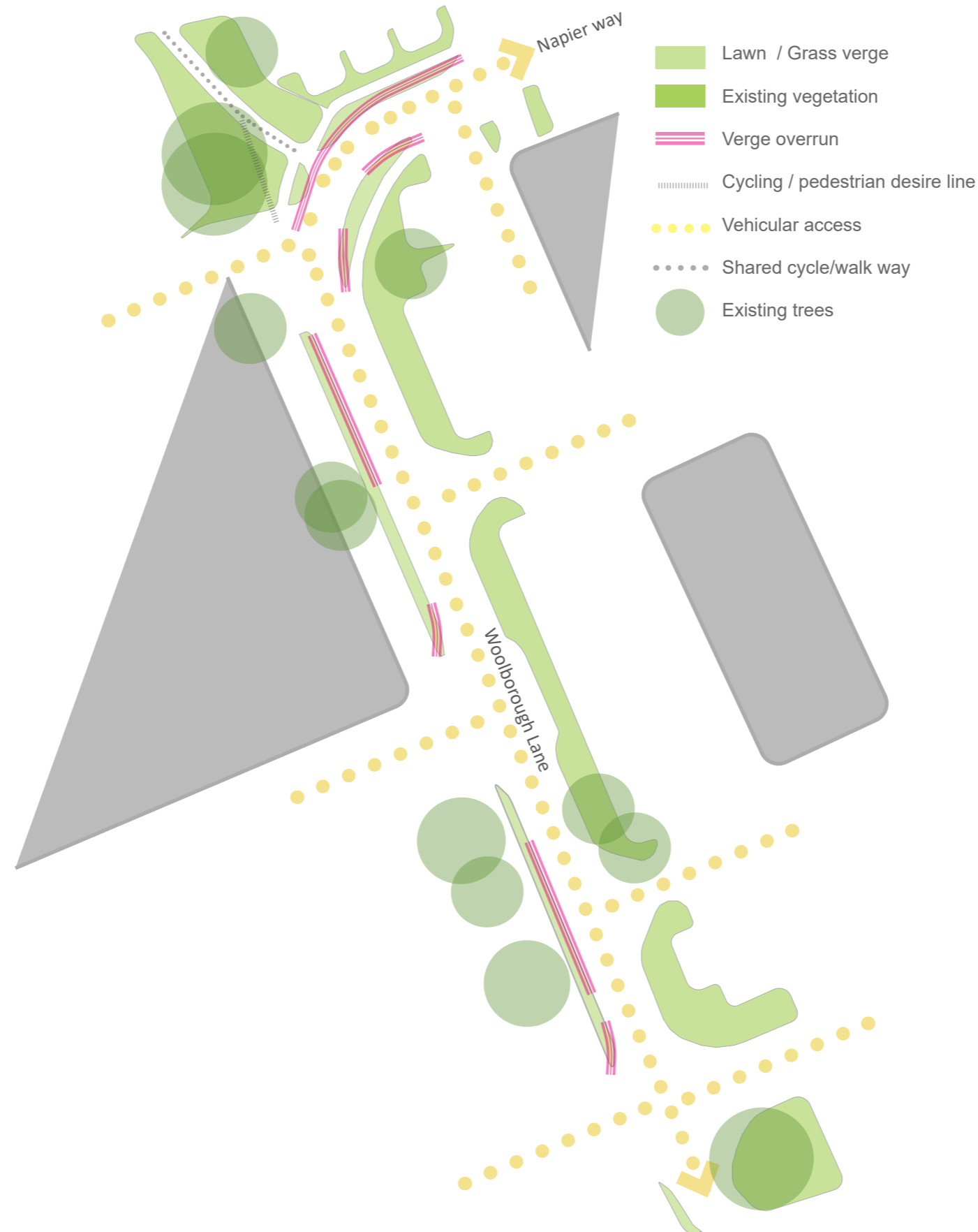
- Vehicular overrun to verges resulting in churned up areas of grass and soil / broken kerbs

Potential solutions:

- Adopt a deterrent solution to prevent verge overrun on the north side of the Woolborough Lane/Napier Way junction
- Accept and accommodate verge overrun to the south side of the junction
- Combine design solution with Woolborough Lane Micropark
- Consider extending the cycle/footway from the "micro park" to the subway

Next Steps:

- Liaise with WSCC Highways
- Consult Crawley BC regarding cycleway treatments
- Appoint engineer to prepare swept path analysis
- Obtain topographic survey of the Site
- Prepare draft proposals drawings for discussion/ approval
- Prepare budget estimate
- Finalise proposals drawings
- Agree implementation programme / timing



Woolborough Lane/Napier Way

Potential solution - concept

Vehicular Overrun Deterrent

- Proposals to include a combination of upstand kerbs, planting and rain garden design solutions.

Vehicular Overrun Accommodation

- Proposals to include a realigned kerb line and wider carriageway to accommodate a wider swept path

Cycle / Walk way improvements

- Proposal to replace verge with new off road cycle lane linking to subway



NOTE COORDINATION NEEDED

- Linear Park / Cycleway / hotspot design



Magpie Wood Footpath / Cycle Way

The issues:

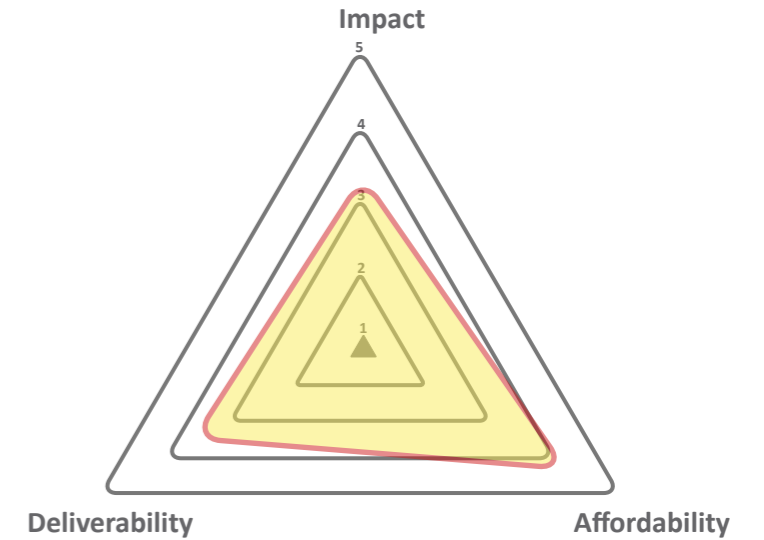
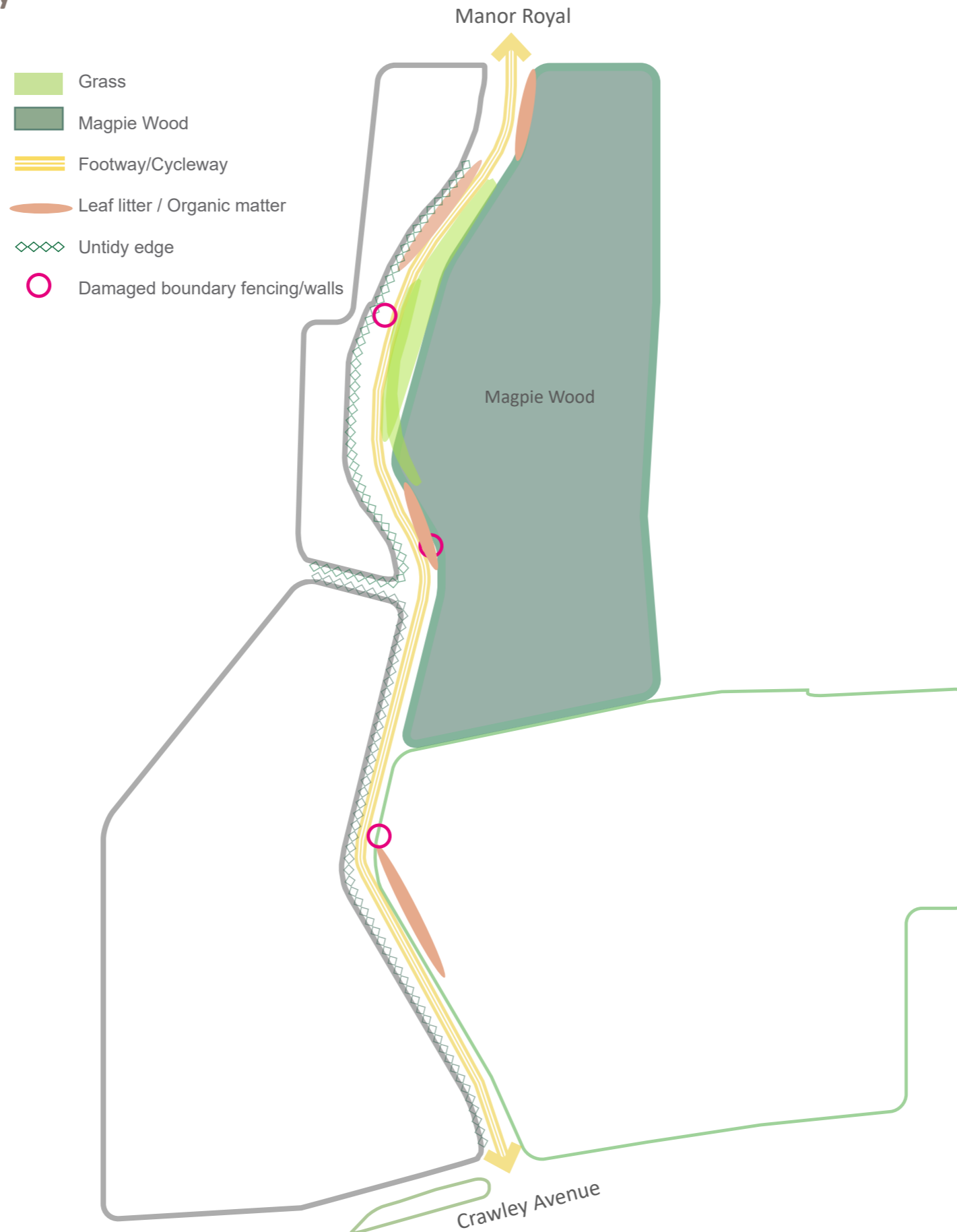
- Build up of leaf litter and organic matter to cycle footway edges
- Vegetation growing through fences creating untidy edges
- Broken/damaged fences/walls
- Vegetation growing through pavings
- Litter

Potential solutions:

- More frequent maintenance visits
- Tidy building edge
- Retain/enhance naturalised edge to Magpie Wood
- Repair walls/fences (privately owned)
- Remove graffiti/litter
- Consider green screens to building edge

Next Steps

- Prioritise maintenance visits to remove organic matter/cut back vegetation and treat weeds in pavements
- Discuss and agree approach to repair of boundary walls and fencing or consider green screens
- Prepare draft proposals drawings for discussion/ approval
- Prepare budget estimate
- Finalise proposals drawings



Magpie Wood Footpath / Cycle Way

Potential solution



- Private boundary treatment**
- Potential to green existing boundaries using native climbing plants or native hedges

- Wildflower meadow corridor**
- Relaxed mowing and increase of meadow rich grasses
 - Bug hotels and log piles

- Resurfaced cycle / walk way**
- Improved surfacing
 - Improved drainage
 - Improved signage / wayfinding

- Magpie wood boundary treatment**
- Potential to improve boundary treatments
 - Native hedgerows
 - Bird boxes



Maxwell Way

TH03

The issues:

- Intensity of use and verge parking associated with the food van and or traffic congestion
- Visual detractors including broken knee rails/ eurobins/litter and un-maintained verges

Potential solutions:

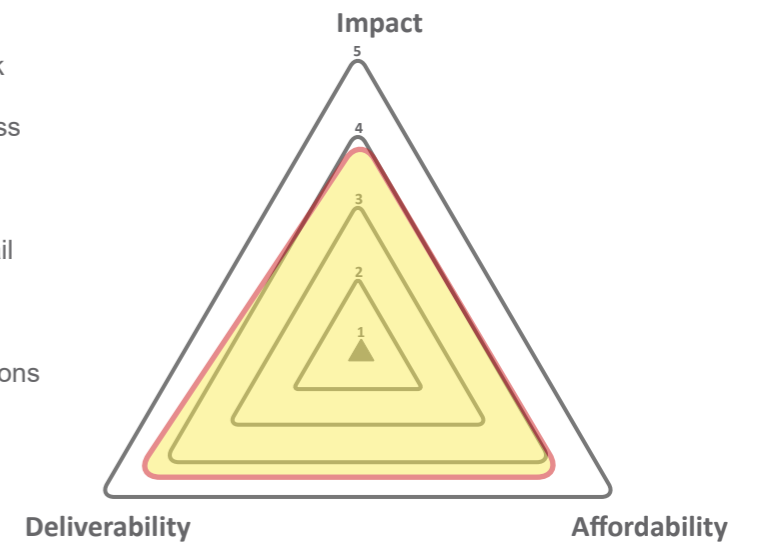
- Adopt a solution that accepts the issue but improves the overall environment
- Improve the quality of the environment and address visual detractors
- Consider consistent approach for the treatment of food vans

Next Steps:

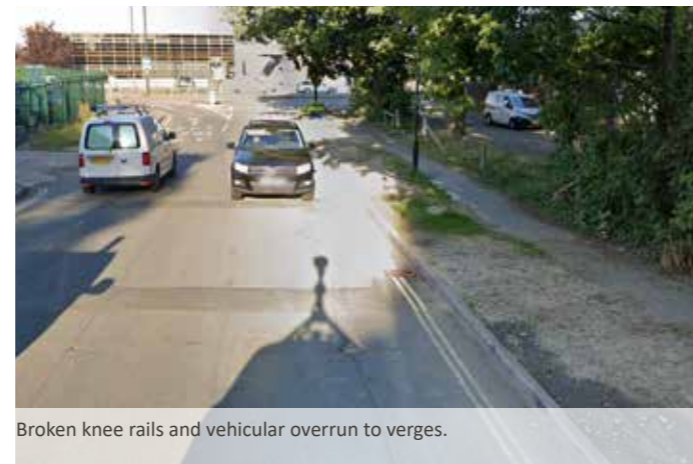
- Obtain topographic survey
- Engage with food van operator
- Prepare draft proposals drawings for discussion/ approval
- Prepare budget estimate
- Liaise with WSCC
- Finalise proposals drawings



- Grass/verges
- Crawters Brook
- ● Vehicular access
- ▨ Verge overrun
- - Broken knee rail
- Food Van
- ▭ Food van environs



View of Maxwell Way looking east.



Broken knee rails and vehicular overrun to verges.



View looking west of the food van, verge overrun and eurobins.



Small area of open space adjacent to burger stall.

Maxwell Way

Potential solution:

People not bollards

- Provide permanent street furniture on the opposite side of the road to the food van to stop vehicles parking on the verge and provide additional places to sit

Outdoor dining

- Provide permanent street furniture next to the food van
- Position furniture and provide hard pavings deter verge parking

Enhanced food van

- Consider a consistent design approach to the food van with a unified design / materials and branding
- Clad vans with more sympathetic materials such as timber.
- Potential green roof or photo-voltics



Resurfacing

- Provide area of hard standing and define the area for outdoor dining with higher quality surfacing such as resin bound aggregate.
- Provide incidental seating strategically located to help deter cars parking on the hard surfacing or verge.



Rutherford Way

The issues:

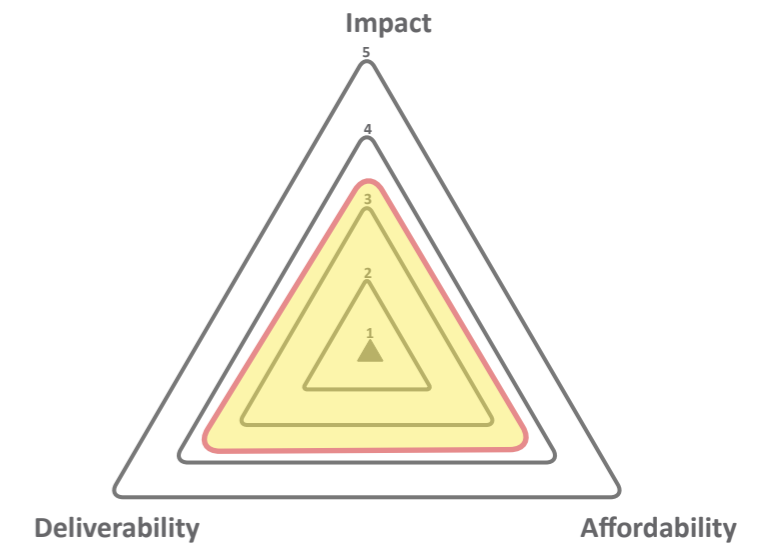
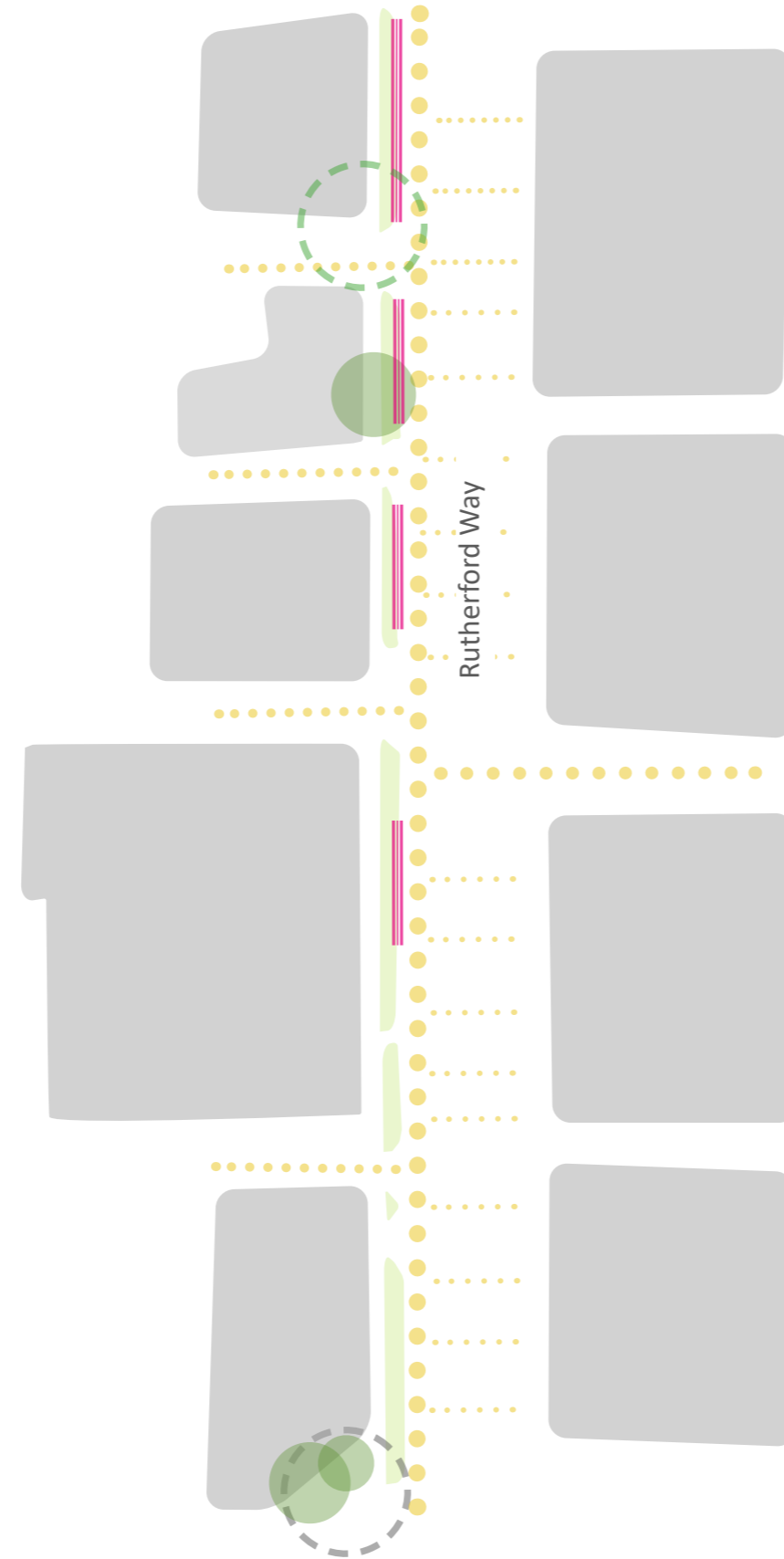
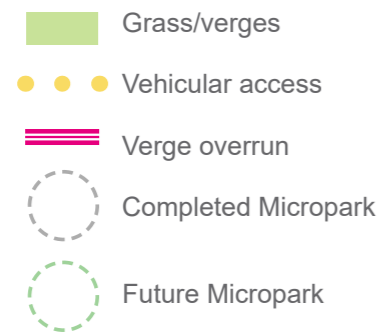
- Verge overrun caused by vehicles parking on roadside verges

Potential solutions:

- Provide a deterrent solution combining double height kerbs and/or planting
- Continue management through Business Ranger patrols and Maintenance Team visits

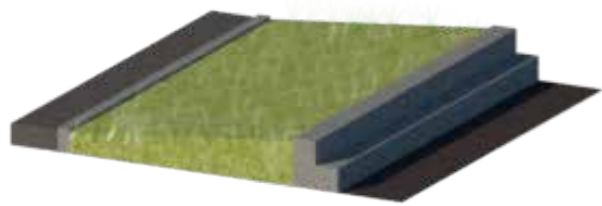
Next Steps:

- Obtain topographic survey
- Prepare draft proposals drawings for discussion/ approval
- Prepare budget estimate
- Finalise proposals drawings

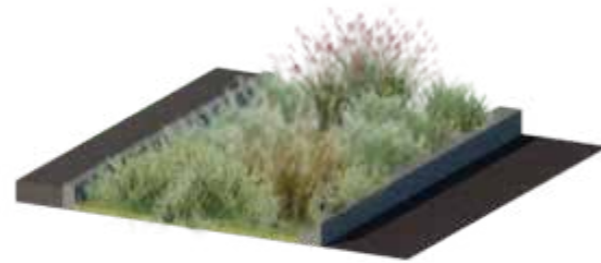


Rutherford Way

Potential solutions



Replace the kerb with a double height kerb to deter vehicles parking on the verge.



Relax the mowing regimes on the grass verges and encourage meadow grasses to deter vehicles parking on the verges.



Replace the grass verges with vegetated rain gardens or swales.



Replace the grass verge with hardstanding and continue to monitor / police.



Potential solution showing a meadow grass rich verge



Crompton Way

The issues:

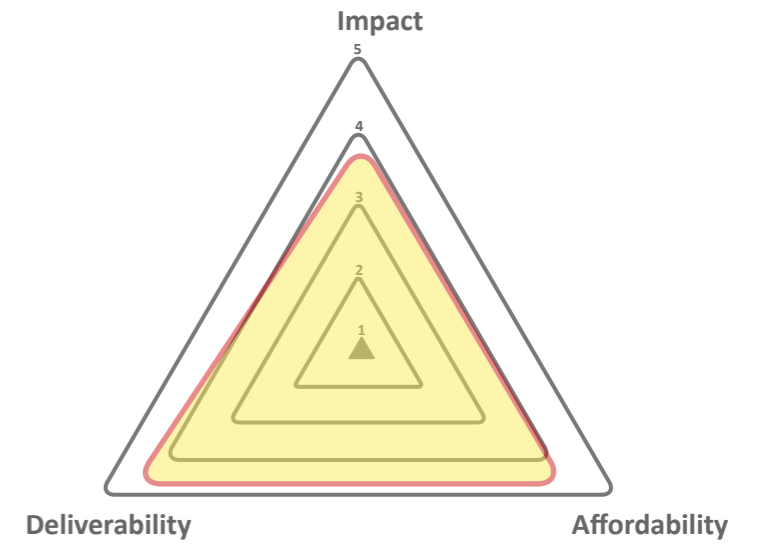
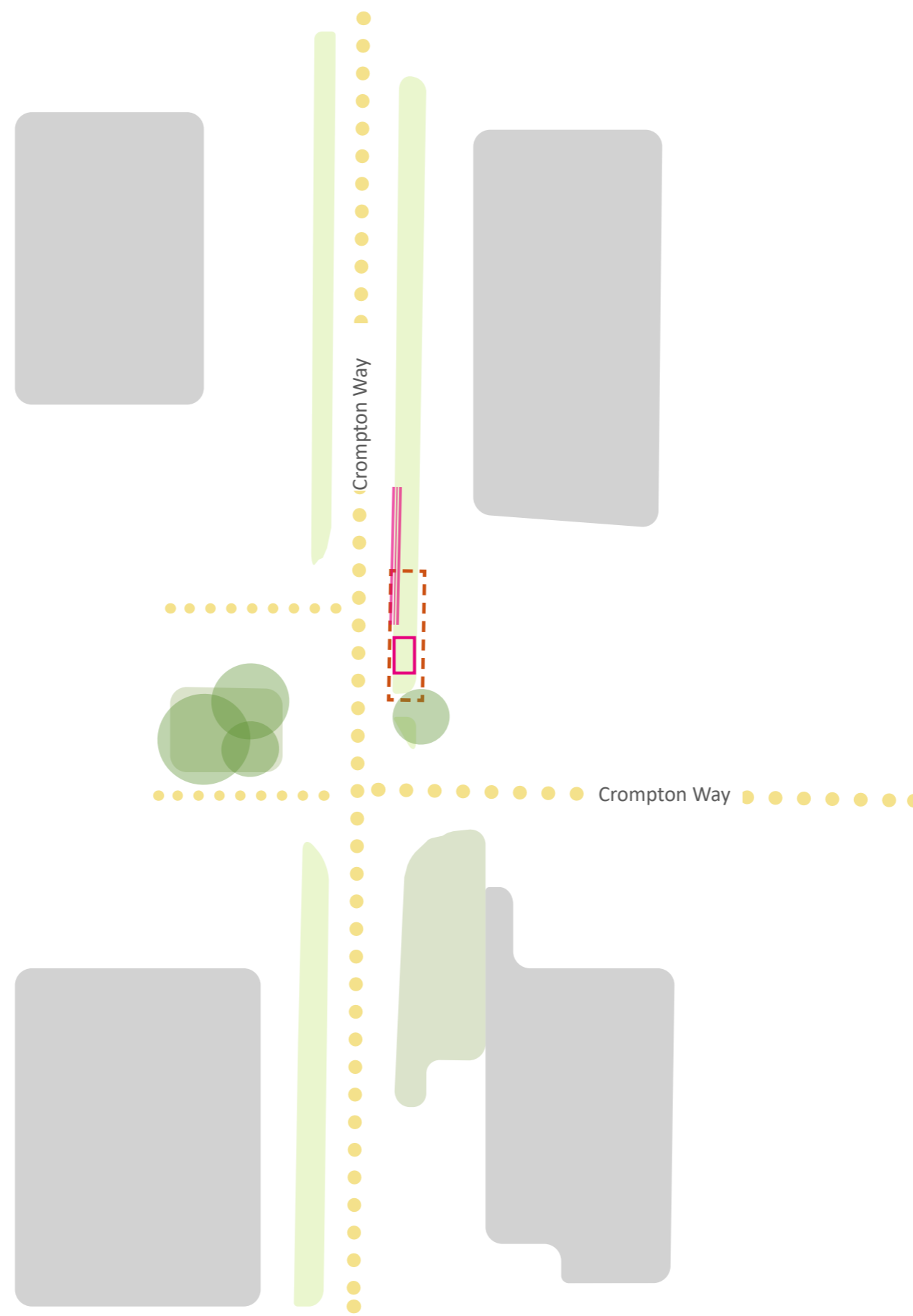
- Intensity of use and verge parking associated with the food van and or traffic congestion
- Visual detractors including broken knee rails/ eurobins/litter and un-maintained verges

Potential solutions:

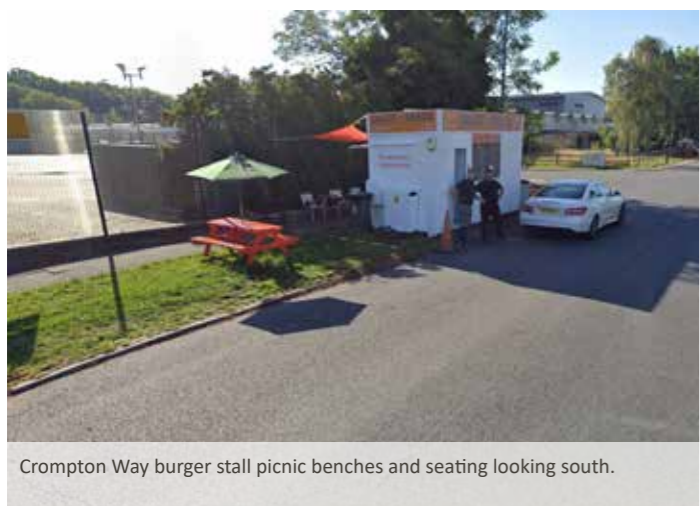
- Adopt a solution that accepts the issue but improves the overall environment
- Improve the quality of the environment and address visual detractors
- Consider consistent approach for the treatment of burger/fast food vans

Next Steps:

- Obtain topographic survey
- Engage with food van operator
- Prepare draft proposals drawings for discussion/ approval
- Prepare budget estimate
- Finalise proposals drawings



- Grass/verges
- Vehicular access
- ▬ Verge overrun



Crompton Way burger stall picnic benches and seating looking south.



Crompton Way burger stall picnic benches and seating looking north.

Crompton Way

Potential solution



Enhanced Food Van

- Consider a consistent design approach to the food van with a unified design / materials and branding.
- Clad vans with more sympathetic materials such as timber.
- Potential green roof or photo-voltics solar.

Outdoor dining

- Provide permanent street furniture next to the food van
- Position furniture and provide hard pavings deter verge parking

Improved verges

- Potential for wildflower planting, swales or rain gardens.
- If meadow grass - mow edges to keep tidy out of flowering season.

Resurfacing

- Provide area of hard standing and define the area for outdoor dining with higher quality surfacing such as resin bound aggregate.
- Provide incidental seating strategically located to help deter cars parking on the hard surfacing or verge.

Overruns

- Consider replacing the grass verges that suffer from constant vehicular over runs on corners with hard surfacing and robust kerbs.



Faraday Road

The issues:

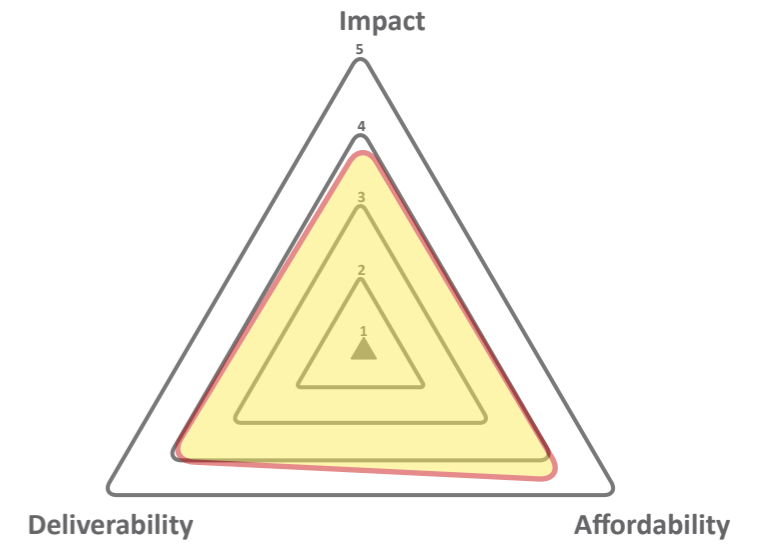
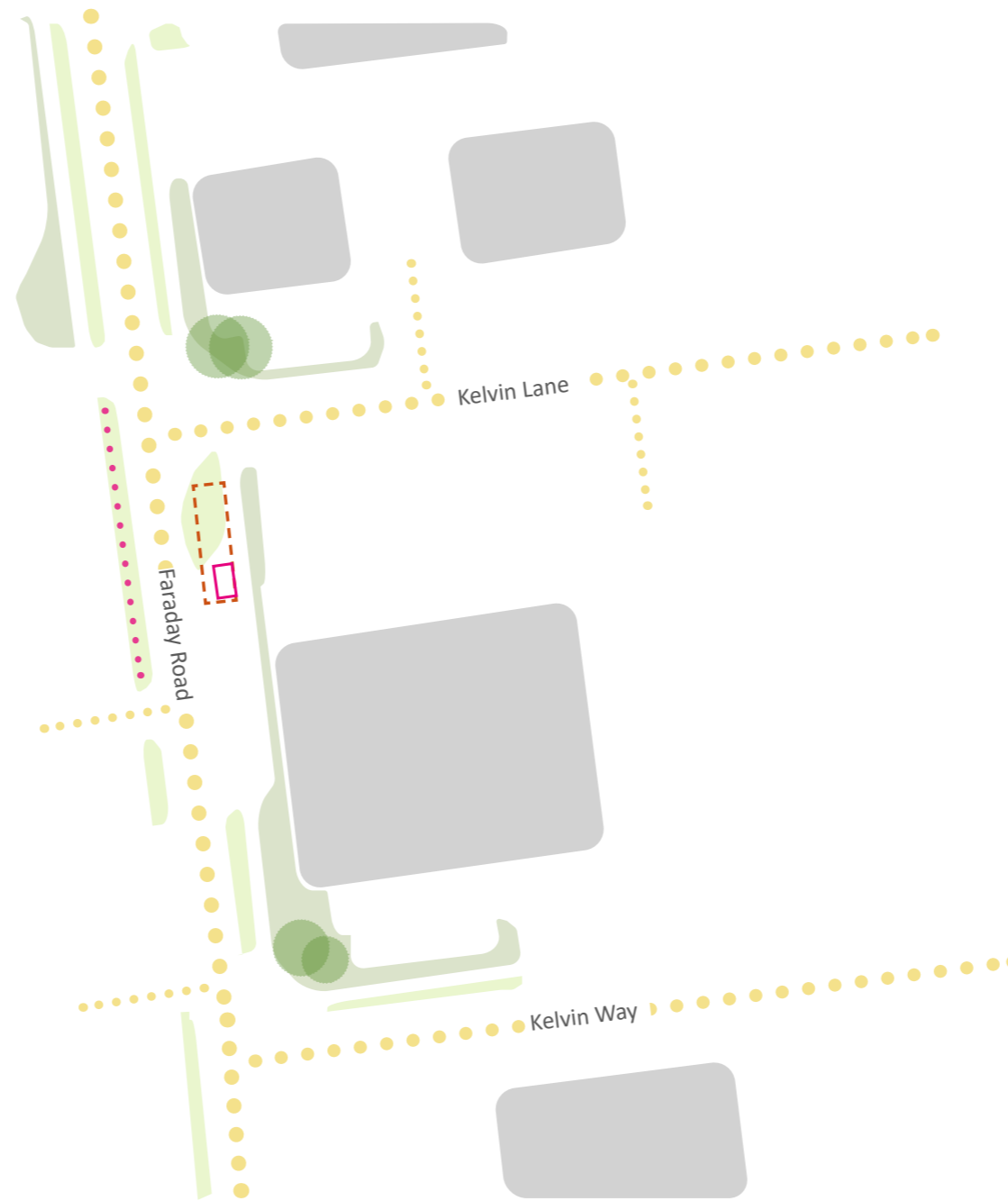
- Intensity of use and verge parking and bollard damage associated with the food van and or traffic congestion

Potential solutions:

- Adopt a solution that accepts the issue but improves the overall environment
- Improve the quality of the environment and address visual detractors
- Consider consistent approach for the treatment of burger/fast food vans

Next Steps:

- Obtain topographic survey
- Engage with food van operator
- Prepare draft proposals drawings for discussion/ approval
- Prepare budget estimate
- Finalise proposals drawings



- Grass/verges
- Vehicular access
- Verge overrun



View looking south along Faraday Road showing areas of vehicular overrun and damaged bollards



Burger van and euro bins

Faraday Road

Potential solution

People not bollards

- Provide permanent street furniture on the opposite side of the road to the Food Van to stop vehicles parking on the verge and to enable additional place to sit

Enhanced Food Van

- Consider a consistent design approach to the food van with a unified design / materials and branding.
- Clad vans with more sympathetic materials such as timber.
- Potential green roof or photo-voltics solar.

Resurfacing

- Provide area of hard standing and define the area for outdoor dining with higher quality surfacing such as resin bound aggregate.
- Provide incidental seating strategically located to help deter cars parking on the hard surfacing or verge.

Overruns

- Consider replacing the grass verges that suffer from constant vehicular over runs on corners with hard surfacing and robust kerbs.

Improved verges

- Potential for wildflower planting, swales or rain gardens.
- If meadow grass - mow edges to keep tidy out of flowering season.



Newton Road

TH07

The issues:

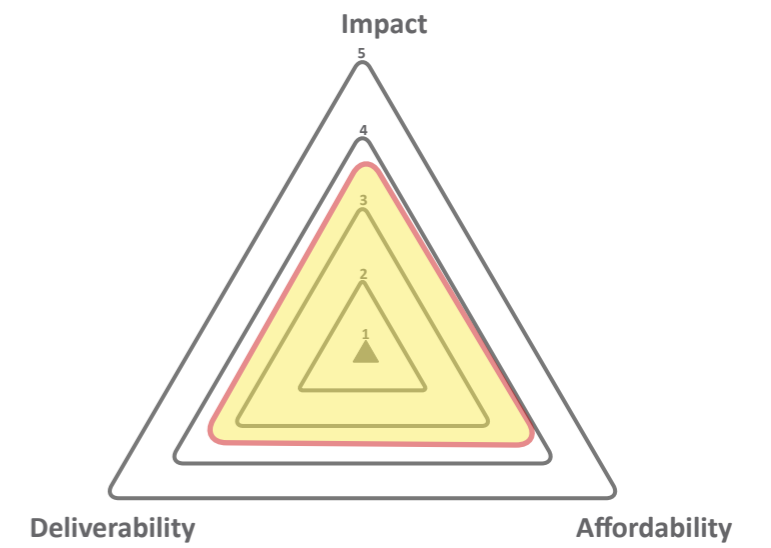
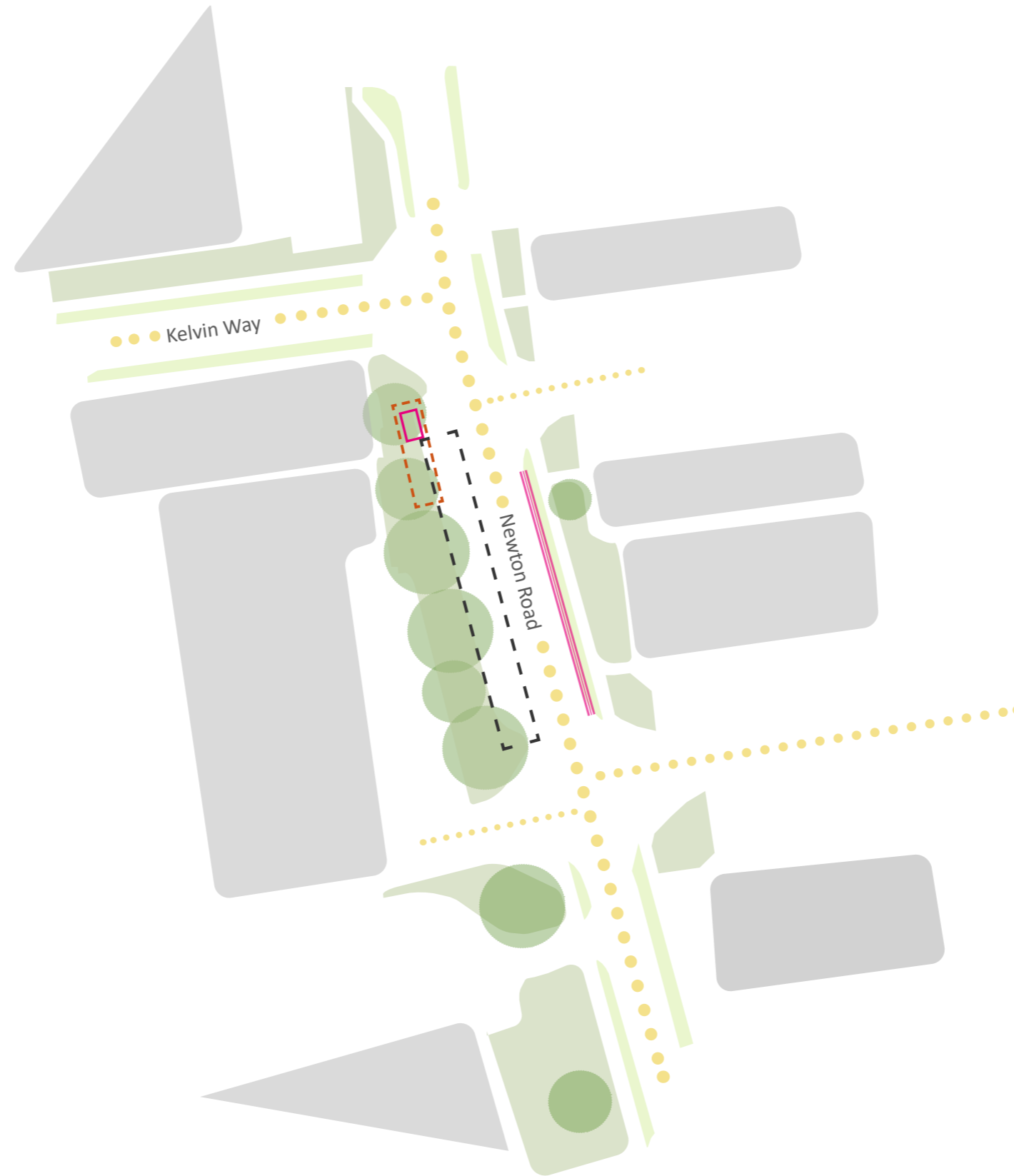
- Intensity of use and verge parking associated with the food van and or traffic congestion
- Visual detractors including broken eurobins/litter and un-maintained verges
- Unofficial business parking in public parking bays

Potential solutions:

- Adopt a solution that accepts the issue but improves the overall environment
- Improve the quality of the environment and address visual detractors
- Consider consistent approach for the treatment of burger/fast food vans
- Introduce stricter parking controls to regularise use of on-street parking

Next Steps:

- Obtain topographic survey
- Engage with food van operator
- Prepare draft proposals drawings for discussion/ approval
- Prepare budget estimate
- Liaise with WSCC
- Finalise proposals drawings



- Grass/verges
- Vehicular access
- ≡≡≡ Verge overrun
- Food van
- Food van environs



Newton Road food van, eurobins and picnic benches in the background.



Newton Road looking north showing verge overrun and kerb damage on the right hand side of the carriageway

Newton Road

Potential solution

Enhance car parking

- Line marking for spaces to help manage numbers
- Create new on street parallel parking to replace grass verges

Enhancements to footpaths

- Resurfacing to Asphalt / tarmac
- Aligned drop kerbs and tactile paving
- Reduction and consolidation of signage where possible

Enhanced Food Van

- Consider a consistent design approach to the food van with a unified design / materials and branding.
- Clad vans with more sympathetic materials such as timber.
- Potential green roof or photo-voltics solar.

Better street furniture and place to sit

- New benches, bins and picnic tables
- Potential for cycle parking stands

Remove grass verge

- Replace with hard surface on corners where over runs are likely
- Replace with ground cover and small / medium trees
- Create on street car parking or lay by
- Replace standard kerbs with double height kerb in problem areas



Tinsley Lane North

TH08

The issues:

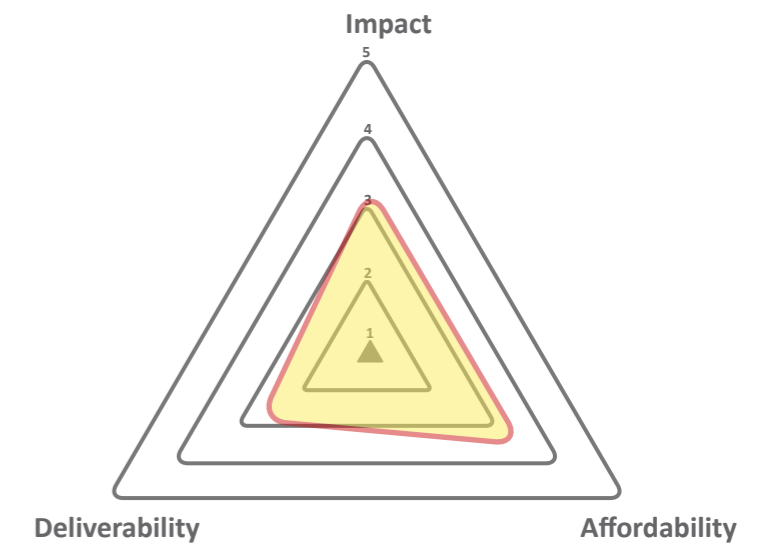
- Verge overrun / muddy grass / broken kerbs caused by vehicles parking on roadside verges
- Poor quality of environment at turning head/ footpath cycleway node
- Encroaching vegetation, leaf litter and organic matter, and broken fencing to cycle/footway

Potential solutions:

- Reorganise / re arrange parking provision to provide additional parking.
- Improve the quality of environment at the turning head/footpath cycleway node through new paving treatments, signage and vegetation management.
- "Blitz" footpath cycle way with intense maintenance hit / introduce habitat improvements.
- Link to new Pocket Park potential.
- Introduce stricter parking controls to regularise use of on-street parking.

Next Steps:

- Obtain topographic survey
- Prepare draft proposals drawings for discussion/ approval
- Prepare budget estimate
- Liaise with WSCC
- Finalise proposals drawings



Tinsley Lane North

Potential solution



Improved footpaths

- Resurfacing
- Improved maintenance

Improved green edges

- Public furniture
- Meadow planting
- Native hedges / vegetation
- More trees

Reorganised on-street car parking

- Angled parking to replace replace grass verge

Pocket Park

- Public seating
- Potential activity space
- Permeable paving

Turning head improvements

- Resurfacing
- Improved signage
- Vegetation management

Cycle / walk way improvement

- Maintenance blitz
- Habitat vegetation
- Potential improvements to entrances either side



Relax the mowing regimes on the grass verges and encourage meadow grasses to deter vehicles parking on the verges.



Maintenance and management

Specific tasks to further enhance the overall standards

Capital investment in public realm improvement projects alone is just part of the picture when aiming for an improved environment across Manor Royal.

As evidenced by the dedicated Manor Royal BID maintenance team, ongoing investment in the upkeep can make a huge difference to the 'look and feel' of Manor Royal.

The BID is committed to a continuation of investment, with a focus on finding ways to improve and enhance the management and maintenance service.

This section of the Projects Pack provides an indication and a steer on the specific management and maintenance tasks that will help further enhance the quality of ongoing upkeep of Manor Royal's public realm. These have been prepared in the context of lessons learnt from current maintenance standards / processes, the proposed Signature Projects and Hot Spot improvements shown in the Projects Pack, and the thrust towards a more sustainable and environmentally friendly approach to management and maintenance.

Note that the information in this Projects Pack does not give all the detail. It is intended to help guide a review of the current management and maintenance agreements, schedules and specifications. This will require further collaboration with the BID partners and stakeholders such as WSCC, CBC and SWT.

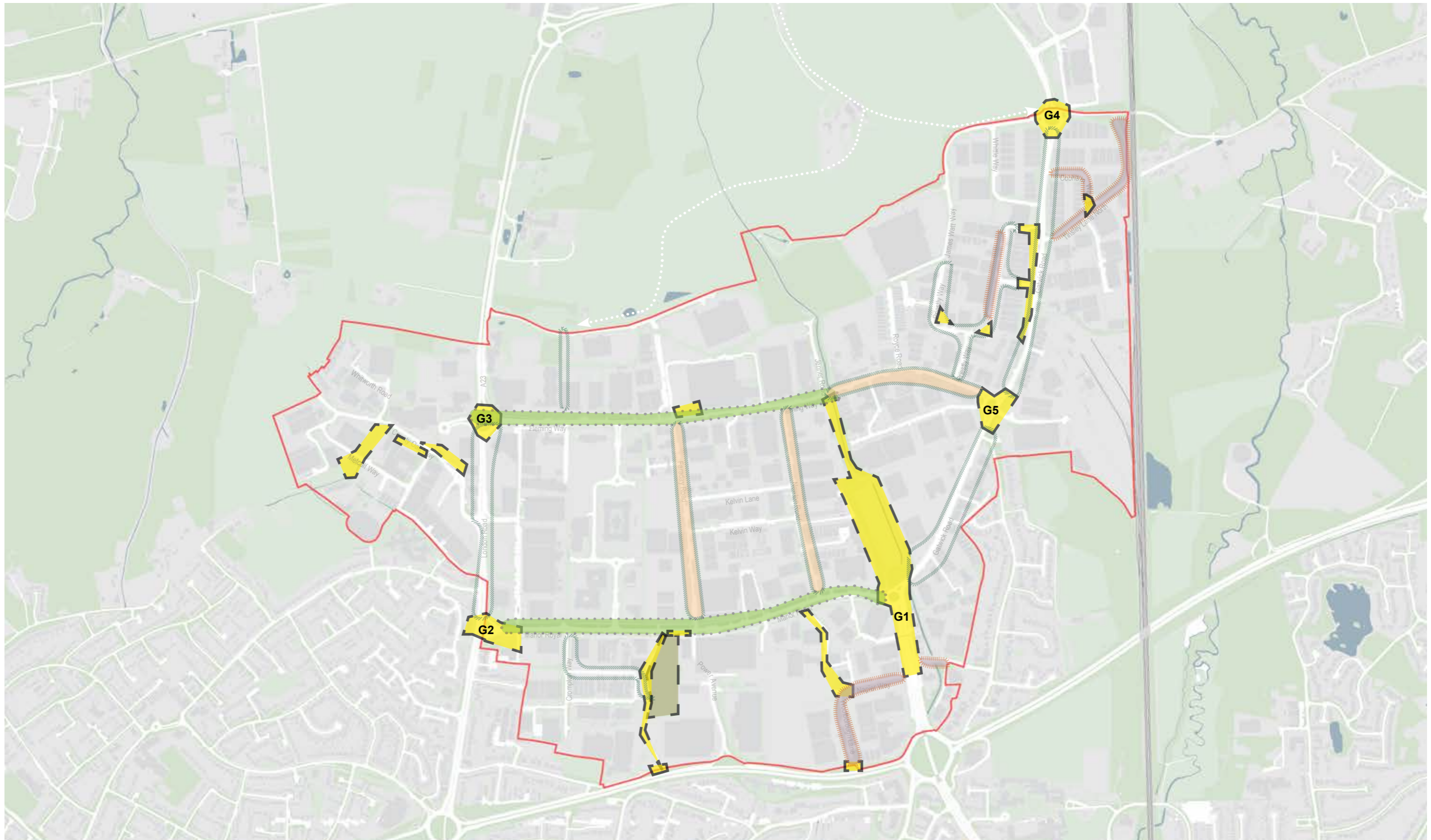


Specific tasks and areas to focus include:

- TARGETED BLITZ / INTENSIVE CLEANS
- GRASS CUTTING REGIME
- EDGING UP PROGRAMME
- PRIVATE BOUNDARIES
- AFTERCARE OF SIGNATURE PROJECTS
- ROUTINE BUSINESS RANGER INSPECTIONS OF PUBLIC AREAS

Future public realm management and maintenance objectives include:

- CONTINUE TO RAISE THE BAR ON OVERALL STANDARDS ACROSS MANOR ROYAL'S PUBLIC REALM;
- ALIGNING SUSTAINABLE MANAGEMENT AND MAINTENANCE PROCESS AND POLICIES WITH BIODIVERSITY BENEFITS;
- WORKING WITH LANDOWNERS AND BUSINESSES TO IMPROVE THE UPKEEP TO PRIVATE BOUNDARIES THAT EFFECT THE QUALITY OF THE PUBLIC REALM;
- COMMUNICATING / SHOWCASING THE ACTIONS AND RESULTS WITH THE COMMUNITY;
- REVIEWING PERFORMANCE.



LEGEND



CHANGE IN MOWING REGIME +
EDGING UP PROGRAMME



COORDINATED APPROACH TO PRIVATE
BOUNDARY / INTERFACES



FURTHER INVESTMENT IN ONGOING MANAGEMENT
AND MAINTENANCE (AFTER CARE)



REGULAR EDGING UP PROGRAMME



HOT SPOTS WITH CHANGE IN ONGOING
MANAGEMENT AND MAINTENANCE

**MANOR ROYAL BID PROJECTS
STRATEGIC MANAGEMENT & MAINTENANCE OBJECTIVES**



Targeted blitz / intensive clean

The Issues:

- Dirt / Staining on existing public realm furniture
- Excessive litter
- Excessive Organic Matter/Leaf Litter
- Overgrown vegetation
- Weed Growth within Footways/Cycleway/Central Reservations

Typical Locations:

Micro Park/Signature Projects
 County Oak Way
 Gatwick Road
 Maxwell Way
 London Road
 Whitworth Road
 Jenner Road
 Newton Road
 Manor Royal
 Manor Royal to Crawley Avenue Cycleway
 Woolborough Lane Cycleway
 Fleming Way
 Cobham Way
 Whittle Way
 Tinsley Lane North Cycleway

Potential Solutions:

- Review with Maintenance Team/SWT
- Review/Update Maintenance/Management Plan/Actions
- Increased frequency of maintenance
- Monthly "Maintenance Reviews" to Identify developing maintenance hotspots and program for action
- Expansion of Maintenance Team
- Enhance liaison between Maintenance and Business Ranger Team, with specific public realm inspection tasks assigned to Business Rangers
- Continued support and potential expansion of volunteering
- Additional litter bins

Next Steps:

1. Agree Areas/Hotspots to be addressed
2. Prepare "Interim Maintenance Action Plan" with detailed location of issues and tasks
3. Agree tasks with maintenance team
4. Carry out intensive clean
5. Develop checklist sheet for monitoring
6. Devise inspection regime for Business Rangers
7. Inspect monthly

AF01 Grass cutting regime / edging up

The Issues:

- Grass verge cutting dominates maintenance team time during spring and summer
- Grass cutting is a burden on maintenance budgets
- Limited biodiversity along east/west corridors
- Grass encroachment onto footpaths making it look untidy and attracts detritus

Locations for Mowing Regime Change:

Primary locations co-ordinated with Green Corridor proposals, i.e;

- Manor Royal road
- Gatwick Road
- Fleming Way

Secondary locations where;

- Grass management is used as a verge parking deterrent
- Verge width is sufficient to allow for a meaningful strip of meadow/wildflower grass with mown verges e.g. 1.5m

Locations for Edging Up:

Across Manor Royal but a focus on:

- Manor Royal
- Fleming Way
- Gatwick Road
- Newton Road
- Farraday Road

Potential Solutions:

- Reduce extent of grass cutting along major east/west corridors
- Work with SWT on seed mix and to improve biodiversity through meadow grasses/wildflowers
- Reallocation of maintenance team resources and budget to Micro Park/ Signature project and areas requiring targeted blitz/intensive clean
- Edge up footpaths in Spring/Autumn

Next Steps:

1. Review with Maintenance Team/SWT
2. Prepare Maintenance /Design Proposals
3. Agree Proposals
4. Review/Update Maintenance/Management Plan/Actions
5. Implement Proposals
6. Fortnightly maintenance review



Targeted blitz and intensive cleans will help raise the quality to areas across Manor Royal.

Edging up grass to footpaths and hard edges can raise the visual appearance of the Business District and more relaxed mowing regimes can support biodiversity whilst also offsetting time and budget to other maintenance and management tasks.

Private boundaries

The Issues:

- Control/Frequency of maintenance to prevent: vegetation overgrowth onto footpaths;
- Control/Frequency of maintenance to ensure Quality/Tidiness of the Business District
- Control/Frequency of maintenance to clear away leaf litter and organic matter build up
- Co-ordination of site wide boundary treatments

Potential solutions:

- Dialogue with private landowners
- MRBD Hard and Soft Design Guide for Future Planning Application Reference
- Consideration of MR BID Maintenance Team offering services to private landlords and tenants.
- Ensure available planning guidance, including the Manor Royal Design Guide and Public Realm Strategy, are up to date and still complement aspirations contained in this Projects Pack.

Next Steps:

1. Encourage upkeep of the interface between public and private land
2. Offering assistance with upkeep via the Maintenance Team, whether on an ad hoc or routine basis
3. Reviewing planning policy and and guidance for new development
4. Encouraging better standards of maintenance by private landlords by recognising and celebrating good practice
5. As a last resort, for the worse cases, to understand and work with the local authorities in bringing enforcement action where all other attempts to remedy problems has failed.
6. Review Update Hard Soft Design Guide
7. Monthly Maintenance Review.

AF03 Aftercare of Signature Projects

Why:

- To protect the quality of new spaces / investments made by Manor Royal Business District and partners
- To set a benchmark for quality and standards
- To manage planting to achieve the desired design effect in accordance with the Management and Maintenance Plans (MMPs).
- To ensure that the spaces are safe and presentable for the public and Business District users

What to do:

- Produce and adhere to the MMPs for each project
- Maintain the MMP's as live documents and update as appropriate
- Apply lessons learnt to the care of future projects

Next Steps:

1. Review MMP's with Maintenance Team
2. Design inspection sheets for Business Ranger team
3. Monthly Maintenance Review

AF04



Maintenance Schedule	J	F	M	A	M	J	J	A	S	O	N
Apply Road Guard surfacing											
Apply concrete with TSP dressing											
Form and finish concrete											
Apply ground and seal											
Site and finish landscaping											
Planting of grass/groundcover											
Watering											
Mowing											
Leaf clearance											
Facilities inspection											
Concrete walls (south side)											
Other site work											
Painting											

All Signature Projects have a detailed Management and Maintenance Plan. These plans show the level of aftercare required and should be followed.



Co-ordination with and encouragement of private landowners to maintain their boundaries is important in the overall appearance of the Business District



Management and Maintenance Plans help explain the what's needed to keep the new spaces to an acceptable quality.

District wide initiatives

Actions for sustainable remedy, repair and improved management:

Eco Enhancement Plan

DW01

The idea:

Develop a comprehensive ecological enhancement plan across Manor Royal based on an evidenced based Ecological Assessment.

Why?

To provide a foundation and robust evidence base to inform improvement projects to the public realm and to help assess potential biodiversity net gain off setting from future development within Manor Royal.

Next Steps:

1. Establish and agree methodology and baseline assessment technique;
2. Prepare a Manor Royal wide enhancement plan;
3. Review this in the context of the Strategies, Projects and Initiatives within the Projects Pack; and
4. Use this to inform an action plan and methods to assess progress.

Refresh Material Palette

DW02

The idea:

Review and refresh the 2017 Manor Royal Materials and Furniture Palette.

Include a list of suitable plants (trees, ground cover and hedges).

Review the carbon footprint / embodied carbon credentials and update the specified projects accordingly.

Why?

In the context of reviewing the success of previous schemes (eg surfacing at The Terrace Pocket Park), considering recent micropark improvement, climate change and biodiversity gain, the earlier furniture and materials palette may be slightly out of date.

Next Steps:

1. Establish and agree methodology for updating the Materials and Furniture Palette;
2. Prepare report and append this to the Projects Pack.

Parking Management Plan

DW03

The idea:

Prepare and implement a Manor Royal wide parking management plan.

Why?

Problems of inconsiderate and uncontrolled parking have previously been identified as an issue leading to frustration for Manor Royal businesses and employees and, in places, damage to the public realm causing maintenance issues.

Next steps:

1. Manor Royal BID to engage public partners, West Sussex CC and Crawley BC, to devise an appropriate solution that balances provision with necessary control and enforcement.
2. Undertake an informal consultation on the preferred solution (parking management plan) to gauge support.
3. Subject to 2, work with public partners to formally advertise and adopt the parking management plan.

Footpath improvement Plan

DW04

The idea:

Continue to replace the low quality paving slab footpaths with consistent materials.

Why?

There are still some footpaths with the old paving slabs creating trip hazards and an ongoing maintenance burden.

These need to be brought up to date and standardised similar to other footpaths improved since 2013.

Next Steps:

1. Discuss with project partners such as WSCC and CBC in the context of planned / forthcoming improvement projects;
2. Map / plan those areas needing improvements;
3. Establish and agree an action plan;
4. Implement the plan.

Volunteering Campaign

The idea:

Establish and sustain a Manor Royal wide volunteering campaign that encourages and enables people from Manor Royal to help maintain the public realm, parks and open spaces.

Why?

There is strong evidence from current campaigns such as Sussex Wildlife Trust's work within Crawter's Brook that enabling the local community to be involved in its upkeep has brought benefit to both the environmental and the people involved.

The benefits of community involvement in the provision of services, including the management and improvement of parks and open spaces, is proven and well known. The benefits are:

- The community can give a fresh perspective and local people are often the best source of local knowledge.
- Community involvement helps deliver a programme that is more in tune with what is needed and wanted locally.
- The results are likely to be more enduring because of the sense of ownership.
- Working with more people may mean more work can be carried out in a shorter time period.
- Involving the local community can develop the confidence, improves the skills-base and co-operation in that community.
- People can bring a wide range of important and valuable skills together to deliver successful projects.
- Working together helps develop a sense of community and builds relationships between people that otherwise might not meet.
- People working together raises the profile of your community and your neighbourhood with local service providers and others.

DW05

Monitoring / Auditing

DW06

Next Steps

1. Discuss with SWT and MR Maintenance Team the potential for volunteering activities in Manor Royal.
2. Define timetable of volunteering opportunities and respective roles and responsibilities
3. Promote volunteering programme to Manor Royal businesses and employees
4. Monitor and review success

The idea:

Establish a way of checking the quality of public realm across Manor Royal and to quickly identify issues / problems that require attention.

Why?

Sometimes things break or are not maintained as they were intended and no one reports these on a regular basis.

Setting up a system / process / procedure will help shorten the length of time things remain broken / unkept / unloved.

Next Steps:

1. Keep under review the processes adopted by public partners, West Sussex County Council and Crawley Borough Council
2. Increase investment in dedicated additional maintenance of Manor Royal
3. Review Service Level Agreement (SLA) of the Maintenance Team service
4. Establish a process of routine inspection and reporting by the Business Rangers Team to ensure issues are quickly identified and remedied, this might involve reporting to the Maintenance Team or public partners as necessary in order to affect resolution.
5. Regularly review process and procedures for inspection and reporting to ensure efficient resolution of issues, identifying shortcomings.
6. Arrange monthly performance meetings with Maintenance Team

Awareness / Communication Plan

The idea:

Establish a consistent communication plan that articulates the intent of this Projects Pack and is used during the delivery phases.

Why?

This Projects Pack is slightly different from the previous ones as there is more emphasis on sustainability and climate change action.

Explaining this intent in the context of the BID's wider ambitions early and ahead of any delivery phase can help set the scene.

This is particularly pertinent with regards to transforming the mown grass verges to meadows with longer grasses throughout the year. Explaining the rationale and benefits may help reduce the amount queries that come from the community about 'why the grass hasn't been cut'.

DW07 Manor Royal wide Management and Maintenance Plan

DW08

Next Steps:

1. Establish basis for qualitative and quantitative measurements of success
2. Establish a sensible basis for reporting on these success measures. This might be on a case-by-case basis (ie for projects) or regular annual reviews to gauge air quality and biodiversity performance of the areas as whole possibly aligned to wider BID aspirations for Manor Royal to reduce carbon footprint (e.g. for renewable energy projects).
3. Engage Manor Royal BID comms channels to promote progress and core messages around sustainability.
4. Regularly report to partners and stakeholders on progress. Frequency to be determined.

The idea:

Prepare a comprehensive and easy to follow Management and Maintenance Plan for all areas of public realm within Manor Royal.

Why?

There are several different documents that are currently used by the Manor Royal Maintenance Team.

This can sometimes cause confusion and keep up to date / consistent.

Next Steps:

1. Establish the scope and extent for a district wide Management and Maintenance Plan (MMP).
2. Review Service Level Agreement (SLA) of the Maintenance Team service.
3. Prepare MMP with the Maintenance Team.

Task	J	F	M	A	M	J	J	A	S	O	N	D
Road Board (road surfacing)												
Asphalt concrete with TSP dressing												
Routine asphalt repairs												
Edging concrete, and kerb												
Site and street maintenance												
Annual ground/groundwork												
Mowing												
Leaf clearance												
Footpath repair/maint												
Concrete with kerb dress												
Other park work												
Weeding												

Recognise, Reward and Encourage Good Practice **DW09**

The idea:

Devise ways to encourage private landlords and businesses to match and contribute to efforts made by the BID to improve the quality of the public realm and environmental performance of Manor Royal.

Why?

The Manor Royal BID has demonstrated its ability to improve the businesses district and this Projects Pack builds on earlier progress.

While the interventions set out in this Projects Pack would significantly improve the performance of the area, progress would be improved by complementary efforts made by private landlords and businesses.

Next steps:

1. Identify specific areas, buildings and property of weak public realm or poor maintenance
2. With partners, devise a scheme for recognising and celebrating good practice in public realm investment and management. This could take the form of a local “Manor Royal in Bloom” style scheme.
3. Consider developing a hyper-local grants scheme, either independently or in partnership with public partners where - subject to satisfying specific criteria - businesses can apply for a grant to develop and/or deliver site improvements that contribute to the betterment of Manor Royal and the sense of place articulated by this Projects Pack.

External recognition **DW10**

The idea:

Identify appropriate award schemes that the BID might apply for that seek to endorse the efforts it makes to make the business more attractive and sustainable.

Why?

As well as serving to motivate those teams committed to these improvements, external endorsement of the quality of the Manor Royal environment will serve to; focus effort on continuous improvement, demonstrate to BID Levy payers the quality of those interventions made possible by their BID Levy contributions, help raise the perception and profile of Manor Royal, invite external and objective appraisal to benefit continuous improvement.

Next Steps:

1. Identify appropriate award schemes that are consistent with BID objectives
2. Work with Maintenance Team, and others as required, to reach the necessary standards.
3. Enter awards

Public Realm Grant **DW11**

The Idea:

Explore the feasibility of establishing a grant scheme to assist businesses and private landlords who are prepared to improve their own land in line with the ethos of the Manor Royal Projects Pack and schemes, with an emphasis on those businesses and landlords who are prepared for private land to be used as public space.

Why?

The BID and its partners have been effective at transforming public land to improve weak public realm and reclaim poorly utilised public land to create attractive usable spaces. However, this ability to improve the area as a whole does not extend to private landlords and businesses for who may not have the same motivation and ability to improve their own land consistent with the vision articulated by the Projects Pack.

It is also sometimes the case that the design of private land is not complementary to the overarching vision for Manor Royal.

A carefully designed grant scheme may incentivise and motivate businesses to think differently about the design, maintenance and use of their land and encourage them to work with the BID to achieve a more consistent and high quality design solution.

Next steps

1. Design the principles for how such a grants scheme could work, including the criteria
2. Liaise with public partners to engage their support
3. Agree / establish a budget
4. Establish an appropriate panel to judge applications
5. Launch the scheme

Note: An alternative to running a grant programme would be to convert the scheme to an award scheme an combine with other ideas for recognition schemes mentioned elsewhere.