

# WORTHING PUBLIC REALM OPTIONS APPRAISAL STUDY



October 2017

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# Quality Management

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# I. Executive Summary

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## a. Overview

- i. The Worthing Business Case Report looks to provide an overview of the existing public realm pertaining to a key area of Worthing, located between the Town Centre and the Seafront.
  - ii. The current planning policy framework documents recognise that the redevelopment of Worthing's public realm is an integral part of the strategic objectives for the town, and that any such development will have a positive impact on the future commercial success.
  - iii. The existing environment of Worthing Town Centre is lacking in cohesion and legibility, with mismatched materials and infrequent placement of wayfinding creating a public realm which lacks structure for both residents and visitors alike. Whilst cyclists appear to be well catered for, cycling routes do not follow either the most direct or the quietest routes, and therefore do not necessarily provide a viable solution over motorised transport for short journeys. Existing soft landscaping, whilst found in many areas throughout the Town Centre, is generally in poor condition and does not offer maximum benefit to the public or support local biodiversity goals. Public transport connections to Worthing are well represented. The existing bus terminus is located in an area busy with pedestrian traffic, creating an awkward interface between vehicles and NMU's. Parking provision to Worthing is also well catered for, with a number of multi-storey and surface level car parks complementing the on-street provision found elsewhere.
  - iv. A number of areas of public realm between Worthing Railway Station and the Seafront have been proposed, and opportunities for the improvement of hard and soft landscaping, pedestrian movement and wayfinding have been identified. These have been represented through a series of design options and illustrated with indicative materials. Each option has been costed against typical cost rates.
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## b. Stakeholder Engagement

- i. A series of meetings have taken place in order that the proposed changes to the public realm can be reviewed and considered by all stakeholders. Engagement sessions to date of writing have included:
    - County Council officers;
    - Borough Council officers;
    - Council Members; and,
    - Stakeholder groups, including representatives from local businesses and access groups.
  - ii. Queries raised at these sessions can be found in Appendix D. These have been reviewed and incorporated into the subsequent concept development stages of our work.
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## c. Conclusion

- i. The Worthing Investment Prospectus identifies an exciting future for Worthing, but one which can only be truly realised through the revitalisation of the public realm which underpins and supports development sites and key existing areas within the Town Centre.
  - ii. Opportunities exist to transform these development sites, alongside works proposed for major future development. These will form a vibrant and lively Town Centre which on return will help to create an exciting and prosperous town and a safe and welcoming environment for residents and visitors alike.
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# I. Executive Summary

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## d. Next Steps

- i. Further to the publication of this report, it is recommended that the following items are assessed so that each key area is carefully considered when being taken forward to realisation;
- Teville Gate, please see Appendix B:
    1. Confirmation of finalised and approved design for Teville Gate site, including any changes to the public realm or highway layout;
    2. Consideration of options to consolidate bus stop/drop off bays to the existing bus stop area to the west of Cross Street;
    3. Review of taxi stand spatial requirements; and,
    4. Review of parking strategy.
  - Chapel Road, please see Appendix B:
    1. Consideration of the redesign of highway to A24/A259 Junction;
    2. Review of vehicular access onto Wenban Road from the east;
    3. Understanding of aspirations for future retail usage of commercial units; and,
    4. Confirmation of the removal of the underpass.
  - Town Hall, please see Appendix B:
    1. Confirmation of works associated with neighbouring Civic Site;
    2. Review of bus stop adjacent to the Town Hall building; and,
    3. Review of the parking strategy.
  - Liverpool Gardens, please see Appendix B:
    1. Confirmation of works associated with the development of the Union Place site; and,
    2. Review of parking strategy.
  - South Street, please see Appendix B:
    1. Consideration of reduced/redirected traffic flow;
    2. Confirmation of works associated with the redevelopment of Guildbourne Centre;
    3. Greater understanding of the usage of the South Street Square;
    4. Exploration of relocation of bus interchange;
    5. Review of taxi standing spatial requirements;
    6. Transport study considering the implications of the removal of the South Street/Marine Parade roundabout; and,
    7. Confirmation of the preferred options following consultation for improvements to the Promenade and Seafront.
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# 1. Executive Summary

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## d. Next Steps

i. Further to the publication of this report, it is recommended that the following items are assessed so that each key area is carefully considered ??? when taken forward to realisation;

- Marine Parade, please see Appendix B:
  1. Confirmation of works associated with the redevelopment of Grafton site;
  2. Transport study considering the implications of the removal of South Street/Marine Parade roundabout;
  3. Confirmation of preferred options following consultation for improvements to the Promenade and Seafront;
  4. Review of bus stop along the Promenade;
  5. Review of taxi standing spatial requirements; and,
  6. Review of parking strategy.
  
- Montague Place, please see Appendix B:
  1. Greater understanding of usage of area as market destination.
  2. Understanding of delivery/loading access to the street and neighbouring areas;
  3. Review of taxi stand spatial requirements; and,
  4. Review of parking strategy.
  
- Montague Street, please see Appendix B:
  1. Confirmation of works associated with the redevelopment of the Grafton site;
  2. Understanding of delivery/loading access to street and neighbouring areas; and,
  3. Greater understanding of usage of area as market destination.
  
- Portland Road, please see Appendix B:
  1. Consideration of reduced/redirected traffic flow;
  2. Exploration of opportunities to encourage businesses of Montague Street to open access doors onto Portland Road;
  3. Removal of street furniture and clutter from Portland Road/Montague Street junction;
  4. Understanding of delivery/loading access to the street and neighbouring areas; and,
  5. Review of parking strategy.

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## e. Materials Palette, please see Appendix C

- i. To further progress the current material palette it is recommended that:
- Manufacturers are invited to supply further information, material samples and costings
  - Further thought is given to the public realm areas in question and their suitability for material types, i.e. natural stone or man made products
  - The production of a prescriptive document for future use throughout the Town giving guidance on all materials and street furniture.

# 1. Introduction



## a. Report Structure

i. The structure of the report is outlined below:

- *Section 1 outlines the project objectives and provides the background national and local policy context that underpin the study;*
- *Section 2 reviews the current issues experienced within the study area and summarises the opportunities available, including the results of the wayfinding, pedestrian and cyclist journey appraisals. Section 2 then continues with a description of the current context of each study area;*
- *Section 3 describes the design options generated for each of the seven areas of public realm, including a detailed description of each, precedent imagery for the options proposed, and project and business case objectives and scheme costing;*
- *Section 4 summarises and concludes the report findings along with an outline of the potential next steps.*

## b. Project Background

i. WSP have been appointed by West Sussex County Council (WSSCC) to complete an Options Appraisal Study. The study aims to review public realm aspirations, primarily as set out in the Worthing Investment Prospectus, and to identify and appraise (at high level) a range of potential public realm improvement options to inform future investment decisions. Our appointment is based on a commitment made between WSSCC and Worthing Borough Council (WBC), as identified in the Final Brief, to *“support town centre regeneration and deliver growth.”*

ii. Worthing aspire to propose ambitious public realm improvements to the Town Centre which need to be appraised to confirm/test deliverability and value for money, and which should be considered as part of a wider program of public realm works delivering integrated change to the urban core of Worthing. To date, no full appraisal for potential improvements covering the whole Town Centre has been undertaken. This work is therefore critical to gain a better understanding of the potential options, costs and benefits associated with the delivery of any work.

iii. A provisional sum of £5m has been allocated to deliver an integral part of the public realm improvement key to the success of the overall growth opportunity identified in the Worthing Investment Prospectus. It is intended that the WSSCC funding would provide a catalyst function to Town Centre regeneration alongside other short-term investment involving contributions from the Local Enterprise Partnership (LEP), Worthing Borough Council (WBC) and the private sector, and to progress the key development sites.

iv. The review of the public realm will also look to appraise the existing environment in respect of current thinking and design best practice, including assessment in line with the following:

- *Consideration of the public realm under Manual For Streets 2 principles;*
- *A review of existing access priority to increase pedestrian dominance in key areas; and*
- *Consideration of accessibility ensuring ‘design for all’ compliance.*

**“support town centre regeneration  
and deliver growth.”**

# 1. Introduction

## c. Study Area

i. There are three broad sub-areas across the Town Centre, each of which involves considerations that inform the level of assessment undertaken in support of the identification of option proposals. These sub-areas contain both aspirational sites from the Worthing Investment Prospectus and five key areas of public realm, as identified in Figure 1 opposite.

ii. The Worthing Investment Prospectus (2016) sets out a vision for a modern and revitalised Town Centre. Bringing together ambitions to redevelop six key sites and five areas of public realm, namely:

- *Teville Gate site;*
- *Union Place site;*
- *Grafton site;*
- *Stagecoach site;*
- *Aquarena site; and the*
- *Civic site and;*
- *A24/Teville Rd Junction;*
- *North Street/ High Street Junction;*
- *Marine Parade - Lido to Steyne Gardens;*
- *Montague Street; and,*
- *Worthing Railway Station.*

iii. These sites are considered as sub-areas A, B and C. Area A and B include the main pedestrian and cycling movement corridors between the north and south of the Town Centre and Seafront. Area C includes the A24 corridor which is the main north/south all-traffic route and the A259 corridor which is the main east/west all-traffic route through the Town. Please note that Area C is outside the scope of this report and being evaluated by Others.

“The Investment Prospectus sets out a vision for a modern and revitalised Town Centre”

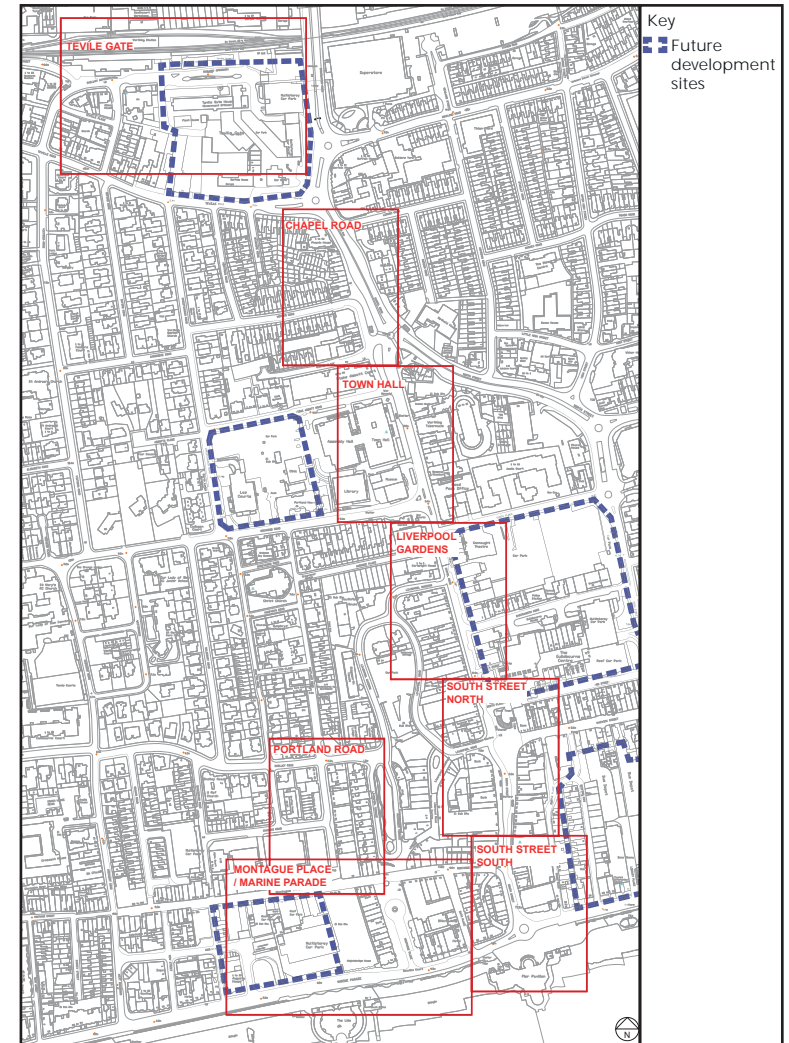


Figure 1

# 1. Objectives / Policy Context

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## 1.1. Project Objectives

1.1.1. The aim of this study is to develop options for the enhancement of Worthing Town Centre.

1.1.2. The project objectives are:

- *To enhance the public realm;*
- *To enhance sustainable transport opportunities; and*
- *Enable development proposals to come forward and be integrated into the public realm.*

1.1.3. Each of the developments will deliver high quality design, integrated into the historic fabric of the Town, supported by the wider strategy of public realm improvements. Areas of focus included within the study area of this report include:

- **Teville Gate:** *A major gateway for Worthing with shops, leisure uses and new homes creating streets linking through to the Station;*
- **Civic Site:** *An attractive residential site which will help to repair existing streets and create safer and more attractive links; and,*
- **Grafton:** *A new link to the Seafront for retail and leisure development with residential and hotel above and re-provided parking.*

1.1.4. The resultant public realm improvements are to consider reviewed pedestrian and cycle access between Worthing Railway Station and Marine Parade, including the shopping areas of Montague Street, South Street, and Portland Road. Road widths, parking allocation and pedestrian crossing strategies are also to be appraised, and consideration given to the softening of the landscape via additional tree and shrub planting.

1.1.5. Revised designs have been produced in respect of current best practice, ensuring the public realm is reconsidered showing priority to pedestrians and cyclists. This has included recommended thinking from Manual for Streets 2 principles, rather than the more traditional Design Manual for Roads and Bridges (DMRB) guidance which is typically used when considering streetscapes.

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## 1.2. Policy Context

### **1.2.1. National and local policy context**

1.2.1.1. The relevant national and local transport policy guidance has been reviewed in context of the study area and is set out over the page.

**“high quality design which is integrated into the historic fabric of the Town”**

# 1. Objectives / Policy Context

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## 1.3. National Policy

1.3.1. The National Planning Policy Framework (NPPF) was adopted in March 2012. The NPPF replaces the suite of national planning policy guidance documents such as PPG13 and PPS3 with a single, more concise document. The NPPF aims to enable local people and their accountable councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

1.3.2. The NPPF sets out a presumption in favour of sustainable development which should be delivered with three main dimensions: economic; social and environmental, (Paragraphs 7 and 14).

1.3.3. The NPPF sets aims for a transport system balanced in favour of sustainable transport modes, in order to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion, (Paragraphs 29 and 30). Relating to facilitating economic growth Paragraph 32 of NPPF sets out that: “the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;”

1.3.4. The NPPF aims to ensure the vitality of Town Centres by recognising them “as the heart of their communities.” As part of this the NPPF also highlights the importance of councils planning for the future to encourage economic activity. Particularly relevant to the Station gateway area-the NPPF states that Local Plans should allow authorities to identify priority areas for infrastructure provision and/or environmental enhancements to build sustainable economic growth.

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## 1.4. Local Policy

### ***1.4.1. Worthing Evolution Town Centre and Seafront Masterplan (2006).***

1.4.1.1. Worthing Evolution Town Centre and Seafront Masterplan (WETCSM) provides a framework to “help reverse the decline of the Town Centre and Seafront” and suggests a co-ordinated strategy “to deliver the Town Worthing wants”.

1.4.1.2. The WETCSM identifies a number of projects which will contribute to the transformation of the Town Centre and Seafront, and proposes an integrated transport, movement and public realm strategy to establish the “framework for future development and change”.

### ***1.4.2. Worthing Public Realm Strategy (2007)***

1.4.2.1. The Worthing Public Realm Strategy (WPRS) recognises the importance of high quality public realm in delivering aspirations for a successful and attractive Town Centre. It offers a co-ordinated approach to Town Centre and Seafront improvement via a series of key principles intended to guide the treatment of key public spaces and two central spine routes within the Town.

1.4.2.2. The aims of the WPRS build on the key principles identified in the WETCSM and identify a number of Public Realm Objectives and Key Principles to be used “to help develop a vibrant, exciting and inspirational public realm.”

### ***1.4.3. Worthing Seafront Strategy (2007)***

1.4.3.1. The Worthing Seafront Strategy (WSS) identifies the Seafront as Worthing’s most important asset, and both a major attraction for visitors and an amenity for local residents. It suggests that the Seafront isn’t fulfilling its full potential at present, and that this is “affecting the image and attractiveness of the Town to residents, visitors and investors”.

1.4.3.2. Similar to the WPRS, this document aims to build on the key principles identified in the WETCSM and offers a strategy to ensure the Seafront “meets the demands and opportunities of 21st century lifestyles”, including improvements to the localised public realm which “are critical if the vision for the Seafront is to be achieved”.



# 1. Objectives / Policy Context

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## 1.4. Local Policy

### **1.4.4. Worthing Core Strategy (2011)**

1.4.4.1. The Core Strategy was adopted by Worthing Borough Council in April 2011 and forms part of the Local Development Framework (LDF) that “will help guide planning and development in the Borough” through to 2026.

1.4.4.2. The document contains a vision of how Worthing will look in 2026, and presents a number of Strategic Objectives that define the priorities for the LDF. Each Strategic Objective provides key outcomes to be delivered over the Plan period, and the combination of the Vision and Strategic Objectives aim to deliver the key outcomes for Worthing’s ongoing development. Key Strategic Objectives, pertinent to this study, can be found below.

1.4.4.3. Strategic Objective 2 focuses on the revitalisation of Worthing’s Town Centre and Seafront, and seeks to “promote new investment and encourage the delivery of enhanced public spaces, improved connectivity and a high quality, cohesive environment that is accessible to all.”

1.4.4.4. Strategic Objective 6 identifies the need to deliver high quality distinctive places, and recognises the need to ensure that “new development is built in sustainable locations, to a high standard that enhances the environment whilst also respecting the character of the Borough.”

1.4.4.5. Strategic Objective 7 recognises the need to improve accessibility within the borough, and encourages a sustainable transport network which “promotes a modal shift towards more sustainable types of transport”, and includes a key outcome of achieving increased infrastructure provision for pedestrians and cyclists.

### **1.4.5. Worthing Investment Prospectus (2016)**

1.4.5.1. The Worthing Investment Prospectus (WIP) identifies a vision for the future transformation of Worthing and suggests a vision for the type of Town Worthing can become.

1.4.5.2. It proposes a selection of key development sites which present exciting opportunities to “help realise the town’s bold vision”, and recognises that for these to fully function they should be connected by enhanced public realm to “enhance and protect the long-term value of investments made within the Town.”

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## 1.5. Summary

1.5.1. The study objectives and relevant National and Local policies have been outlined and summarised above. The policies reflect the national and local governments commitment to achieve sustainable development and to integrate more active and sustainable ways to travel whilst providing continued economic growth to improve Worthing. Local policy sets out clear objectives for the Town Centre area with the specific focus on public realm and urban infrastructure improvements.

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# 2. Challenges and Opportunities

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## 2.1. Existing Accessibility and Wayfinding, please see Appendix A

### **2.1. Existing Accessibility and Wayfinding**

2.1.1. This section provides a description of the challenges identified within the existing public realm, including a review of the wayfinding network, consideration of the environment for pedestrians and cyclists and an appraisal of parking and public transport accessibility.

#### **2.1.2. Wayfinding Network**

2.1.2.1. The existing network is comprised of a series of wayfinding interventions, but fails to offer a comprehensive or complete solution to the resident or visiting user.

2.1.2.2. Fingerpost wayfinding can be found in a number of key destinations in the Town Centre, including opposite the Train Station and in the main shopping area, but often direct to subsequent junctions without any guidance leading to potential confusion for anyone unfamiliar with the local area.

2.1.2.3. Furthermore, the route suggested by the directions is neither the quietest route nor one which passes through the main shopping district or past key local buildings, meaning it fails to capitalise on potential footfall from rail users, or offer an attractive proposition for participants. Direct routes down quieter residential streets are often hampered by narrow footways and an over dominance of on-street parking, creating an environment which appears unwelcoming and hostile to travellers with luggage, young families, or users with restricted mobility.

#### **2.1.3. Pedestrian and Cyclists Environment**

2.1.3.1. As a comparatively small urban environment, Worthing Town Centre is ideally sized for exploration or navigation by bike or on foot. A series of waymarked leisure/recreational trails can be found in and around the Town Centre, leading self-guided short routes based on local themes. These join the local wayfinding network and navigate activate to the urban environment and encourage locals and visitors from further afield to explore. A number of cycle routes lead to/from the urban centre and along the Seafront, either dedicated or delineated, and provide connections into the Town from the wider Borough.

2.1.3.2. Whilst the infrastructure is largely in place, the urban environment of the public realm is lacking in cohesion and legibility, with no sense of hierarchy of usage apparent in the materials chosen or by virtue of their location. Moving between the Station and the Seafront at present, users experience a variety of surface materials and styles and it is difficult to ascertain key routes from local side streets or residential areas.

2.1.3.3. Areas of soft landscaping and street tree planting can be found along selected routes and in areas between the Station and Seafront, however these appear to be somewhat incidental in their location and do not align with existing pedestrian or cyclist routes.

2.1.3.4. It is noted that a number of the existing street trees look to be in poor health, and may be of a species inappropriate for their coastal location. It is recommended that a full survey of all existing trees is undertaken before any new species are selected.

#### **2.1.4. Parking and Public Transport Accessibility**

2.1.4.1. Worthing Town Centre is well serviced by buses with routes linking the Town Centre and Seafront, and offering wider connectivity between residential areas and retail centres. Most routes terminate/return at the bus interchange on South Street providing direct access to the Seafront and Montague Street, but creating a busy environment with pedestrians and buses looking to share the same space.

2.1.4.2. Parking in Worthing is well catered for with on-street parking available to most of the Town Centre, and a number of surface and multi storey car parks distributed between the Station and Seafront.



# 2. Challenges and Opportunities

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## 2.2. Existing Public Realm, please see Appendix A

### **2.2.1. Teville Gate**

2.2.1.1. For the purposes of this report, Teville Gate is defined as the public realm adjacent to Worthing Railway Station, between the junction of Cross Street and the existing Teville Gate multi storey carpark. The existing streetscape presents a pedestrian unfriendly, vehicle-dominated environment with passenger drop off, bus stops, on street parking and a counter-clockwise taxi layout all located between the Station entrance and the wider routes to the retail centre and Seafront.

2.2.1.2. Hard landscaping to pedestrian areas is a mixture of red brick, Yorkstone paving and plain and aggregate-mix tarmac with little or no recognition of the hierarchy, function or use of the space.

2.2.1.3. Soft landscaping to Teville Gate comprises isolated semi-mature trees located adjacent to the Station frontage and outside the empty Teville Gate building. While overgrown shrub planting can be found in the median strip dividing the taxi-return/car park access loop.

### **2.2.2. Chapel Road**

2.2.2.1. Chapel Road represents the area of the A24 running between the Teville Road roundabout and the junction with the A259. The environment here is dominated by the road network, yet this currently forms part of the main waymarked pedestrian route between the Town and the Station.

2.2.2.2. Footpaths are laid to tarmac and littered with street furniture, signage and bollards. Pedestrians and cyclists have to navigate side streets and major traffic junctions to journey through the area.

2.2.2.3. Soft landscaping is fairly well represented with a number of mature trees aligning the west of the A24 and providing definition to the route as well as a visual barrier between the traffic and building frontages.

### **2.2.3. Town Hall**

2.2.3.1. The area identified as 'Town Hall' represents the section of the Chapel Road (A259) located outside Worthing Town Hall and the adjacent Museum and Art Gallery. Wide building frontages present a pleasant streetscape, and help to represent the transition towards the more leisure and retail focused heart of the Town. At the junction between Chapel Road and Richmond Road, a recent traffic improvement scheme has seen the introduction of a revised junction design giving greater priority and dominance to pedestrians and cyclists.

2.2.3.2. Pavements are laid to paving slabs which helps formalise the street scene, and occasional benches offer impromptu rest or meeting points. At either end of this area, War Memorials act as local landmarks to aid navigation.

2.2.3.3. Soft landscaping, found as a mown grass verge, is used in both locations to soften the environment whilst also formalising each building's setting. This is joined by a number of trees, some mature and some more recent additions. This combines to create an effect of a pocket park to the Civic building frontages.

### **2.2.4. Liverpool Gardens**

2.2.4.1. The 'Liverpool Gardens' area is located to the southern end of Chapel Road, and represents the beginning of the retail heart of Worthing. Shops and Cafes front onto a public realm where at-level crossings, kerb build-outs, street trees and benches combine to form an active street scene.

2.2.4.2. Pavements are laid with natural stone slabs, detailed with red brick trim, which allows the retail area to be identified from the surrounding local distributor roads.

2.2.4.3. Soft landscaping is limited to street tree planting, though this is used to good effect to elevate Chapel Road from the surrounding streets and add colour and interest.

# 2. Challenges and Opportunities

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## 2.2. Existing Public Realm, please see Appendix A

### **2.2.5. South Street**

2.2.5.1. South Street is one of Worthing's main shopping streets and is located between the Guildbourne Centre and Worthing Pier. The entrance to the Guildbourne Centre combines with South Street Square to form a key nodal point for the Town Centre, and a popular space frequently used for markets and events. This leads onto South Street itself, where the carriageway narrows and vehicular access is limited to buses serving the interchange, before the street widens out again to meet the roundabout at the junction with Marine Parade.

2.2.5.2. The pedestrian environment continues the materials and pattern seen along Chapel Street to the north with natural stone slabs edged in red brick. South Street Square is defined by a bold brick pattern, clearly identifying the space as a destination and important node for local navigation. This is further clarified by the formal stepped/ramped approach to the Guildbourne Centre. Further south, to the central bus interchange area, the carriageway is elevated to a shared surface height and laid to a concrete paving block softening the space and helping to define the area as a pedestrian zone.

2.2.5.3. A large area of shrub planting to the entrance to the Guildbourne Centre creates a welcome green space in the otherwise hard landscape of the urban environment, and the combination of hard and soft landscaping plus the historic clock tower create an remarkable destination for locals and visitors. Mature trees can be found around South Street Square, adding to the sense of destination created by this location and reaffirming its importance in the Town Centre. Additional trees can be found along the length of South Street, however many of these are of unsuitable species and are in poor condition.

### **2.2.6. Marine Parade**

2.2.6.1. Marine Parade runs along the majority of Worthing's Seafront, but in this context is considered as the area between Augusta Place and South Street. The public realm here looks to fulfil an important role in connecting the Seafront to the Town, and as such sees differing treatments to the north and south sides of the carriageway. For the purposes of this study, only the northern pavement is being considered.

2.2.6.2. At the junction with South Street, the pavement is finished to natural stone slabs as seen elsewhere in Town Centre, however it appears as a relatively narrow width considering its important role. As it passes Montague Place the paving changes to the red brick paving found therein, and appears to meet the existing paving in a fairly abstract fashion. Beyond here it reverts to concrete slab paving, and this continues along to Augusta Place. This combination of materials gives a discord to the local environment, and undermines the importance of this key area.

2.2.6.3. There is currently no soft landscaping found on the public realm along Marine Parade, with the exception of that located in the formal shrub planting area found between the roadway and the Seafront promenade, also outside of the scope of this report.

### **2.2.7. Montague Place**

2.2.7.1. Montague Place is an important link between the shopping street of Montague Street, the Seafront of Marine Parade and Liverpool Gardens to the north. The public realm to this area has been recently enhanced with a revised design and new surfacing, which has helped to further define the space as a key nodal point. The street also serves as an important point of access for service and delivery vehicles to the retail area, resulting in comparatively heavy traffic flow outside of retail business hours.

2.2.7.2. The hard landscaping of Montague Place is currently experienced as a hybrid of old and new design schemes. To the north, the junction with Montague Street has been redesigned to include an inlay wayfinding graphic, and a dynamic paving pattern of red and grey concrete blocks is used to elevate the area from the surround streets, continuing south towards Marine Parade. Pavements to Montague Place are typically wide and include spill out areas for local businesses as well as cycle parking and street furniture including benches for rest.

2.2.7.3. An area of mature soft landscaping, containing large shrubs and specimen planting is found along the east of Montague Place. This forms a small pocket park area, just off the Seafront, and adds important green space to the heart of the Town. To the western pavement a number of mature trees can be found, however these are in various states of health and appear severely distorted by Seafront weather conditions.

# 2. Challenges and Opportunities

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## 2.2. Existing Public Realm, please see Appendix A

### **2.2.8. Montague Street**

2.2.8.1. Montague Street is Worthing's main retail shopping street. In respect of this report, it is the pedestrianised section – from Crescent Road to South Street – which is being considered. The street has to serve a dual function in that it must offer an attractive retail experience during trading hours, yet also provide a safe environment for pedestrians and delivery/emergency vehicles outside of these times. The street is also home to a weekly market.

2.2.8.2. Montague Street features two-tone concrete paving along its entire length, with a repeat pattern seen in the distribution of blocks and colours used. The environment is occasionally punctuated by benches, lighting columns and wayfinding, but otherwise presents a fairly hard and cold-looking environment to the user.

2.2.8.3. Soft landscaping to Montague Street is currently limited to a single street tree found midway along the pedestrian area.

### **2.2.9. Portland Road**

2.2.9.1. Portland Road runs perpendicular to the main shopping thoroughfare, meeting Montague Street just east of Montague Place and extending, under the scope of this study, to the Shelley Road junction. It is located on one of the direct routes between the Station and the retail centre, and opens out into a small square. Home to a number of independent cafes and restaurants. It has the atmosphere of a separate community, and offers the opportunity for the creation of small area specialising in local independent businesses.

2.2.9.2. Hard landscaping to Portland Road is currently experienced as a variety of materials, colours and textures. The main pavement areas are surfaced with aggregate bonded tarmac, whilst the surface of the 'square' is red and grey concrete paving, similar to that found along Montague Street. At the junction with the main retail area, the paving design from Montague Street continues up and into Portland Road, however this area is largely under-utilised, is home to a lot of street clutter and faces onto the rear/fire exits to Montague Street stores.

2.2.9.3. Soft landscaping to Portland Road is currently limited to a sculpture/planter located in the Square adjacent to the cafes.

# 3. Option Identification

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## 3.1. Teville Gate, please see Appendix B

Teville Gate has been redesigned to rationalise the existing road layout and create a more spacious and welcoming arrival experience for visitors.

### **3.1.1. Option 1**

3.1.1.1. Road width adjacent to the Station has been reduced to increase footway width, while the addition of street tree planting softens the Station frontage. The Station drop-off area has been retained and the bus stop relocated/formalised to the existing bus stop to the west of Cross Street.

3.1.1.2. To the east of the Station, routing of the taxi drop-off and parking has been redesigned to create a layout with greater footway width whilst retaining parking/taxi stands and all existing access points to neighbouring business.

3.1.1.3. At-level crossings on Cross Street and outside the Grand Victorian Hotel give pedestrian priority when moving to and from the Station, while boulevard-style tree planting defines the streetscape outside the Teville Gate development and formalises the Station as a gateway to Worthing.

### **3.1.2. Option 2**

3.1.2.1. Road width adjacent to the Station has been reduced to increase footway width, while the addition of street tree planting softens the Station frontage. The Station drop-off area has been retained and the bus stop relocated/formalised to the existing bus stop due west of Cross Street.

3.1.2.2. Immediately in-front of the Station, a shared-surface junction has been created to offer an improved environment for pedestrians and encourage lower driving speeds.

3.1.2.3. To the east of the Station, routing for the taxi drop-off and parking has been redesigned to create a layout with greater footway width whilst retaining parking/taxi stands and all existing access points to neighbouring business. Small tree groupings soften the streetscape and help formalise the Station's position as a Gateway to the Town.

### **3.1.3. Option 3**

3.1.3.1. Road width adjacent to the Station has been reduced to increase footway width, while the addition of street tree planting softens the Station frontage. The Station drop-off area has been retained and the bus stop relocated/formalised to the existing bus stop to the west of Cross Street.

3.1.3.2. Between Cross Street and Teville Gate House the carriageway has been raised to form a shared-surface to offer an improved environment for pedestrians and encourage lower driving speeds. All existing access points to neighbouring business are retained, but the taxi drop-off and street parking previously located on the northern side of the carriageway has been removed.

3.1.3.3. Formal 'boulevard' tree planting outside Teville Gate House draws inspiration from the conceptual design work for the Site, and looks to soften the streetscape to suit café and restaurant ground-floor occupation when the development is complete.

# 3. Option Identification

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## 3.2. Chapel Road, please see Appendix B

The Chapel Road/North Street junction marks the northernmost end of the main route to the Seafront. New tree planting is used to complement existing mature trees and to help create a barrier between pedestrians and the busy A259.

### **3.2.1. Option 1**

3.2.1.1. Between the trees, planters with benches provide seating opportunities and create local 'destinations' or meeting points for residents and visitors. A new shared surface has been created at the Wenban Road corner to slow motorists and to allow pedestrians to cross safely, while the section of Wenban Road that runs parallel to Chapel Road has been reduced in width to create wider footways on either side.

3.2.1.2. At the junction of Wenban Road and the A24, the carriageway width has been reduced, and a new at-level crossing created to improve pedestrian safety.

3.2.1.3. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting and reduction (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

### **3.2.2. Option 2**

3.2.2.1. The junction is defined by a bold 'star pattern' to be used as a pavement compass or wayfinding device. This is inspired by the existing paving pattern found at Montague Place/Montague Street and will show the approximate direction and distance to significant locations within the Town Centre.

3.2.2.2. A shared surface has been introduced across the Wenban Road/Winton Place junction and carriageway widths reduced to lower traffic speeds and improve pedestrian safety. Replacement paving, to a buff/brown palette echoing the colours found on the beach, elevates the paving from that found to the local side streets and helps wayfinding by identifying this as part of the recommended route between the Seafront and the Station. This prominence is further enhanced by the addition of radial banding within the paving; a pattern continued along the length of South Street.

3.2.2.3. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting and reduction (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

# 3. Option Identification

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## 3.3. Town Hall, please see Appendix B

The important civic and cultural buildings found in this area define the local character of Chapel Road. Our design aims to elevate their status through corresponding soft and hard landscape improvements. New tree planting is used to complement existing mature trees and to help create a barrier between pedestrians and the busy A259. Between the trees, planters with benches offer seating opportunities and create local 'destinations' or meeting points for residents and visitors.

### **3.3.1. Option 1**

3.3.1.1. Formal planting schemes of shade-tolerant species replace the existing grass areas found directly outside the Town Hall and Museum. These areas are used to soften the buildings frontages whilst also enhancing the building's setting and providing a welcoming spill out space for people attending events. The planted areas are crossed with small paths so as to encourage movement and interaction. The main entrance to the museum has been enhanced to create a sense of arrival for visitors with the pathway defined through the use of contrasting paving and feature banding.

3.3.1.2. Existing pedestrian crossing points have been redefined using high contrast, contemporary patterns, drawing reference to notable or historic events and residents. New paving is used to frame the two War Memorials and emphasise their importance, while contrasting banding in the paving outside the Museum adds a contemporary twist to the buildings setting. Existing trees outside the St. Paul's Centre are replaced with more suitable urban street tree species.

3.3.1.3. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting and reduction (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

### **3.3.2. Option 2**

3.3.2.1. The entrance to the Town Hall has been redefined and emphasised with a new broad driveway, while the existing grassed areas that flank the entrance have been replaced with landscaped areas. Planted lawns and brown/buff paving softens the street scene either side of the entrance, and are split by drifts of shrub planting.

3.3.2.2. Outside the Museum, elevated planters of formal lawn and ornamental tree planting offer bench seating on two sides and provide occasional seating opportunities to their other sides. Adjacent to the planters, and in line with the Museum's entrance, are small planting beds of contemporary shrub planting. Existing pedestrian crossing points have been redefined using high contrast contemporary patterns, drawing reference to notable or historic events and residents while new paving is used to frame the two War Memorials and emphasise their importance.

3.3.2.3. The existing trees outside St. Paul's Centre have been replaced with more suitable urban street tree species. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting and reduction (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

# 3. Option Identification

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## 3.4. Liverpool Gardens, please see Appendix B

The southern end of Chapel Road acts as the transitional point between the cultural buildings to the north and the retail and commercial zone of South Street with changes focusing on improvements to the pedestrian environment.

### **3.4.1. Option 1**

3.4.1.1. New tree planting is used to complement existing mature trees and to help create a barrier between pedestrians and the busy A259 Chapel Road. Contrasting banding in the paving frames the entrance to St. Paul's Church, and new/existing pedestrian crossing points have been defined using high contrast contemporary patterns, drawing reference to notable or historic events and residents. At-level shared surface crossing points have been created at the busy junctions with Chatsworth Road and Market Street to slow traffic and give pedestrians priority.

3.4.1.2. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting and reduction (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

### **3.4.2. Option 2**

3.4.2.1. This length of Chapel Road has been narrowed and some parking/taxi bays removed to widen the footway to allow for new tree planting to form an avenue along the eastern pavement, creating a barrier between pedestrians and the busy A259 Chapel Road. The paving banding, radiating outward from side road junctions, helps break up the urban streetscape and adds visual interest.

3.4.2.2. Similar banding can be found outside St. Paul's Church where it is used - as seen further north on Chapel Road - to draw attention to the building and provide legibility and recognition when exploring the Town. East-west existing pedestrian crossing points have been added using high contrast contemporary patterns, drawing reference to notable or historic events and residents. At-level crossing points have been created at all side road junctions to slow traffic and give pedestrians priority.

3.4.2.3. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.



# 3. Option Identification



## 3.5. South Street North, please see Appendix B

The northern end of South Street represents a key junction point in Worthing Town Centre and has been revised to create a nodal point and local destination.

### **3.5.1. Option 1**

3.5.1.1. The design/access to the entrance of the Guildbourne Center has been retained, however ornamental planting has been added in place of the existing clipped hedge and clock tower. The clock tower itself has been relocated to the axis of the junction and added to an elevated podium so that it forms a wayfinding/landmark point and can be seen from the surrounding streets.

3.5.1.2. The wider junction forms part of a shared surface area to slow traffic and give pedestrian priority, and also open up the area for civic events/markets/etc. Additional trees have been added to existing market square trees to formalise the space and create a feature area for outdoor performance or events.

3.5.1.3. To South Street itself, the current road layout has been retained including the position of the bus stop and their associated shelters. New tree planting is used to complement the existing street trees and to help create a barrier between pedestrians and roadway. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

### **3.5.2. Option 2**

3.5.2.1. The design/access to the entrance of the Guildbourne Center has been revised to improved inclusive access and create more of a feature to the arrival area. The clock tower has been relocated to the axis of the junction and added to an elevated podium so that it forms a wayfinding/landmark point and can be seen from the surrounding streets. It is expected that the Centre would be refreshed in-line with the new landscaping.

3.5.2.2. The materials for the wider junction have been revised to a lighter/buff colour and a radial banding pattern has been added to elevate the status of the streetscape from the surrounding areas. Additional trees have been added to existing trees to formalise the space and create a feature area for outdoor performance or events.

3.5.2.3. To South Street itself, the current road layout has been revised to offer the maximum space for pedestrians to both the east and west. Bus stops have been realigned to a single-sided sawtooth layout and the road width reduced to the minimum required.

3.5.2.4. New tree planting and benches are used to complement existing street trees and to help create a barrier between pedestrians and the carriageway. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting and reduction (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

### **3.5.3. Option 3**

3.5.3.1. The design/access to the entrance of the Guildbourne Centre has been revised to provide inclusive access and create more of a feature to the arrival area. The clock tower has been relocated to the axis of the junction and added to an elevated podium so that it forms a wayfinding/landmark point and can be seen from the surrounding streets. It is expected that the Centre would be refreshed in-line with new landscaping.

3.5.3.2. The wider junction forms part of a shared surface area that runs the length of South Street and is intended to slow traffic and give pedestrian priority, and also open up the area for civic events/markets/etc. The materials for the wider junction have been revised to a lighter/buff colour and a crossing band pattern, inspired by the high tide line on the beach, added to create a pedestrian exploration between the Guildbourne Centre and the Seafront. Additional trees have been added to existing trees to formalise the space and create a feature area for outdoor performance or events.

3.5.3.3. To South Street itself, the current road layout has been revised to offer maximum space for pedestrians to both the east and west. Bus access has been revoked and associated stops have been removed to maximise pedestrian space and open up the street for craft markets and performances, with only out-of-hours delivery/emergency access retained.

3.5.3.4. New tree planting and benches are used to complement the existing street trees and to help soften the streetscape. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.



# 3. Option Identification

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## 3.6. South Street South, please see Appendix B

The southern end of South Street represents a key nodal point for Worthing Town Centre and links the key attractions of the retail area, Promenade and Pier.

### **3.6.1. Option 1**

3.6.1.1. New tree planting is used to complement existing street trees, to help create a barrier between pedestrians and the carriageway and to define the linkage between the Pier and Guildbourne Centre. Existing kerb lines have been retained, as have all pedestrian crossing points to Marine Parade and South Street. Planting to the roundabout junction has been enhanced to create a focal point along Marine Parade and complement the architecture of the pier.

3.6.1.2. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

### **3.6.2. Option 2**

3.6.2.1. The existing roundabout has been removed to increase pedestrian/event space outside the Pier, and the inclusion of an at-level junction creates a more pedestrian-friendly connection between South Street and the Pier entrance.

3.6.2.2. Materials for the wider junction have been revised to a lighter/buff colour and a radial banding pattern has been added to elevate the status of the streetscape from the surrounding areas. New benches and tree planting are used to complement the existing street trees, to help create a barrier between pedestrians and roadway and to define the linkage between the pier and Guildbourne Centre.

3.6.2.3. New groupings of small trees and benches are located the opposite the Pier entrance and act as meeting points and occasional seating. Existing kerb lines have been retained as have all pedestrian crossing points to Marine Parade and South Street. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness.

3.6.2.4. All existing access points to local businesses and residential properties have been retained.

### **3.6.3. Option 3**

3.6.3.1. The existing roundabout has been removed to increase pedestrian/event space outside the Pier, and the inclusion of a shared-surface junction in contrasting colour creates a more pedestrian-friendly connection between South Street and the Pier entrance.

3.6.3.2. Materials for the wider junction have been revised to a lighter/buff colour and a crossing band pattern, inspired by the high tide line on the beach, added to create a pedestrian exploration between the Guildbourne Centre and the Seafront. Additional trees have been added to formalise the space and join tensile fabric structures to create a feature area for outdoor performance or events. To South Street itself, the current road layout has been revised to offer maximum space for pedestrians to both the east and west. Bus access has been revoked and associated stops have been removed to maximise pedestrian space and open up the street for craft markets and performances, with only out-of-hours delivery/emergency access retained.

3.6.3.3. New tree planting and benches are used to complement existing street trees and to help soften the street. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting and reduction (where necessary) to improve their appearance and appropriateness.

3.6.3.4. All existing access points to local businesses and residential properties have been retained.

# 3. Option Identification

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## 3.7. Marine Parade, Montague Place and Montague Street, please see Appendix B

Marine Parade, Montague Place and Montague Street represent three very different components of Worthing Town Centre, but together they are the touristic heart. The intent for this area is to unite the three existing areas with a common theme, whilst also retaining the individual needs of each space. Design change to this area is to be seen along the length on Montague Street and Montague Place, but it is limited to the area of Marine Parade between Augusta Place and the Pier.

### **3.7.1. Option 1**

3.7.1.1. Montague Street has been simplified and cleared of unnecessary signage and street clutter. Small tree groupings create areas of interest and soften the landscape, and join blocks of contrasting paving to create welcoming rest/seating areas and meeting points spaced along the street. Access for delivery/emergency vehicles has been maintained along the length of Montague Street.

3.7.1.2. Recently installed paving patterns that mark the junction of Montague Place and Montague Street have been retained, and the remainder of the original design added to the southern end of Montague Place. The existing soft landscape found to the east of Montague Place has been retained and supplemented with new planting. Marine Parades carriageway has been reduced in width to increase pedestrian space and reduce vehicle speeds while an avenue of trees has been added to the northern carriage way edge to formalise the Seafront promenade.

3.7.1.3. At-level crossings have been added at the Montague Place junction to give pedestrian priority, while the existing crossing near Augusta Place has been redefined using high contrast contemporary patterns, drawing reference to notable or historic events and residents. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

### **3.7.2. Option 2**

3.7.2.1. Montague Street has been simplified and cleared of unnecessary signage and street clutter. Small tree groupings create areas of interest and soften the landscape, and join blocks of contrasting paving and banding to create a welcoming rest/seating area and meeting points spaced along the street. Access for delivery/emergency vehicles has been maintained along the length of Montague Street.

3.7.2.2. Recently installed paving patterns that mark the junction of Montague Place and Montague Street have been retained, and a contrasting diminishing-width band pattern is used to transition between the hard landscape design of Montague Place and that of Marine Parade. The existing soft landscape found on the east of Montague Place has been retained and supplemented with new planting, while an avenue of trees is used to encourage movement/exploration along the street.

3.7.2.3. To the east and west of Montague Places new central boulevard, soft landscape and tree planting added to Marine Parade is used to soften the streetscape and reduce vehicle speeds. A shared-surface has been added at the Montague Place junction to give pedestrian priority, with a second at-level crossing added near Augusta Place to replace the existing pedestrian crossing. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting and reduction (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

# 3. Option Identification

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## 3.7. Marine Parade, Montague Place and Montague Street, please see Appendix B

### **3.7.3. Option 3**

3.7.3.1. Montague Street has been simplified and cleared of unnecessary signage and street clutter. Small tree groupings create areas of interest and soften the landscape, and join blocks of contrasting paving and banding create welcoming rest/seating areas and meeting points spaced along the street. A meandering band pattern runs the length of the street and is used to differentiate Montague Street from the neighbouring roads, and link in with hard landscape patterns proposed for other key areas. Access for delivery/emergency vehicles has been maintained along the length of Montague Street.

3.7.3.2. Montague Place has been reimagined as its own destination. Forming the link between the leisure activities of the Seafront and the retail heartland of Montague Street, the new Montague Place is intended as an urban parkland. Pop-up eateries and coffee bars, designed to a 'BoxPark' concept, are located to the north of the street and are joined by contemporary fabric shade structures to create an informal street-food district against the blank wall backdrop. A sweeping drift of planting runs the length of the street to the western boundary and provides separation for the existing businesses, whilst also providing a green link along Montague Place. Trees and benches are located within the soft landscape zone, and combine with existing street trees to add verticality to the local environment. A shared-surface junction links to Marine Parade, and space is retained for parking to the southern end of Montague Place.

3.7.3.3. Marine Parade, between Augusta Place and the Pier, has been transformed into a shared surface street with the carriageway narrowed to increase pedestrian space and reduce vehicle speeds. Meandering banding, inspired by tide-lines on the beach, runs along the footway area, and is crossed by linear banding to link-in with hard-landscape patterning as proposed for other key areas. Proposed street trees are added at regular intervals to formalise the streetscape. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting and reduction (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

# 3. Option Identification

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## 3.8. Portland Road, please see Appendix B

Portland Road is a key transition area between the 'quiet' pedestrian/cycle route to the Station, and retail area/Seafront to the south.

### **3.8.1. Option 1**

3.8.1.1. The carriageway width of Portland Road has been reduced and areas of street parking removed to increase pedestrian space, however parking/delivery bay space has been retained in part to allow the servicing of existing businesses.

3.8.1.2. New planting of small groups of trees has been included to soften the street around Portland Square and Rhapsody Court, and encourages visitors to stay and explore the area.

3.8.1.3. The junction of Portland Road and Chandos Road has been reduced in size, and the carriageway between here and Montague Street converted to a shared surface to lower traffic speeds and improve pedestrian safety. Existing delivery bays found to the west of the carriageway have been retained. Replacement paving, to a buff/brown palette echoing the colours found on the beach, elevates the paving from that found to the local side streets and helps wayfinding by identifying this as part of the recommended route between the Seafront and the Station.

3.8.1.4. At the junction with Montague Street space has been left to allow for the chosen Montague Street design to continue up and into Portland Road and ensure the retail area reads as one coherent concept. All existing access points to local businesses and residential properties have been retained.

### **3.8.2. Option 2**

3.8.2.1. The carriageway width of Portland Road has been reduced and converted to a shared surface to lower traffic speeds and improve pedestrian safety through the area. Street parking has been restricted to increase pedestrian space, however parking/delivery bay space has been retained in part to allow the servicing of existing businesses.

3.8.2.2. A new avenue planting of small trees has been included to soften the streetscape around Portland Square and along the southern end of Portland Road to encourage visitors to stay and explore the area.

3.8.2.3. Replacement paving, to a buff/browns palette echoing the colours found on the beach, elevates the paving from that found to the local side streets and helps wayfinding by identifying this as part of the recommended route between the Seafront and the Station. At the junction with Montague Street space has been left to allow for the chosen Montague Street design to continue up and into Portland Road and ensure the retail area reads as one coherent concept. All existing access points to local businesses and residential properties have been retained.

### **3.8.3. Option 3**

3.8.3.1. The carriageway width of Portland Road has been reduced and converted to a shared surface between Shelley Road and Chandos Road to lower traffic speeds and improve pedestrian safety through the area. Street parking has been removed to increase pedestrian space, however delivery/emergency access has been retained along the length of the street.

3.8.3.2. A new avenue planting of small trees has been included to soften the streetscape around Portland Square and Rhapsody Court and contrasting paving is used in these areas to define 'courtyards' to allow for spill-out space for the surrounding cafes/restaurants.

3.8.3.3. At the southern end of Portland Road a second shared surface area has been created, from the existing carriageway routing, to give pedestrian priority whilst also retaining existing delivery space and access. Replacement paving, to a buff/browns palette echoing the colours found on the beach, elevates the paving from that found to the local side streets and helps wayfinding by identifying this as part of the recommended route between the Seafront and the Station.

3.8.3.4. At the junction with Montague Street space has been left to allow for the chosen Montague Street design to continue up and into Portland Road and ensure the retail area reads as one coherent concept. All existing access points to local businesses and residential properties have been retained.

# 4. Financial Estimate

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## 4.1. Cost Appraisal

4.1.1. As part of the commission, WSP were asked to produce budget cost estimates for each of the public realm improvement areas. These can be found in the accompanying tables.

4.1.2. Cost estimates consider hard and soft elements of each option, and have been priced based on indicative cost of typical materials selected to achieve the public realm as illustrated.

4.1.3. Notwithstanding a formal QCRA, an 'Adjustment for risk' has been applied in accordance with the Guidance Notes on Estimating. A full list of assumptions can be found at the end of the table.

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# 4. Financial Estimate

## 4.3. Cost Estimate Table - Teville Gateway

WBS	ESTIMATE BREAKDOWN	OPTION Low 1		OPTION Medium 2		OPTION High 3		REMARKS
		VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	
1	<b>DIRECT CONSTRUCTION WORKS</b>							
1.02	Site Clearance	£ 19,325.80	2.4%	£ 19,325.80	1.9%	£ 19,325.80	2.4%	
1.03	Fencing	£ 33,000.00	4.2%	£ 33,000.00	3.2%	£ 33,000.00	4.2%	
1.04	Road Restraint Systems (Vehicle and Pedestrian)	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.05	Drainage and Service Ducts	£ 4,519.00	0.6%	£ 4,519.00	0.4%	£ 4,519.00	0.6%	
1.06	Earthworks	£ 107,000.00	13.5%	£ 107,000.00	10.5%	£ 107,000.00	13.5%	
1.07	Pavements	£ 254,905.00	32.3%	£ 429,905.00	42.0%	£ 1,283,700.00	162.5%	
1.11	Kerbs, Footways and Paved Areas	£ 30,495.00	3.9%	£ 30,495.00	3.0%	£ 56,900.00	7.2%	
1.12	Traffic Signs and Road Markings	£ 16,965.68	2.1%	£ 33,080.26	3.2%	£ 33,080.26	4.2%	
1.13	Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts	£ 34,118.90	4.3%	£ 34,118.90	3.3%	£ 34,118.90	4.3%	
1.14	Electrical Work for Road Lighting and Traffic Signs	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.15	Motorway Communications	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.16	Piling and Embedded Retaining Walls	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.17	Structural Concrete	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.18	Steelwork for Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.19	Protection of Steelwork against Corrosion	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.20	Waterproofing for Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.21	Bridge Bearings	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.23	Bridge Expansion Joints and Sealing of Gaps	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.24	Brickwork, Blockwork and Stonework	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.25	Special Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.27	Accommodation Works, Works for Statutory Undertakers, Provisional Sums and	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.30	Landscape and Ecology	£ 59,500.00	7.5%	£ 33,500.00	3.3%	£ 57,625.00	7.3%	
1.50	Maintenance Painting of Steelwork	£ -	0.0%	£ -	0.0%	£ -	0.0%	
	<b>DIRECT CONSTRUCTION WORKS: (A)</b>	<b>£ 559,829.38</b>	<b>70.9%</b>	<b>£ 724,943.96</b>	<b>70.9%</b>	<b>£ 1,629,268.96</b>	<b>70.9%</b>	
2	<b>INDIRECT CONSTRUCTION COSTS</b>							
2.01	Preliminaries	£ 111,965.88	14.2%	£ 144,988.79	14.2%	£ 325,853.79	14.2%	20.0% of Direct Construction works. BM (20-30%)
2.02	Overheads and Profit	£ 52,484.00	6.6%	£ 67,963.50	6.6%	£ 152,743.97	6.6%	7.2% of Total Construction works. BM (7-15%)
	<b>INDIRECT CONSTRUCTION COSTS: (B)</b>	<b>£ 164,449.88</b>	<b>20.8%</b>	<b>£ 212,952.29</b>	<b>20.8%</b>	<b>£ 478,597.76</b>	<b>20.8%</b>	
	<b>TOTAL BASE CONSTRUCTION COST: (C)</b>	<b>£ 724,279.26</b>	<b>91.7%</b>	<b>£ 937,896.25</b>	<b>91.7%</b>	<b>£ 2,107,866.72</b>	<b>91.7%</b>	
3	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>							
3.01	Design Team Fees	£ 27,991.47	3.5%	£ 36,247.20	4.6%	£ 81,463.45	3.5%	5.0% of Direct Construction works. BM (10-30%)
3.02	Project Team Fees	£ 37,613.54	4.8%	£ 48,707.17	6.2%	£ 109,466.51	4.8%	4.8% of Point Estimate. BM (10-15%)
3.03	Other Project Costs	£ -	0.0%	£ -	0.0%	£ -	0.0%	
	<b>EMPLOYER INDIRECT COSTS: (D)</b>	<b>£ 65,605.01</b>	<b>8.3%</b>	<b>£ 84,954.37</b>	<b>8.3%</b>	<b>£ 190,929.96</b>	<b>8.3%</b>	
	<b>POINT ESTIMATE: (E)</b>	<b>£ 789,884.27</b>	<b>100.0%</b>	<b>£ 1,022,850.62</b>	<b>100.0%</b>	<b>£ 2,298,796.67</b>	<b>100.0%</b>	
4	<b>RISK</b>							
4.01	Risk	£ 236,965.28		£ 306,855.19		£ 689,639.00		Includes QCRA (P50/P80) or adjustments 30.0% of Point Estimate.
	<b>COST LIMIT EXCLUDING INFLATION: (F)</b>	<b>£ 1,026,849.55</b>		<b>£ 1,329,705.80</b>		<b>£ 2,988,435.68</b>		
5	<b>INFLATION</b>							
5.01	Inflation	£ -		£ -		£ -		When included within the project AFC, less COWD.
	<b>TOTAL INFLATION ALLOWANCE: (G)</b>	<b>£ -</b>		<b>£ -</b>		<b>£ -</b>		
6	<b>TAXATION AND GRANTS</b>							
6.01	Tax allowances and Grants	£ -		£ -		£ -		If Applicable.
	<b>TOTAL TAXATION AND GRANTS COST: (H)</b>	<b>£ -</b>		<b>£ -</b>		<b>£ -</b>		
	<b>TOTAL CAPITAL COST ESTIMATE: (I)</b>	<b>£ 1,026,849.55</b>		<b>£ 1,329,705.80</b>		<b>£ 2,988,435.68</b>		Excluding VAT.

# 4. Financial Estimate

## 4.3. Cost Estimate Table - Chapel Road

WBS	ESTIMATE BREAKDOWN	OPTION 1: Low		OPTION 2: High		REMARKS
		VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	
<b>1</b>	<b>DIRECT CONSTRUCTION WORKS</b>					
1.02	Site Clearance	£ 5,046.60	1.7%	£ 5,046.60	0.7%	
1.03	Fencing	£ 4,000.00	1.4%	£ 5,500.00	0.8%	
1.04	Road Restraint Systems (Vehicle and Pedestrian)	£ -	0.0%	£ -	0.0%	
1.05	Drainage and Service Ducts	£ 3,484.71	1.2%	£ 3,675.77	0.5%	
1.06	Earthworks	£ 26,000.00	8.8%	£ 39,000.00	5.5%	
1.07	Pavements	£ 126,985.60	43.0%	£ 396,000.00	56.3%	
1.11	Kerbs, Footways and Paved Areas	£ 5,358.00	1.8%	£ 16,000.00	2.3%	
1.12	Traffic Signs and Road Markings	£ 6,956.80	2.4%	£ 6,956.80	1.0%	
1.13	Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts	£ 21,412.60	7.3%	£ 21,412.60	3.0%	
1.14	Electrical Work for Road Lighting and Traffic Signs	£ -	0.0%	£ -	0.0%	
1.15	Motorway Communications	£ -	0.0%	£ -	0.0%	
1.16	Piling and Embedded Retaining Walls	£ -	0.0%	£ -	0.0%	
1.17	Structural Concrete	£ -	0.0%	£ -	0.0%	
1.18	Steelwork for Structures	£ -	0.0%	£ -	0.0%	
1.19	Protection of Steelwork against Corrosion	£ -	0.0%	£ -	0.0%	
1.20	Waterproofing for Structures	£ -	0.0%	£ -	0.0%	
1.21	Bridge Bearings	£ -	0.0%	£ -	0.0%	
1.23	Bridge Expansion Joints and Sealing of Gaps	£ -	0.0%	£ -	0.0%	
1.24	Brickwork, Blockwork and Stonework	£ -	0.0%	£ -	0.0%	
1.25	Special Structures	£ -	0.0%	£ -	0.0%	
1.27	Accommodation Works, Works for Statutory Undertakers, Provisional Sums and	£ -	0.0%	£ -	0.0%	
1.30	Landscape and Ecology	£ 10,000.00	3.4%	£ 5,000.00	0.7%	
1.50	Maintenance Painting of Steelwork	£ -	0.0%	£ -	0.0%	
	<b>DIRECT CONSTRUCTION WORKS: (A)</b>	<b>£ 209,244.31</b>	<b>70.9%</b>	<b>£ 498,591.77</b>	<b>70.9%</b>	
<b>2</b>	<b>INDIRECT CONSTRUCTION COSTS</b>					
2.01	Preliminaries	£ 41,848.86	14.2%	£ 99,718.35	14.2%	20.0% of Direct Construction works. B
2.02	Overheads and Profit	£ 19,616.65	6.6%	£ 46,742.98	6.6%	7.2% of Total Construction works. B
	<b>INDIRECT CONSTRUCTION COSTS: (B)</b>	<b>£ 61,465.52</b>	<b>20.8%</b>	<b>£ 146,461.33</b>	<b>20.8%</b>	
	<b>TOTAL BASE CONSTRUCTION COST: (C)</b>	<b>£ 270,709.83</b>	<b>91.7%</b>	<b>£ 645,053.10</b>	<b>91.7%</b>	
<b>3</b>	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>					
3.01	Design Team Fees	£ 10,462.22	3.5%	£ 24,929.59	8.4%	5.0% of Direct Construction works. B
3.02	Project Team Fees	£ 14,058.60	4.8%	£ 33,499.13	11.3%	4.8% of Point Estimate. BM (10-15%)
3.03	Other Project Costs	£ -	0.0%	£ -	0.0%	
	<b>EMPLOYER INDIRECT COSTS: (D)</b>	<b>£ 24,520.82</b>	<b>8.3%</b>	<b>£ 58,428.72</b>	<b>8.3%</b>	
	<b>POINT ESTIMATE: (E)</b>	<b>£ 295,230.64</b>	<b>100.0%</b>	<b>£ 703,481.83</b>	<b>100.0%</b>	
<b>4</b>	<b>RISK</b>					
4.01	Risk	£ 88,569.19		£ 211,044.55		Includes QCRA (P50/P80) or adjustments 30.0% of Point Estimate.
	<b>COST LIMIT EXCLUDING INFLATION: (F)</b>	<b>£ 383,799.84</b>		<b>£ 914,526.37</b>		
<b>5</b>	<b>INFLATION</b>					
5.01	Inflation	£ -		£ -		When included within the project AFC, less
	<b>TOTAL INFLATION ALLOWANCE: (G)</b>	<b>£ -</b>		<b>£ -</b>		
<b>6</b>	<b>TAXATION AND GRANTS</b>					
6.01	Tax allowances and Grants	£ -		£ -		If Applicable.
	<b>TOTAL TAXATION AND GRANTS COST: (H)</b>	<b>£ -</b>		<b>£ -</b>		
	<b>TOTAL CAPITAL COST ESTIMATE: (H)</b>	<b>£ 383,799.84</b>		<b>£ 914,526.37</b>		Excluding VAT.



# 4. Financial Estimate

## 4.3. Cost Estimate Table - Town Hall

WBS	ESTIMATE BREAKDOWN	OPTION 1: Low		OPTION 2: High		REMARKS
		VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	
<b>1</b>	<b>DIRECT CONSTRUCTION WORKS</b>					
1.02	Site Clearance	£ 3,000.00	0.7%	£ 3,000.00	0.3%	
1.03	Fencing	£ 16,000.00	4.0%	£ 22,000.00	2.4%	
1.04	Road Restraint Systems (Vehicle and Pedestrian)	£ -	0.0%	£ -	0.0%	
1.05	Drainage and Service Ducts	£ 259.50	0.1%	£ 259.50	0.0%	
1.06	Earthworks	£ 19,500.00	4.9%	£ 19,500.00	2.1%	
1.07	Pavements	£ 199,300.00	49.6%	£ 550,840.00	59.2%	
1.11	Kerbs, Footways and Paved Areas	£ 803.70	0.2%	£ 2,400.00	0.3%	
1.12	Traffic Signs and Road Markings	£ 5,473.80	1.4%	£ 5,473.80	0.6%	
1.13	Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts	£ 21,412.60	5.3%	£ 21,412.60	2.3%	
1.14	Electrical Work for Road Lighting and Traffic Signs	£ -	0.0%	£ -	0.0%	
1.15	Motorway Communications	£ -	0.0%	£ -	0.0%	
1.16	Piling and Embedded Retaining Walls	£ -	0.0%	£ -	0.0%	
1.17	Structural Concrete	£ -	0.0%	£ -	0.0%	
1.18	Steelwork for Structures	£ -	0.0%	£ -	0.0%	
1.19	Protection of Steelwork against Corrosion	£ -	0.0%	£ -	0.0%	
1.20	Waterproofing for Structures	£ -	0.0%	£ -	0.0%	
1.21	Bridge Bearings	£ -	0.0%	£ -	0.0%	
1.23	Bridge Expansion Joints and Sealing of Gaps	£ -	0.0%	£ -	0.0%	
1.24	Brickwork, Blockwork and Stonework	£ -	0.0%	£ -	0.0%	
1.25	Special Structures	£ -	0.0%	£ -	0.0%	
1.27	Accommodation Works, Works for Statutory Undertakers, Provisional Sums and F	£ -	0.0%	£ -	0.0%	
1.30	Landscape and Ecology	£ 19,000.00	4.7%	£ 35,000.00	3.8%	
1.50	Maintenance Painting of Steelwork	£ -	0.0%	£ -	0.0%	
	<b>DIRECT CONSTRUCTION WORKS: (A)</b>	<b>£ 284,749.60</b>	<b>70.9%</b>	<b>£ 659,885.90</b>	<b>70.9%</b>	
<b>2</b>	<b>INDIRECT CONSTRUCTION COSTS</b>					
2.01	Preliminaries	£ 56,949.92	14.2%	£ 131,977.18	14.2%	20.0% of Direct Construction works. BM (20-30%)
2.02	Overheads and Profit	£ 26,695.28	6.6%	£ 61,864.30	6.6%	7.2% of Total Construction works. BM (7-15%)
	<b>INDIRECT CONSTRUCTION COSTS: (B)</b>	<b>£ 83,645.20</b>	<b>20.8%</b>	<b>£ 193,841.48</b>	<b>20.8%</b>	
	<b>TOTAL BASE CONSTRUCTION COST: (C)</b>	<b>£ 368,394.80</b>	<b>91.7%</b>	<b>£ 853,727.38</b>	<b>91.7%</b>	
<b>3</b>	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>					
3.01	Design Team Fees	£ 14,237.48	3.5%	£ 32,994.30	8.2%	5.0% of Direct Construction works. BM (10-30%)
3.02	Project Team Fees	£ 19,131.61	4.8%	£ 44,336.08	11.0%	4.8% of Point Estimate. BM (10-15%)
3.03	Other Project Costs	£ -	0.0%	£ -	0.0%	
	<b>EMPLOYER INDIRECT COSTS: (D)</b>	<b>£ 33,369.09</b>	<b>8.3%</b>	<b>£ 77,330.38</b>	<b>8.3%</b>	
	<b>POINT ESTIMATE: (E)</b>	<b>£ 401,763.89</b>	<b>100.0%</b>	<b>£ 931,057.76</b>	<b>100.0%</b>	
<b>4</b>	<b>RISK</b>					
4.01	Risk	£ 120,529.17		£ 279,317.33		Includes QCRA (P50/P80) or adjustments 30.0% of Point Estimate.
	<b>COST LIMIT EXCLUDING INFLATION: (F)</b>	<b>£ 522,293.06</b>		<b>£ 1,210,375.09</b>		
<b>5</b>	<b>INFLATION</b>					
5.01	Inflation	£ -		£ -		When included within the project AFC, less COWD.
	<b>TOTAL INFLATION ALLOWANCE: (G)</b>	<b>£ -</b>		<b>£ -</b>		
<b>6</b>	<b>TAXATION AND GRANTS</b>					
6.01	Tax allowances and Grants	£ -		£ -		If Applicable.
	<b>TOTAL TAXATION AND GRANTS COST: (H)</b>	<b>£ -</b>		<b>£ -</b>		
	<b>TOTAL CAPITAL COST ESTIMATE: (H)</b>	<b>£ 522,293.06</b>		<b>£ 1,210,375.09</b>		Excluding VAT.

# 4. Financial Estimate

## 4.3. Cost Estimate Table - Liverpool Gardens

WBS	ESTIMATE BREAKDOWN	OPTION 1 Low		OPTION 2 High		REMARKS
		VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	
<b>1</b>	<b>DIRECT CONSTRUCTION WORKS</b>					
1.02	Site Clearance	£ 10,451.35	1.7%	£ 10,451.35	0.9%	
1.03	Fencing	£ -	0.0%	£ -	0.0%	
1.04	Road Restraint Systems (Vehicle and Pedestrian)	£ -	0.0%	£ -	0.0%	
1.05	Drainage and Service Ducts	£ 2,181.65	0.3%	£ 2,181.65	0.2%	
1.06	Earthworks	£ 65,000.00	10.3%	£ 65,000.00	5.4%	
1.07	Pavements	£ 329,524.00	52.4%	£ 702,424.00	58.7%	
1.11	Kerbs, Footways and Paved Areas	£ 10,716.00	1.7%	£ 32,000.00	2.7%	
1.12	Traffic Signs and Road Markings	£ 8,380.10	1.3%	£ 8,380.10	0.7%	
1.13	Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts	£ 17,788.82	2.8%	£ 17,788.82	1.5%	
1.14	Electrical Work for Road Lighting and Traffic Signs	£ -	0.0%	£ -	0.0%	
1.15	Motorway Communications	£ -	0.0%	£ -	0.0%	
1.16	Piling and Embedded Retaining Walls	£ -	0.0%	£ -	0.0%	
1.17	Structural Concrete	£ -	0.0%	£ -	0.0%	
1.18	Steelwork for Structures	£ -	0.0%	£ -	0.0%	
1.19	Protection of Steelwork against Corrosion	£ -	0.0%	£ -	0.0%	
1.20	Waterproofing for Structures	£ -	0.0%	£ -	0.0%	
1.21	Bridge Bearings	£ -	0.0%	£ -	0.0%	
1.23	Bridge Expansion Joints and Sealing of Gaps	£ -	0.0%	£ -	0.0%	
1.24	Brickwork, Blockwork and Stonework	£ -	0.0%	£ -	0.0%	
1.25	Special Structures	£ -	0.0%	£ -	0.0%	
1.27	Accommodation Works, Works for Statutory Undertakers, Provisional Sums and F	£ -	0.0%	£ -	0.0%	
1.30	Landscape and Ecology	£ 2,000.00	0.3%	£ 10,000.00	0.8%	
1.50	Maintenance Painting of Steelwork	£ -	0.0%	£ -	0.0%	
	<b>DIRECT CONSTRUCTION WORKS: (A)</b>	<b>£ 446,041.92</b>	<b>70.9%</b>	<b>£ 848,225.92</b>	<b>70.9%</b>	
<b>2</b>	<b>INDIRECT CONSTRUCTION COSTS</b>					
2.01	Preliminaries	£ 89,208.38	14.2%	£ 169,645.18	14.2%	20.0% of Direct Construction works. BM (20-30%)
2.02	Overheads and Profit	£ 41,816.43	6.6%	£ 79,521.18	6.6%	7.2% of Total Construction works. BM (7-15%)
	<b>INDIRECT CONSTRUCTION COSTS: (B)</b>	<b>£ 131,024.81</b>	<b>20.8%</b>	<b>£ 249,166.36</b>	<b>20.8%</b>	
	<b>TOTAL BASE CONSTRUCTION COST: (C)</b>	<b>£ 577,066.73</b>	<b>91.7%</b>	<b>£ 1,097,392.28</b>	<b>91.7%</b>	
<b>3</b>	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>					
3.01	Design Team Fees	£ 22,302.10	3.5%	£ 42,411.30	6.7%	5.0% of Direct Construction works. BM (10-30%)
3.02	Project Team Fees	£ 29,968.44	4.8%	£ 56,990.18	9.1%	4.8% of Point Estimate. BM (10-15%)
3.03	Other Project Costs	£ -	0.0%	£ -	0.0%	
	<b>EMPLOYER INDIRECT COSTS: (D)</b>	<b>£ 52,270.54</b>	<b>8.3%</b>	<b>£ 99,401.48</b>	<b>8.3%</b>	
	<b>POINT ESTIMATE: (E)</b>	<b>£ 629,337.27</b>	<b>100.0%</b>	<b>£ 1,196,793.76</b>	<b>100.0%</b>	
<b>4</b>	<b>RISK</b>					
4.01	Risk	£ 188,801.18		£ 359,038.13		Includes QCRA (P50/P80) or adjustments 30.0% of Point Estimate.
	<b>COST LIMIT EXCLUDING INFLATION: (F)</b>	<b>£ 818,138.45</b>		<b>£ 1,555,831.89</b>		
<b>5</b>	<b>INFLATION</b>					
5.01	Inflation	£ -		£ -		When included within the project AFC, less COWD.
	<b>TOTAL INFLATION ALLOWANCE: (G)</b>	<b>£ -</b>		<b>£ -</b>		
<b>6</b>	<b>TAXATION AND GRANTS</b>					
6.01	Tax allowances and Grants	£ -		£ -		if Applicable.
	<b>TOTAL TAXATION AND GRANTS COST: (H)</b>	<b>£ -</b>		<b>£ -</b>		
	<b>TOTAL CAPITAL COST ESTIMATE: (H)</b>	<b>£ 818,138.45</b>		<b>£ 1,555,831.89</b>		Excluding VAT.

# 4. Financial Estimate

## 4.3. Cost Estimate Table - South Street North

WBS	ESTIMATE BREAKDOWN	OPTION 1 Low		OPTION 2 Medium		OPTION 3 High		REMARKS
		VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	
1	<b>DIRECT CONSTRUCTION WORKS</b>							
1.02	Site Clearance	£ 9,028.62	1.1%	£ 9,028.62	1.0%	£ 9,028.62	1.1%	
1.03	Fencing	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.04	Road Restraint Systems (Vehicle and Pedestrian)	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.05	Drainage and Service Ducts	£ 10,772.62	1.3%	£ 10,772.62	1.2%	£ 10,772.62	1.3%	
1.06	Earthworks	£ 72,800.00	8.8%	£ 72,800.00	8.4%	£ 72,800.00	8.8%	
1.07	Pavements	£ 354,842.00	43.0%	£ 347,712.00	39.9%	£ 1,026,070.00	124.4%	
1.11	Kerbs, Footways and Paved Areas	£ 10,716.00	1.3%	£ 10,716.00	1.2%	£ 32,000.00	3.9%	
1.12	Traffic Signs and Road Markings	£ 58,621.92	7.1%	£ 103,456.74	11.9%	£ 26,621.92	3.2%	
1.13	Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts	£ 14,447.56	1.8%	£ 14,447.56	1.7%	£ 14,447.56	1.8%	
1.14	Electrical Work for Road Lighting and Traffic Signs	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.15	Motorway Communications	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.16	Piling and Embedded Retaining Walls	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.17	Structural Concrete	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.18	Steelwork for Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.19	Protection of Steelwork against Corrosion	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.20	Waterproofing for Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.21	Bridge Bearings	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.23	Bridge Expansion Joints and Sealing of Gaps	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.24	Brickwork, Blockwork and Stonework	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.25	Special Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.27	Accommodation Works, Works for Statutory Undertakers, Provisional Sums and Pr	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.30	Landscape and Ecology	£ 53,500.00	6.5%	£ 48,000.00	5.5%	£ 143,500.00	17.4%	
1.50	Maintenance Painting of Steelwork	£ -	0.0%	£ -	0.0%	£ -	0.0%	
	<b>DIRECT CONSTRUCTION WORKS: (A)</b>	<b>£ 584,728.72</b>	<b>70.9%</b>	<b>£ 616,933.54</b>	<b>70.9%</b>	<b>£ 1,335,240.72</b>	<b>70.9%</b>	
2	<b>INDIRECT CONSTRUCTION COSTS</b>							
2.01	Preliminaries	£ 116,945.74	14.2%	£ 123,386.71	14.2%	£ 267,048.14	14.2%	20.0% of Direct Construction works. BM. (20-30%)
2.02	Overheads and Profit	£ 54,818.32	6.6%	£ 57,837.52	6.6%	£ 125,178.82	6.6%	7.2% of Total Construction works. BM (7-15%)
	<b>INDIRECT CONSTRUCTION COSTS: (B)</b>	<b>£ 171,764.06</b>	<b>20.8%</b>	<b>£ 181,224.23</b>	<b>20.8%</b>	<b>£ 392,226.96</b>	<b>20.8%</b>	
	<b>TOTAL BASE CONSTRUCTION COST: (C)</b>	<b>£ 756,492.78</b>	<b>91.7%</b>	<b>£ 798,157.77</b>	<b>91.7%</b>	<b>£ 1,727,467.68</b>	<b>91.7%</b>	
3	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>							
3.01	Design Team Fees	£ 29,236.44	3.5%	£ 30,846.68	3.7%	£ 66,762.04	3.5%	5.0% of Direct Construction works. BM (10-30%)
3.02	Project Team Fees	£ 39,286.46	4.8%	£ 41,450.22	5.0%	£ 89,711.49	4.8%	4.8% of Point Estimate. BM (10-15%)
3.03	Other Project Costs	£ -	0.0%	£ -	0.0%	£ -	0.0%	
	<b>EMPLOYER INDIRECT COSTS: (D)</b>	<b>£ 68,522.90</b>	<b>8.3%</b>	<b>£ 72,296.90</b>	<b>8.3%</b>	<b>£ 156,473.52</b>	<b>8.3%</b>	
	<b>POINT ESTIMATE: (E)</b>	<b>£ 825,015.68</b>	<b>100.0%</b>	<b>£ 870,454.67</b>	<b>100.0%</b>	<b>£ 1,883,941.20</b>	<b>100.0%</b>	
4	<b>RISK</b>							
4.01	Risk	£ 247,504.70		£ 261,136.40		£ 565,182.36		Includes QCRA (P50/P80) or adjustments 30.0% of Point Estimate.
	<b>COST LIMIT EXCLUDING INFLATION: (F)</b>	<b>£ 1,072,520.38</b>		<b>£ 1,131,591.07</b>		<b>£ 2,449,123.56</b>		
5	<b>INFLATION</b>							
5.01	Inflation	£ -		£ -		£ -		When included within the project AFC, less COWD.
	<b>TOTAL INFLATION ALLOWANCE: (G)</b>	<b>£ -</b>		<b>£ -</b>		<b>£ -</b>		
6	<b>TAXATION AND GRANTS</b>							
6.01	Tax allowances and Grants	£ -		£ -		£ -		If Applicable.
	<b>TOTAL TAXATION AND GRANTS COST: (H)</b>	<b>£ -</b>		<b>£ -</b>		<b>£ -</b>		
	<b>TOTAL CAPITAL COST ESTIMATE: (H)</b>	<b>£ 1,072,520.38</b>		<b>£ 1,131,591.07</b>		<b>£ 2,449,123.56</b>		Excluding VAT.

# 4. Financial Estimate

## 4.3. Cost Estimate Table - South Street South

WBS	ESTIMATE BREAKDOWN	OPTION 1 Low		OPTION 2 Medium		OPTION 3 High		REMARKS
		VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	
<b>1</b>	<b>DIRECT CONSTRUCTION WORKS</b>							
1.02	Site Clearance	£ 5,406.08	0.9%	£ 9,286.08	0.8%	£ 9,286.08	1.5%	
1.03	Fencing	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.04	Road Restraint Systems (Vehicle and Pedestrian)	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.05	Drainage and Service Ducts	£ 8,746.42	1.4%	£ 8,746.42	0.7%	£ 8,746.42	1.4%	
1.06	Earthworks	£ 69,225.00	10.9%	£ 69,225.00	5.7%	£ 110,500.00	17.5%	
1.07	Pavements	£ 268,540.00	42.4%	£ 658,639.42	53.9%	£ 474,628.00	75.0%	
1.11	Kerbs, Footways and Paved Areas	£ 42,376.50	6.7%	£ 62,716.00	5.1%	£ 344,000.00	54.3%	
1.12	Traffic Signs and Road Markings	£ 11,621.92	1.8%	£ 11,285.06	0.9%	£ 11,285.06	1.8%	
1.13	Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts	£ 11,765.04	1.9%	£ 13,506.30	1.1%	£ 13,506.30	2.1%	
1.14	Electrical Work for Road Lighting and Traffic Signs	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.15	Motorway Communications	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.16	Piling and Embedded Retaining Walls	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.17	Structural Concrete	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.18	Steelwork for Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.19	Protection of Steelwork against Corrosion	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.20	Waterproofing for Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.21	Bridge Bearings	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.23	Bridge Expansion Joints and Sealing of Gaps	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.24	Brickwork, Blockwork and Stonework	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.25	Special Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.27	Accommodation Works, Works for Statutory Undertakers, Provisional Sums and P	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.30	Landscape and Ecology	£ 31,000.00	4.9%	£ 33,000.00	2.7%	£ 30,000.00	4.7%	
1.50	Maintenance Painting of Steelwork	£ -	0.0%	£ -	0.0%	£ -	0.0%	
	<b>DIRECT CONSTRUCTION WORKS: (A)</b>	<b>£ 448,680.96</b>	<b>70.9%</b>	<b>£ 866,404.28</b>	<b>70.9%</b>	<b>£ 1,001,951.86</b>	<b>70.9%</b>	
<b>2</b>	<b>INDIRECT CONSTRUCTION COSTS</b>							
2.01	Preliminaries	£ 89,736.19	14.2%	£ 173,280.86	14.2%	£ 200,390.37	14.2%	20.0% of Direct Construction works. BM (20-30%)
2.02	Overheads and Profit	£ 42,063.84	6.6%	£ 81,225.40	6.6%	£ 93,932.99	6.6%	7.2% of Total Construction works. BM (7-15%)
	<b>INDIRECT CONSTRUCTION COSTS: (B)</b>	<b>£ 131,800.03</b>	<b>20.8%</b>	<b>£ 254,506.26</b>	<b>20.8%</b>	<b>£ 294,323.36</b>	<b>20.8%</b>	
	<b>TOTAL BASE CONSTRUCTION COST: (C)</b>	<b>£ 580,480.99</b>	<b>91.7%</b>	<b>£ 1,120,910.54</b>	<b>91.7%</b>	<b>£ 1,296,275.22</b>	<b>91.7%</b>	
<b>3</b>	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>							
3.01	Design Team Fees	£ 22,434.05	3.5%	£ 43,320.21	6.8%	£ 50,097.59	3.5%	5.0% of Direct Construction works. BM (10-30%)
3.02	Project Team Fees	£ 30,145.75	4.8%	£ 58,211.54	9.2%	£ 67,318.64	4.8%	4.8% of Point Estimate. BM (10-15%)
3.03	Other Project Costs	£ -	0.0%	£ -	0.0%	£ -	0.0%	
	<b>EMPLOYER INDIRECT COSTS: (D)</b>	<b>£ 52,579.80</b>	<b>8.3%</b>	<b>£ 101,531.75</b>	<b>8.3%</b>	<b>£ 117,416.23</b>	<b>8.3%</b>	
	<b>POINT ESTIMATE: (E)</b>	<b>£ 633,060.79</b>	<b>100.0%</b>	<b>£ 1,222,442.29</b>	<b>100.0%</b>	<b>£ 1,413,691.45</b>	<b>100.0%</b>	
<b>4</b>	<b>RISK</b>							
4.01	Risk	£ 189,918.24		£ 366,732.69		£ 424,107.44		Includes QCRA (P50/P80) or adjustments 30.0% of Point Estimate.
	<b>COST LIMIT EXCLUDING INFLATION: (F)</b>	<b>£ 822,979.03</b>		<b>£ 1,589,174.98</b>		<b>£ 1,837,798.89</b>		
<b>5</b>	<b>INFLATION</b>							
5.01	Inflation	£ -		£ -		£ -		When included within the project AFC, less COWD.
	<b>TOTAL INFLATION ALLOWANCE: (G)</b>	<b>£ -</b>		<b>£ -</b>		<b>£ -</b>		
<b>6</b>	<b>TAXATION AND GRANTS</b>							
6.01	Tax allowances and Grants	£ -		£ -		£ -		If Applicable.
	<b>TOTAL TAXATION AND GRANTS COST: (H)</b>	<b>£ -</b>		<b>£ -</b>		<b>£ -</b>		
	<b>TOTAL CAPITAL COST ESTIMATE: (H)</b>	<b>£ 822,979.03</b>		<b>£ 1,589,174.98</b>		<b>£ 1,837,798.89</b>		Excluding VAT.

# 4. Financial Estimate

## 4.3. Cost Estimate Table - Montague Place

WBS	ESTIMATE BREAKDOWN	OPTION 1 Low		OPTION 2 Medium		OPTION 3 High		REMARKS
		VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	
<b>1</b>	<b>DIRECT CONSTRUCTION WORKS</b>							
1.02	Site Clearance	£ 29,074.00	1.3%	£ 29,074.00	1.3%	£ 29,074.00	1.3%	
1.03	Fencing	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.04	Road Restraint Systems (Vehicle and Pedestrian)	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.05	Drainage and Service Ducts	£ 56,475.86	2.6%	£ 56,475.86	2.5%	£ 56,475.86	2.6%	
1.06	Earthworks	£ 162,500.00	7.5%	£ 162,500.00	7.1%	£ 195,000.00	9.0%	
1.07	Pavements	£ 809,500.00	37.4%	£ 945,290.00	41.2%	£ 1,220,240.00	56.3%	
1.11	Kerbs, Footways and Paved Areas	£ 334,432.00	15.4%	£ 260,790.00	11.4%	£ 457,190.00	21.1%	
1.12	Traffic Signs and Road Markings	£ 21,612.32	1.0%	£ 21,612.32	0.9%	£ 31,383.46	1.4%	
1.13	Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts	£ 48,331.50	2.2%	£ 48,331.50	2.1%	£ 48,331.50	2.2%	
1.14	Electrical Work for Road Lighting and Traffic Signs	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.15	Motorway Communications	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.16	Piling and Embedded Retaining Walls	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.17	Structural Concrete	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.18	Steelwork for Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.19	Protection of Steelwork against Corrosion	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.20	Waterproofing for Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.21	Bridge Bearings	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.23	Bridge Expansion Joints and Sealing of Gaps	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.24	Brickwork, Blockwork and Stonework	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.25	Special Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.27	Accommodation Works, Works for Statutory Undertakers, Provisional Sums and	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.30	Landscape and Ecology	£ 74,000.00	3.4%	£ 104,000.00	4.5%	£ 114,000.00	5.3%	
1.50	Maintenance Painting of Steelwork	£ -	0.0%	£ -	0.0%	£ -	0.0%	
	<b>DIRECT CONSTRUCTION WORKS: (A)</b>	<b>£ 1,535,925.68</b>	<b>70.9%</b>	<b>£ 1,628,073.68</b>	<b>70.9%</b>	<b>£ 2,151,694.82</b>	<b>70.9%</b>	
<b>2</b>	<b>INDIRECT CONSTRUCTION COSTS</b>							
2.01	Preliminaries	£ 307,185.14	14.2%	£ 325,614.74	14.2%	£ 430,338.96	14.2%	20.0% of Direct Construction works. BM (20-30%)
2.02	Overheads and Profit	£ 143,993.03	6.6%	£ 152,631.91	6.6%	£ 201,721.39	6.6%	7.2% of Total Construction works. BM (7-15%)
	<b>INDIRECT CONSTRUCTION COSTS: (B)</b>	<b>£ 451,178.17</b>	<b>20.8%</b>	<b>£ 478,246.64</b>	<b>20.8%</b>	<b>£ 632,060.35</b>	<b>20.8%</b>	
	<b>TOTAL BASE CONSTRUCTION COST: (C)</b>	<b>£ 1,987,103.85</b>	<b>91.7%</b>	<b>£ 2,106,320.32</b>	<b>91.7%</b>	<b>£ 2,783,755.17</b>	<b>91.7%</b>	
<b>3</b>	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>							
3.01	Design Team Fees	£ 76,796.28	3.5%	£ 81,403.68	3.8%	£ 107,584.74	3.5%	5.0% of Direct Construction works. BM (10-30%)
3.02	Project Team Fees	£ 103,195.01	4.8%	£ 109,386.20	5.0%	£ 144,567.00	4.8%	4.8% of Point Estimate. BM (10-15%)
3.03	Other Project Costs	£ -	0.0%	£ -	0.0%	£ -	0.0%	
	<b>EMPLOYER INDIRECT COSTS: (D)</b>	<b>£ 179,991.29</b>	<b>8.3%</b>	<b>£ 190,789.88</b>	<b>8.3%</b>	<b>£ 252,151.74</b>	<b>8.3%</b>	
	<b>POINT ESTIMATE: (E)</b>	<b>£ 2,167,095.14</b>	<b>100.0%</b>	<b>£ 2,297,110.21</b>	<b>100.0%</b>	<b>£ 3,035,906.91</b>	<b>100.0%</b>	
<b>4</b>	<b>RISK</b>							
4.01	Risk	£ 650,128.54		£ 689,133.06		£ 910,772.07		Includes QGRA (P50/P80) or adjustments 30.0% of Point Estimate.
	<b>COST LIMIT EXCLUDING INFLATION: (F)</b>	<b>£ 2,817,223.68</b>		<b>£ 2,986,243.27</b>		<b>£ 3,946,678.98</b>		
<b>5</b>	<b>INFLATION</b>							
5.01	Inflation	£ -		£ -		£ -		When included within the project AFC, less COWD.
	<b>TOTAL INFLATION ALLOWANCE: (G)</b>	<b>£ -</b>		<b>£ -</b>		<b>£ -</b>		
<b>6</b>	<b>TAXATION AND GRANTS</b>							
6.01	Tax allowances and Grants	£ -		£ -		£ -		If Applicable.
	<b>TOTAL TAXATION AND GRANTS COST: (H)</b>	<b>£ -</b>		<b>£ -</b>		<b>£ -</b>		
	<b>TOTAL CAPITAL COST ESTIMATE: (H)</b>	<b>£ 2,817,223.68</b>		<b>£ 2,986,243.27</b>		<b>£ 3,946,678.98</b>		Excluding VAT.

# 4. Financial Estimate

## 4.3. Cost Estimate Table - Portland Road

WBS	ESTIMATE BREAKDOWN	OPTION 1: Low		OPTION 2: Med		OPTION 3: High		REMARKS
		VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	VALUE	% OF POINT ESTIMATE	
<b>1</b>	<b>DIRECT CONSTRUCTION WORKS</b>							
1.02	Site Clearance	£ 7,933.80	2.3%	£ 7,933.80	2.2%	£ 7,933.80	2.3%	
1.03	Fencing	£ 4,800.00	1.4%	£ 13,200.00	3.6%	£ 13,200.00	3.8%	
1.04	Road Restraint Systems (Vehicle and Pedestrian)	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.05	Drainage and Service Ducts	£ 4,627.56	1.3%	£ 4,627.56	1.3%	£ 4,627.56	1.3%	
1.06	Earthworks	£ 35,750.00	10.4%	£ 35,750.00	9.8%	£ 35,750.00	10.4%	
1.07	Pavements	£ 158,843.90	46.1%	£ 161,250.00	44.1%	£ 417,800.00	121.1%	
1.11	Kerbs, Footways and Paved Areas	£ 6,429.60	1.9%	£ 6,429.60	1.8%	£ 19,200.00	5.6%	
1.12	Traffic Signs and Road Markings	£ 5,896.60	1.7%	£ 5,568.60	1.5%	£ 12,568.60	3.6%	
1.13	Road Lighting Columns and Brackets, CCTV Masts and Cantilever Masts	£ 10,165.04	2.9%	£ 10,165.04	2.8%	£ 15,247.56	4.4%	
1.14	Electrical Work for Road Lighting and Traffic Signs	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.15	Motorway Communications	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.16	Piling and Embedded Retaining Walls	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.17	Structural Concrete	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.18	Steelwork for Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.19	Protection of Steelwork against Corrosion	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.20	Waterproofing for Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.21	Bridge Bearings	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.23	Bridge Expansion Joints and Sealing of Gaps	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.24	Brickwork, Blockwork and Stonework	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.25	Special Structures	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.27	Accommodation Works, Works for Statutory Undertakers, Provisional Sums and P	£ -	0.0%	£ -	0.0%	£ -	0.0%	
1.30	Landscape and Ecology	£ 10,000.00	2.9%	£ 14,000.00	3.8%	£ 17,000.00	4.9%	
1.50	Maintenance Painting of Steelwork	£ -	0.0%	£ -	0.0%	£ -	0.0%	
	<b>DIRECT CONSTRUCTION WORKS: (A)</b>	<b>£ 244,446.50</b>	<b>70.9%</b>	<b>£ 258,924.60</b>	<b>70.9%</b>	<b>£ 543,327.52</b>	<b>70.9%</b>	
<b>2</b>	<b>INDIRECT CONSTRUCTION COSTS</b>							
2.01	Preliminaries	£ 48,889.30	14.2%	£ 51,784.92	14.2%	£ 108,665.50	14.2%	20.0% of Direct Construction works. BM (20-30%)
2.02	Overheads and Profit	£ 22,916.86	6.6%	£ 24,274.18	6.6%	£ 50,936.96	6.6%	7.2% of Total Construction works. BM (7-15%)
	<b>INDIRECT CONSTRUCTION COSTS: (B)</b>	<b>£ 71,806.16</b>	<b>20.8%</b>	<b>£ 76,059.10</b>	<b>20.8%</b>	<b>£ 159,602.46</b>	<b>20.8%</b>	
	<b>TOTAL BASE CONSTRUCTION COST: (C)</b>	<b>£ 316,252.66</b>	<b>91.7%</b>	<b>£ 334,983.70</b>	<b>91.7%</b>	<b>£ 702,929.98</b>	<b>91.7%</b>	
<b>3</b>	<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT COSTS</b>							
3.01	Design Team Fees	£ 12,222.33	3.5%	£ 12,946.23	3.8%	£ 27,166.38	3.5%	5.0% of Direct Construction works. BM (10-30%)
3.02	Project Team Fees	£ 16,423.75	4.8%	£ 17,396.50	5.0%	£ 36,504.82	4.8%	4.8% of Point Estimate. BM (10-15%)
3.03	Other Project Costs	£ -	0.0%	£ -	0.0%	£ -	0.0%	
	<b>EMPLOYER INDIRECT COSTS: (D)</b>	<b>£ 28,646.07</b>	<b>8.3%</b>	<b>£ 30,342.73</b>	<b>8.3%</b>	<b>£ 63,671.19</b>	<b>8.3%</b>	
	<b>POINT ESTIMATE: (E)</b>	<b>£ 344,898.73</b>	<b>100.0%</b>	<b>£ 365,326.43</b>	<b>100.0%</b>	<b>£ 766,601.17</b>	<b>100.0%</b>	
<b>4</b>	<b>RISK</b>							
4.01	Risk	£ 103,469.62		£ 109,597.93		£ 229,980.35		Includes QCRA (P50/P80) or adjustments 30.0% of Point Estimate.
	<b>COST LIMIT EXCLUDING INFLATION: (F)</b>	<b>£ 448,368.35</b>		<b>£ 474,924.36</b>		<b>£ 996,581.52</b>		
<b>5</b>	<b>INFLATION</b>							
5.01	Inflation	£ -		£ -		£ -		When included within the project AFC, less COWD.
	<b>TOTAL INFLATION ALLOWANCE: (G)</b>	<b>£ -</b>		<b>£ -</b>		<b>£ -</b>		
<b>6</b>	<b>TAXATION AND GRANTS</b>							
6.01	Tax allowances and Grants	£ -		£ -		£ -		If Applicable.
	<b>TOTAL TAXATION AND GRANTS COST: (H)</b>	<b>£ -</b>		<b>£ -</b>		<b>£ -</b>		
	<b>TOTAL CAPITAL COST ESTIMATE: (H)</b>	<b>£ 448,368.35</b>		<b>£ 474,924.36</b>		<b>£ 996,581.52</b>		Excluding VAT.

# 5. Appendices

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## Appendix A - Wayfinding Study

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KEY



Station



Future development sites



Key Buildings

EXISTING VEHICULAR MOVEMENT



Bus Route



Pedestrianised zone



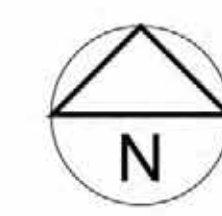
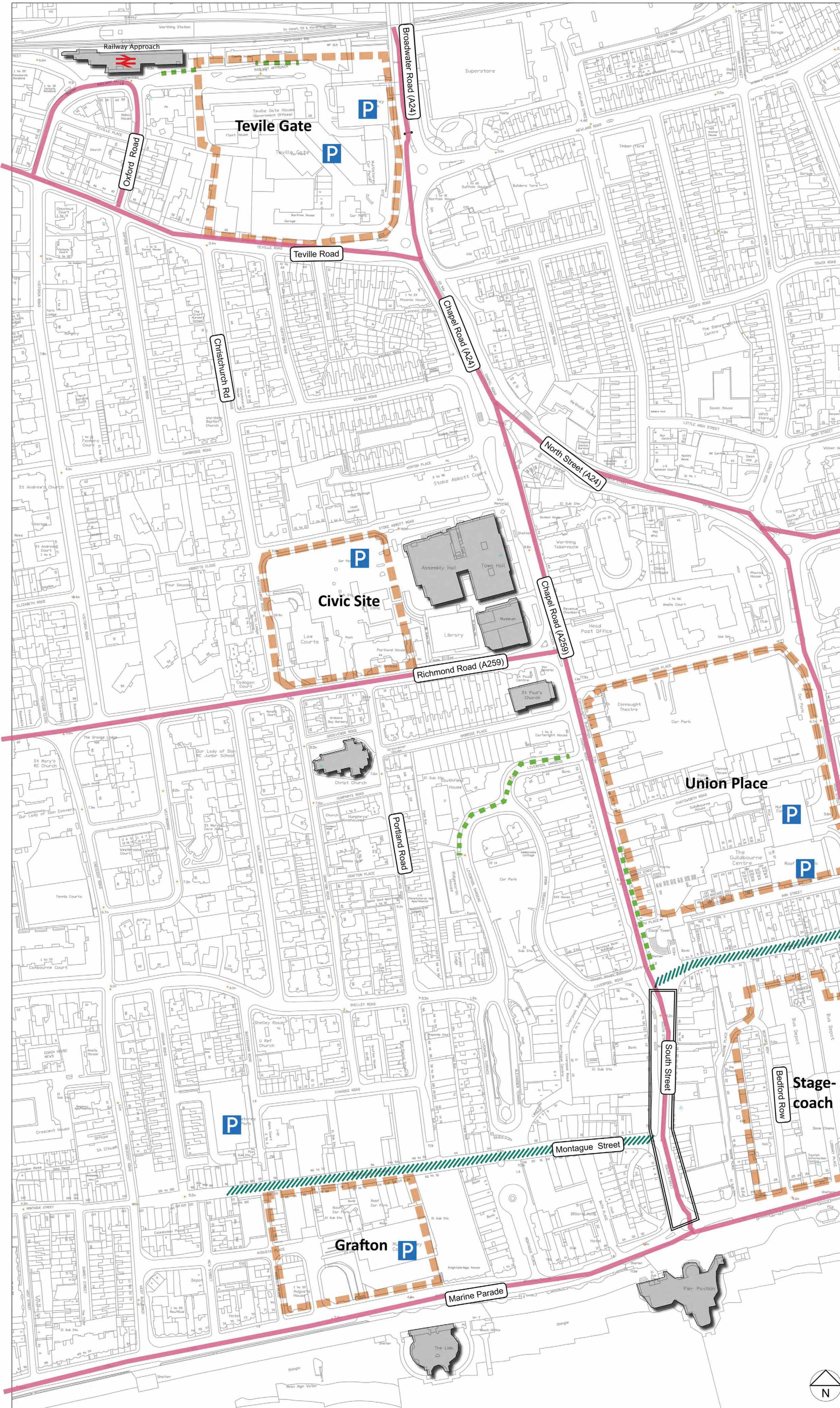
Bus interchange



Public Car Park



Taxi Ranks



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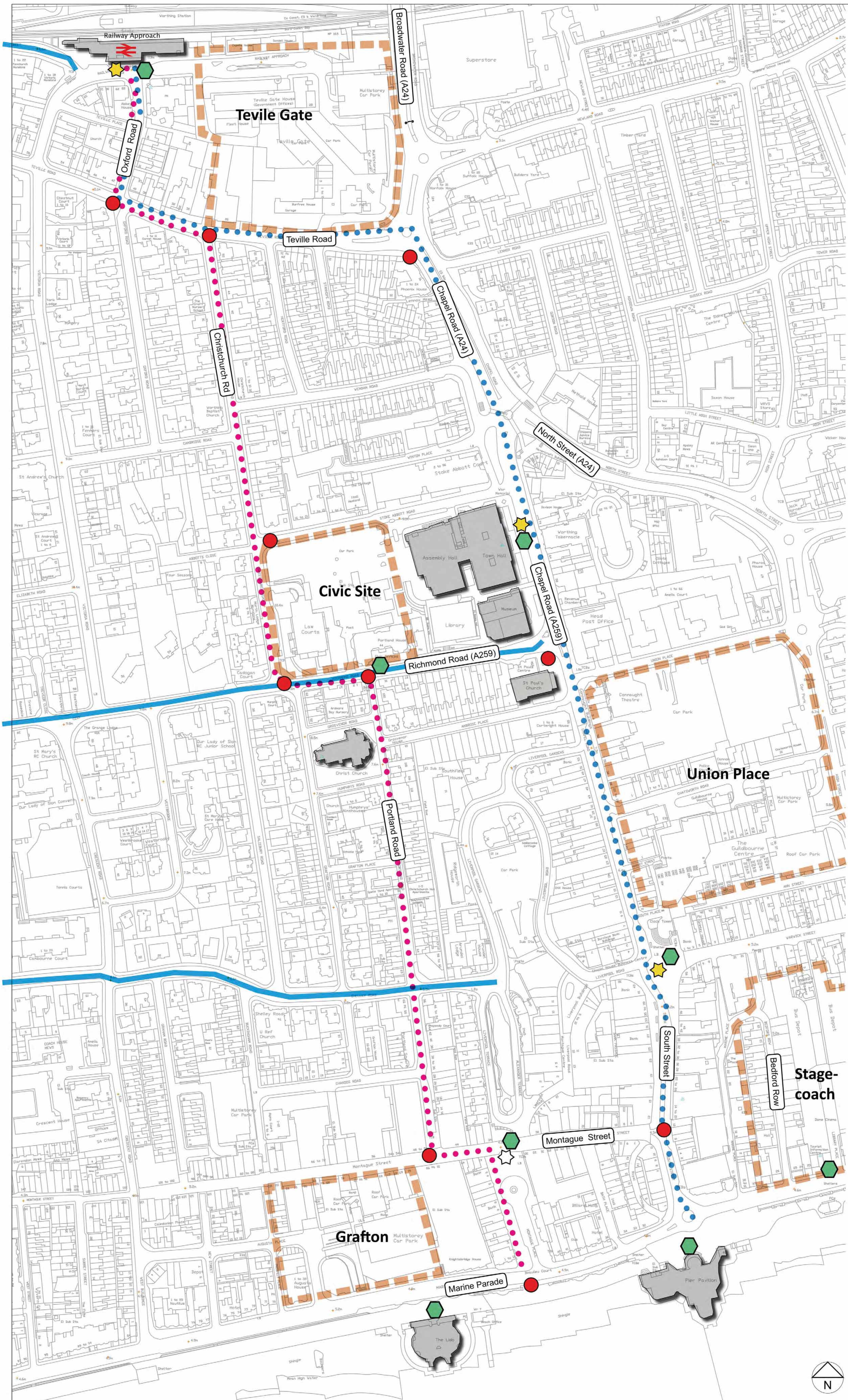


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Existing Vehicular Movements

SCALE @ A1:	1:250	CHECKED:	MS	APPROVED:	KS
PROJECT No:	70034668	DESIGNED:	AMP	DRAWN:	CLR
DRAWING No:	70034668-MOV-002	DATE:	20/06/2017	REV:	INI
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- KEY**
- Station
  - Future development sites
  - Key Buildings
- PROPOSED INFORMATION**
- FINGERPOSTS:** Fingerposts to be used as wayfinding devices on key routes between station and seafront. In addition to identifying distance and orientation to the next route marker, the fingerposts could also show direction to key features, destinations and landmarks within the town centre, and identify shopping areas, important buildings and tourist attractions. Insert map at a greater scale used to display local walking trails and their route relative to current position.
  - INFORMATION PANELS:** Information Panels located at nodal points along route between station and seafront, and adjacent to key features, destinations and landmarks within the town centre, and identify shopping areas, important buildings and tourist attractions. Insert map at a greater scale used to display local walking trails and their route relative to current position.
  - PAVEMENT COMPASS:** Inspired by the existing paving design found at Montague Place (shown as white star), a pattern designed in to the paving at key nodal points will show the approximate direction and distance to significant locations within the town centre.
  - RECOMMENDED FASTEST ROUTE:** This represents the quickest route between the Station and the seafront. It avoids the main retail area however, and is located along relatively busy streets so is recommended for experienced cyclists or users heading from the station and out of the area.
  - RECOMMENDED QUIET ROUTE:** The recommended route takes users along quiet side streets between the Station and seafront. It takes users directly past the proposed development at the Civic Site, connects with the existing cycle routes on Richmond Road and Shelley Road, passes the cafes and restaurants of Portland Road and reaches the seafront via the shopping on Montague Street.
  - EXISTING DEDICATED CYCLE ROUTES/FACILITIES**



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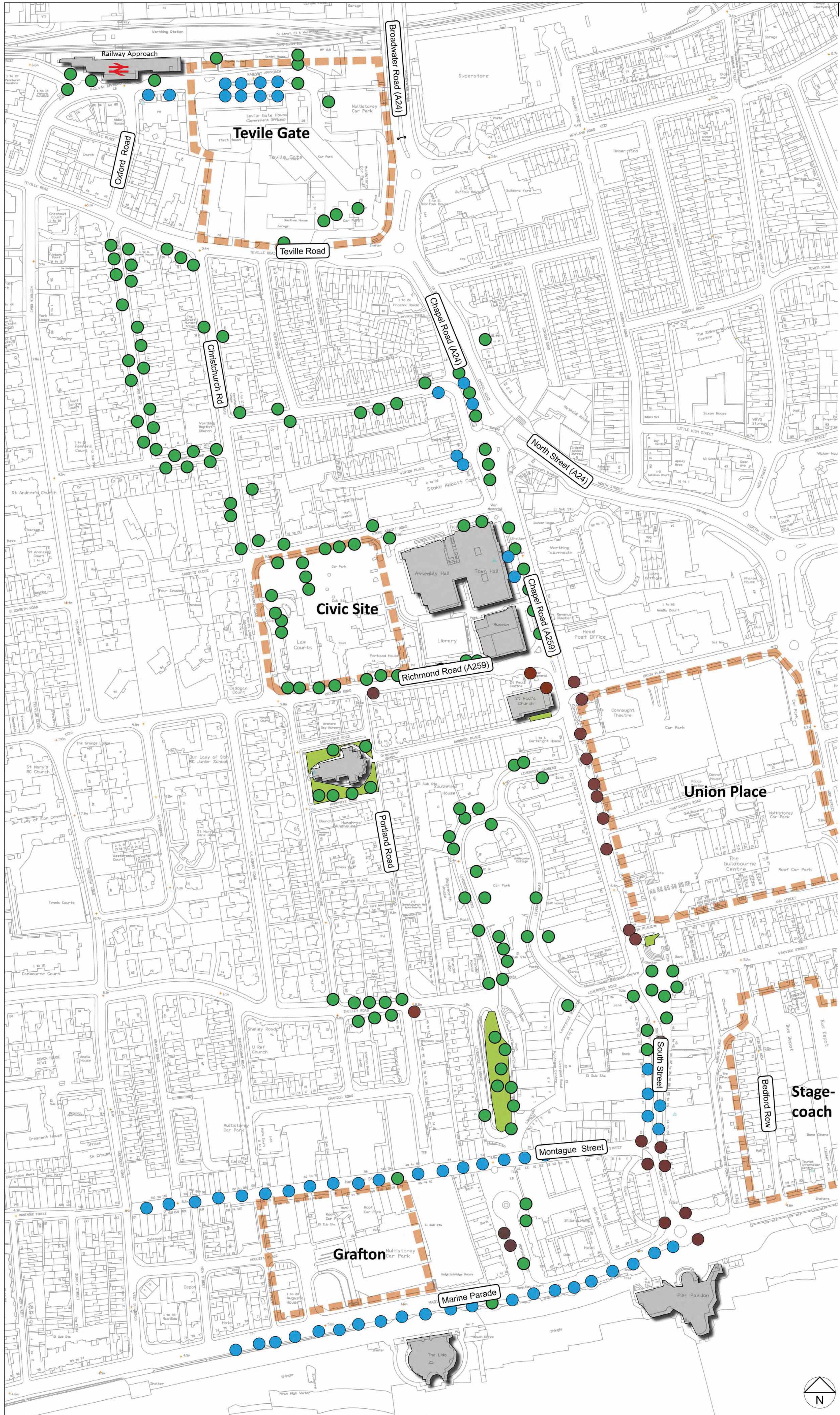
CLIENT:  
**WORTHING BOROUGH COUNCIL**

PROJECT:  
**Proposed Pedestrian & Cyclist Movements**


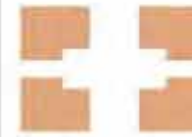

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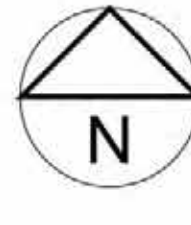


KEY

-  Station
-  Future development sites
-  Key Buildings

EXISTING VEGETATION

-  Selected Existing Green Space
-  Existing Trees
-  Existing Trees (not thriving)
-  Areas with potential for new tree planting



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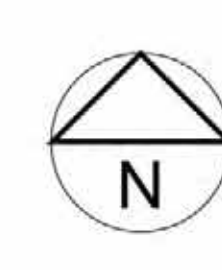
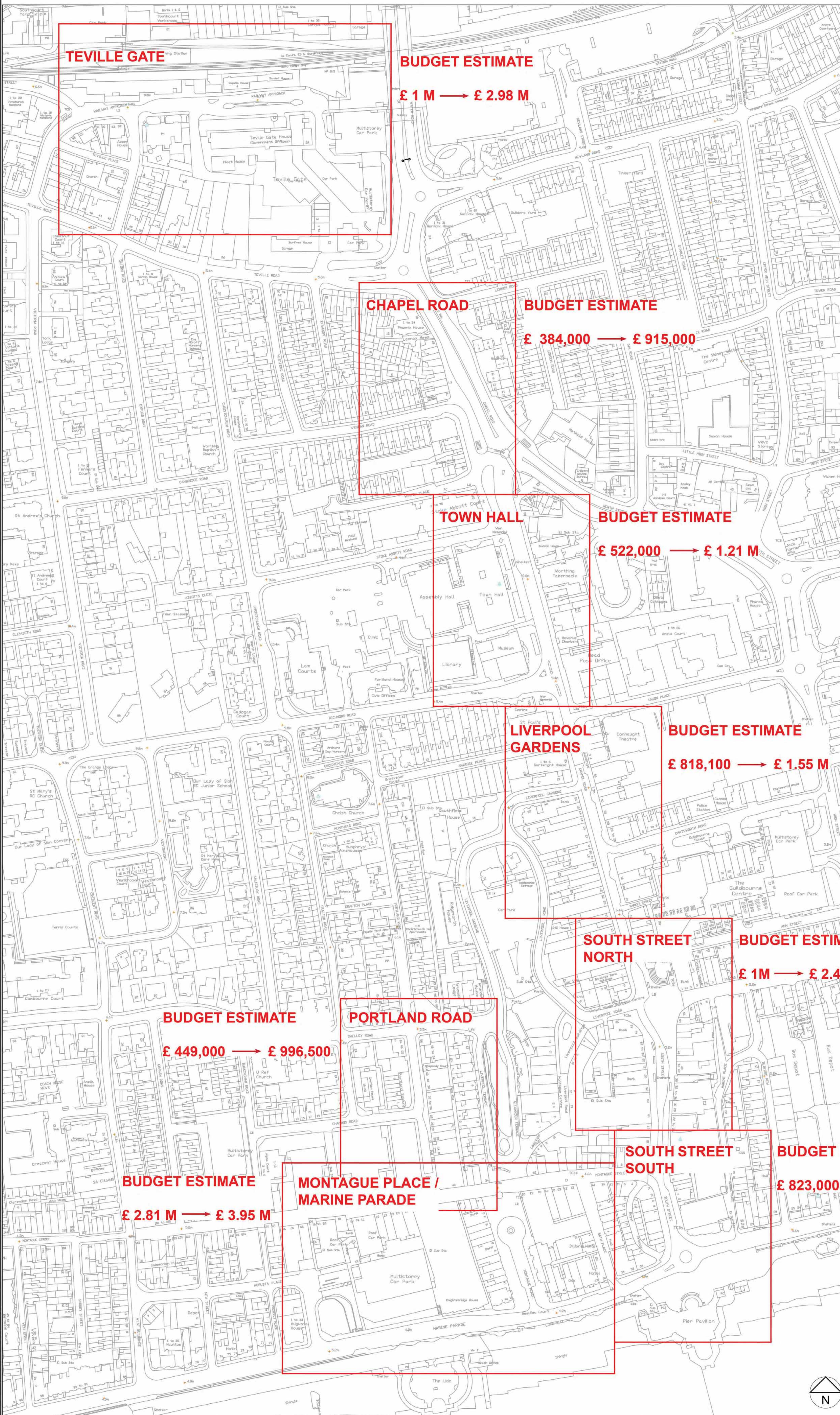


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Existing & Proposed Vegetation Plan

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Sketch Option Location Plan

70034668

70034668-MOV-004

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# 5. Appendices

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## Appendix B - Design Options Drawings

- Teville Gate
  - Chapel Road
  - Town Hall
  - Liverpool Gardens
  - South Street North
  - South Street South
  - Montague Place
  - Portland Road
- 



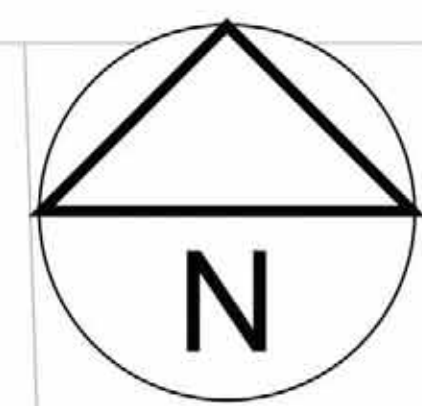




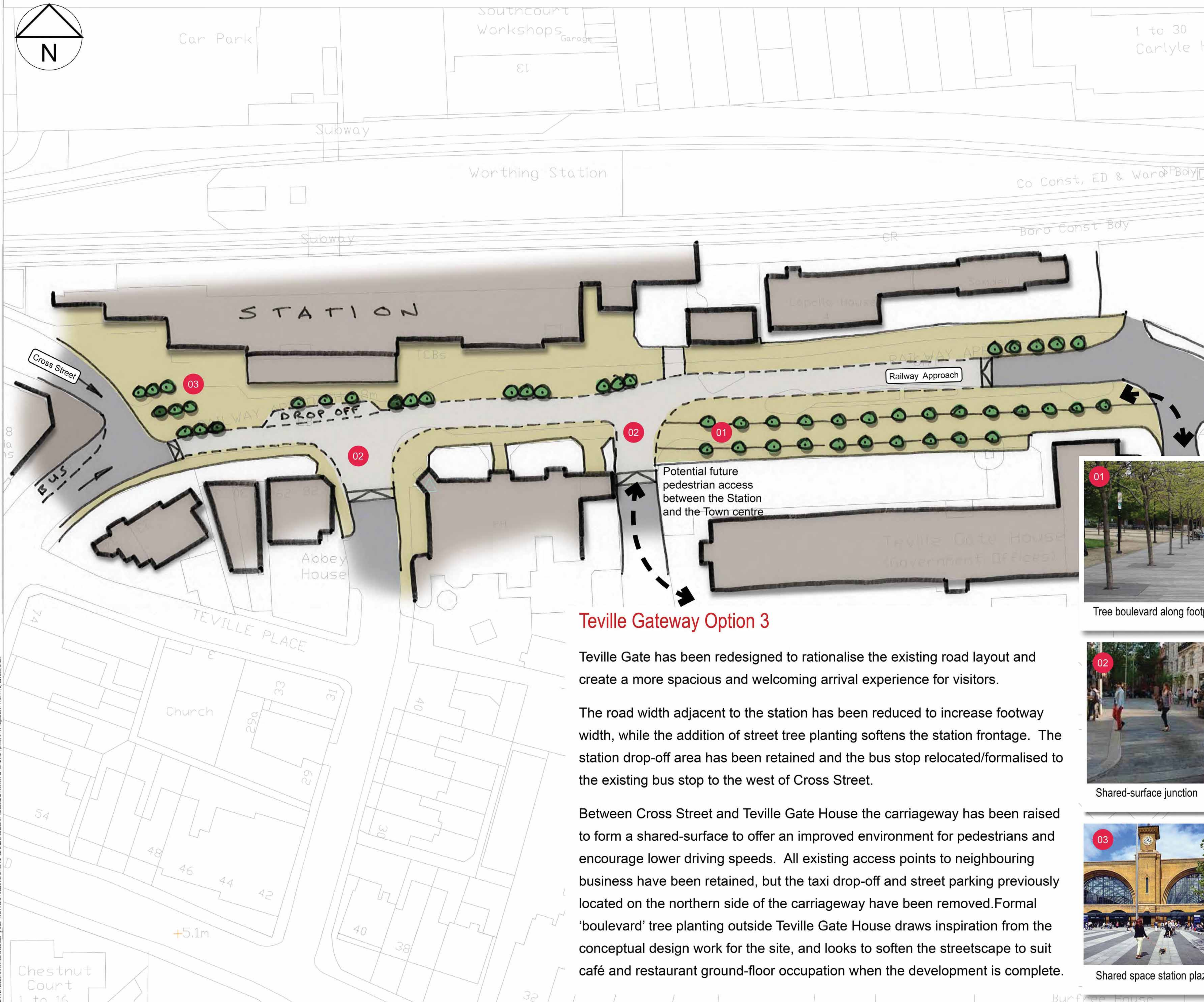








Parking Numbers	Existing	Proposed
Car Park	50	-
Disabled Parking	1	-
Taxi Bays	6	-
Drop off	2	2
Bus Stop	1	1



### Tevile Gateway Option 3

Tevile Gate has been redesigned to rationalise the existing road layout and create a more spacious and welcoming arrival experience for visitors.

The road width adjacent to the station has been reduced to increase footway width, while the addition of street tree planting softens the station frontage. The station drop-off area has been retained and the bus stop relocated/formalised to the existing bus stop to the west of Cross Street.

Between Cross Street and Teville Gate House the carriageway has been raised to form a shared-surface to offer an improved environment for pedestrians and encourage lower driving speeds. All existing access points to neighbouring business have been retained, but the taxi drop-off and street parking previously located on the northern side of the carriageway have been removed. Formal 'boulevard' tree planting outside Teville Gate House draws inspiration from the conceptual design work for the site, and looks to soften the streetscape to suit café and restaurant ground-floor occupation when the development is complete.

Potential future pedestrian access between the Station and the Town centre

Potential future pedestrian access between the Station and the Town centre



Tree boulevard along footpath



Shared-surface junction

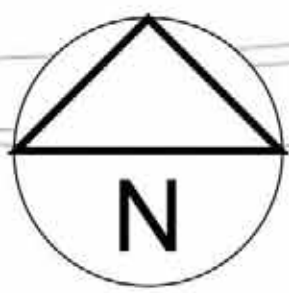


Shared space station plaza



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Parking Numbers	Existing	Proposed
Car Park	4	-

### Chapel Road Option 1

The Chapel Road/North Street junction marks the northernmost end of the main route to the seafront. New tree planting is used to complement the existing mature trees and to help create a barrier between pedestrians and the busy A259 Chapel Road. Between the trees, planters with benches provide seating opportunities and create local 'destinations' or meeting points for residents and visitors.

A new shared surface has been created at the Wenban Road corner to slow motorists and to allow pedestrians to cross safely, while the section of Wenban Road that runs parallel to Chapel Road has been reduced in width to create wider footpaths on either side. At the junction of Wenban Road and the A24 the carriageway width has also been reduced, and a new at-level crossing created to improved pedestrian safety.

It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.



01 New trees, planters and benches used to identify key route



02 Shared-surface junction



03 At level crossing



For Comment



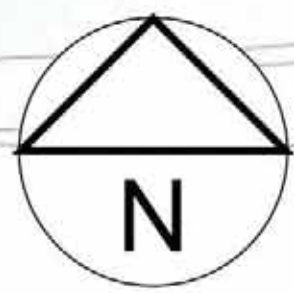
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TITLE:	Chapel Road Option 1		PROJECT NO.:	70034668	DRAWING NO.:	70034668-SP-004	REV.:	INI
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Parking Numbers	Existing	Proposed
Car Park	4	-

## Chapel Road Option 2

The Chapel Road/North Street junction marks the northernmost end of the main route to the seafront. New tree planting is used to complement the existing mature trees and to help create a barrier between pedestrians and the busy A259 Chapel Road. The junction is defined by a bold 'star pattern' to be used as a pavement compass or wayfinding device. This is inspired by the existing paving pattern found at Montague Place/Montague Street and would will show the approximate direction and distance to significant locations within the town centre.

A shared surface has been introduced across the Wenban Road/Winton Place junction and the carriageway widths reduced to lower traffic speeds and improve pedestrian safety through the area. Replacement paving, to a buff/browns palette echoing the colours found on the beach, elevates the paving from that found to the local side streets and helps wayfinding by identifying this as part of the recommended route between the seafront and the station. This prominence is further enhanced by the addition of radial banding within the paving, a pattern continued along the length of South Street.

It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.



Key node/destination on route identified by pattern in paving



Shared-surface junction



At level crossing



Banding in contrasting paving

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TITLE:	Chapel Road Option 2

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### Town Hall Option 2

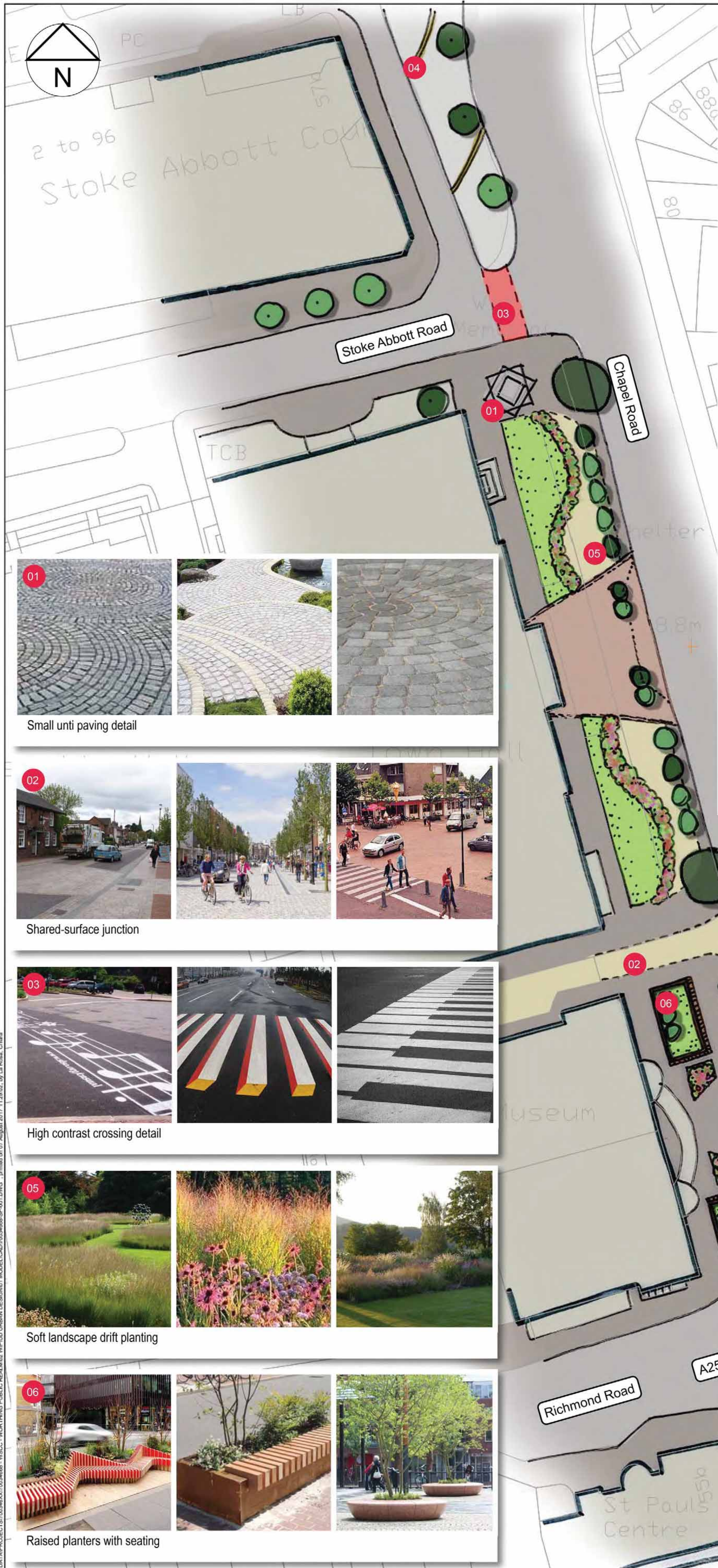
The important civic and cultural buildings found along here define the local character of Chapel Road in this area, and the design aims to elevate their status through corresponding soft and hard landscape improvements. New boulevard planting of street trees line the A259 Chapel Road and create separation between the road and the Town Hall frontage.

The entrance to the Town Hall has been redefined and emphasised with a new broad driveway, while the existing grassed areas that flank the entrance have been replaced with landscaped areas. Planted lawns and brown/buff paving softens the street scene either side of the entrance, and are split by drifts of shrub planting. The existing bus stop outside the Town Hall has been relocated outside the Museum to maintain the formality of the Town Hall setting.

Outside the Museum, elevated planters of formal lawn and ornamental tree planting offer bench seating on two sides and provide occasional seating opportunities to their other sides. Adjacent to the planters, and in line with the museum's entrance, are small planting beds of contemporary shrub planting. Existing pedestrian crossing points have been redefined using high contrast contemporary patterns, possibly drawing reference to notable or historic events or residents while new paving is used to frame the two war memorials and emphasise their importance.

The existing trees outside St. Paul's Centre have been replaced with more suitable urban street tree species. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

Parking Numbers	Existing	Proposed
Bus stop	1	1



Small unti paving detail



Shared-surface junction



High contrast crossing detail



Soft landscape drift planting



Raised planters with seating

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PROJECT: Worthing Public Realm

TITLE: Town Hall Option 2

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### Liverpool Gardens Option 2

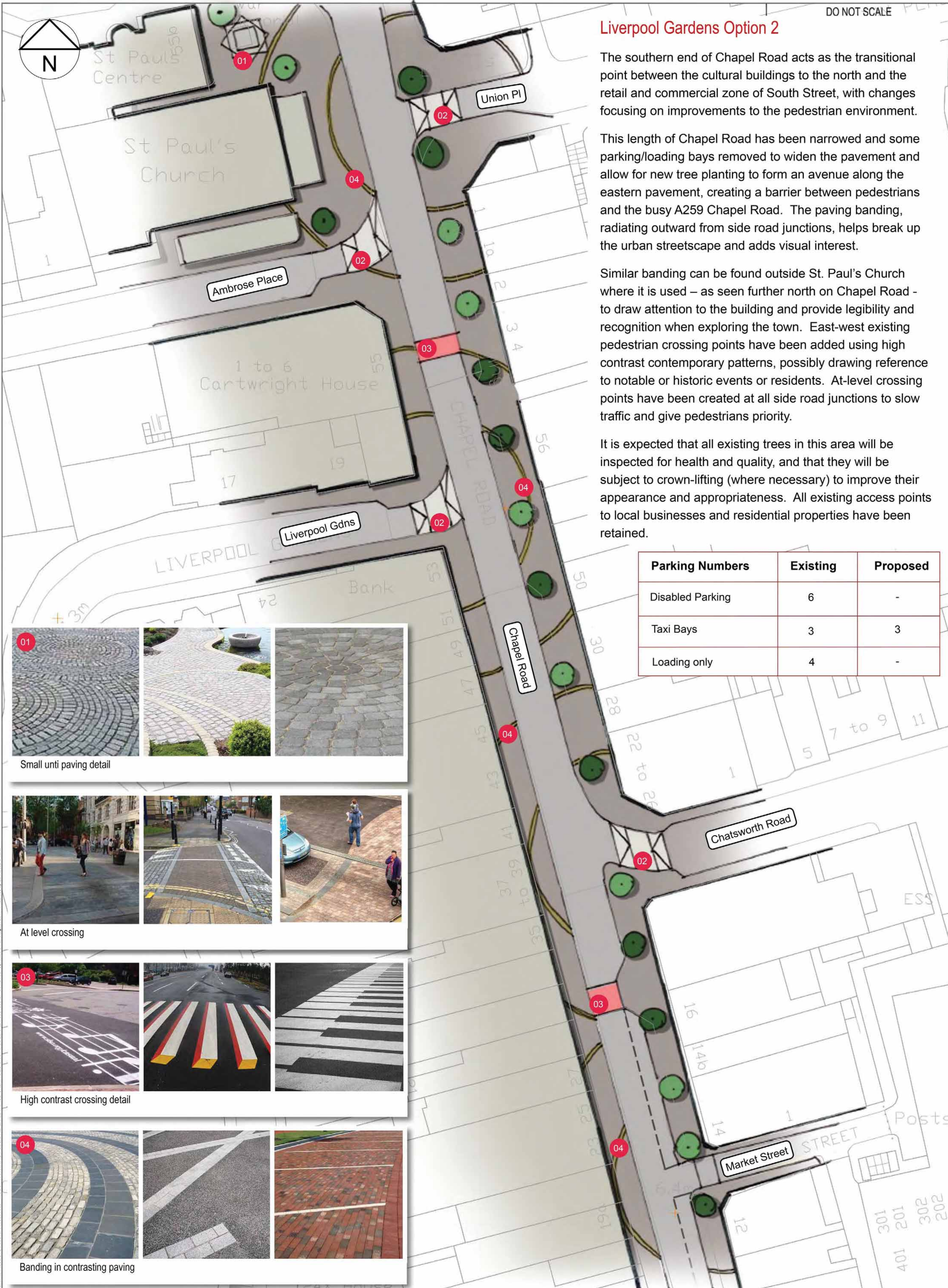
The southern end of Chapel Road acts as the transitional point between the cultural buildings to the north and the retail and commercial zone of South Street, with changes focusing on improvements to the pedestrian environment.

This length of Chapel Road has been narrowed and some parking/loading bays removed to widen the pavement and allow for new tree planting to form an avenue along the eastern pavement, creating a barrier between pedestrians and the busy A259 Chapel Road. The paving banding, radiating outward from side road junctions, helps break up the urban streetscape and adds visual interest.

Similar banding can be found outside St. Paul's Church where it is used – as seen further north on Chapel Road – to draw attention to the building and provide legibility and recognition when exploring the town. East-west existing pedestrian crossing points have been added using high contrast contemporary patterns, possibly drawing reference to notable or historic events or residents. At-level crossing points have been created at all side road junctions to slow traffic and give pedestrians priority.

It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

Parking Numbers	Existing	Proposed
Disabled Parking	6	-
Taxi Bays	3	3
Loading only	4	-



Small unti paving detail



At level crossing



High contrast crossing detail



Banding in contrasting paving

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PROJECT: Worthing Public Realm

TITLE: Liverpool Gardens Option 2

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### South Street North Option 1

Parking Numbers	Existing	Proposed
Taxi Bays	9	9
Bus stop	4	4

The northern end of South Street represents a key junction point in Worthing Town Centre and has been revised to create a nodal point or local destination.

The design/access to the entrance of the Guildbourne Center has been retained, however ornamental planting has been added in place of the existing clipped hedge and clock tower. The clock tower itself has been relocated to the axis of the junction and added to an elevated podium so that it forms a wayfinding/landmark point and can be seen from the surrounding streets.

The wider junction forms part of a shared surface area to slow traffic and give pedestrian priority, and also open up the area for civic events/markets/etc.

Additional trees have been added to existing market square trees to formalise the space and create a feature area for outdoor performance or events. To South Street itself, the current road layout has been retained including the position of the bus stop and their associated shelters. New tree planting is used to complement the existing street trees and to help create a barrier between pedestrians and roadway. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.



Banding in contrasting paving



Defined market square destination



Tree boulevard along footpath



New Bus shelters

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### South Street North Option 2

Parking Numbers	Existing	Proposed
Taxi Bays	9	9
Bus stop	4	3

The northern end of South Street represents a key junction point in Worthing Town Centre and has been revised to create a nodal point or local destination.

The design/access to the entrance of the Guildbourne Center has been revised to improved inclusive access and create more of a feature to the arrival area. The clock tower has been relocated to the axis of the junction and added to an elevated podium so that it forms a wayfinding/landmark point and can be seen from the surrounding streets. It is expected that the Centre would be refreshed in-line with the new landscaping.

The materials for the wider junction have been revised to a lighter/buff colour and a radial banding pattern has been added to elevate the status of the streetscape from the surrounding areas. Additional trees have been added to existing trees to formalise the space and create a feature area for outdoor performance or events.

To South Street itself, the current road layout has been revised to offer maximum space for pedestrians to both the east and west. Bus stops have been realigned to a single-sided sawtooth layout and the road width reduced to a minimum required.

New tree planting and benches are used to complement the existing street trees and to help create a barrier between pedestrians and roadway. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.



Defined market square destination



Shared-surface space



Tree boulevard along footpath



New Bus shelters



For Comment



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TITLE: South Street North  
Option 2

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### South Street North Option 3

Parking Numbers	Existing	Proposed
Taxi Bays	9	6
Bus stop	4	-

The northern end of South Street represents a key junction point in Worthing Town Centre and has been revised to create a nodal point or local destination.

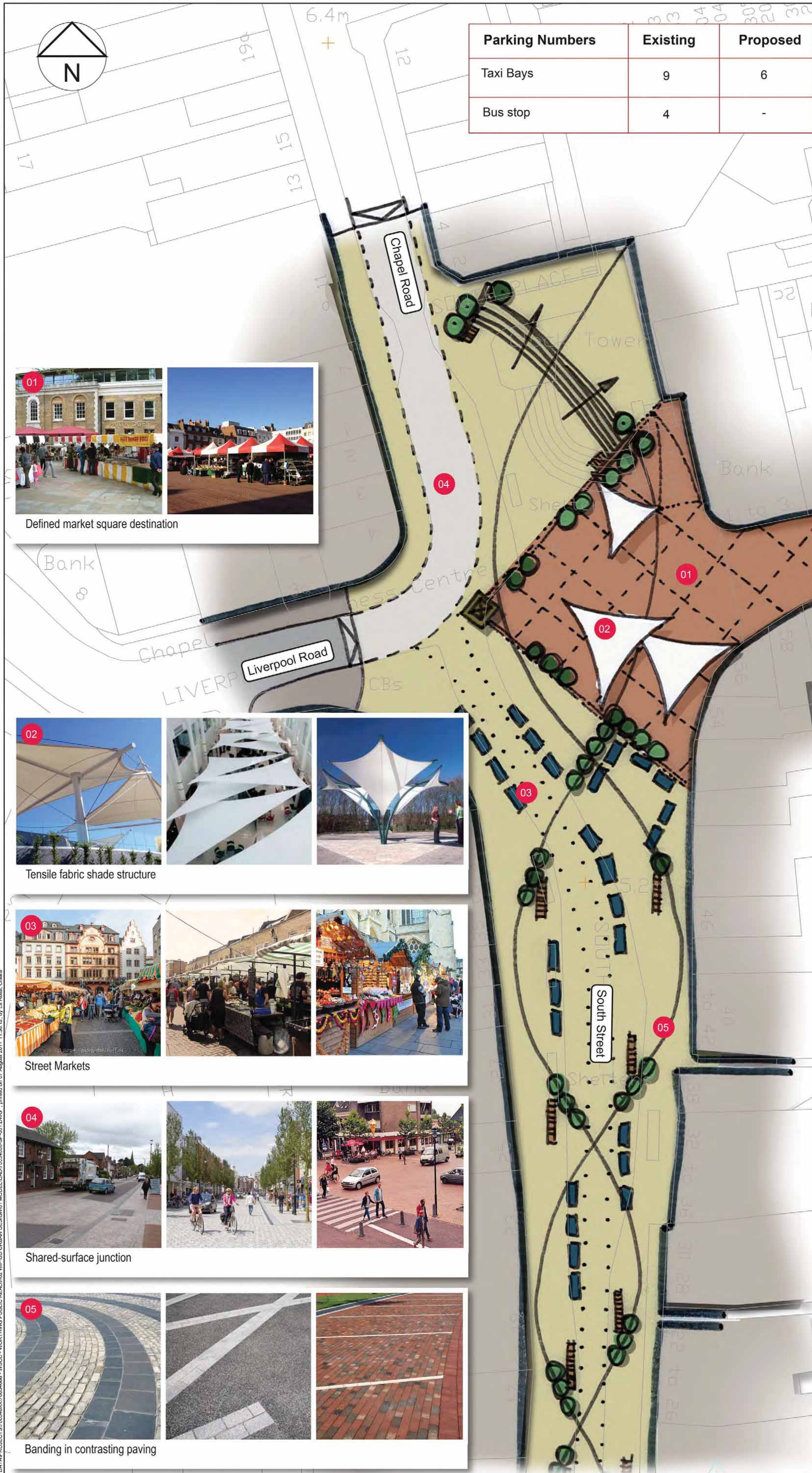
The design/access to the entrance of the Guildbourne Center has been revised to improved inclusive access and create more of a feature to the arrival area. The clock tower has been relocated to the axis of the junction and added to an elevated podium so that it forms a wayfinding/landmark point and can be seen from the surrounding streets. It is expected that the Centre would be refreshed in-line with the new landscaping.

The wider junction forms part of a shared surface area that runs the length of South Street and is intended to slow traffic and give pedestrian priority, and also open up the area for civic events/markets/etc.

The materials for the wider junction have been revised to a lighter/buff colour and a crossing band pattern, inspired by the high tide line on the beach, added to create a pedestrian exploration between the Guildbourne Centre and the seafront. Additional trees have been added to existing trees to formalise the space and create a feature area for outdoor performance or events.

To South Street itself, the current road layout has been revised to offer maximum space for pedestrians to both the east and west. Bus access has been revoked and associated stops have been removed to maximise pedestrian space and open up the street for craft markets and performances, with only out-of-hours delivery/emergency access retained.

New tree planting and benches are used to complement the existing street trees and to help soften the streetscape. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.



Defined market square destination



Tensile fabric shade structure



Street Markets



Shared-surface junction



Banding in contrasting paving

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CLIENT: Worthing Public Realm

PROJECT: South Street North Option 3

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PROJECT NO:	70034668	DRAWING NO:	70034668-SP-012	REV:	INI

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### South Street South Option 1

The southern end of South Street represents a key nodal point for Worthing town centre and links the key attractions of the retail area, promenade and Pier.

New tree planting is used to complement the existing street trees, to help create a barrier between pedestrians and roadway and to define the linkage between the pier and Guildbourne Centre. Existing kerb lines have been retained, as have all pedestrian crossing points to Marine Parade and South Street. Planting to the roundabout junction has been enhanced to create a focal point along Marine Parade and complement the architecture of the pier. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness.

All existing access points to local businesses and residential properties have been retained.



Soft landscape drift planting



Tree boulevard along footpath

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## South Street South Option 2

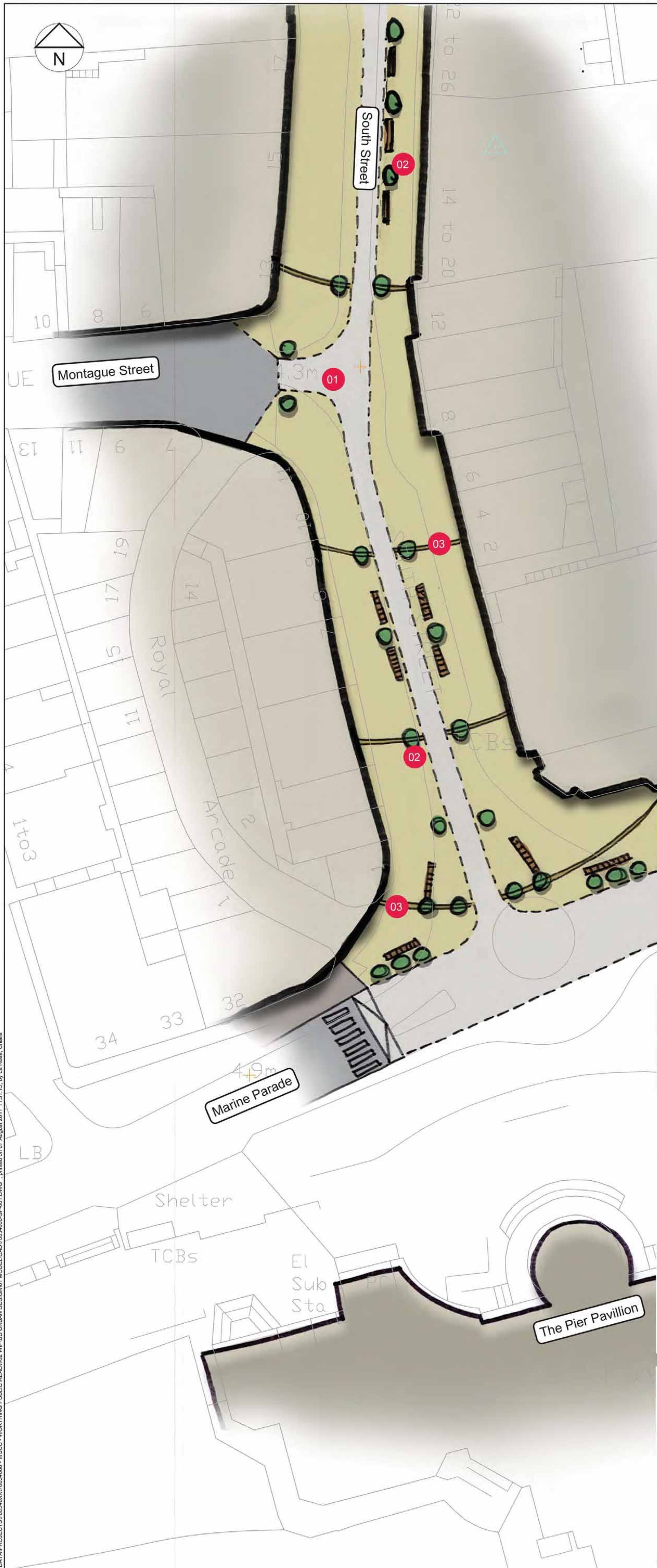
The southern end of South Street represents a key nodal point for Worthing town centre and links the key attractions of the retail area, promenade and Pier.

The existing roundabout has been removed to increase pedestrian/event space outside the pier, and the inclusion of an at-level junction creates a more pedestrian-friendly connection between South Street and the pier entrance.

The materials for the wider junction have been revised to a lighter/buff colour and a radial banding pattern has been added to elevate the status of the streetscape from the surrounding areas. New benches and tree planting are used to complement the existing street trees, to help create a barrier between pedestrians and roadway and to define the linkage between the pier and Guildbourne Centre.

New groupings of small trees and benches are located the opposite the pier entrance and act as meeting points and occasional seating. Existing kerb lines have been retained as have all pedestrian crossing points to Marine Parade and South Street. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness.

All existing access points to local businesses and residential properties have been retained.



Shared-surface space



Tree boulevard along footpath



Banding in contrasting paving



For Comment



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PROJECT:	Worthing Public Realm	SCALE @ A1:	1:250m	CHECKED:	MS	APPROVED:	KS
TITLE:	South Street South Option 2	CAD FILE:	70034668-SP-014-DWG	DESIGN-DRAWN:	AMcP/CLR	DATE:	20/06/2017
		PROJECT NO.:	70034668	DRAWING NO.:	70034668-SP-014	REV:	INI

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### South Street South Option 3

The southern end of South Street represents a key nodal point for Worthing town centre and links the key attractions of the retail area, promenade and Pier.

The existing roundabout has been removed to increase pedestrian/event space outside the pier, and the inclusion of a shared-surface junction in contrasting colour creates a more pedestrian-friendly connection between South Street and the pier entrance.

The materials for the wider junction have been revised to a lighter/buff colour and a crossing band pattern, inspired by the high tide line on the beach, added to create a pedestrian exploration between the Guildbourne Centre and the seafront. Additional trees have been added to existing trees to formalise the space and join tensile fabric structures to create a feature area for outdoor performance or events. To South Street itself, the current road layout has been revised to offer maximum space for pedestrians to both the east and west. Bus access has been revoked and associated stops have been removed to maximise pedestrian space and open up the street for craft markets and performances, with only out-of-hours delivery/emergency access retained.

New tree planting and benches are used to complement the existing street trees and to help soften the streetscape. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness.

All existing access points to local businesses and residential properties have been retained.



Street Markets



Tensile fabric shade structure



Defined market square destination



Shared-surface junction



Banding in contrasting paving

The Pier Pavillion



For Comment



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PROJECT:	Worthing Public Realm		SCALE @ A1:	1:250m	CHECKED:	MS	APPROVED:	KS
TITLE:	South Street South Option 3		CAD FILE:	70034668-SP-015-DWG	DESIGN-DRAWN:	AMcP/CLR	DATE:	20/06/2017
	PROJECT NO:	70034668	DRAWING NO:	70034668-SP-015	REV:	INI		

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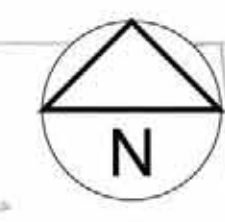












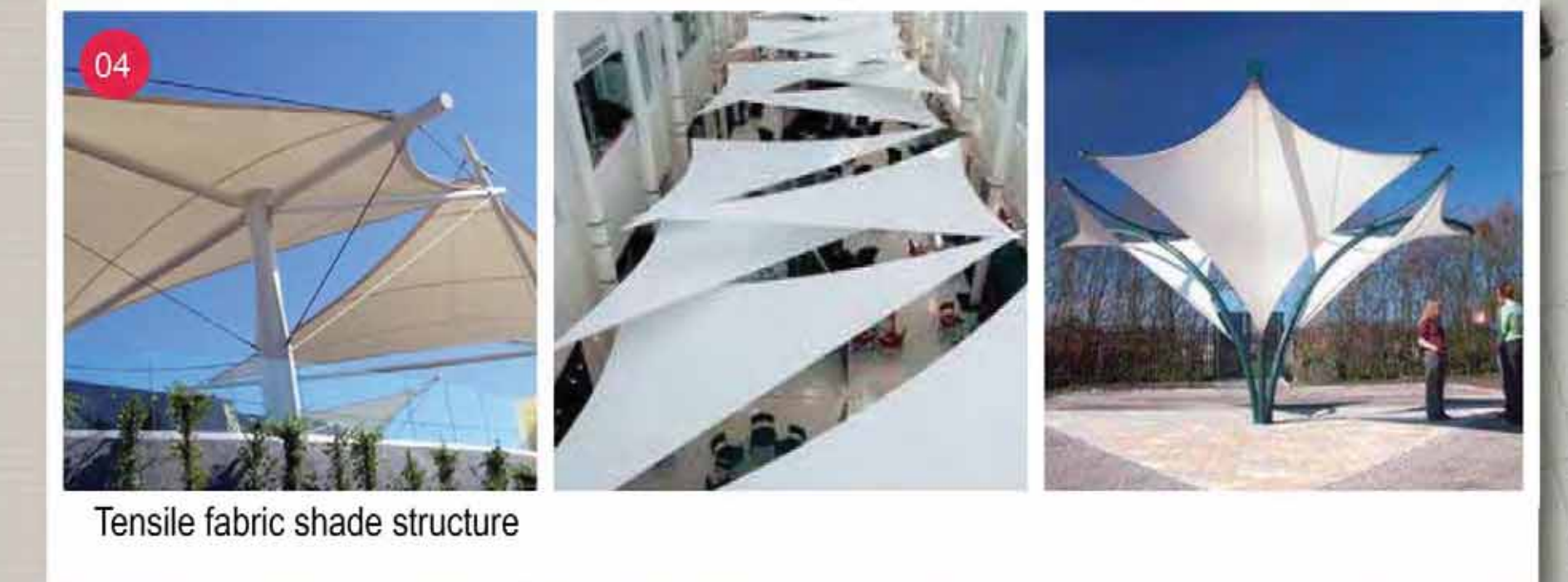
Parking Numbers	Existing	Proposed
Car Park	49	16
Disabled Parking	9	1
Loading only	3	-
Motorbikes Parking	12	-
Bus stop	1	1

### Montague Street, Montague Place and Marine Parade - Option 3

Montague Street has been simplified and cleared of unnecessary signage and street clutter. Small tree groupings create areas of interest and soften the landscape, and join blocks of contrasting paving and banding to create welcoming rest/seating areas and meeting points spaced along the street. A meandering band pattern runs the length of the street and is used to differentiate Montague Street from the neighbouring roads, and link in with hard landscape patterns proposed for other key areas. Access for delivery/emergency vehicles has been maintained along the length of Montague Street.

Marine Parade, Montague Place and Montague Street represent three very different components of Worthing Town Centre, but together they represent the touristic heart. The intent for this area is to link the three existing areas with a common design theme, whilst also retaining the individual needs of each space. Design change to this area is to be seen along the length on Montague Street and Montague Place, but it is limited to the area of Marine Parade between Augusta Place and The Pier.

Montague Street has been simplified and cleared of unnecessary signage and street clutter. Small tree groupings create areas of interest and soften the landscape, and join blocks of contrasting paving and banding to create welcoming rest/seating areas and meeting points spaced along the street. A meandering band pattern runs the length of the street and is used to differentiate Montague Street from the neighbouring roads, and link in with hard landscape patterns proposed for other key areas. Access for delivery/emergency vehicles has been maintained along the length of Montague Street.



Montague Place has been reimagined as its own destination. Forming the link between the leisure activities of the seafront and the retail heartland of Montague Street, the new Montague Place is intended as an urban parkland. Pop-up eateries and coffee bars, designed to a 'BoxPark' concept, are located to the north of the street and are joined by contemporary fabric shade structures

to create an informal street-food district against the blank wall backdrop. A sweeping drift of planting runs the length of the street to the western boundary and provides separation for the existing businesses, whilst also providing a green link along the Montague Place. Trees and benches are located along the soft landscaping zone, and combine with the existing street trees to add verticality to the local environment. A shared-surface junction links to Marine Parade, and space is retained for parking to the southern end of Montague Place.

Marine Parade, between Augusta Place and the pier, has been transformed into a shared surface street with the carriageway

narrowed to increase pedestrian space and reduce vehicle speeds. Meandering banding, inspired by tide-lines on the beach, runs along the footway area, and is crossed by linear banding to link-in with hard-landscape patterning as proposed for other key areas. Proposed street trees are added at regular intervals to formalise the streetscape. It is expected that all existing trees in this area will be inspected for health and quality, and that they will be subject to crown-lifting (where necessary) to improve their appearance and appropriateness. All existing access points to local businesses and residential properties have been retained.

File name: WSPGROUP\CONCEPTUAL\DATA\PROJECTS\WORTHING PUBLIC REALM\WORTHING PUBLIC REALM\DWG\03-01-DWG.dwg, printed on 09 August 2017 16:13:02, by La Press, China

<p>west sussex county council</p>	<p>Building E4, Green Lane Business Park, Tewkesbury, Gloucestershire, GL20 8SJ Tel: +44 (0)1684 851 751, Fax: +44 (0)1684 851 711 <a href="http://www.wspgroup.com">http://www.wspgroup.com</a></p>	<p>WORTHING BOROUGH COUNCIL</p>	<table border="1"> <tr> <td>PROJECT</td> <td>Worthing Public Realm</td> <td>SCALE &amp; NO.</td> <td>N.T.S.</td> <td>CHECKED</td> <td>MS</td> <td>APPROVED</td> <td>KS</td> </tr> <tr> <td>CAD FILE</td> <td>70034668-SP-018-DWG</td> <td>DESIGN DRAWN</td> <td>AMSP / CLR</td> <td>DATE</td> <td>20/06/2017</td> <td colspan="2"></td> </tr> <tr> <td>TITLE</td> <td>Montague Place / Marine Parade Option 3</td> <td>PROJECT NO.</td> <td>70034668</td> <td>DRAWING NO.</td> <td>70034668-SP-018</td> <td>REV.</td> <td>INI</td> </tr> <tr> <td colspan="8" style="text-align: center;">© WSP Group plc</td> </tr> </table>	PROJECT	Worthing Public Realm	SCALE & NO.	N.T.S.	CHECKED	MS	APPROVED	KS	CAD FILE	70034668-SP-018-DWG	DESIGN DRAWN	AMSP / CLR	DATE	20/06/2017			TITLE	Montague Place / Marine Parade Option 3	PROJECT NO.	70034668	DRAWING NO.	70034668-SP-018	REV.	INI	© WSP Group plc							
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### Portland Road Option 1

Portland Road is a key transition area between the 'quiet' pedestrian/cycle route to the station, and retail area/seafront to the south.

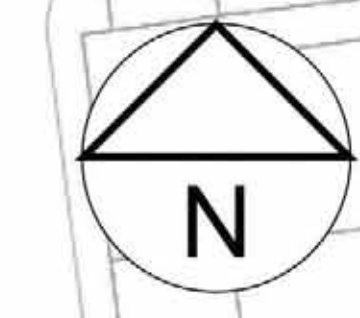
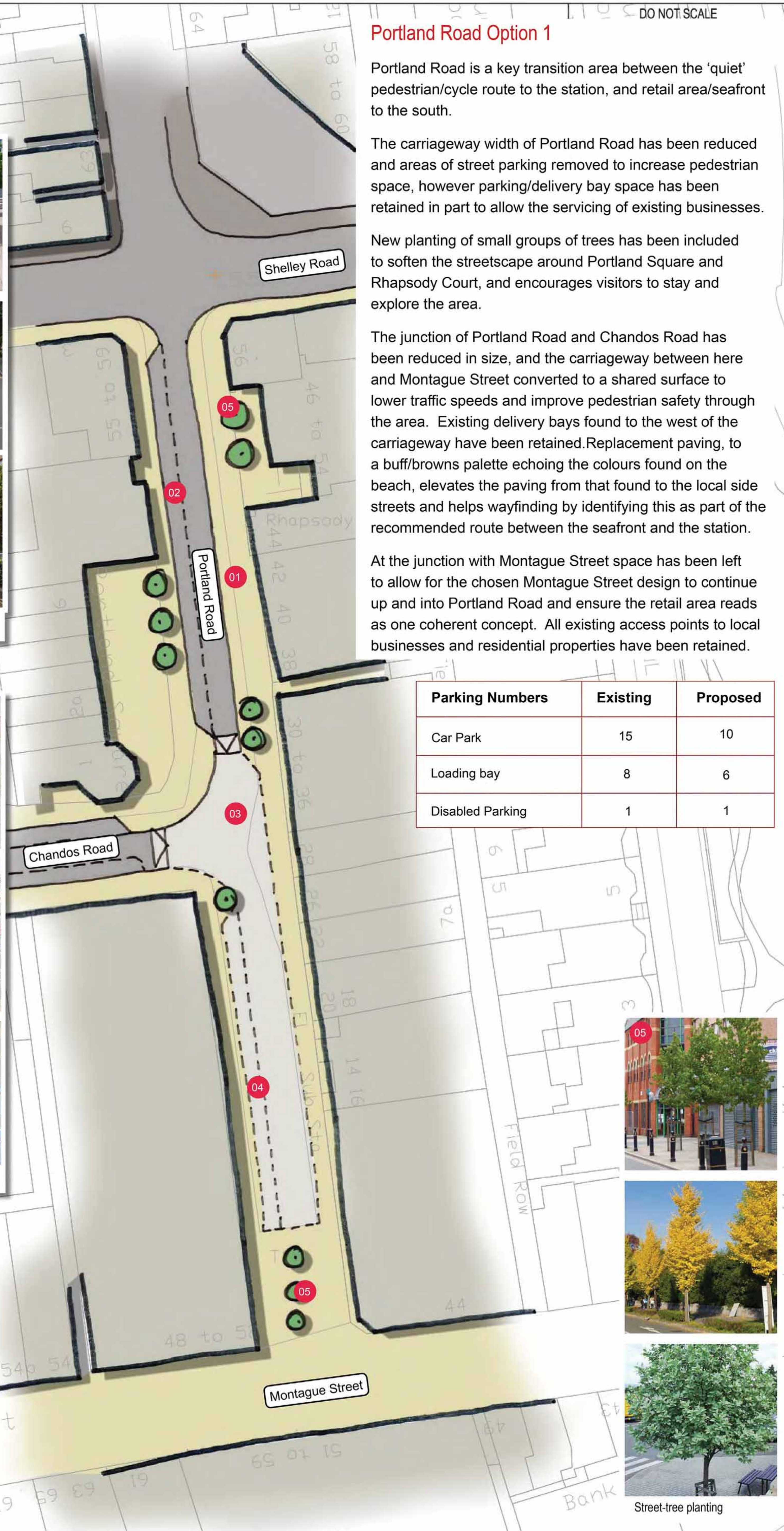
The carriageway width of Portland Road has been reduced and areas of street parking removed to increase pedestrian space, however parking/delivery bay space has been retained in part to allow the servicing of existing businesses.

New planting of small groups of trees has been included to soften the streetscape around Portland Square and Rhapsody Court, and encourages visitors to stay and explore the area.

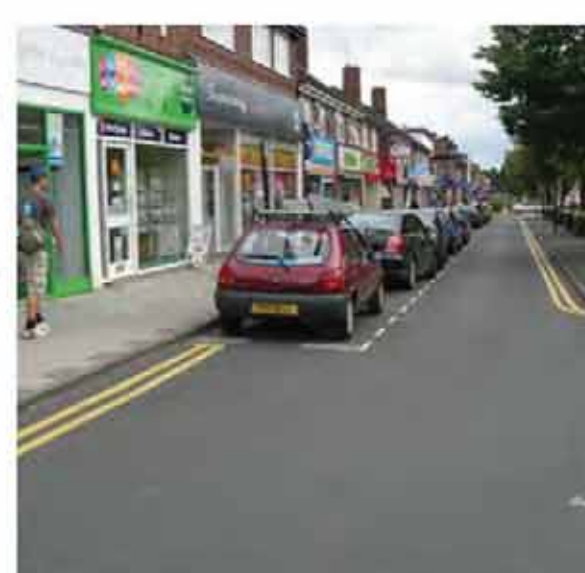
The junction of Portland Road and Chandos Road has been reduced in size, and the carriageway between here and Montague Street converted to a shared surface to lower traffic speeds and improve pedestrian safety through the area. Existing delivery bays found to the west of the carriageway have been retained. Replacement paving, to a buff/browns palette echoing the colours found on the beach, elevates the paving from that found to the local side streets and helps wayfinding by identifying this as part of the recommended route between the seafront and the station.

At the junction with Montague Street space has been left to allow for the chosen Montague Street design to continue up and into Portland Road and ensure the retail area reads as one coherent concept. All existing access points to local businesses and residential properties have been retained.

Parking Numbers	Existing	Proposed
Car Park	15	10
Loading bay	8	6
Disabled Parking	1	1



Wider resurfaced paving



On street parking



Shared-surface junction



Shared-surface parking



Street-tree planting

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For Comment



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Worthing Public Realm

Portland Road  
Option 1

SCALE @ A1

1:250m

CHECKED:

MS

APPROVED:

KS

CAD FILE:

70034668-SP-019.DWG

DESIGN DRAWN:

CLR

DATE:

20/08/2017

PROJECT No:

70034668

DRAWING No:

70034668-SP-019

REV:

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## Portland Road Option 2

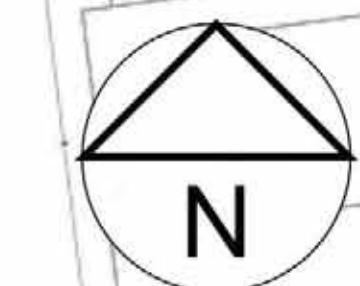
New Portland Road is a key transition area between the 'quiet' pedestrian/cycle route to the station, and retail area/seafront to the south.

The carriageway width of Portland Road has been reduced and converted to a shared surface to lower traffic speeds and improve pedestrian safety through the area. Street parking has been restricted to increase pedestrian space, however parking/delivery bay space has been retained in part to allow the servicing of existing businesses.

New avenue planting of small trees has been included to soften the streetscape around Portland Square and along the southern end of Portland Road to encourage visitors to stay and explore the area.

Replacement paving, to a buff/browns palette echoing the colours found on the beach, elevates the paving from that found to the local side streets and helps wayfinding by identifying this as part of the recommended route between the seafront and the station. At the junction with Montague Street space has been left to allow for the chosen Montague Street design to continue up and into Portland Road and ensure the retail area reads as one coherent concept. All existing access points to local businesses and residential properties have been retained.

Parking Numbers	Existing	Proposed
Car Park	15	8
Loading bay	8	6
Disabled Parking	1	1



Wider resurfaced paving



Shared-surface parking



Wider resurfaced paving



Portland Square



Montague Street

For Comment

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CLIENT: Worthing Public Realm  
PROJECT: Portland Road Option 2

SCALE @ A1: 1:250m	CHECKED: MS	APPROVED: KS
CAD FILE: 70034668-SP-020.DWG	DESIGN DRAWN: CLR	DATE: 20/06/2017
PROJECT No: 70034668	DRAWING No: 70034668-SP-020	REV: INI
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### Portland Road Option 3

New Portland Road is a key transition area between the 'quiet' pedestrian/cycle route to the station, and retail area/seafront to the south.

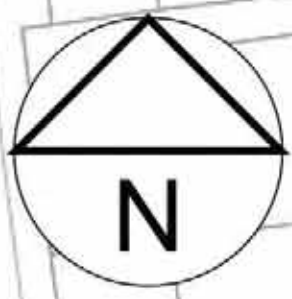
The carriageway width of Portland Road has been reduced and converted to a shared surface between Shelley Road and Chandos Road to lower traffic speeds and improve pedestrian safety through the area. Street parking has been removed to increase pedestrian space, however delivery/emergency access has been retained along the length of the street.

New avenue planting of small trees has been included to soften the streetscape around Portland Square and Rhapsody Court and contrasting paving is used in these areas to define 'courtyards' to allow for spill-out space for the surrounding cafes/restaurants.

At the southern end of Portland Road a second shared surface area has been created, from the existing carriageway routing, to give pedestrian priority whilst also retaining existing delivery space and access. Replacement paving, to a buff/browns palette echoing the colours found on the beach, elevates the paving from that found to the local side streets and helps wayfinding by identifying this as part of the recommended route between the seafront and the station.

At the junction with Montague Street space has been left to allow for the chosen Montague Street design to continue up and into Portland Road and ensure the retail area reads as one coherent concept. All existing access points to local businesses and residential properties have been retained.

Parking Numbers	Existing	Proposed
Car Park	15	-
Loading bay	8	3
Disabled Parking	1	1



Shared surface space



Street tree planting



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PROJECT: Worthing Public Realm

TITLE: Portland Road Option 3

SCALE @ A1: 1:250m	CHECKED: MS	APPROVED: KS
DWG FILE: 70034668-SP-021.DWG	DESIGN/DRAWN: AMCP/CLR	DATE: 20/06/2017
PROJECT No: 70034668	DRAWING No: 70034668-SP-021	REV: INI

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# 5. Appendices

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## Appendix C - Materials Palette

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# Worthing Town Centre Public Realm

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## Material Palette





# HARD LANDSCAPE - Natural stone paving



St Peter's Square in Manchester



Scoutmoor flamed Yorkstone in Doncaster



Ribe Cathedral's Square



Southend Victoria Railway Station



Red Porphyry



Westmoor crest Stone Paving



Diamond sawn paving



Sandtone Natural stone paving- dark grey



Purple



Oakley Sandstone



Whitworth Flamed



Fitzroy Flamed Granite



Perdita Granite Polished



Brown



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# HARD LANDSCAPE - Man-made paving



Renaissance High recycled paving



Stonespar Vasanta Blend



Conservation smooth Ground Flag Paving



Charcon StoneMaster paving



Charcon StoneMaster paving



Slatestone



Vasanta blend



Silver grey



Natural Buff



Light Grey



Sandstone



Grishma Blend



Heather grey



Sandy Buff



Medium Grey



Chalkstone



Brownridge



Amber Buff



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# HARD LANDSCAPE - Road Surfaces



Shared space at Holbein Place



Temple setts and Yorkstone paving in Richmond



Renaissance High recycled paving



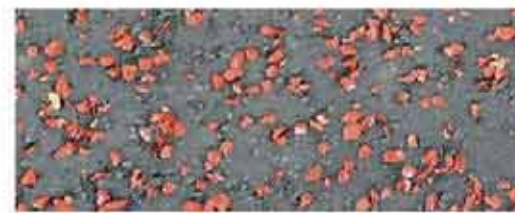
Couloured Asphalt



Red



Light Grey and brown



HRA with brown chips



Sandy Buff



Dark Grey



Sienna Buff



Red



# HARD LANDSCAPE - Kerbs



Granite Steps



Conservation Textured Kerb in Greater London



Pre-cast Kerb, St Peter's Square in Manchester



Galatea Granite Fine Picked



Silver Conservation Kerb



Westmoor crest Stone Paving



Callisto Granite Fine Picked



Harvest Conservation Kerb



Charcoal Conservation Kerb





# HARD LANDSCAPE - Wayfindings



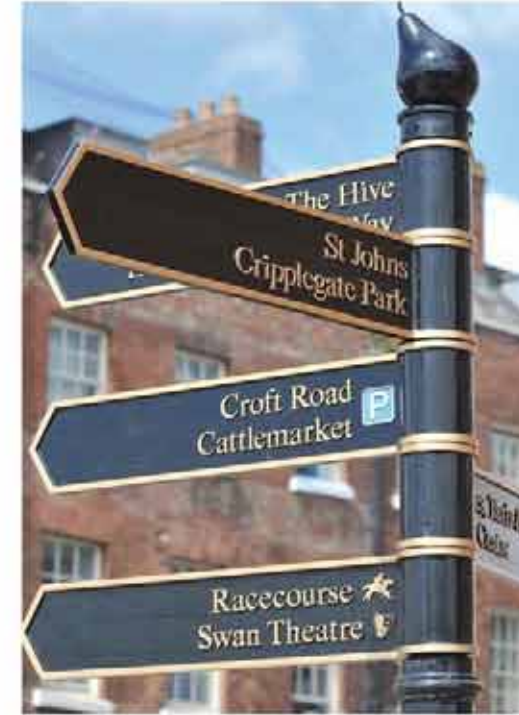
Bath



Sydney



Reddcliff Place





# HARD LANDSCAPE - Street Lighting



Worthing pier lighting



Harbour lighting



Aubrilam Street lighting



Street Light in Budapest





# Street Furniture - Benches



Traditional benches



Falcolinea benches and seating



Flow benches and seating



Sinu Bench



Scroll range



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# Street Furniture

## Litter Bins



Heritage square hooded



Plaza litter bin



Falcolinea Litter bin



## Bollards



Victorian style bollards



Victorian style bollards with chain



Concrete bollards



Wooden Bollard



## Bike Racks



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# Street Furniture - Bus Shelter



Wooden modern shelter



Green roof shelter



Solar powered shelter





# Soft Landscape - Trees

## Seafront



Pine maritime boulevard in Tuscany



Pinus maritima

## Boulevards and Squares



Cheery Trees Boulevard



Black Cheery Trees Boulevard



Ginkgo Biloba Boulevard



Ginkgo Biloba



Sorbus Aria



# 5. Appendices

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## Appendix D - Consultation Minutes

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## Consultation Feedback - September 2017

Gathered on 14/9 (Officers), 20/9 (Members) and 21/9 (Stakeholders/Partners)

### Version: 2

## Seafront Investment Plan:

### 1. Improved public realm and pedestrian access to seafront

N/A

### 2. Activation along the seafront

- a. **Promenade** has deteriorated, new surface treatments are needed but learning needs to be taken from the current surface
- b. **Promenade** doesn't need a lot of 'activation' but agree that seating/art/spaces need to be developed - look at L'Eseala (Spain)
- c. Agree **more seating** needed, extending out from the Pier would be good to create a natural gateway, without restricting access
- d. Could sympathetic **beach front picnic** areas be created?
- e. Rather than rent the entire new **beach huts** privately for recreational use, can a series be leased as mini retail units for concessions?
- f. **Beach Huts** can create activity but to have their backs to the active frontage this can feel quite 'cold' for the Promenade (and bye laws state they can only be white)
- g. Extend the **big concrete pebbles** by the Splashpad further along the seafront into town
- h. Use lighting installations to create appeal (to improve night-time vibrancy)

### 3. 'Big Ticket' items

- a. The **seafront lagoon** idea is proving popular with lots of ideas being suggested in connection to this - boat moorings, fishing trips, creation of a sand beach, boat bus to Goring
- b. **Lagoon** impact on eastward beaches and possible composition changes of longshore drift
- c. Seawater swimming pool at the '**lagoon**'
- d. **Lido** could be resurrected through the community
- e. If the **pool** is not brought back to the Lido, what other alternative uses are being considered?
- f. **Lido's** are notoriously difficult to annually maintain
- g. **Lido** should be a high-end restaurant and training facility - i.e. Rick Stein
- h. Good idea to return the **Lido** to a heated pool but can we use solar energy, to connect the 'renewable energy theme' of the off-shore wind farm
- i. **The Pier** is loved by many - the openness is an attractive feature (don't 'activate' it too much)
- j. Disagree the **Pier** needs to be packed with activity, people enjoy the promenade over the sea



- k. Is one way to signpost the **Pier** entrances (access) to create an 'artist walkway' at ground level on the pavement
- l. Rather than new access, improve the **Eastern Pier access** to create a more welcoming/prominent experience
- m. Boat trips from the **Pier**

#### 4. Other

- a. **Ecotourism** - huge off-shore wind farm will be the vista for many years, Renewable Centre of Excellence?
- b. Provision for **mobility scooter** parking (consider the inclusive mobility document)
- c. New activity could include exhibits from Tim Hunkin at Southwold Pier (i.e. The Waterclock)
- d. Need to reference the existing **Seafront Strategy**
- e. How do these proposals advance the **evening economy**? Can more be done?
- f. Could the proposals utilise, be inspired by, **historical figures**, such as Jane Austen, Oscar Wilde etc.
- g. Need to focus on where **people dwell**, we want quality
- h. Move the **bus depot** nearer to the station to create a transport hub - consider in Teville Gate development plans
- i. Essential to retain provision for **coach drop-offs** at the station or somewhere in town
- j. **Stagecoach** future is very uncertain but should this be cross referenced to the Worthing Investment Prospectus?
- k. There appears to be a lack of **cycling provision** (could we engage Worthing Cycling Forum)
- l. More **big name/franchise restaurants** are needed in the town to keep the night-time economy in town rather than sending them off to Brighton
- m. Make more of our **creative community** to enliven the spaces on the seafront - Creative Waves

### Public Realm Strategy:

#### 1.) Teville Gate

- How much is the demolition of the Teville Gate site? Where is the funding coming from? How soon will it be completed? Why is the developer not doing this? Are there any real plans to move the development of the site forward?
- Consider some form of shuttle service (mini-bus, tuc-tuc's etc.) if the buses are rerouted from the town centre, particularly for less able visitors
- What about a multi-modal node in the Worthing Station proposal?
- Need to incorporate Taxis at the station
- Visitor route from the station needs a lot more thought - needs to be family friendly and cycle friendly
- Show options for the train station element as (a) if Teville Gate comes forward and (b) if it doesn't
- Should direct people through Teville Gate - it gets confusing with too many options. People will find their own red route in the end
- Is there scope for a bus interchange?
- Can this really be designed without a better understanding on what is going to be delivered as part of the Teville Gate development?
- Positive feedback on the removal of the bus stop outside the front of the Railway Station to allow for a larger frontage to the station building.



## **2.) Chapel Road**

- Remove the subways (Chapel Road)
- Chapel Road shared cycle route needs further consideration in the context of Teville Gate proposals (traffic flows need to be tested)
- Blue route for cyclists with dual carriageway and three roundabouts!?
- The road in front of the former Morrison's in Chapel Road is privately owned, so how will this be dealt with?
- Can this be designed without knowing what is going to happen with the roundabouts and underpass?

## **3.) Town Hall**

- May not be approved of by the general public as it doesn't do anything for shop's / retail
- There is potential for sustainable urban drainage systems (SUDs) especially where swathes of planting/pocket parks are being considered
- Is this really a priority? The area was fairly recently paved in Yorkstone.

## **4.) Liverpool Gardens**

- Liverpool Gardens could be improved with just tree lighting
- Removal of parking was a concern
- Will be directly affected by what options are approved for South Street
- Are there other areas better suited to investment?

## **5.) South Street (both schemes)**

- Ensure that any improvement/enhancement works to South Street Square will not decrease the space available for events, in particular the sand pit in the summer
- Removal of the roundabout welcomed
- Event space needs to be better designed than similar space recently constructed on Montague Place
- Remove bus interchange
- Positive feedback on tree avenue
- Can we look at a lighting strategy for this area which would include the Pier Pavilion?
- Option 3 preferred in all consultations
- The addition of 'sails' to South Street Square are a good idea to provide shade over the event space
- Need to carefully design the shared space for visually impaired people
- Need to consider bus routing and cycle routes - especially when more detailed designs are brought to the attention of Councillors and Stakeholders (any discussions been held with Stagecoach?)

## **6.) Montague Place / Marine Parade**

- What provision is there for cyclists through Montague Place and linking across crossing points on Marine Parade to seafront?
- Lack of aspiration for Montague Place, remove parking with better connection to the seafront
- Will Montague Street have the capability to retain the market?
- Total closure of Montague Place - large public art fountain and matching kiosks on Montague Street and seafront drawing people both ways
- Frequent visits to South Kensington shows it difficult to negotiate shared space - do we really need this on a busy Marine Parade?
- Do not re design Montague Place although look at current use of space and how it could be improved with the possible addition of street furniture.



- Generally happy to move away from current red materials and use proposed materials palette.
- If we abandon this area to work on other highlighted as part of this work it may look as if there isn't a co-ordinated approach to town centre improvements.
- Inclusion of more incidental areas to stop and possibly sit down along Montague Street currently very few benches/stopping areas
- Is there any potential for public art where there are currently bare walls?

## 7.) Portland Road

- Portland Road proposals for alfresco dining are great
- Option 3 preferred in all consultations
- Encourage current retailers like boots to re-open their 'back doors' and improve building façade
- Further discussions needed with other businesses
- Remove bins currently found at the bottom of the street
- Can we look at Public / Projection art
- Can we look at better evening lighting

## 8.) Other

- Ensure that the £5m from WSCC is for the works, and not to include consultation
- Concern over negative effect of losing **parking** spaces in town centre
- Car **parking** needs to be looked at in greater detail
- Could the bus and coach depot be housed at the **Union Place** site, and still incorporate the multi-plex cinema and restaurants?
- Worthing Access & **Mobility Group** - newly reinvigorated, should we engage them to look at more than just dropped kerbs?
- Need **wider stakeholder identification** and impact
- Is there an opportunity to expand/improve the **Donkey Bike** provision through these changes?
- Consideration needs to be given to low street surfaces regarding **cleansing** - Town Centre streets are prone to chewing gum for instance
- Have existing **street scene/street furniture guidance** been considered?
- Can we use the opportunity to design in **bin storage** for retail/restaurants? Many have no internal space now
- Trees, paving, bespoke street furniture - do the Borough have an appetite for a **maintenance** agreement?
- Consideration of private residential **waste collection** in areas where flats have been developed over shops
- How can we future proof this strategy to align with other proposals around highways improvements (e.g. carriageways and subways)
- **Donkey Bikes** positioning needs to be considered
- **Wayfinding/bollards** to be carved/handmade by local artists
- Station to shops to seafront should be connected through coloured **paving** (i.e. "follow the yellow brick road") rather than more finger posts
- Is this an opportunity to build in **anti-terror measures**

## General (for both SIP and PR):

- Emerging Worthing **Local Plan** can help establish principles
- Is there an opportunity to weave in **sustainability** designs/ambitions in to the design
- **Worthing is not Brighton** and that's its USP



- Thought these strategies would provide **more strategic approach** to linking with the Development sites etc.
- **Better linkages between the two studies** to ensure connectivity between the town centre and seafront
- Changing demographic mean people want to get from A-B fast. The town doesn't work at the moment, some areas aren't safe. **Resurfacing key areas** is required.
- Need a **Transport Strategy** for the town first, before looking at Public Realm options
- Such a massive opportunity to redesign Worthing as the **cycle friendly** town of the UK, no detail on the seafront isn't fine
- No mention of a **lighting strategy** - small interventions could make a big difference