

# MANOR ROYAL BUSINESS DISTRICT

Business Improvement District (BID)

## Projects Pack

(2018-2023)

22nd December 2017







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# Introduction

## Manor Royal Business District (MRBD)

The Manor Royal Business District is one of the largest business districts in the south east of England. It covers an area of 240 hectares and is home to approximately 500 businesses, generating 30,000 jobs.

The Manor Royal BID was established in 2013 and is a scheme created and controlled by Manor Royal businesses. Business Improvement Districts (BIDs) are driven by participating businesses, which work together to draw up a business plan which is voted on and then funded through a levy based on business rateable values. Additional funding is also generated and awarded by other statutory bodies and then invested in ways to deliver specific projects for the benefit of the businesses and the community using Manor Royal.

The Manor Royal BID provides the impetus to deliver a range of capital and revenue projects. This leads directly to area-wide improvements and benefits for Manor Royal businesses and employees.

The Manor Royal BID delivers a wide range of activities including, but not limited to: events, representation of the Business District at a strategic level, area-wide promotions, Business to Business promotions, regular communications, negotiated deals and discounts and more.

Since 2013 MRBD has, together with its partners, delivered a significant number of improvement projects to the Business District, implementing the Prospectus Package 2013-2018.

This Projects Pack is intended to help identify and articulate the projects the BID wish to focus on delivering between 2018 and 2023.

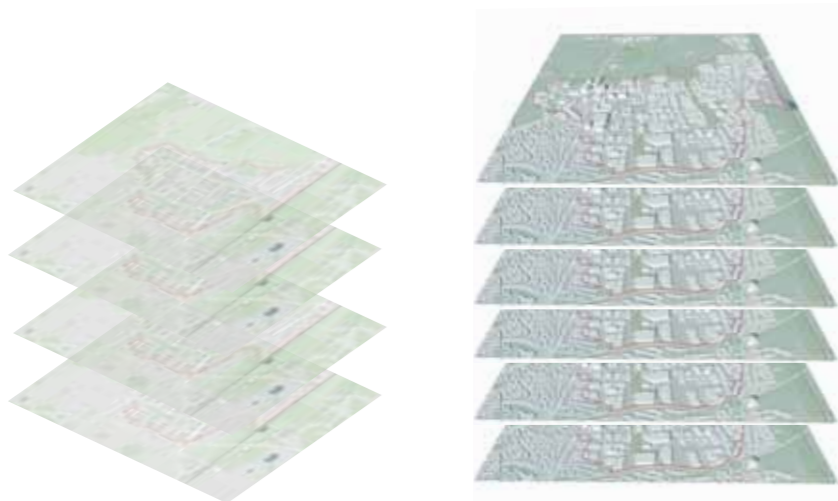
This report does not reflect the full extent of the planned activities of the Manor Royal BID. It seeks to articulate those public realm and related projects that could be delivered to improve the trading and working environment.

The full range of Manor Royal BID activities are contained in the Manor Royal Business Plan (2018 - 2023) available via [www.manorroyal.org](http://www.manorroyal.org).

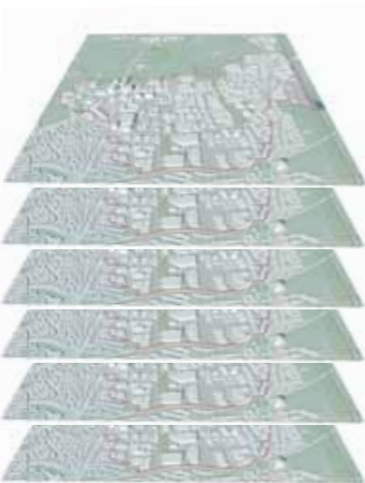
This Projects Pack reflects and responds to the following reports and studies:

- Manor Royal Design Guide (SPD) (2013)
- Manor Royal Public Realm Strategy (2013).
- Manor Royal Masterplan (2010)
- Manor Royal Business District Prospectus Pack 2013-2018 (2013)
- Manor Royal Green Audit and Strategy (2016)
- Manor Royal Grey Audit (2016)
- Manor Royal Transport Study (2016)
- Manor Royal Living Streets report (2016)
- Manor Royal Business Survey (2016)
- Manor Royal Furniture Audit (2017)
- Manor Royal Economic Impact Study (2017)

This report has been prepared by Allen Scott from July 2017 - December 2017 and represents collected thoughts, ideas and aspirations by the Manor Royal BID and its partners.



Research, background, site visits, lessons learnt and analysis



6 strategies to see through to 2023



Projects to implement between 2018-2023

*"This Projects Pack is as important to enhancing Manor Royal as our Business Plan. It represents the embodiment of how we want to evolve the Business District into a place of pride and character that reflects well on the 500 businesses and can be enjoyed by the 30,000 that work here."*

Steve Sawyer  
Executive Director of Manor Royal Business District



# Delivering change (2013-2018)

## Before the BID

The Manor Royal BID, and the original Manor Royal Projects Pack, was created in response to specific weaknesses and shortcomings that were judged to be undermining the attractiveness of the business district for companies, investors, visitors and staff.

Among those issues were poor public realm, a lack of facilities, weak entry points and sense of place, a lack of any strong brand, poor signage and wayfinding and low standards of general maintenance leading to a perception of neglect.

The solution would require a series of interventions over and above those already being delivered and would need to be driven by those best able to understand what was most important to the business community – the businesses themselves and the people they employ.

## The BID's inception

In 2013 the businesses created the Manor Royal BID that in turn planned a practical response to those issues identified. A critical part of this response was the creation of the original Projects Pack that articulated and costed a series of projects to deliver positive change.

As a direct result a number of projects have been delivered including enhancements to key gateways, a new signage and wayfinding system, improved maintenance regimes and the creation of new, accessible and distinctive open spaces.

In addition over £1m of additional investment has been attracted to the business district and the projects delivered been subject to multiple awards.

These improvements could not have been delivered without the Manor Royal BID or the investment made in creating the original Projects Pack. At the eve of the BID Renewal the intention is to publish a revised pack to guide future investments, enhancements and improvements

## Influencing change

The vision and impetus provided by the Manor Royal BID has been the primary driving force for the changes that have been delivered since 2013. However, as well as informing design and delivery the Manor Royal Projects Pack allows the BID to enter into conversations with partners who can help invest in the described improvements.

For their support the Manor Royal BID would like to acknowledge the continued supported of those partners with who it has worked to improve the trading and working environment.

In particular the Manor Royal BID acknowledges the support of Crawley Borough Council and West Sussex County Council.



Signage into Manor Royal pre BID



Unclear identity, artwork and signage at key gateways



Under-utilised green open space



Uninviting subways and walkways



Poor quality open space, some of which inaccessible



Poor wayfinding and signage throughout Manor Royal



Lack of sense of place and character

LEGEND  
— DISTRICT BOUNDARY

MANOR ROYAL BEFORE THE BID  
NOT TO SCALE



## What the BID has delivered

### From 2013 - 2017

Since 2013, the Manor Royal BID has been incrementally transforming the physical environment of the Business District by delivering the Prospectus Package.

Some highlights of what the BID has achieved include:

Almost £1 million invested in public realm enhancement across Manor Royal

Creating a signature / landmark piece of Public Art installed and enhancements made to Gateway 3

New signage and wayfinding implemented across Manor Royal

Subways enhanced through distinctive artwork

Gatwick Road pedestrian bridge refurbished to include artwork, wayfinding and signage

Crawter's Brook People's Park made available and accessible to the community creating a distinctive oasis in the centre of Manor Royal

All street furniture and clutter has been audited

All verges, hedges, trees and planting have been audited and assessed

The Terrace Pocket Park created a new public park with seating, picnic benches, artwork, vegetation and table tennis

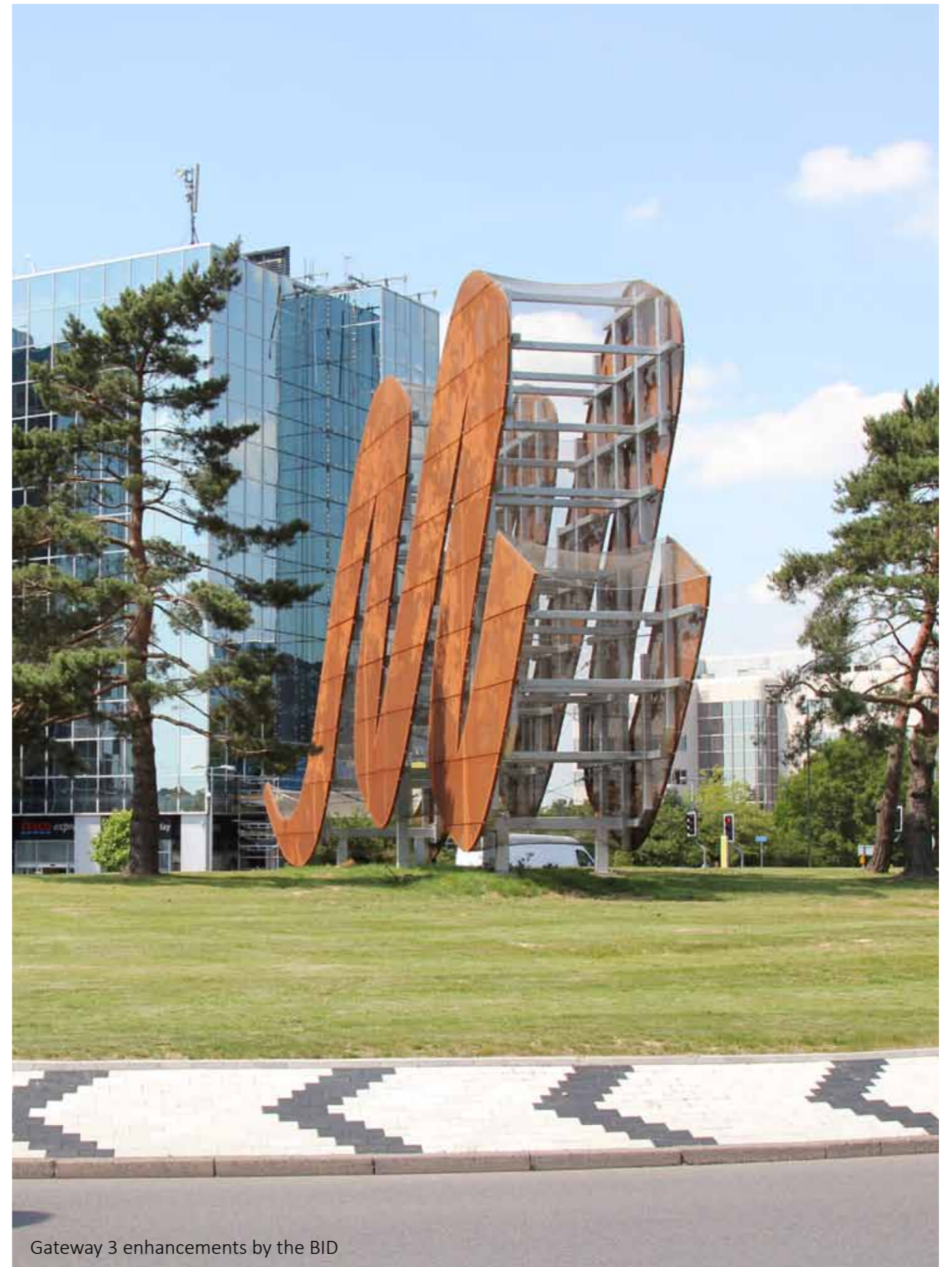
The work has won numerous awards.

Establishment of a dedicated Rangers team for Manor Royal

Planning underway for further improvements to Gateway 1

Establishment of a dedicated maintenance team for Manor Royal

Nearly 1000 hours of volunteering helping maintain Crawter's Brook People's Park



Gateway 3 enhancements by the BID



Iconic public art and roundabout enhancements



Dedicated Manor Royal Maintenance Team



Activated open space at The Terrace Pocket Park



Distinctive mural artwork in subways



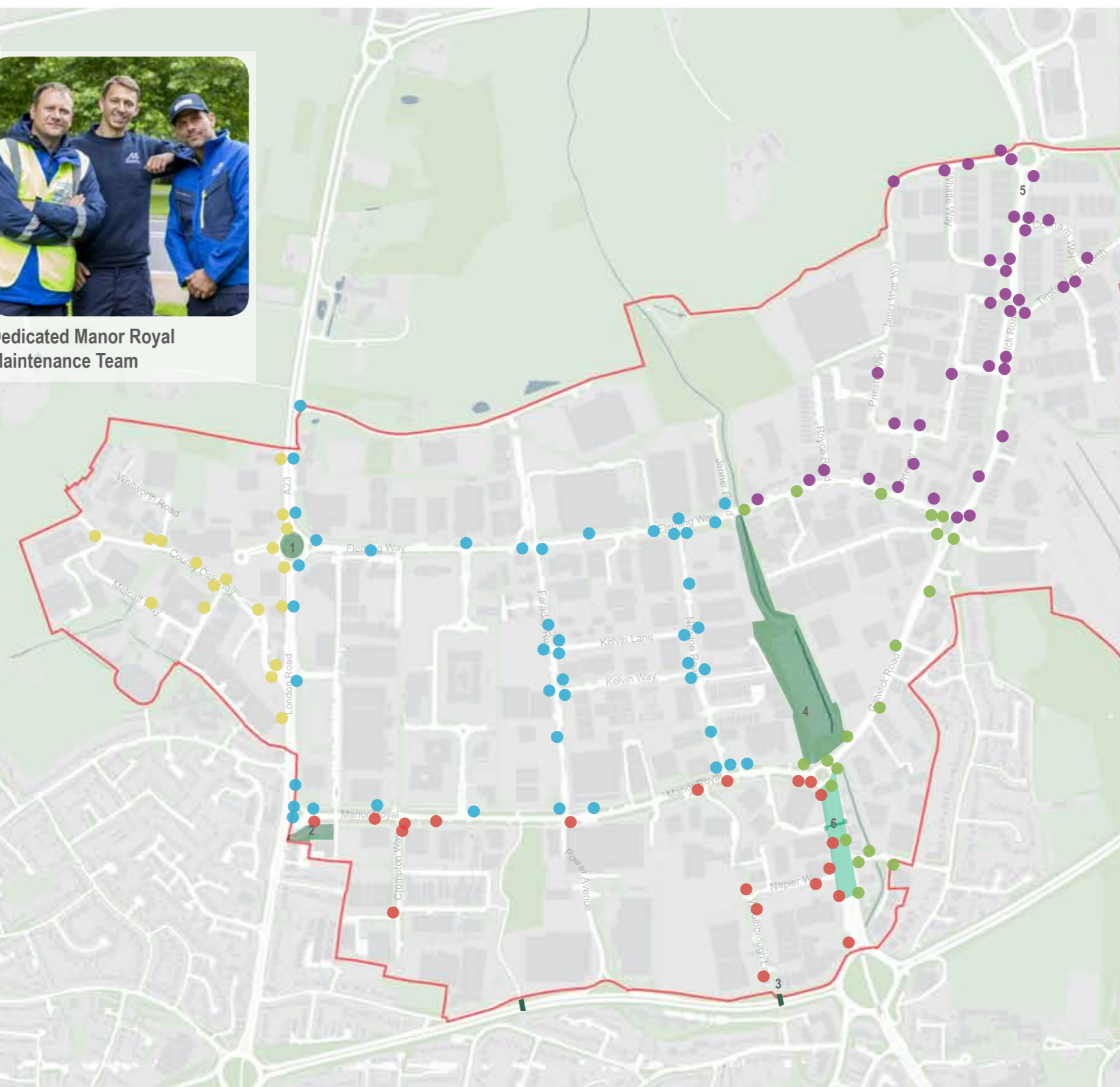
Accessible and distinctive People's Park at Crawter's Brook



Signage and wayfinding strategy implemented



Distinctive enhancements made to refurbished bridge



#### LEGEND

— DISTRICT BOUNDARY

■ SIGNATURE BID PROJECTS COMPLETE 2013-2017

● SIGNAGE AND WAY FINDING IMPLEMENTED 2013-2017

■ SIGNATURE BID PROJECTS PLANNED

**MANOR ROYAL BID INVESTMENT 2013-2017**  
NOT TO SCALE



# Future aims and objectives to 2023

## Strategic BID Objectives

The Manor Royal BID Business Plan (2018-23) sets out 4 objectives that provide the strategic framework for investment and project delivery over the next 5 years, these are:

### Objective 1: Promote and influence

Promote Manor Royal Business District to secure investment and retain businesses, promote local companies and represent the interests of the business district at a strategic level with private and public sector partners.

### Objective 2: Trade and Save

Provide opportunities for companies to trade with each other and benefit from subsidised or free services.

### Objective 3: Infrastructure and Facilities

Ensure the infrastructure and facilities on offer meet expectations associated with a premier business destination so that businesses can function, staff are satisfied and visitors are impressed.

### Objective 4: Manage and Maintain

Deliver enhanced levels of maintenance, public realm and security throughout the business district.

These objectives are translated into specific projects and services that support the vision for Manor Royal to be “the place where companies and people choose to be for the strength of its business community and the quality of its trading and working environment.”

## The BID as a catalyst

As in the first term, it is highly unlikely that the projects described on the following pages will be delivered without the Manor Royal BID. As has been evident since 2013, the BID can provide the impetus for change and the catalyst for bringing different partners together with the benefit of the strategic vision for Manor Royal provided by this document alongside the BID Business Plan (2018-23).

The section describes these aims and why this is important to help deliver the over arching vision and strategic objectives.

***“The vision is for Manor Royal to be widely regarded as the place where companies and people choose to be for the strength of its business community and the quality of its trading and working environment.”***



*Gateway 1 enhancements influenced by the BID*

Projects Pack aims and strategies

Building on the success since 2013 whilst reflecting on the feedback received from the local businesses and project partners, Manor Royal BID has identified the following aims and strategies in relation to improving the trading and working environment of Manor Royal.

These aims and strategies help deliver various aspects from the 4 emerging priorities identified in the BID 2 Business Plan (2018-2013).

These priorities are:

- 1. Promote and influence
- 2. Trade and Save
- 3. Infrastructure and Facilities
- 4. Manage and Maintain

Key aims of what the next round of projects will deliver

STRENGTHEN THE IDENTITY OF MANOR ROYAL THROUGH JOINED UP THINKING

PROVIDE PUBLIC PLACES FOR THE COMMUNITY OF MANOR ROYAL

ENCOURAGE MORE PEOPLE TO WALK AND CYCLE ACROSS MANOR ROYAL

KEEP MANOR ROYAL’S ENVIRONMENT GREEN, CLEAN AND WELL LOVED

ENCOURAGE INVESTMENT FROM OTHERS

IMPROVE BUSINESS SATISFACTION AND ECONOMIC FUNCTION OF MANOR ROYAL

Ways (strategies) to deliver this by 2023

COMPLETE THE GATEWAY PROJECTS

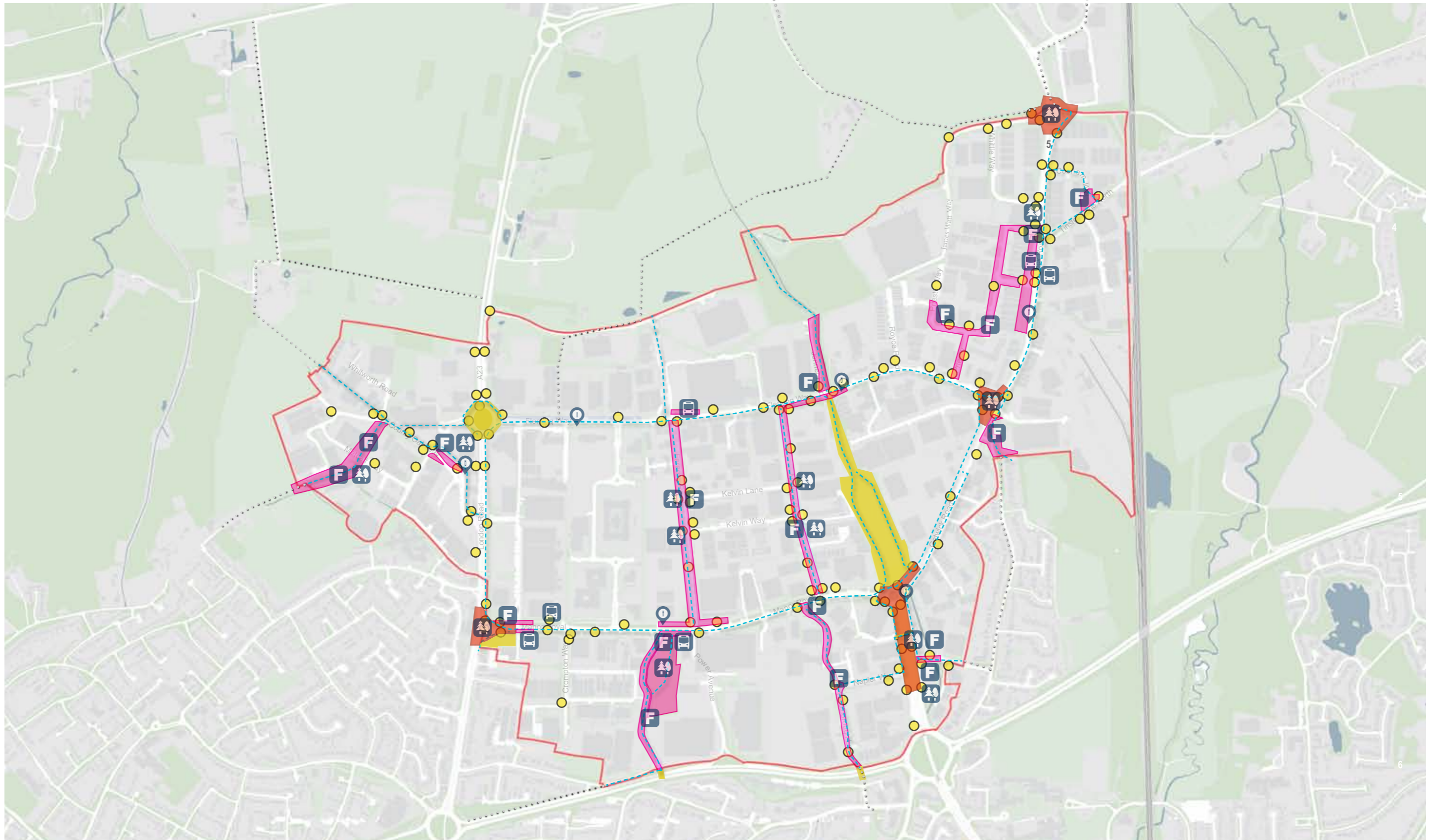
CREATE MORE USABLE PUBLIC PARKS AND PLACES FOR THE BUSINESS COMMUNITY

IMPROVE WALKING AND CYCLING ROUTES AND CONNECT THESE TO PUBLIC TRANSPORT LINKS

ENHANCE QUALITY OF ROADS AND FOOTPATHS

HAVE MORE CONSISTENCY IN STREET FURNITURE

+ ENHANCE LEVELS OF MAINTENANCE AND MANAGEMENT OF MANOR ROYAL’S PUBLIC REALM



# LEGEND

- |                         |                                |                        |                                   |                                |
|-------------------------|--------------------------------|------------------------|-----------------------------------|--------------------------------|
| DISTRICT BOUNDARY       | COMPLETED PROJECTS 2013-2017   | ENHANCED GATEWAYS      | IMPROVED PUBLIC REALM             | CONNECTED ROUTES AND TRAILS    |
| NEW SUPER HUB BUS STOPS | COMPLETED SIGNAGE / WAYFINDING | NEW OUTDOOR MULTIMEDIA | BETTER FURNITURE / PLACES TO STOP | ENHANCED VEGETATION / GREENING |

## MANOR ROYAL BID STRATEGIES NOT TO SCALE



## Strategy 1: Complete the Gateways Projects

The Prospectus Package 2013-2018 identified 5 gateways across Manor Royal.

In addition to implementing new signage and wayfinding across Manor Royal, the BID invested in creating a successful iconic landmark at Gateway 3, helping set the scene for what Gateways could be. In addition to adding character to the gateway, the enhancements addressed issues such as vehicular kerb overruns on the roundabout and simplifying maintenance of vegetation.

Gateway 1 has also seen change with enhancements to the pedestrian bridge and further enhancements planned.

The creation of The Terrace Pocket Park has had a major influence on the look, feel and activity around Gateway 2.

This Projects Pack proposes to focus on the completion of the Gateway projects identified in the previous Prospectus Package and learn from the recent enhancements made at Gateways 1, 2 and 3.

The strategy is to enhance all gateways across Manor Royal with a consistent and well considered approach to planning and design.

All of the Gateway Projects will include considerations of future development, traffic movement, signage and way-finding. These are fairly complex and will rely on input from multiple disciplines and agencies.

The aim of this Projects Pack is to acknowledge the importance of the Gateways to the BID and to help stimulate some Design Principles for Gateways 1, 2, 4 and 5.

*“Whether people are driving past or see the location from their office window, we hope the new landmark will enhance their view and remind them of our rich heritage here at Manor Royal Business District. This is an excellent example of how collaboration between the private and public sectors can improve the aesthetic appearance of a location”*

*Trevor Williams, Chairman of Manor Royal BID and Site Director of Thales UK*

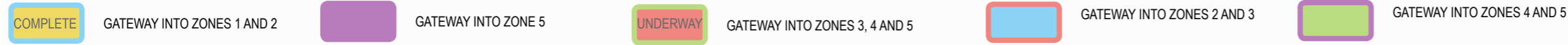
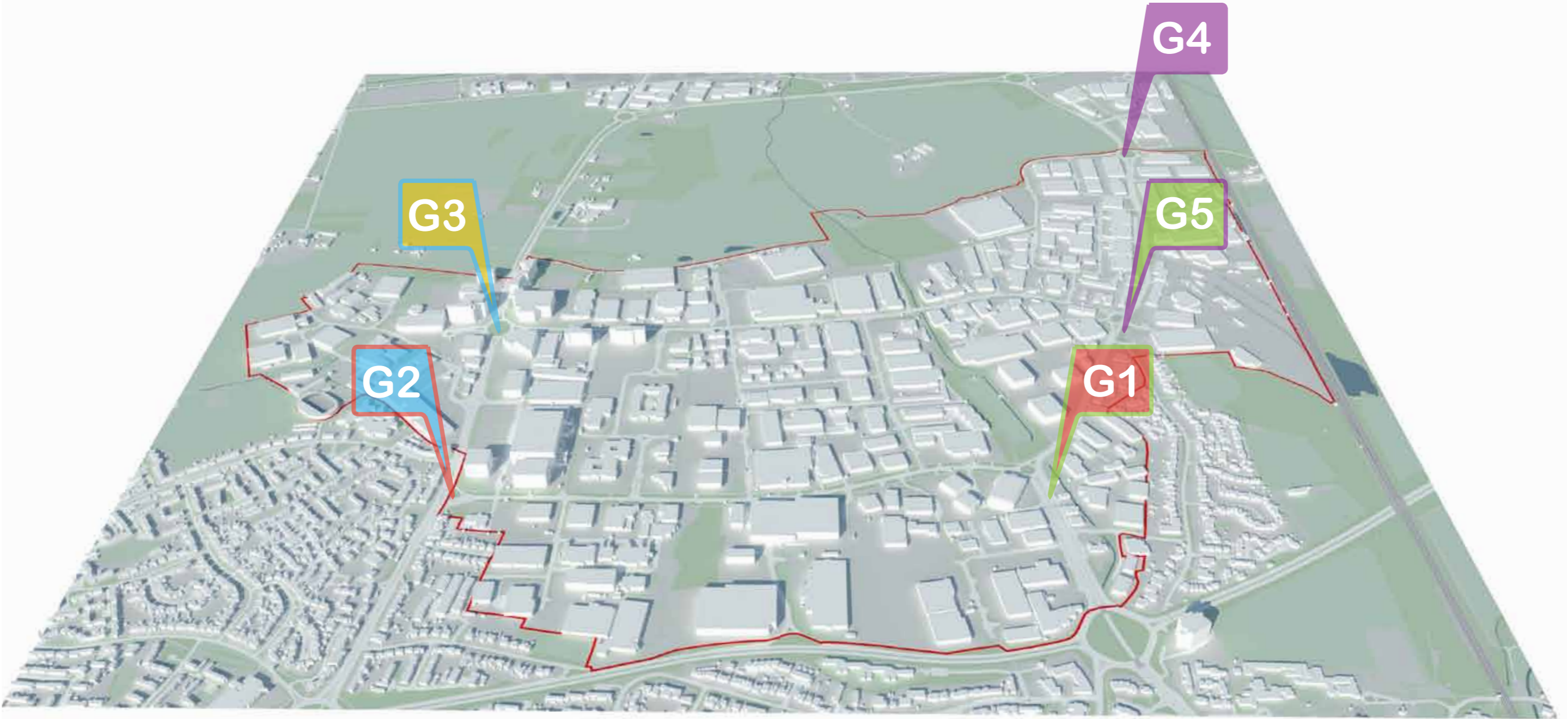


Gateway 4 with existing mature trees, signage and adjoining cycle / walking routes



Gateway 5 with its clutter of guardrails, signs and traffic lights

MANOR ROYAL BID STRATEGIES:  
COMPLETE THE GATEWAY PROJECTS



## Strategy 2: Create more usable public parks and places for the community

Cratwer's Brook People's Park and The Terrace Pocket Park have created almost 4Ha of extra public open space for the local community to use and enjoy. These new public parks continue to help improve the health and wellbeing of the business community as well as reinforce the identity and character of Manor Royal.

This Projects Pack identifies continued investment in public open space across Manor Royal to help further improve the health and wellbeing of the community.

Proposed new Public Parks include Country Oak Pocket Park, Cobham Way Pocket Park and Magpie Wood, Gatwick Road Parade, Priestley Way Pocket Park and Metcalf Way Pocket Park.

Smaller interventions such as new seating and places to stop along existing roads will add to the provision of public spaces across Manor Royal (see strategy 3, 4, 5 and 6).

In addition to creating new public spaces, this Projects Pack acknowledges that there may be more to be done to further improve Crawter's Book and The Terrace (see section on other aspirations).

*"Before the park was built our staff had no outdoor space where they could spend their break times in an attractive and comfortable area, specially designed to give them a place to unwind. Much of our people's lunch breaks were either spent inside or people would jump in their cars to find somewhere outside to sit away from the office."*

*The Terrace Pocket Park has provided an inviting and usable space and has helped our employee's health and wellbeing by giving them a reason to get outside and away from their computer screens. The design and layout has also provided us with an alternative space for networking, meetings and table tennis competitions."*

*Zoe Wright, Director of People & Premises at B&CE*



Green spaces that have potential for public open space are currently occupied by illegal car parking (Preistley Way) or are not currently accessible to the public (Magpie Wood)



Areas of existing grass on Cobham Way provide a great opportunity for usable public open space for the northeast (Zone 5) of Manor Royal.

**MANOR ROYAL BID STRATEGIES:  
MORE USABLE PUBLIC SPACE**



### Strategy 3: Improve walking and cycling routes and connect these with public transport links

Both the Transport Strategy and Living Streets report illustrate the importance of enhancing the walking and cycling infrastructure across Manor Royal.

This Projects Pack supports recommendations for improving the current cycling and walking provision across the business district. It also advocates for better integration between transport and public realm enhancements such as interpretation / way finding and public art projects.

Part of delivering this strategy would be to implement the recommendations within the Green and Grey Audits which focuses on enhancements to footpaths, kerbing, verges and parking organisation.

This Projects Pack helps set the scene for a much broader strategy around encouraging and enabling the Manor Royal community and its visitors to use alternative modes of transport to their personal vehicles.

Crawter's Brook People's Park is a fine example of how unused and inaccessible spaces can be opened up to increase pedestrian permeability of Manor Royal.

This next round of enhancements aims to build on the success of Crawter's Brook and strategically investing in areas that will help the pedestrian and cycling network.

The projects that fall out of this strategy will also reflect the nature of Manor Royal being home to a diverse business community.

*"The site had been neglected over many years, it was overgrown and impassable in places leading to the comment that 'people had to be Indiana Jones' to venture into the area"*  
Steve Sawyer, Executive Director of Manor Royal Business District




Successful enhancements made for walking and cycling in Crawter's Brook People's Park has helped increase the health and wellbeing of the business community and its visitors







Opportunities to ensure improved footpaths are well connected to public transport links such as existing bus stops and potential super-hubs and that they add to the new character (look and feel) to Manor Royal.



MANOR ROYAL BID STRATEGIES:  
IMPROVE WALKING AND CYCLING ROUTES




-  WELLBEING TRAILS (OFF ROAD)

 WELLBEING TRAILS (ROADSIDE)
-  PAUSE POINT / PLACES TO STOP/ MOMENTS

 SUPERHUB TRANSPORT HUB
-  PEDESTRIAN SIGNAL TO JUNCTION ARM

 NEW ZEBRA CROSS
-  NEW PELICAN CROSSING

 NATIONAL CYCLE NETWORK ROUTE 21

## Strategy 4: Enhance the condition of roads and footpaths

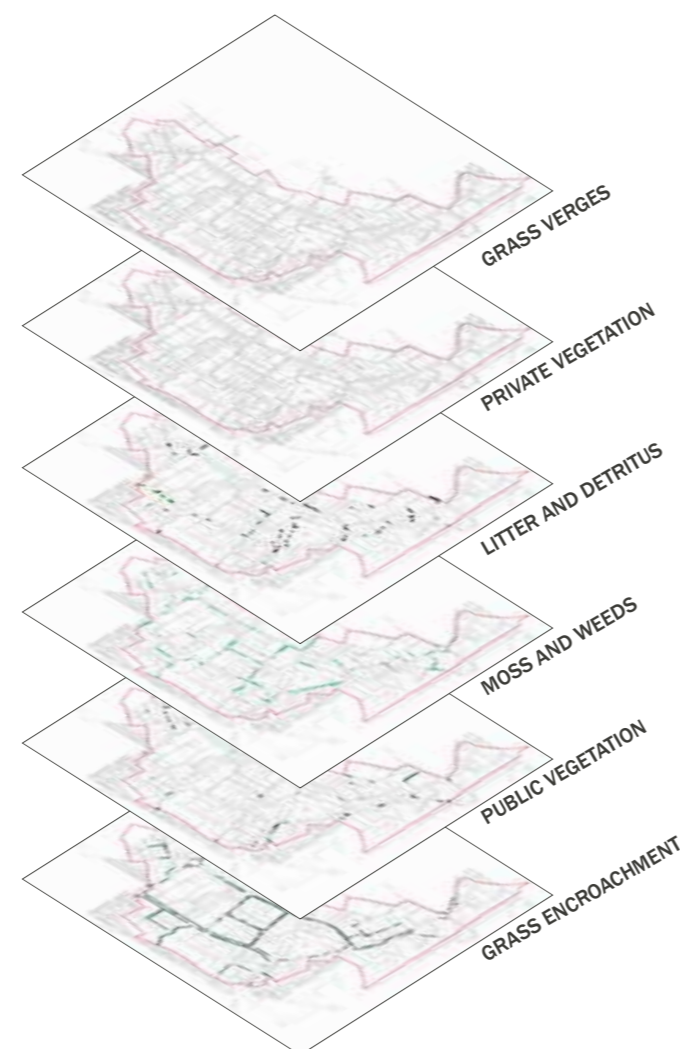
As identified in the Public Realm Design Guides and Strategy SPD, Manor Royal's road infrastructure plays an important role in its character as well as its function.

The Grey and Green audits helped identify areas across the network that will require upgrades to meet an appropriate level of standard.

This strategy applies to all roads and footpaths across Manor Royal. Priority areas are identified in the Grey and Green Audit, however specific projects that could be addressed through this Projects Pack are areas like Faraday and Newton Roads, Gatwick Road Parade and the issues with parking on Priestley Way.

The projects that come from this strategy seek to reduce the potential ongoing maintenance cost of fixing grass verges and kerbs vandalised by illegal parking and manoeuvres.

The strategy acknowledges the desire to standardise the surface material to tarmac / asphalt for footpaths across Manor Royal with the exception of area such as the pocket parks or gateways. It also aims to lift the quality of the streetscape environment across Manor Royal to a standard similar to competing Business Districts.



The Green Audit considered the overlapping layers that make a place look untidy and give an image of poor quality. The recommendations seeks to address the ongoing issues around management and maintenance.

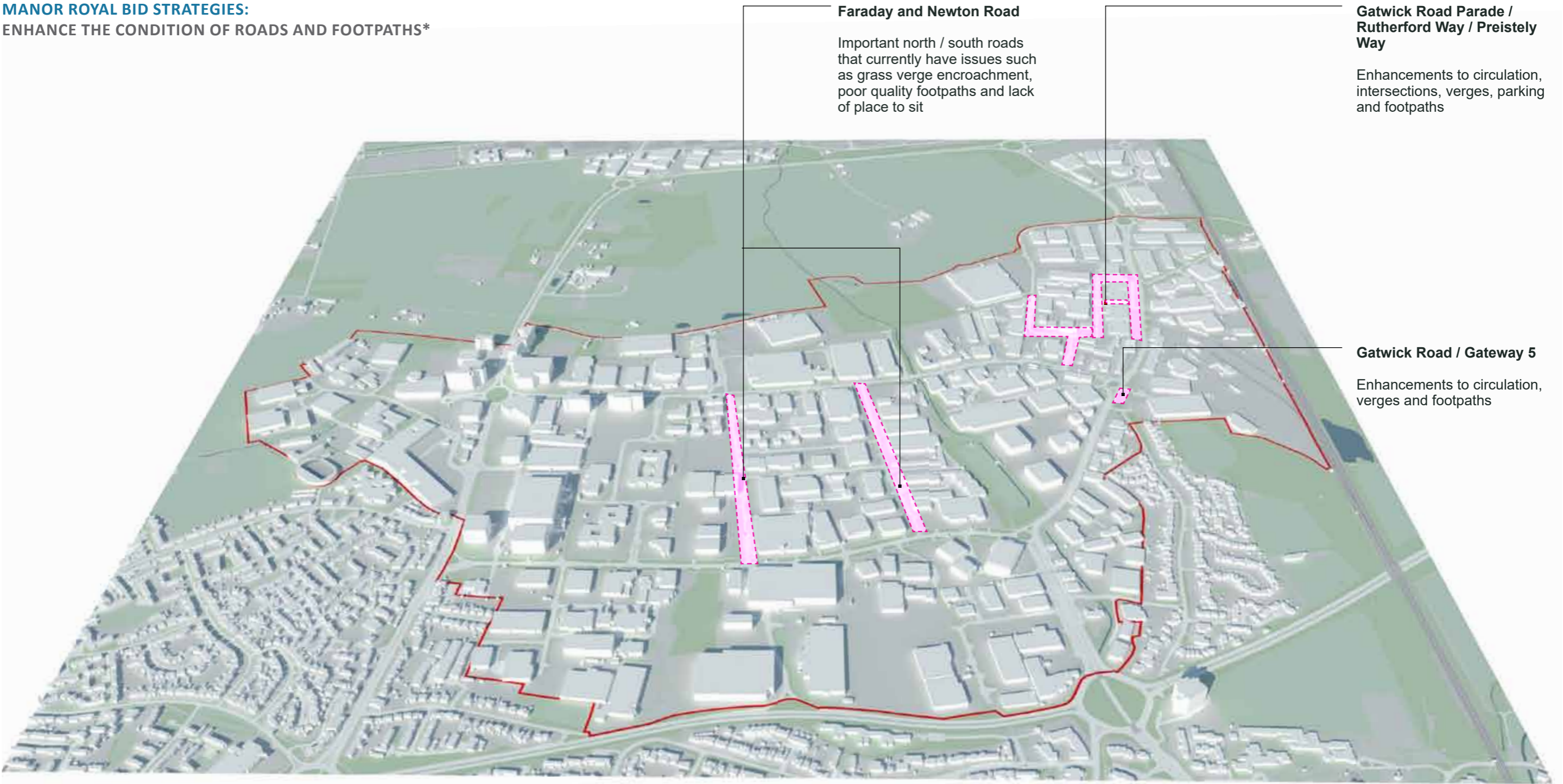
*"The Grey and Green Audits identified that areas of Manor Royal's roads and footpaths were way below standard and required urgent attention"*


*Kieth Pordum, Vice-Chair of Manor Royal BID and Managing Director of Bon Appetit*



Ongoing illegal parking on grass verges has eroded the quality of grass verges and has damaged the kerbs and footpath condition.

**MANOR ROYAL BID STRATEGIES:**  
**ENHANCE THE CONDITION OF ROADS AND FOOTPATHS\***



 PRIORITY AREAS FOR IMPROVEMENTS

\*The plan shows specific priority area projects. These are in addition to general area-wide improvements required to footpaths, roads and maintenance of green areas (grass verges, shrubs etc) identified by the Grey and Green Audits.

## Strategy 5: Have more consistency in materials and furniture

Although there is emerging consistency of furniture and materials through the new signage and public realm improvements implemented by the BID since 2013, much more can be done.

With further enhancements planned by the BID and others, it is important that the style and character of new infrastructure creates a well coordinated and consistent ‘sense of place’ for Manor Royal.

This includes street furniture such as bins, bollards and benches. It also relates to the materials used in public art, road and roundabout enhancements, and the proposed new Super-hubs for public transport.

Some observations from the Furniture Audit:

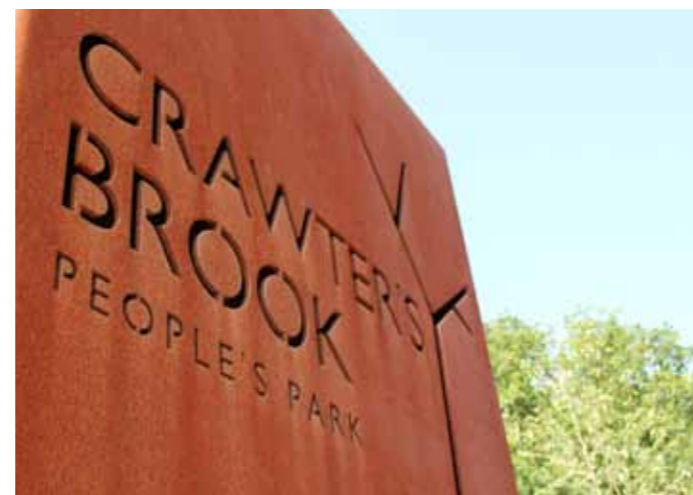
- Existing street furniture, in general, lacks cohesion.
- Bollards were found to contribute to the street furniture clutter.
- Bins were generally in fair condition and were found in areas where people typically congregate (e.g. bus stops)
- A defined set of furniture elements are used around bus stops.
- Many instances of clutter due to doubling up of street furniture.
- Manor Royal wide there is little cohesion between barrier types and a dominance of highway standard railing.
- Almost devoid of seats or resting places other than in privately owned areas or newly completed public realm enhancement projects.
- Recent development project, both public and private have invested in good quality street furniture.

This Projects Pack identifies a preferred general materials palette for Manor Royal’s public realm. A supporting Furniture Strategy will provide the detail.

*“There are 340 bollards across Manor Royal. 115 of these are steel / metal, within which 18 different styles of metal bollards were found....*

*31 bins were recorded, 30% were considered in poor condition, 50% in fair condition....*

*Only 30 areas for public benches / seats were identified across Manor Royal. 98% of which were either in Crawter’s Brook or at The Terrace.”*








Corten Steel, Timber and Concrete are a common theme on recent enhancement projects.



New furnishings at The Terrace Pocket Pack are both functional and help enhance the ‘look and feel’ of the place. Seating benches have been strategically placed to double up as physical barriers to unwanted vehicles.

MANOR ROYAL BID STRATEGIES:  
MORE CONSISTENCY IN MATERIALS AND FURNITURE



-  REMOVE / REPLACE / ENHANCE EXISTING BARRIERS
-  NEW SEATING / BENCHES
-  CONSISTENCY IN CHEVRONS ON ROUNDABOUT
-  REMOVE / REPLACE EXISTING BOLLARDS
-  REPLACE BINS, BENCHES AND BOLLARDS BY BUS STOPS

# The Projects

## 2018-2023

This Projects Pack identifies specific projects that will help implement the strategy to improve the working environment for the Manor Royal Business Community.

Conceptual ideas have been developed to help illustrate the potential for each of these projects. Each project has also been allocated an outline budget and a potential timeline / programme.

The computerised 3D visualisations are intended to help stimulate discussion and provide an illustration of what could be possible. Considerations are provided for each project that will help define the design brief for each of the project areas when they have been selected to proceed.

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 outline cost and programme. These are still high level, but have been calculated based on recent rates and timeframes on similar projects.

The outline cost and programme are intended to be used as a guide. Further, more detailed costs estimation should be calculated during the early stages of design for each project.

Contingency and inflation has generally been calculated at 30%.



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



Crawter's Brook People's Park was one of the first projects to be implemented from the previous Prospectus Package

# The Projects

2018-2023

Key Aims

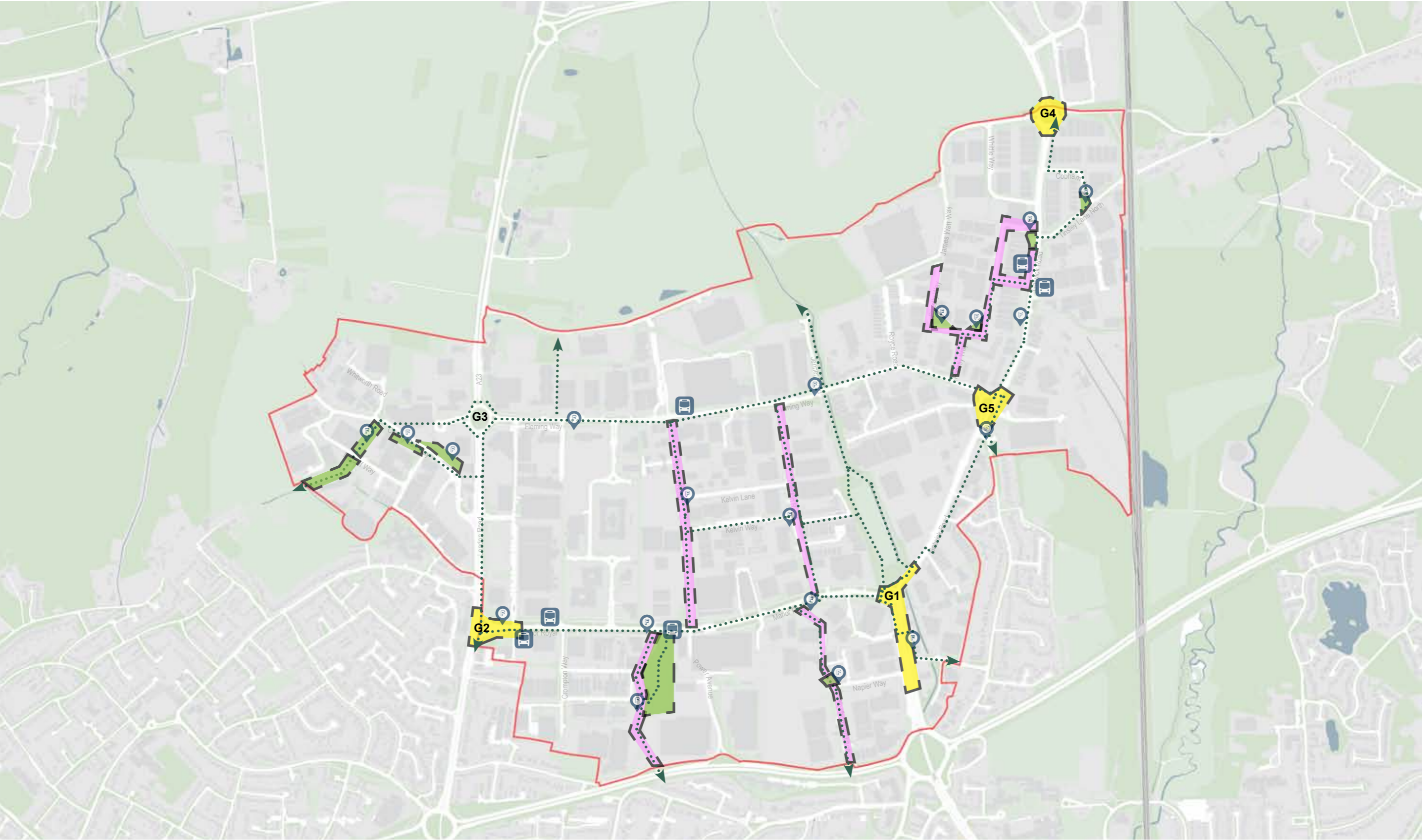
- STRENGTHEN THE IDENTITY OF MANOR ROYAL THROUGH JOINED UP THINKING
- PROVIDE PUBLIC PLACES FOR THE COMMUNITY OF MANOR ROYAL
- ENCOURAGE MORE PEOPLE TO WALK AND CYCLE ACROSS MANOR ROYAL
- KEEP MANOR ROYAL’S ENVIRONMENT GREEN, CLEAN AND WELL LOVED
- ENCOURAGE INVESTMENT FROM OTHERS
- IMPROVE BUSINESS SATISFACTION AND ECONOMIC FUNCTION OF MANOR ROYAL

Strategies to deliver this by 2023

- COMPLETE THE GATEWAY PROJECTS
- CREATE MORE USABLE PUBLIC PARKS AND PLACES FOR THE BUSINESS COMMUNITY
- IMPROVE WALKING AND CYCLING ROUTES AND CONNECT THESE TO PUBLIC TRANSPORT LINKS
- ENHANCE QUALITY OF ROADS AND FOOTPATHS
- HAVE MORE CONSISTENCY IN STREET FURNITURE
- + ENHANCE LEVELS OF MAINTENANCE AND MANAGEMENT OF MANOR ROYAL’S PUBLIC REALM

Projects 2018-2023

- GATEWAY 1
- GATEWAY 2
- GATEWAY 4
- GATEWAY 5
- COUNTY OAK POCKET PARK
- COBHAM WAY POCKET PARK
- METCALF WAY POCKET PARK
- MAGPIE WOOD + CYCLE / WALK WAY
- GATWICK ROAD PARADE
- PRIESTLEY WAY + RUTHERFORD WAY
- WOOLBOROUGH LANE
- FARADAY ROAD + NEWTON ROAD
- WELLBEING TRAILS
- SUPER HUBS
- NEW FURNITURE



LEGEND

- DISTRICT BOUNDARY
- GATEWAY 1
- GATEWAY 2
- GATEWAY 4
- GATEWAY 5
- COUNTY OAK POCKET
- COBHAM WAY POCKET
- METCALF WAY POCKET
- MAGPIE WOOD AND CYCLE / WALK WAY
- PRIESTLEY WAY AND RUTHERFORD WAY CYCLE/WALK WAY
- GATWICK ROAD PARADE AND POCKET PARK
- FARADAY ROAD
- NEWTON ROAD
- WELLBEING TRAILS (tbc)
- SUPER HUBS (tbc)
- NEW STREET FURNITURE (tbc)
- GATEWAY PROJECTS
- PUBLIC OPEN SPACE PROJECTS
- ROAD ENHANCEMENT PROJECTS

MANOR ROYAL BID PROJECTS 2018 - 2023  
NOT TO SCALE



# Gateway 1

## Location:

Gateway 1 is located at the southern end of Gatwick Road and includes the roundabout by Crawters Brook, the Bank Precinct on road car parking and footpaths, the existing Bus Stop and the existing pedestrian bridge.

## Considerations:

- This project is already underway with the bridge being refurbished in 2016 and the BID being involved in helping deliver this.
- Proposals for further enhancements are currently being considered for planning permission;
- Gateway 1 is particularly featured in Manor Royal’s Public Realm Strategy.
- Transport Strategy recommendations;
- Learning and building on the success of Crawler’s Brook People Park;
- Maximising opportunities for greening the area and helping reduce air pollution; and
- Potential improvements to public transport and cycle network.
- Underground services and other constraints that relate to this being on Highway land.
- Gateway 1 is one of the main approaches into Manor Royal.

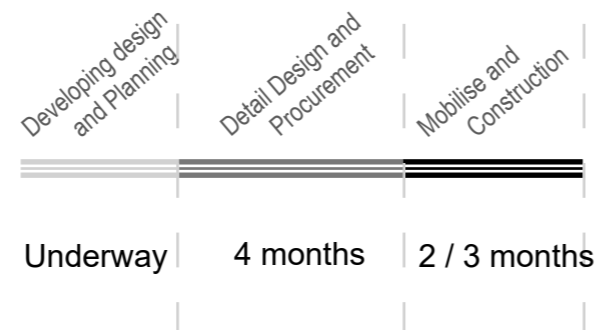
## Design Intent:

Enhancements to Gateway 1 are aimed to help improve the appearance of Gateway 1 and to reduce the dominance of the ‘highway like’ scale and character to Gatwick Road.

By enhancing the precinct environment, the bus stop, and connections to it, the eastern side of the Gateway will appear more like a ‘place for people’ rather than just a ‘corridor for vehicles’.

The new buff coloured carriageway surfacing in between the bus stop central reservation and the footpath will help visually link the two areas. It will also highlight to drivers that they are entering the precinct area, a different and much slower speed environment.

## Indicative project timeline and milestones:



Some of the kerb-lines will be amended to widen the footpaths at junctions, reduce the visual dominance of the carriageway and help define on-road parallel car parking bays.

The new trees and hedges help to reduce the perceived dominant width of the Gateway and will add physical and environmental benefits to the area. The trees and hedges will be selected for their scale, character and robustness for this environment. By rationalising the existing street furniture, and removing the metal railings on either side of Gatwick Road, the appearance will feel cleaner, tidier and less cluttered. New line markings on the carriageway will give clearer definition and direction to road users.

## Outline cost for project:

£250,000

## Indicative outline cost breakdown:

Construction Cost: £170,000\*

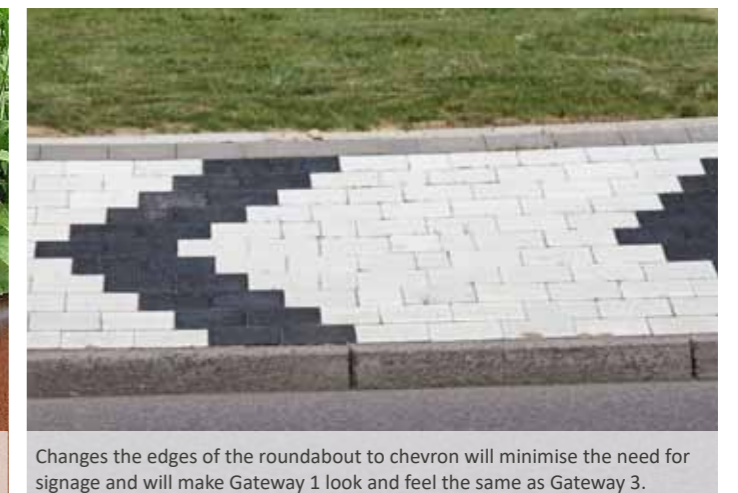
Planning and Design Fees: £64,000

Project Contingency: £16,000

\*Based on current planning application submission - budget outline cost supplied by Watermans

Excludes works to roundabout and recent upgrade to bridge

## Precedent images of materials / potential outcomes:



# Gateway 1

Conceptual proposals (submitted for planning)



## Enhance central reservation on approach to Roundabout

- Corten planters with low mass planting to help green the environment

## Enhancements to roundabout

- New chevrons edges.
- Existing vegetation removed and replace with simple wildflower meadow
- Reduction and consolidation of signage where possible

## Rationalise Highway Guardrail

- Remove guardrail from west side (northbound) of Gatwick Road
- Enhance central reservation guardrails
- Remove part of guardrails from east side (Southbound) and replace with new hedge

## Clearer road markings

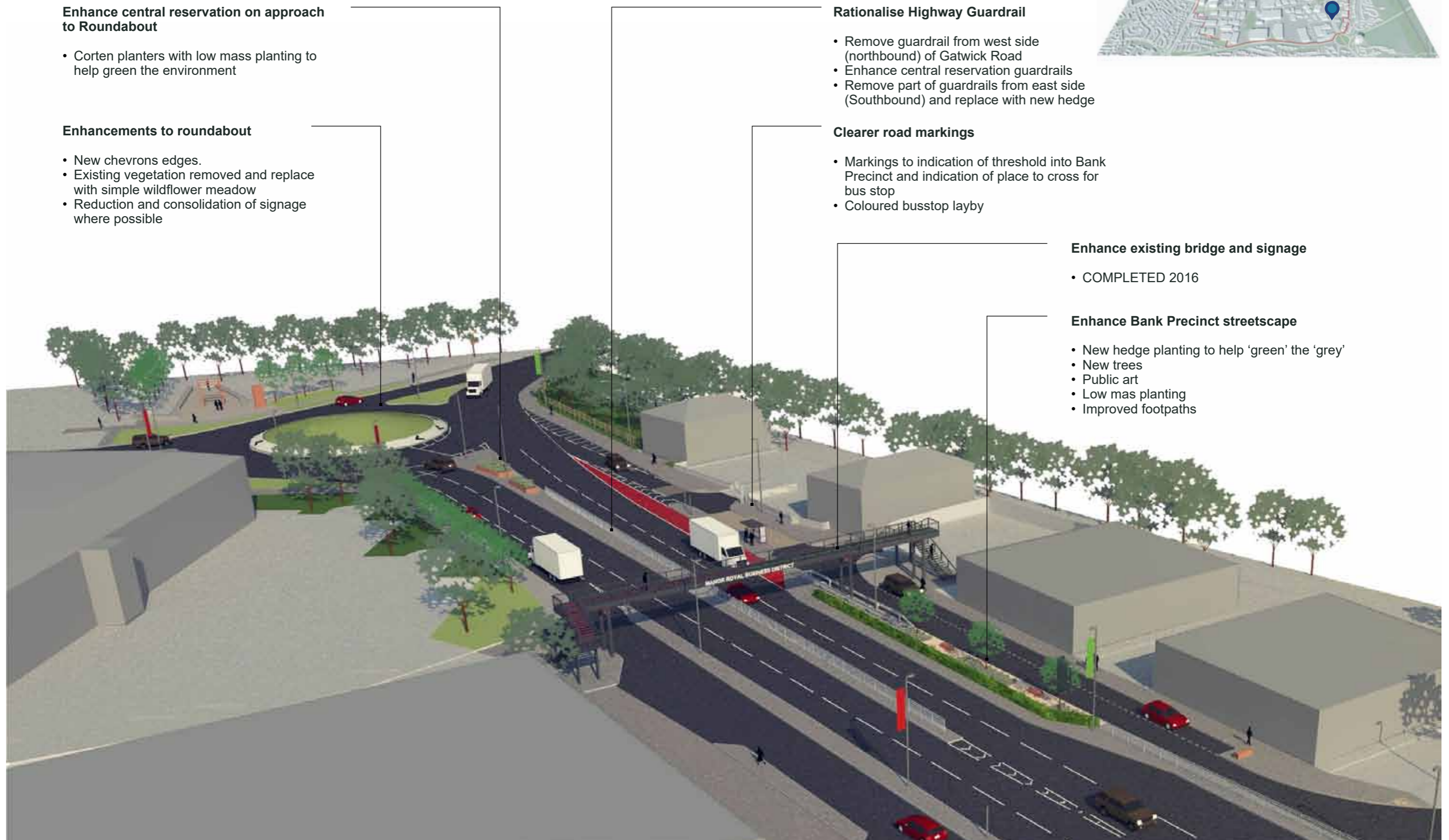
- Markings to indication of threshold into Bank Precinct and indication of place to cross for bus stop
- Coloured busstop layby

## Enhance existing bridge and signage

- COMPLETED 2016

## Enhance Bank Precinct streetscape

- New hedge planting to help 'green' the 'grey'
- New trees
- Public art
- Low mas planting
- Improved footpaths



# Gateway 2

## Location:

Gateway 2 is located at the intersection between Manor Royal Road and London Road. This Gateway includes the central island with the existing Manor Royal branded sign, grass verges, footpaths, The Terrace Pocket Park, two potential Superhub bus stops and the existing shared off road cycle path.

## Considerations:

- Transport Strategy recommendations;
- The success and proximity of The Terrace Pocket Park;
- Potential improvements to public transport and cycle network;
- Locations, function and character of the proposed Super Hub bus stops;
- The Character of the existing Manor Royal Sign on the central island;
- Future proofing proposals with consideration to adding further public open space and changing the dominant highway environment; 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:

Enhancements to Gateway 2 build on the success of The Terrace Pocket Park and help create an active and vibrant Gateway into the Southwestern corner to Manor Royal.

The intent is to encourage people to ‘dwell’ longer on either side of Manor Royal Road by putting in new seating, signage and upgrading the existing bus stops to Super Stops. The shelter structures and infrastructure that goes with it should help add to the ‘look and feel’ to this gateway.

Standard highway style guardrails could be replaced or screened by new hedging which will help with the greening and de cluttering of the gateway.

There is also the potential to downplay the dominance of the ‘freelane’ from London Lane onto Manor Royal Road. This could include new surfacing to the road.

Long term (beyond this projects pack), it may be advantageous to consider re purposing the island as public space.

## Outline cost for project:

£240,000

## Indicative outline cost breakdown:

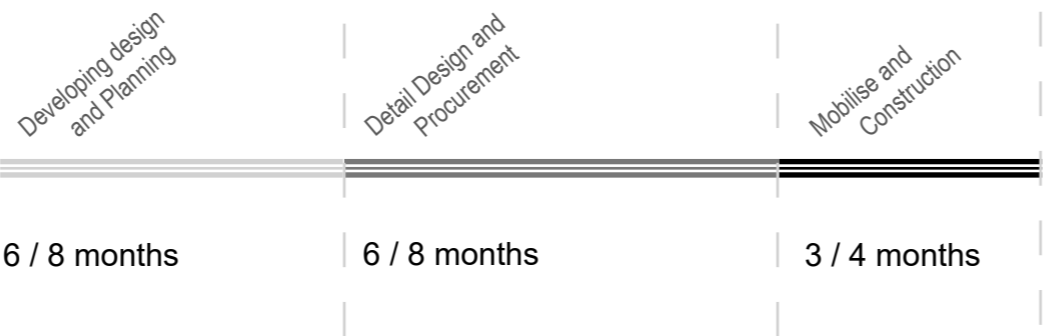
Construction Cost: 150,000\*

Planning and Design Fees: £50,000

Project Contingency and Inflation: £40,000

\*Excludes superhub bus stops

## Indicative project timeline and milestones:



## Precedent images of materials / potential outcomes:



## Gateway 2

### Conceptual principles

**Extend the character and use of the Terrace Pocket Park across to the Northern side of Manor Royal Road**

- Public Seating area
- Use concrete and corten steel benches
- Reposition MR sign to integrate into layout

**Downplay to dominance of the road / highway environment**

- Downplay the slip road
- Replace highway guardrail with hedges or green barriers
- Consider reclaiming 'island' as public space



**Make superhub bus stops distinctive**

- Ensure the structures add value to the experience of the gateway
- Use materials that work well with The Terrace

**Greening**

- Replace pedestrian guardrails with hedges
- better management and maintenance of existing grass verges and vegetation



Extending the character and function of The Terrace to the other side of Manor Royal Road will help this area feel more like a Gateway rather than just a road and a pocket park.

# Gateway 4

## Location:

Gateway 4 is located at the Northern Entrance to Manor Royal on Gatwick Road / James Watt Road. 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 MR sign;
- Existing vegetation;
- Replacing the existing kerb and edges to the roundabout;
- Minimising clutter; and
- Potential improvements to public transport and cycle network
- 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 Road 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.

Therefore, the intent of these proposals is to ensure that better pedestrian and cycling provision is in place when considering any enhancements to this intersection / roundabout / gateway.

These 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 planter boxes.

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

## Outline cost for project:

£300,000

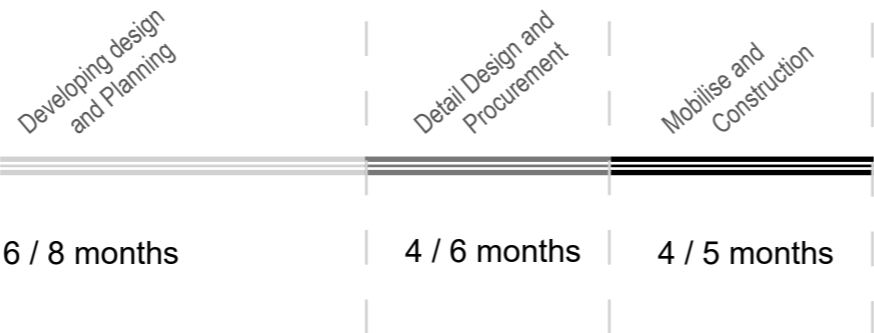
## Indicative outline cost breakdown:

Construction Cost: £190,000

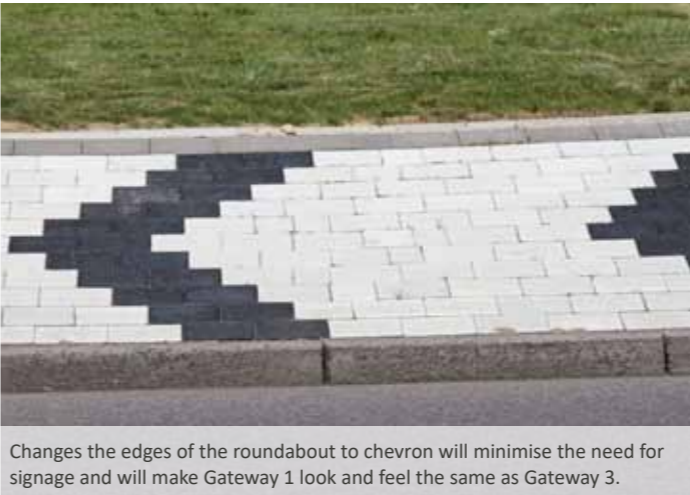
Planning and Design Fees: £60,000

Project Contingency and Inflation: £50,000

## Indicative project timeline and milestones:



## Precedent images of materials / potential outcomes:



# 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

- Green 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.



# Gateway 5

## Location:

Gateway 5 is an internal gateway / node at the intersection between Gatwick Road and Worth Way. This Gateway includes the traffic lit controlled roundabout system, pedestrian islands, surrounding footpaths and grass verges.

## Considerations:

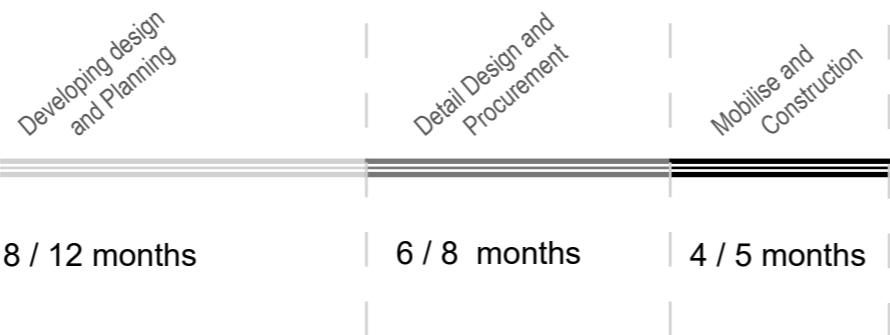
- Transport Strategy recommendations;
- Signage and wayfinding and the existing MR sign;
- Existing vegetation;
- Minimising clutter;
- Greening the gateway by means of planting and green barriers;
- Pedestrian and cycle connections through to residential and recreation ground; and
- Potential improvements to public transport and cycle network
- 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 need for standard highway guardrail and replace this with either planting or corten steel planter boxes.

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.

## Indicative project timeline and milestones:



## Outline cost for project:

£490,000

## Indicative outline cost breakdown:

Construction Cost: £310,000\*

Design Fees: £85,000

Project Contingency and Inflation: £95,000

\*Excludes new controlled pedestrian crossing

## 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 pocket park on corner of Tinsley Lane

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

### Reduce clutter and look to green the gateway

- Rationalise existing guardrails
- Seek to add further planting / greening

### Enhanced pedestrian and cycling

- New pedestrian signal to junction arm
- Re-alignment of shard footpath / cycle way



Creating a new pocket park on the corner of Tinsley Lane and Gatwick Road gives an extra 425mSQ of usable public open space for the business community.

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



# County Oak Pocket Park

## Location:

County Oak Pocket Park is located on County Oak Way adjacent to the recently completed Wickes building.

## Considerations:

- Proposals for this site within the previous Prospectus Package;
- The new 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; and
- Minimising clutter.
- 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 Prospectus Package, 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.

## Outline cost for project:

£150,000

## Indicative outline cost breakdown:

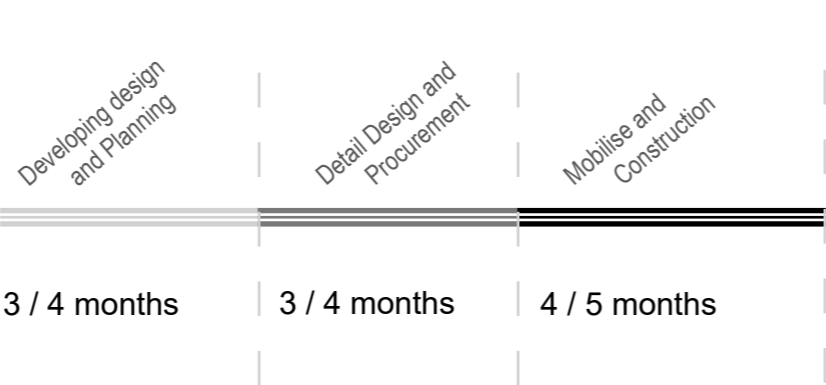
Construction Cost: £95,000\*

Design Fees: £30,000

Project Contingency and Inflation: £25,000

\*Excludes new raised table on County Oak Road and additional maintenance cost for green wall system.

## Indicative project timeline and milestones:

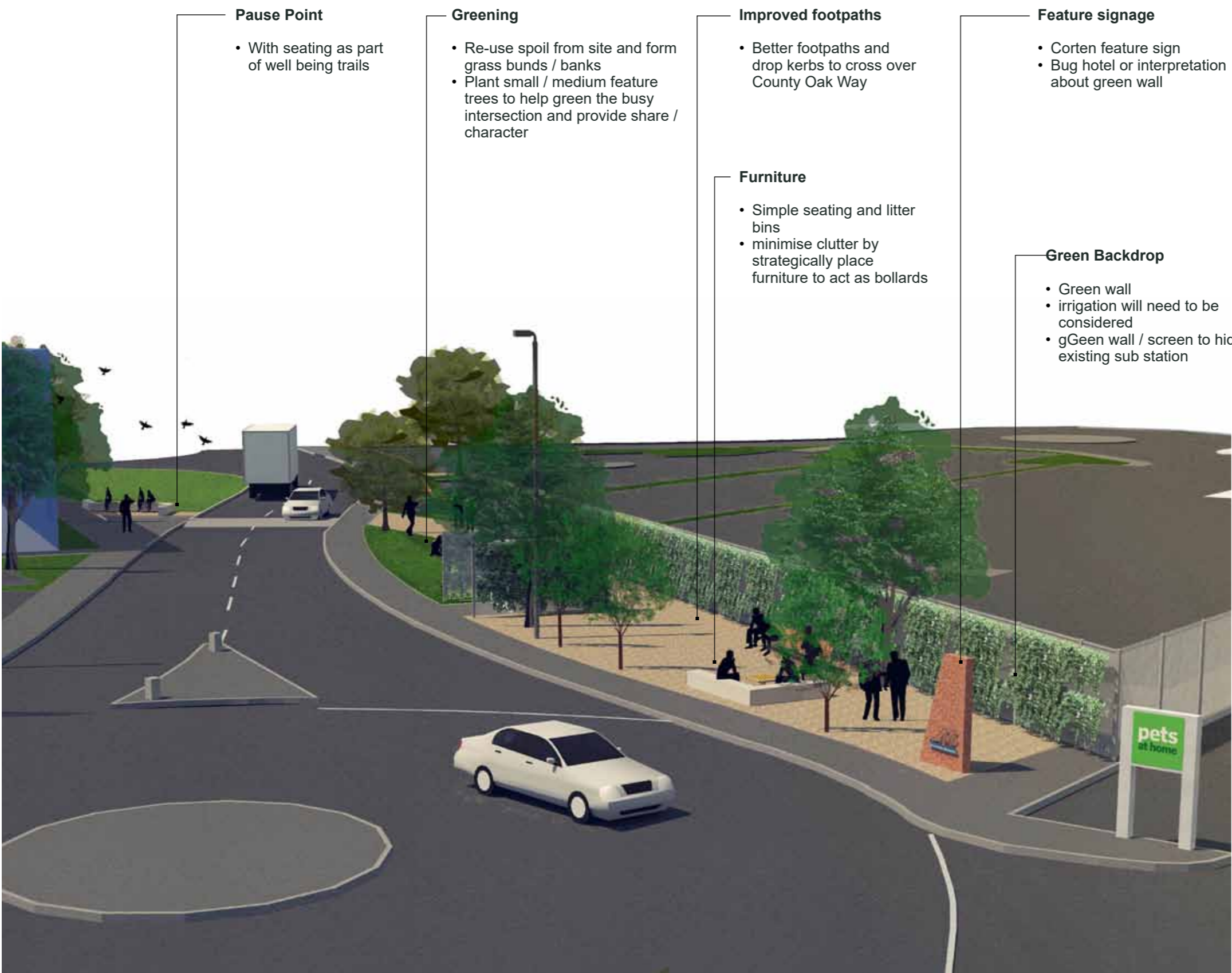


## Precedent images of materials / potential outcomes:



# County Oak Pocket Park

## Conceptual principles



# Cobham Way Pocket Park

## 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;
- 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.

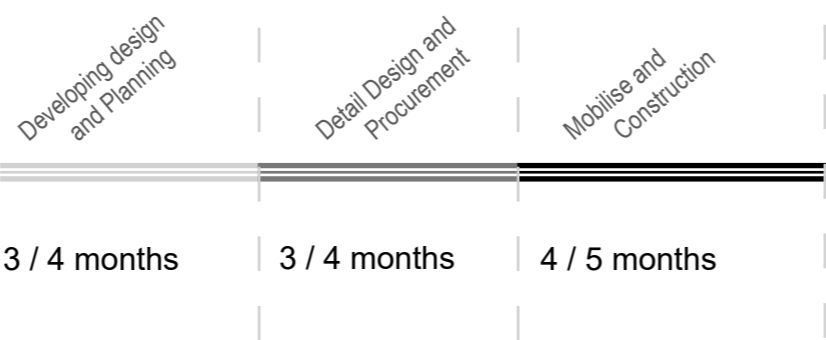
## Design Intent:

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.

## Indicative project timeline and milestones:



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).

## Outline cost for project:

£260,000\*

## Indicative outline cost breakdown:

Construction Cost: £170,000

Design Fees: £40,000\*

Project Contingency and Inflation: £50,000

\*Excludes traffic and parking surveys

## Precedent images of materials / potential outcomes:



# 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



# Metcalf Way Pocket Park

## Location:

Metcalf Way Pocket Park is the pedestrian and cycle link between Metcalf Way and County Oak Way. The site is well used as a cut through between these two roads and has an existing footpath, vegetation and traveller defence grass mounds and bollards at either end.

## 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;
- Bridle way and cycle way connections;
- Drainage;
- Existing vegetation and ecology; 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:

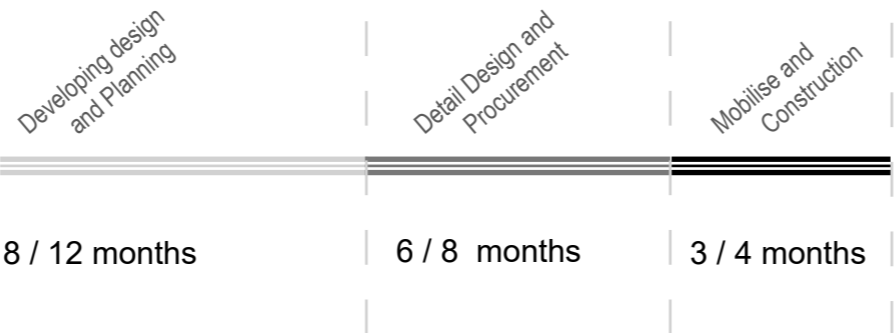
The connection between Metcalf Way and County Oak Way already provides a useful off road pedestrian / cycle / bridle way link and forms part of a wider network of off road green links and drainage corridors.

The intent is to maintain ease of access through this open space whilst providing areas of seating for use of the local community.

There is also the opportunity to reduce and rationalise the visual clutter of existing furniture such as bollards and traveller defence barriers.

Strategically placed new seating and incidental seating walls will help provide vehicular defence whilst creating attractive and useful spaces to sit.

## Indicative project timeline and milestones:



In the same way that Crawter’s Brook has provided space for education and engagement with wildlife and nature, Metcalf Way’s open drainage channels provide an opportunity for community activities such as clearance and restoration. Ecology and wildlife should have an influence on the design of the riparian edge to this green / blue infrastructure.

## Outline cost for project:

£295,000\*

## Indicative outline cost breakdown:

Construction Cost: £185,000

Planning and Design Fees: £50,000

Project Contingency and Inflation: £60,000

\*Excludes clearance and replanting of riparian vegetation

## Precedent images of materials / potential outcomes:



Interpretation and information like in Cratwer’s Brook can help tell stories and history of the place.



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



Hand rails by water shall be in the same style at those found in Crawter’s Brook.



Picnic benches provide place for the community to have lunch.

# Metcalf Way Pocket Park

## Conceptual principles

### New Seating and places to stop

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

### Celebrate the waterways / vegetation

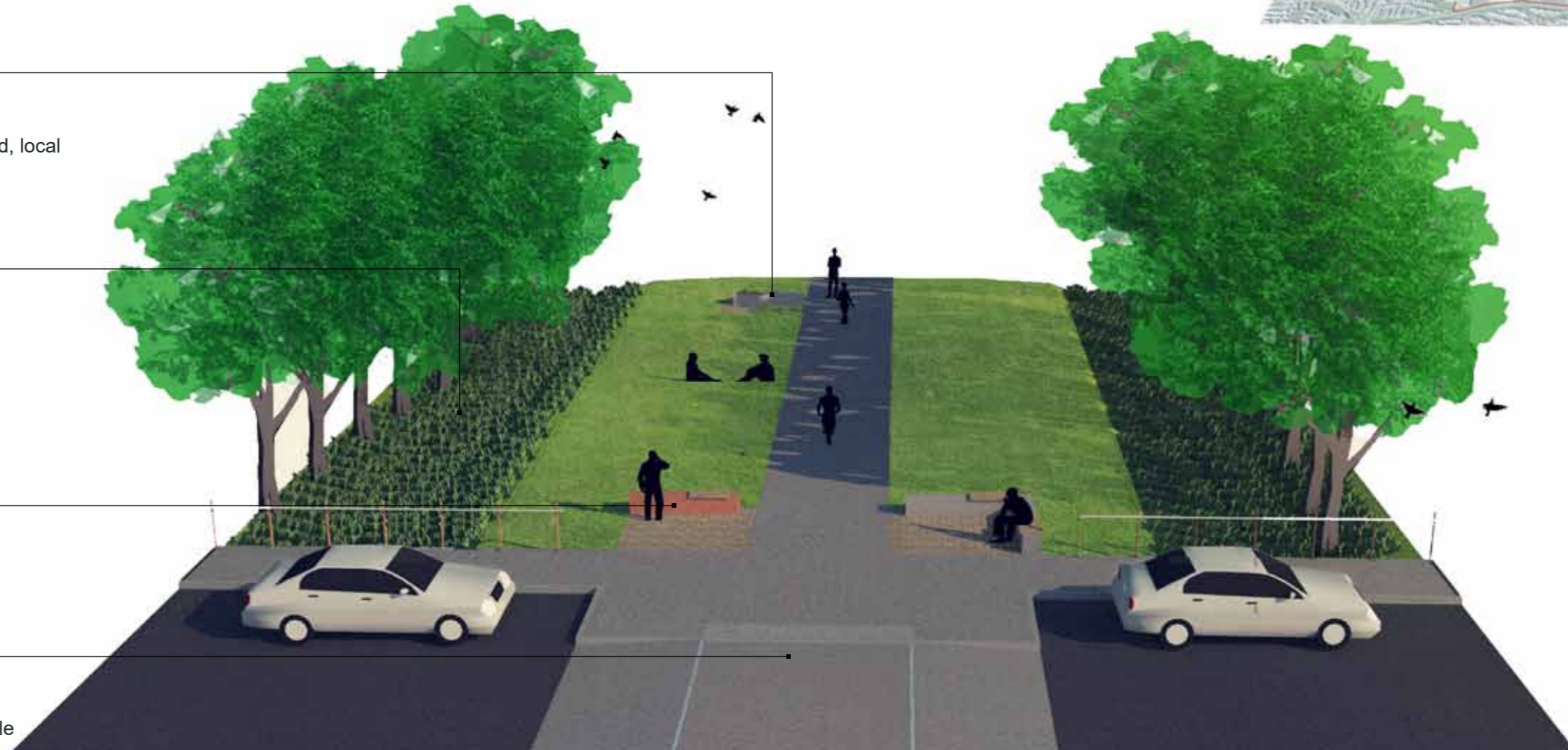
- Clear unwanted vegetation
- Use handrails similar to Crawter's Brook
- Potential for community projects or educational exercise
- Ecological corridors

### Using furniture to act as vehicle / travellers defence

- Using similar furniture to pockets parks, creates a more welcoming but still functional barrier for the pocket park

### Better access and visibility

- Remove risk of drop kerbs being parked over by creating build out and raised table crossing to be aligned with entrances



# Magpie Wood and cycle way

## Location:

Magpie Wood and adjoining cycle/walkway is located between Manor Royal Road and the boundary to Manor Royal (Crawley Avenue) The cycle walk way connects to the recently enhanced subway leading to Green Lane.

## Considerations:

- Land ownership and public assess;
- 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.

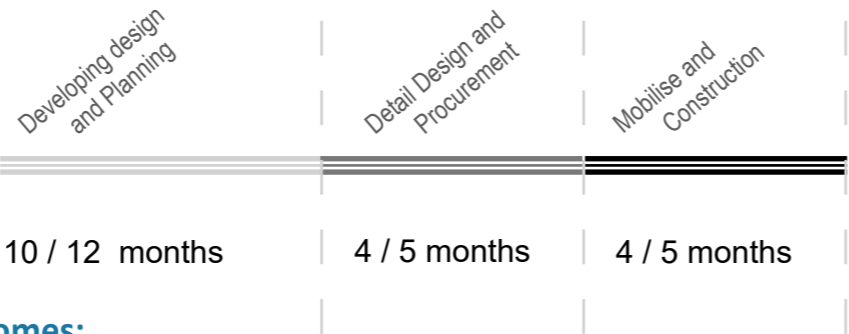
## Design Intent:

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 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.

The enhancements include resurfacing of existing footpaths and cycleway from the subway through to Manor Royal Road, removal and rationalising unwanted street clutter such as bollards and barriers, creating 2 new entrances into Magpie Wood.

## Indicative project timeline and milestones:



The project is far wider than just a new footpath link through this important woodland. It could enable further community involvement, educational opportunities and interpretation of wildlife and heritage.

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

## Outline cost for project:

£345,000\*

## Indicative outline cost breakdown:

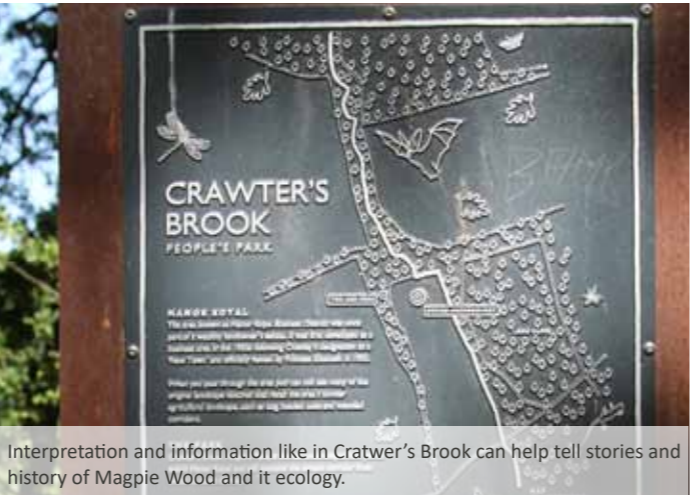
Construction Cost: £220,000

Design Fees: £63,000

Project Contingency and Inflation: £62,000

\*Excludes outdoor office structure  
Excludes Woodland Management Plan

## Precedent images of materials / potential outcomes:



# 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 Crawter's Brook
- Signage and interpretation

### Enhanced cycle / walk way

- Resurfacing and / or realigning paths



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

# Gatwick Road Parade

## Location:

Gatwick Road Parade and pocket park 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;
- Previous proposals shown in the Prospectus Package;
- 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;
- Accessibility to adjoining properties / businesses;
- Existing vegetation;
- 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 and café outlet for local employees, visitors and customers, and is busy throughout the day. However, over parking is a significant issue with causing unsightly access problems.

By reorganising and providing allocated parking spaces within the whole of the Parade area, and preventing vehicles parking improperly, the Parade will feel and look more attractive and logical.

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.

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

Rationalising the furniture and enhancing the arranging and surfacing to the cycle / walk way along Gatwick Road will help.

Options for the re configuration and rearrangement of Gatwick Road Parade are currently being planned and designed.

## Outline cost for project:

£975,000 \*

## Indicative outline cost breakdown:

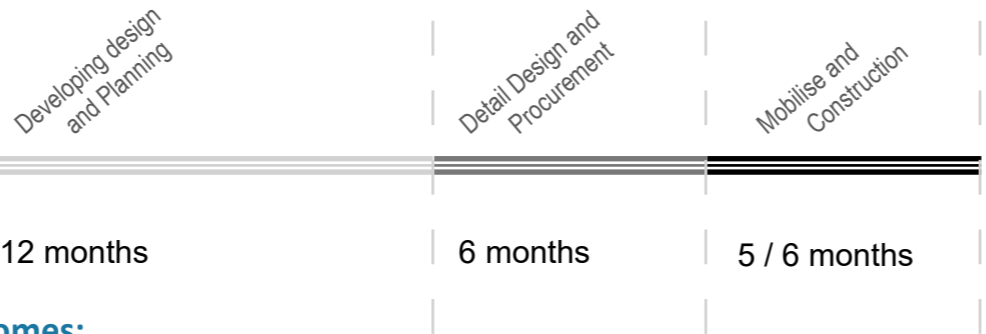
Construction Cost: £650,000

Planning and Design Fees: £130,000

Project Contingency and Inflation: £195,000

\*Excludes superhub bus stop

## Indicative project timeline and milestones:



## Precedent images of materials / potential outcomes:



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



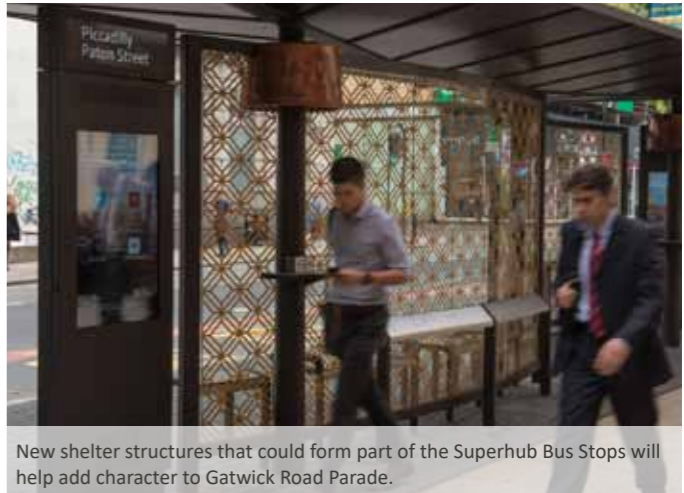
The sue of permeable surfacing and swales will help reduce the impact of surface water runoff and will add character The Parade.



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



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.

# Gatwick Road Parade

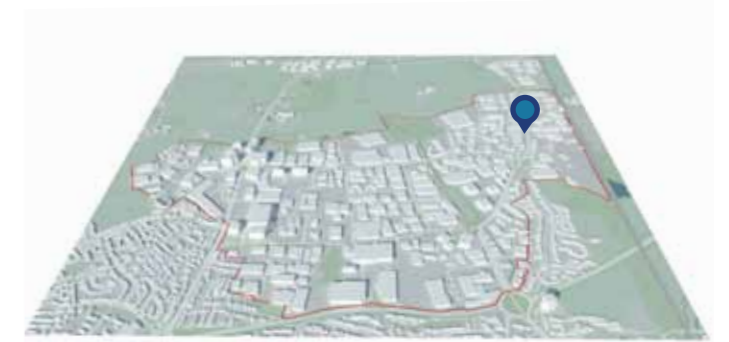
## Conceptual principles

### Consistent Street Furniture

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

### 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



### Re-configure footpaths and off road cycleway

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

### Removal of street clutter and informal private signage

- Create a uniformed approach to business a-frame advertising

### 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

### Public Art

- Under existing trees



# Priestley Way / Rutherford Way

## Location:

Priestley Way and adjoining Rutherford Way are located to the north of Manor Royal off of Fleming Way and Gatwick Road Parade. The project area consists of road, verges and footpaths. There is also two corners areas of grass that currently tends to be occupied with illegal car parking.

## Considerations:

- Traffic movement and parking enhancements;
- Green and Grey Audit recommendations;
- Food vans lease agreements;
- Creating areas for public seating and informal gatherings;
- Accessibility to adjoining properties / businesses; and
- Existing vegetation.

## Design Intent:

Both Priestley Way and Rutherford Way suffer from a low quality streetscape environment caused by ongoing illegal parking on grass verges, a lack of public seating or quality furnishing and poor quality footpaths and road surfacing.

The intent is to address these key issues by removing grass verges and replacing them with better carparking provision or easy to maintain planting;and to transform the corners currently laid to grass into small pocket parks with seating and bins.

There is also potential to integrate SuDS (Sustainable urban Drainage Systems ) into these enhancements and make more deliberate effort with improving the environment.

The proposals will also consider the location and infrastructure around the existing Food Van on the corner of Rutherford Way.

## Outline cost for project:

£140,000\*

## Indicative outline cost breakdown:

Construction Cost: £86.000

Design Fees: £24,000

Project Contingency and Inflation: £25,000

\*Based on delivering one pocket park on the corner of Rutherford Way as per concept illustration. Excludes extensive works to drainage system.

## Indicative project timeline and milestones:



## Precedent images of materials / potential outcomes:



# Priestley Way / Rutherford Way

## Conceptual principles



### Removing Existing Grass Verges

- Replace with car parking or areas of planting / vegetated swale

### Raised Table pedestrian crossings

- To calm traffic and deter late night car races
- To improve connections to new pocket parks

### Resurface existing footpath

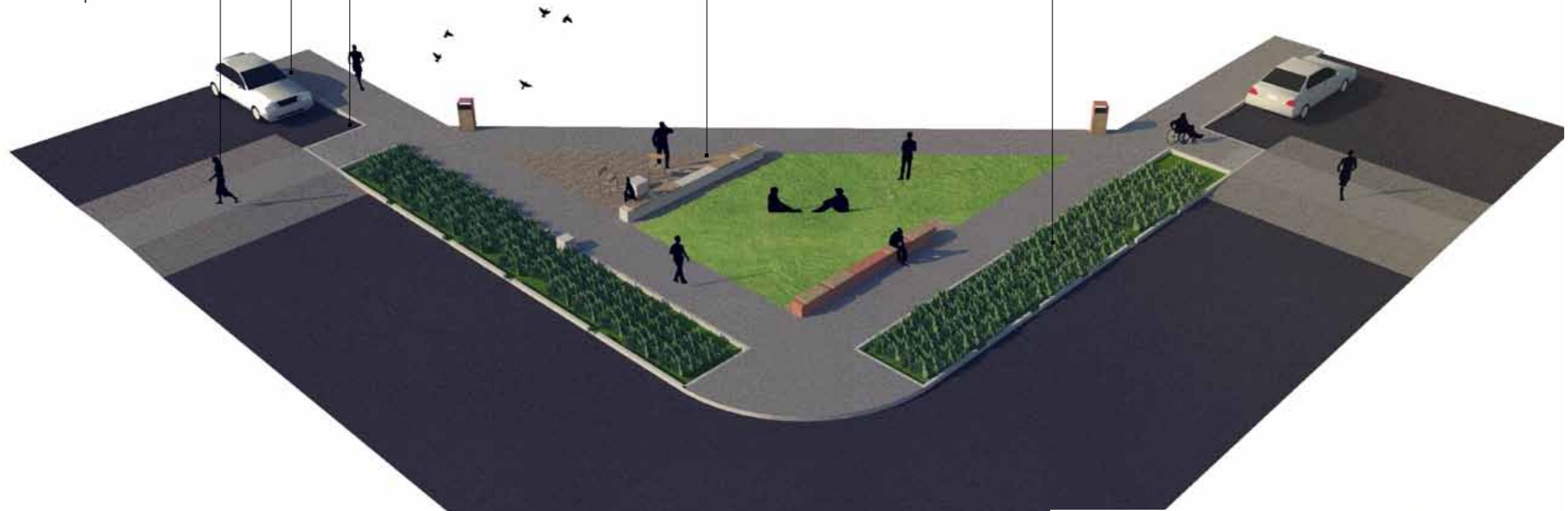
- Replace paving slabs with Asphalt
- Enhance drop kerb and access
- Reduce ongoing maintenance

### Public Seating

- Using similar materials to those found in Pocket Parks, create spaces for seating

### SuDS (Sustainable urban Drainage System)

- Vegetated swales to help manage water run off
- Potential for education and interpretation about the benefits of SuDS



# Woolborough Lane

## Location:

Woolbrough Lane and adjoining cycle walkway is located between Manor Royal Road and the boundary to Manor Royal (Crawley Avenue) The cycle / walk way connects to the recently enhanced subway leading to Dalewood Gardens.

## Considerations:

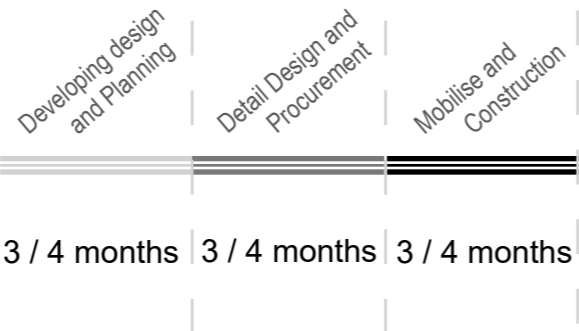
- Green and Grey Audit recommendations;
- Creating areas for public seating and informal gatherings;
- Proximity to recent and future development;
- Spaces for seating;
- Minimising clutter;
- Helping way finding;
- Travellers and vehicle defence;
- Accessibility to adjoining properties / businesses;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

## Design Intent:

Woolborough Lane is an important movement corridor for both cycling and walking. However, the current physical environment is not inviting and in some places considered unsafe. The intent is to create a small pocket park where the lane meets the road. 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.

## Indicative project timeline and milestones:



Surface water drainage from the hard surfacing falls 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.

## Outline cost for project:

£200,000\*

## Indicative outline cost breakdown:

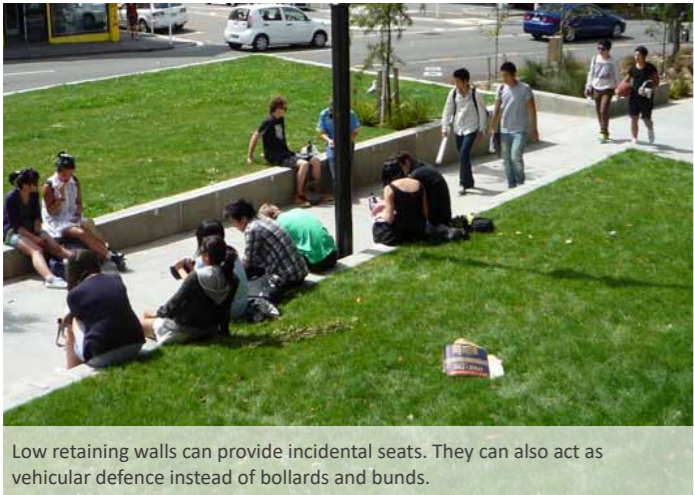
Construction Cost: £130,000

Planning and Design Fees: £38,000

Project Contingency and Inflation: £32,000

\*Excludes extensive works to drainage system.

## Precedent images of materials / potential outcomes:



# Woolborough Lane

## Conceptual principles

### Better alignment of cycle /walk way

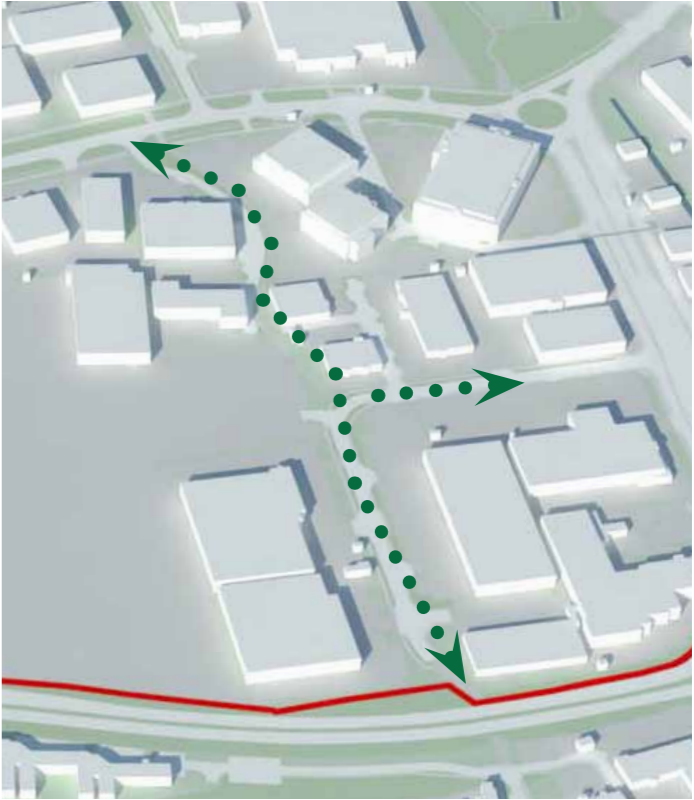
- Formalise desire lines and create new paths framed by seating walls

### Welcoming entrance

- Incidental seating walls
- Grass bunds using existing spoil on site
- Clear sight lines and visibility
- Removable bollards

### SuDS (Sustainable urban Drainage System)

- Vegetated swales to help manage water run off
- Potential for education and interpretation about the benefits of SuDS



# Faraday Road and Newton Road

## Location:

Faraday Road and Newton Road are both North-South secondary roads connecting Manor Royal Road and Fleming Way. Although could be considered two separate projects, both of these areas share similar site issues and present similar opportunities.

## Considerations:

- Green and Grey Audit recommendations;
- Address the issues in relation to grass verge vehicular overruns, poor quality footpaths and lack of consistency in public realm character;
- Proximity to recent and future development;
- Spaces for seating;
- Minimising clutter;
- Bus Stop location;
- Food Van locations and function;
- National Cycle Route 21 running along Newton Road.
- Helping way finding;
- Accessibility to adjoining properties / businesses; and
- Existing and potential vegetation / greening.

## Design Intent:

Both Faraday Road and Newton Road suffer from similar issues such as poor quality footpaths and grass verges, minimal public seating and parking issues (especially around the food vans).

The intent is to redesign the intersections so to avoid vehicular over run and illegal car parking, to resurface footpaths with asphalt and to invest in enhancements close to the food van operators.

New cycle parking stands could also be installed along Newton Road by the food vans because of this being part of the National Cycle Trail Route 21.

Further enhancement and rationalisation of street furniture around the bus stops on Faraday Road will also help improve the ‘look and feel’ of these important north / south connection roads.

## Outline cost for project:

£390,000\*

## Indicative outline cost breakdown:

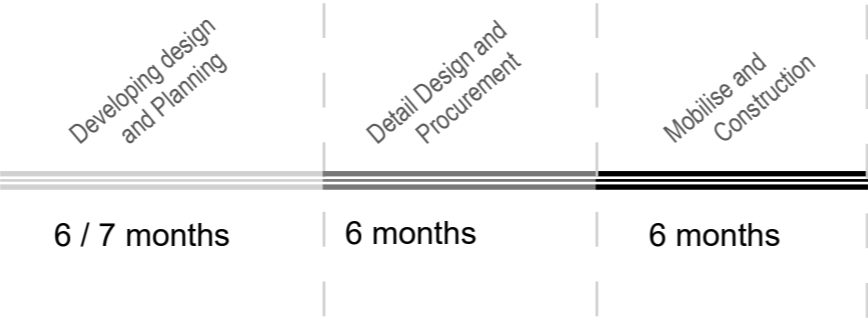
Construction Cost: £250,000

Planning and Design Fees: £68,000

Project Contingency and Inflation: £72,000

\*Outline cost per ‘Road’ assuming similar treatments for both. Note there may be cost savings by combining both Faraday Road and Newton Road enhancements

## Indicative project timeline and milestones:



## Precedent images of materials / potential outcomes:



# Faraday Road and Newton Road

## Conceptual principles

### 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

### Remove grass verge

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

### Formalise Food van areas

- Mark out space for food / burger vans

### Better street furniture and place to sit

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



# Wellbeing trails

## Considerations:

- Community Street Audit outcomes;
- Grey and Green Audit recommendations;
- Traffic and Transport Strategy recommendations;
- Locations of Superhubs and bus stops
- Connections to Crawler’s Brook, Magpie Wood and Pocket Parks.

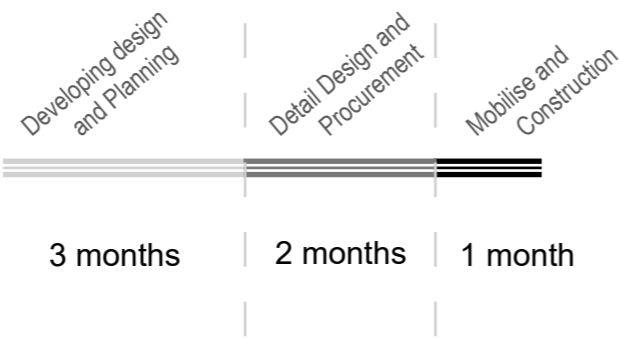
## Design Intent:

The intent is to create a well connected network of walking and cycling trails across Manor Royal. The trails will have places of interest to stop and rest. These rest spots provide opportunities for information, wayfinding, interpretation and art work. The art work may be in the form of local poetry or stories shared through sculpture or signage.

## Locations:



## Indicative project timeline and milestones:



## Outline cost for project:



## Indicative outline cost breakdown:

Construction Cost: £20,000 per Pause Point

Planning and Design Fees: £9,000

Project Contingency and inflation: £6,000

\*Outline cost is based on implementing one 'Pause Points'. There may be cost savings to made by seeking to plan, design and implement a number of pause points across Manor Royal.

Pause Points could be implemented as part of other projects within the Projects Pack.

## 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.

# Wellbeing trails

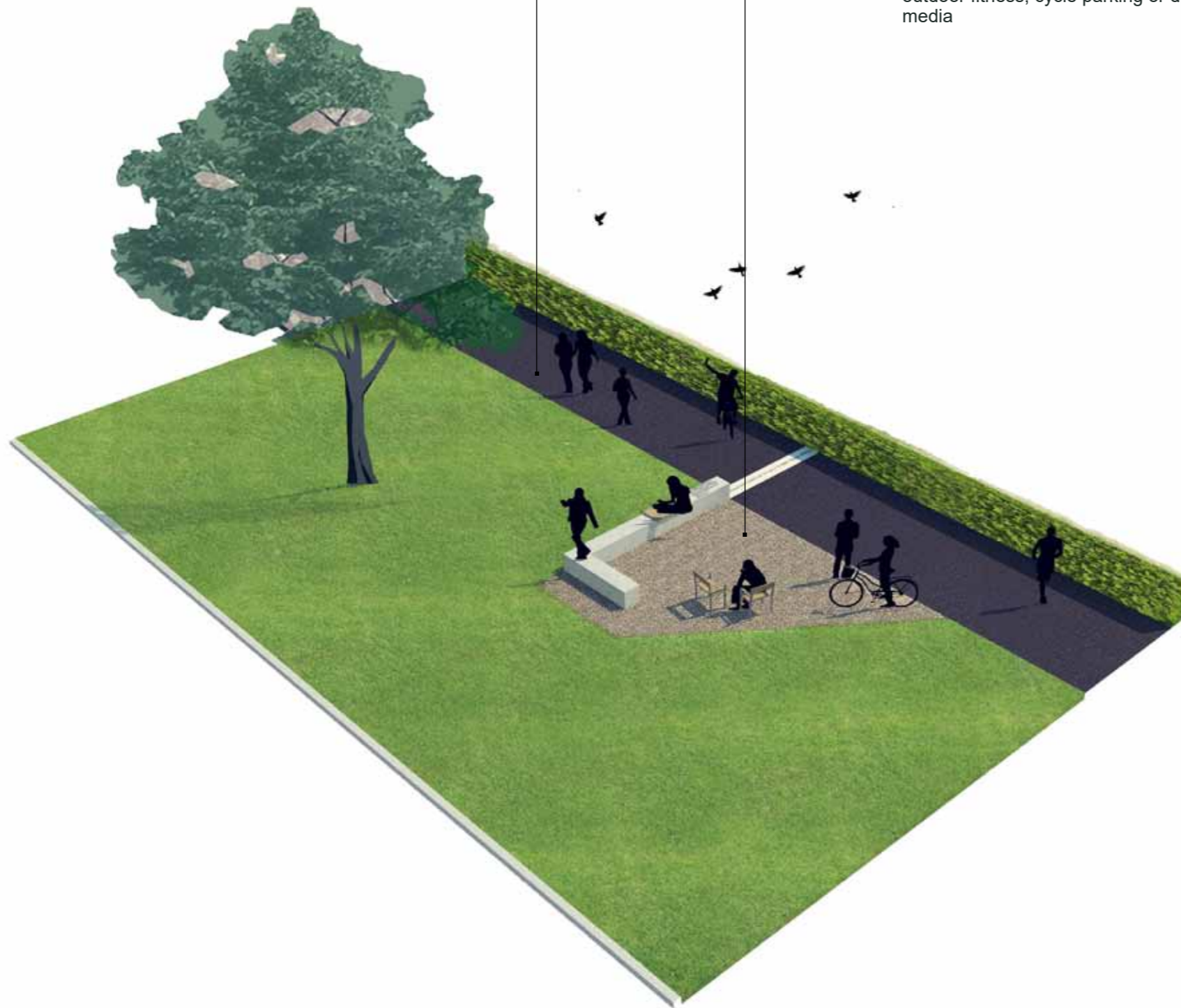
## Conceptual principles

### Improved footpaths / cycleways

- Resurfacing as per grey and green audit recommendations
- Consistent widths and intersection design to help with wayfinding and legibility

### Pause Points / Places to stop / Moments

- Small areas for public seating directly off of footpaths / cycleways
- Potential to integrate public art, poetry or wayfinding markers / information
- Potential to integrate informal space for outdoor fitness, cycle parking or digital media



# Super hubs

## Considerations:

- This project fits into a wider project currently underway by Manor Royal BID, Crawley Borough Council, West Sussex County Council and Metro Bus;
- Traffic and Transport Strategy recommendations;
- Community Street Audit outcomes;
- Grey and Green Audit recommendations;
- Furniture and materials strategy;
- Green initiatives;
- Architecture of bus shelters
- Digital Media integrated into structures to minimise clutter and managed infrastructure; and
- Ongoing management and maintenance of superhub bus stops.

## Design Intent:

Superhubs are bus stops with enhanced infrastructure such as seating, shelter, free wifi, digital media, USB charging points and digital information. A superhub bus stop is not just about the shelter structure, its also about enhancing ease of movement to and from the shelter through new or improved footpaths. Pedestrian desire lines to and from the superhub location will need to be enhanced. The intent is that the superhub shelter structure will add value to the look and feel to its surrounding public realm.

## Precedent images of materials / potential outcomes:

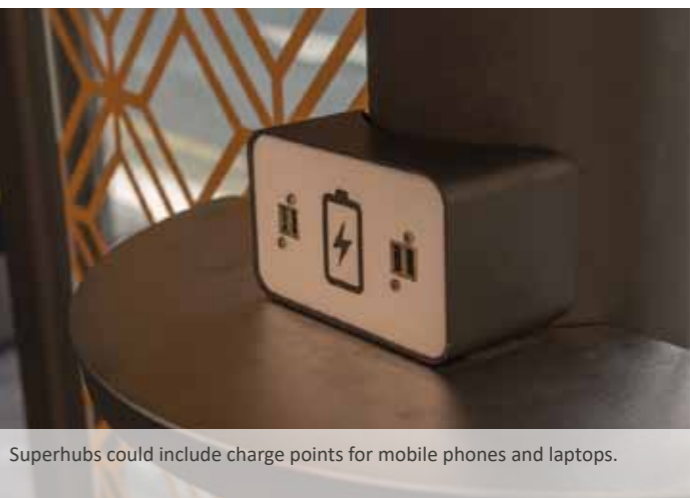
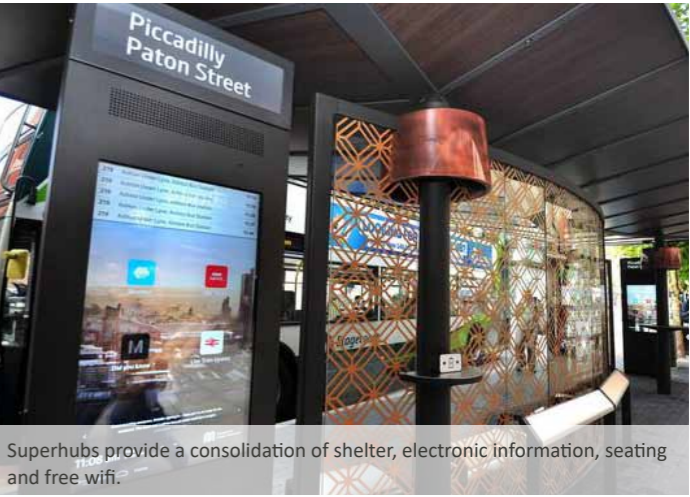


## Locations:



## Project timeline and potential cost

Programme, cost of design, manufacture and maintenance of the bus superhubs to be determined separately by partners working with providers as part of the Crawley Growth Programme.



# Super hubs

## Conceptual principles

### Distinctive Seating and Furniture

- Corten, concrete and timber benches in the similar style those found in Crawter's Brook and The Terrace
- Bollards to be consistent with those in the Material Strategy
- Furniture strategically placed to act as vehicle defence and help frame the location of the Superhub Bus Stop
- Furniture could include new cycle parking stands

### Distinctive Bus Stop Shelters

- Architecture form TBC
- Potential for green roof and solar powered lights
- Digital Media to be integrated into facades
- Integrated Wifi capacity
- USB charge points
- Internal / sheltered seating
- Potential for commercial opportunities such as express coffee and food

### Accessible footpaths

- Accommodating pedestrian desire lines and the gathering of people waiting for buses etc
- Enhance falls and positive drainage. Consider incorporated permeable and SUDs solutions.



# New Furniture

## Considerations:

- Grey and Green Audit recommendations;
- Furniture audit and review;
- Furniture Strategy;
- Minimising Clutter and seeking to integrate where possible;
- BID Branding and sponsorship;
- Signage and Way finding strategy;
- Digital Media locations;
- Maintenance and ongoing cost; and
- Availability of products.

## Design Intent:

This section is a summary of the intent to achieve a more consistent approach to the design of street furniture and materials used in Manor Royal. Please refer to the Manor Royal Furniture Strategy for the detail.

The Manor Royal Furniture Audit (2017) revealed that there is a large amount of inconsistent and poor quality street furniture across Manor Royal.

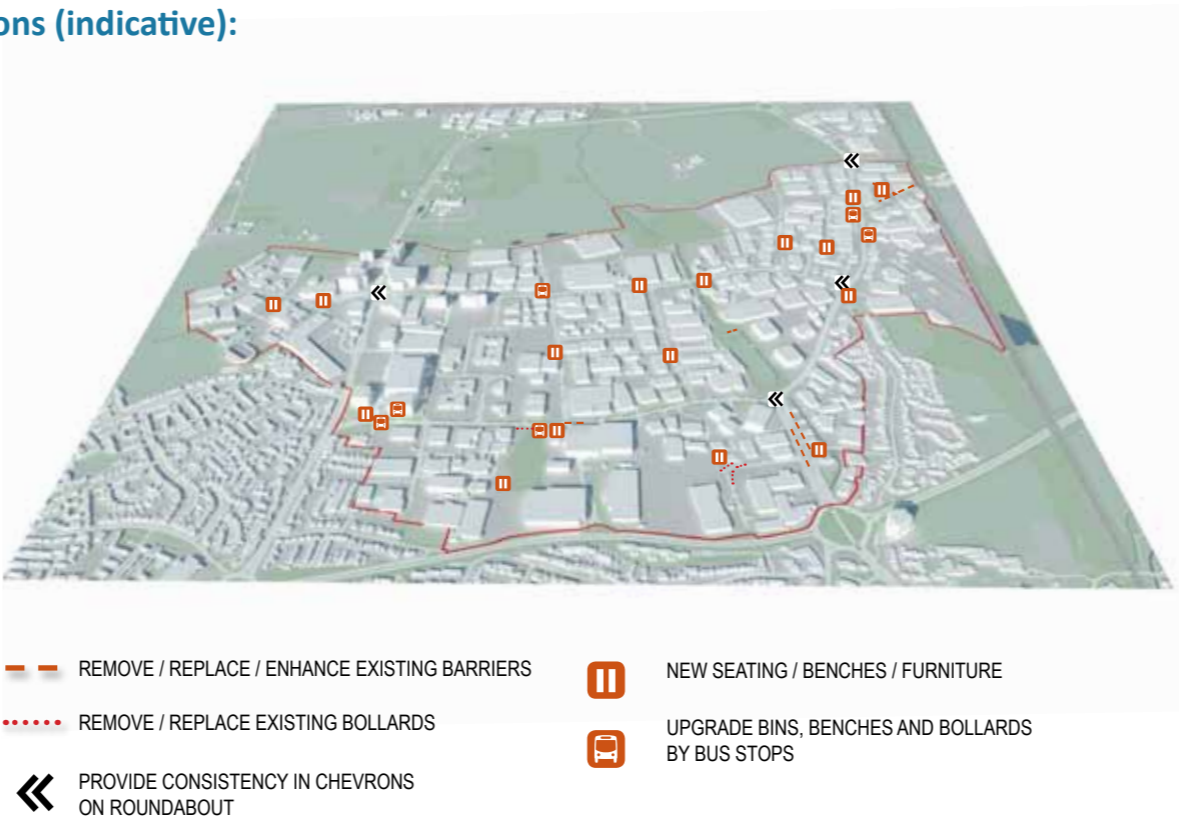
Similar to the projects that were implemented from the previous Prospectus Package, the projects identified in this Projects Pack will help address these issues by designing new, more attractive and functional furnishings within the public realm.

The Manor Royal Furniture and Materials Strategy provides a comprehensive guide to the preferred palette of materials to be used within the public realm.

These preferred furnishing and materials have been considered within each of the conceptual principles within this Projects Pack.

The intent is to create a uniformed / consistent ‘look and feel’ to the furniture across Manor Royal by using the palette recently used on projects such as Crawter’s Brook, The Terrace Pocket Park, Gateway 3 and Gateway 1.

## Locations (indicative):



The benefit of consistency is both about the appearance of Manor Royal and potential gaining efficiencies in ongoing management and maintenance.

In addition to establishing a consistent palette for the furniture, is it also desired to gain consistency in the surfacing materials used for footpaths across the street network of Manor Royal.

The intent is to resurface all footpaths in asphalt / tarmacadam.

This is with exception to certain areas such as Gatwick Parade or Bank Precinct that may warrant higher quality surface treatment.

Paths through some of the proposed pocket parks may be formed of self binding gravel similar to Crawter’s Brook and The Terrace.

## Project timeline and potential cost

The majority of the proposal new furniture fall within the project area identified in this Project Pack.

There may, however, be other areas within Manor Royal that require new or replacement furniture. The palette indicated in this Pockets Pack and the supporting Furniture Strategy should be referred to by default.

## Recommended core materials:



## New Furniture

### Palette examples



# Other aspirations

## Manor Royal Business District (MRBD)

This report is aimed at articulating the desired enhancement Projects to be progressed between 2018 and 2023. Further feasibility, planning and design work is required on each of the projects before they can be realised on the ground. Some projects will involve multiple agencies, stakeholders and professionals to help deliver them.

In addition to the 15 projects outlined in this report, the BID has further aspirations and further thoughts on how to deliver the 6 strategies heading towards the over arching Vision.

Further aspirations include:

- Architectural lighting to Gateway 3
- Further tree and vegetation planting throughout Manor Royal
- Standardising footpath surface treatment
- Digital signage boards
- Further improvements to Crawter's Brook People's Park
- Further measures to help stop joy riding / night time car races occurring within Manor Royal.

Although these projects are not specifically identified within this Projects Pack, there is a great chance that these will be progressed between 2018 and 2023.

Additional potential public realm enhancement projects, not identified in this Projects Pack, may also come about during the next 5 years. This Projects Pack does not preclude these potential projects, but can help steer the outcomes and principles applied. The strategies outlined in this Projects Pack and the Manor Royal Design Guide can help steer what these unforeseen projects result in.

### Note:

This Projects Pack has been developed by Allen Scott for and in association with the Manor Royal BID team. The projects and the outline cost have been reviewed and inputted in by Watermans Infrastructure.

The visual material, including the 3D models, are conceptual only and intended to illustrate the basic design principles that will need to be considered with each location / project. Outline budget costs and indicative programmes are based on experience from previous Manor Royal Business District enhancement projects, but are subject to change depending on market conditions, planning procedures and stakeholder engagement.

This Projects Pack has been exhibited and presented at the Manor Royal Matters Conference 7th November 2017.

***“The vision is for Manor Royal to be widely regarded as the place where companies and people choose to be for the strength of its business community and the quality of its trading and working environment.”***

