Wickham Market Streetscape
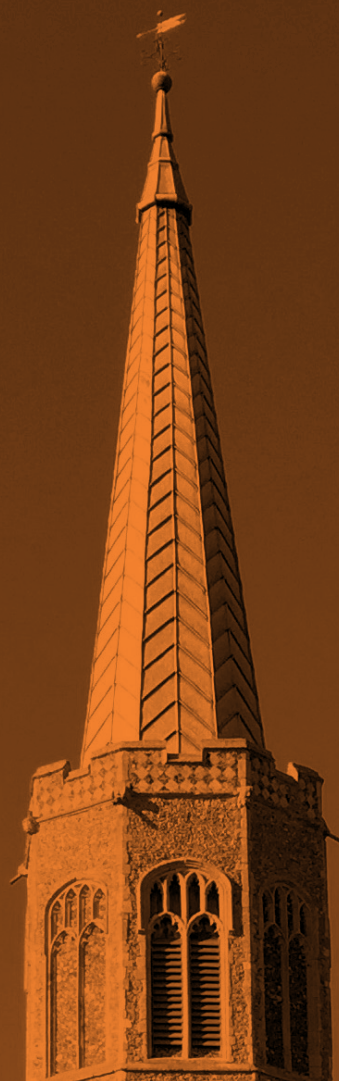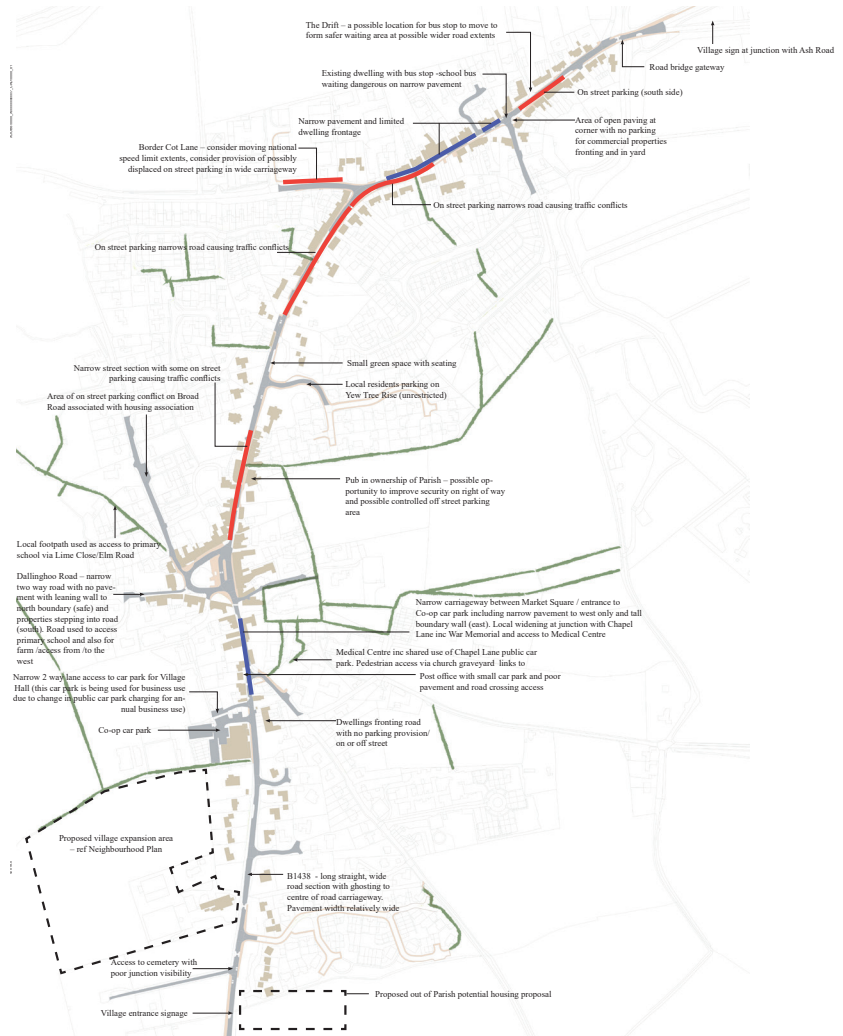
LDĀDESIGN

Park & Ride

Village walk-around

The Drift – a possible location for bus stop to move to form safer waiting area at possible wider road extents

Road bridge gateway

Village sign at junction with Ash Road

Existing dwelling with bus stop -school bus waiting dangerous on narrow pavement

On street parking (south side)

Narrow pavement and limited dwelling frontage

Area of open paving at corner with no parking for commercial properties fronting and in yard

Border Cot Lane – consider moving national speed limit extents, consider provision of possibly displaced on street parking in wide carriageway

On street parking narrows road causing traffic conflicts

On street parking narrows road causing traffic conflicts

Small green space with seating

Narrow street section with some on street parking causing traffic conflicts

Local residents parking on Yew Tree Rise (unrestricted)

Area of on street parking conflict on Broad Road associated with housing association

Pub in ownership of Parish – possible opportunity to improve security on right of way and possible controlled off street parking area

Local footpath used as access to primary school via Lime Close/Elm Road

Narrow carriageway between Market Square / entrance to Co-op car park including narrow pavement to west only and tall boundary wall (east). Local widening at junction with Chapel Lane inc War Memorial and access to Medical Centre

Dallinghoo Road – narrow two way road with no pavement with leaning wall to north boundary (safe) and properties stepping into road (south). Road used to access primary school and also for farm /access from /to the west

Medical Centre inc shared use of Chapel Lane public car park. Pedestrian access via church graveyard links to

Post office with small car park and poor pavement and road crossing access

Narrow 2 way lane access to car park for Village Hall (this car park is being used for business use due to change in public car park charging for annual business use)

Dwellings fronting road with no parking provision/ on or off street

Co-op car park

Proposed village expansion area – ref Neighbourhood Plan

B1438 - long straight, wide road section with ghosting to centre of road carriageway. Pavement width relatively wide

Access to cemetery with poor junction visibility

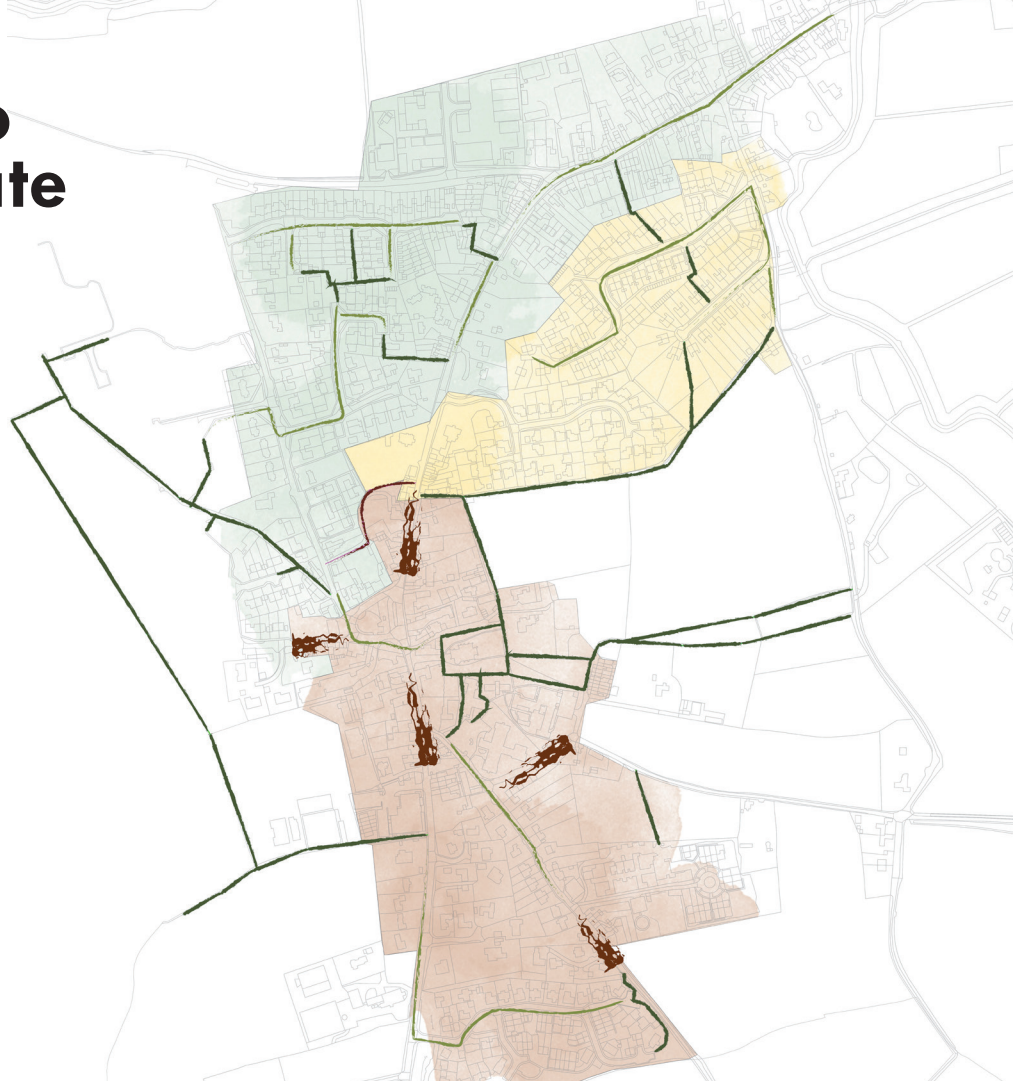Proposed out of Parish potential housing proposal

Village entrance signage

Moving forward

- Identify routes to school that avoid road corridor pinch points

- Consider the potential of quiet routes and their ultimate potential

- Build upon strong public realm character present in the centre

- Strengthen village gateways and unify edges with centre

- Consider divergences from standards where necessary to retain and enhance village character
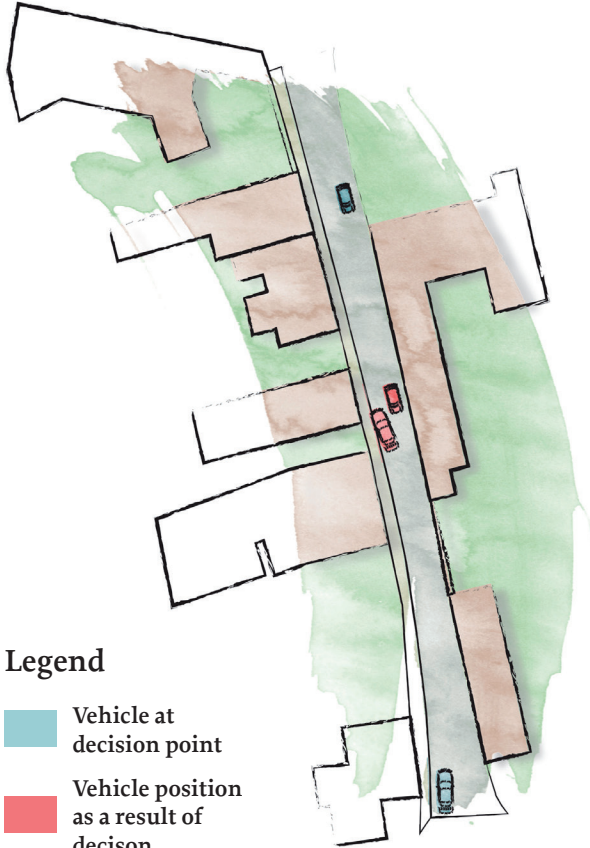
Quiet routes to new school gate

Legend

— Footpaths

— Roadside routes

— Potential new route, subject to agreement

— Roadside pinchpoints

Direct route to rear gate avoiding pinchpoints

Direct route to rear gate avoiding pinchpoints subject to new route
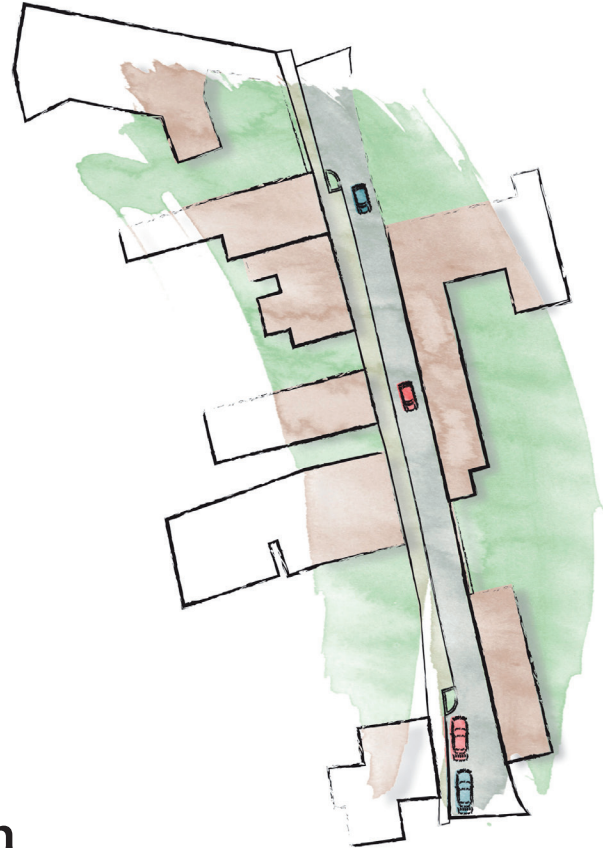
Pinchpoint route more direct

Emerging Principles and areas of investigation

Pinch Points created by built form

Legend

- Vehicle at decision point
- Vehicle position as a result of decison

Current Situation

Clearly single file

Wider footway with locally distinct bookends

Enough room for waiting and passing vehicles at either end

Length of single file section to suit built form constraints and forward visibility

Uncontrolled

Removing doubt

Parking on corners

Standard practice: Parking on the outside of a corner

Vehicles travelling east positioned near the kerb due to the positon of oncoming vehicles overtaking parked cars

Sightlines around the corner blocked by buildings close to the carriageway

Legend

Vehicle at decision point

Vehicle position as a result of decison

•••••• Limit of sightline from east travelling vehicle

Parking on corners

Parking on the inside of a corner

Vehicles travelling east positioned near the middle of the road to go around the locally distinct parking bay bookend

The new road positioning opens sightlines to oncoming vehicles that would be met at an approaching pinchpoint
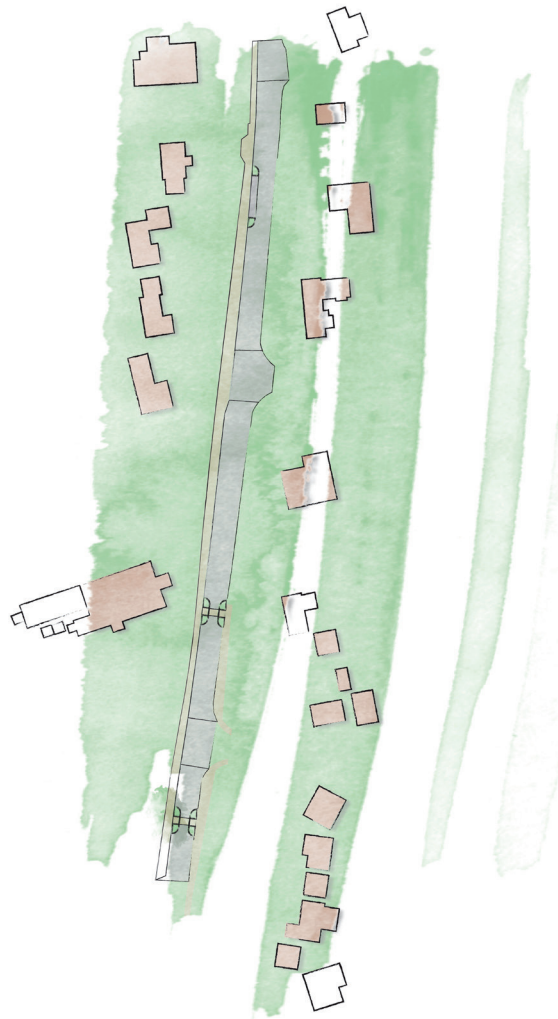
Legend

Vehicle at decision point

Vehicle position as a result of decison

Limit of sightline from east travelling vehicle

Punctuation

Frequent changes to the road's flow

A consistent suite of measures along the length of the High St.

Measures placed to respond to walking needs, parking needs and constraints created by built form

Also positioned where there may not be a need for a pedestrian crossing or a parking bay. This is to help reduce vehicle speed, without introducing build-outs that may be considered urban in form.

Recommended distance between speed reducing measures

Distance between measures	Reference Speed
25m	6-12mph
75m	19mph
100m	25mph
150m	31mph

Danish Road Directorate

Materials

Village centre
Strong consistent
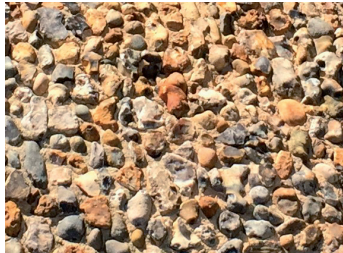## palette

Reinforce existing character

Introduce additonal locally promient
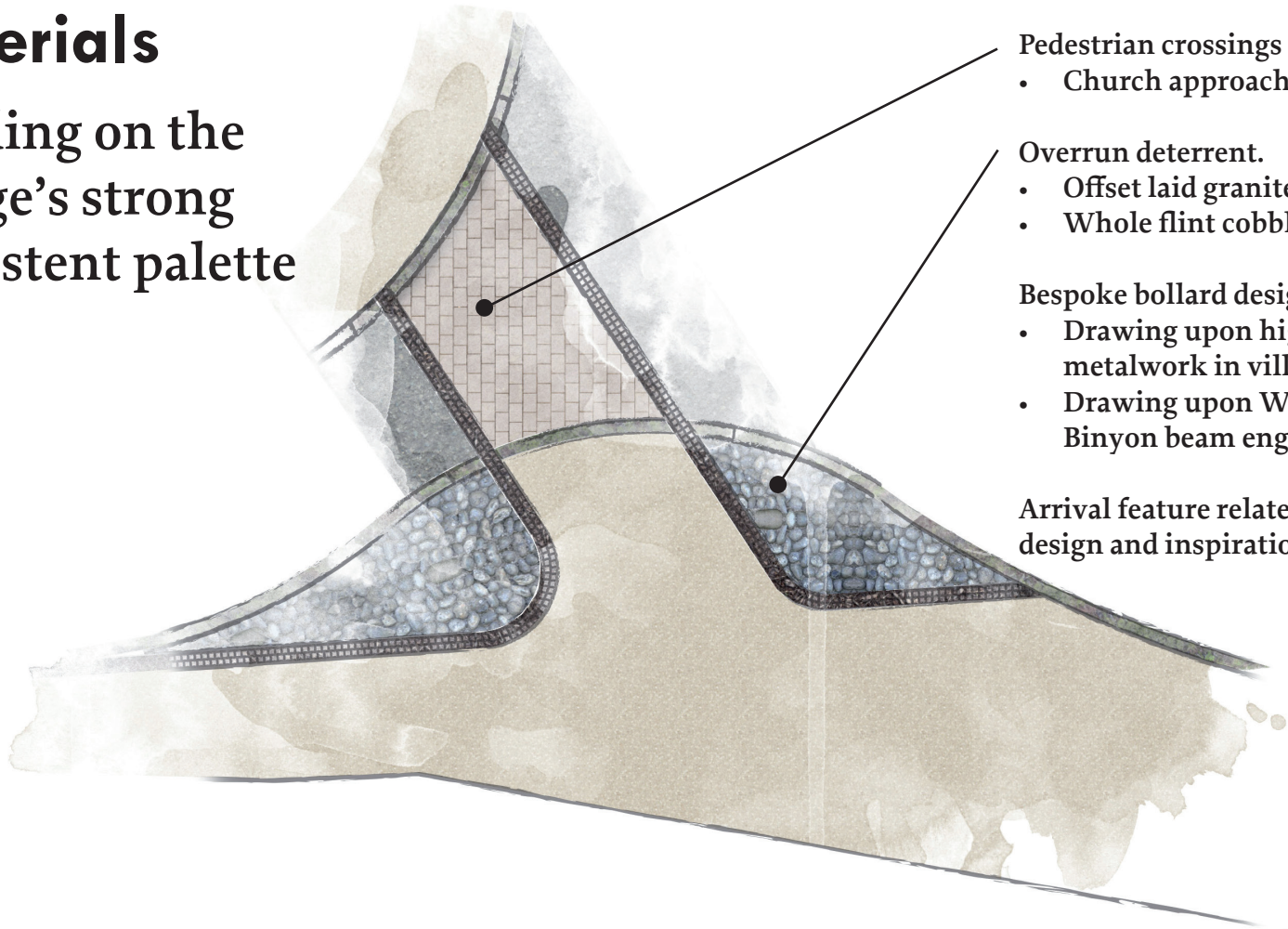materials for specific uses

Pedestrian crossings

Overrun deterrent

Village arrival

Bollard

Materials

Building on the village's strong consistent palette

Pedestrian crossings
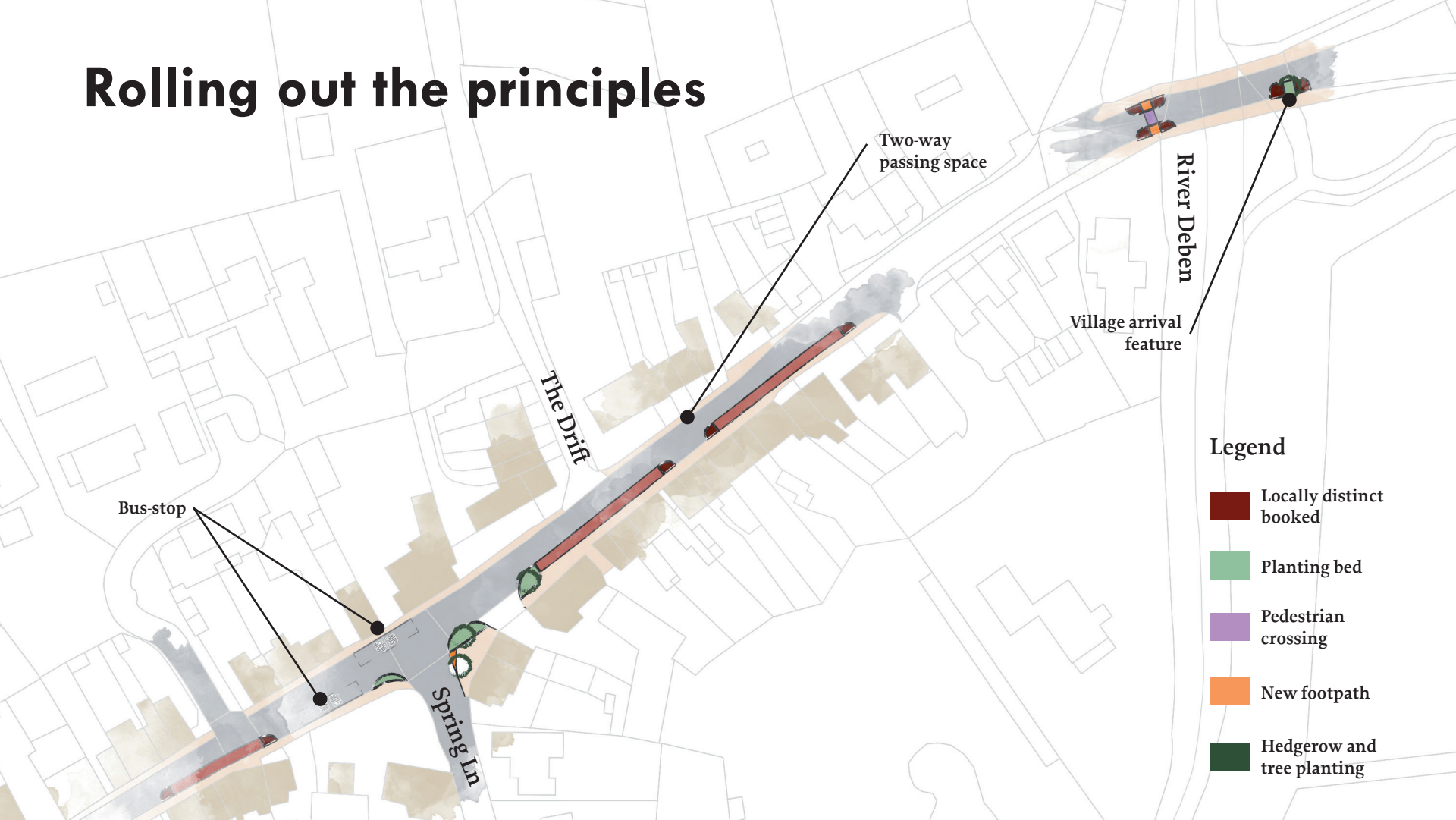- Church approach blockwork

Overrun deterrent.
- Offset laid granite sett.
- Whole flint cobble

Bespoke bollard design
- Drawing upon high quality metalwork in village
- Drawing upon Whitmore and Binyon beam engines

Arrival feature related to bollard design and inspiration

Rolling out the principles

Two-way passing space

River Deben

Village arrival feature

The Drift

Bus-stop

Spring Ln

Legend

- Locally distinct booked
- Planting bed
- Pedestrian crossing
- New footpath
- Hedgerow and tree planting

Next steps

- Compare and contrast proposals put forward by different disciplines

- Produce combined sketch proposal

- Compare new proposals to previously produced documents, adapting or adopting ideas where appropriate

- Present to the parish council for comment and incorporate suggestions.