CORMAC

Saltash Community Space

Preliminary Report

24092-CSL-GEN-Saltash Community Space-DE-D-0001-Feasibility Report

Cormac Solutions Ltd | Infrastructure Design

Issue & Revision Record

Revision	Date	Originator	Checked	Authorised	Purpose of Issue	Nature of Change
P01	30/08/24	MNR	IW	AK	Client Issue	
P02	05/09/24	AK			Second Issue	Recommendations expanded. Strategic partner note added.

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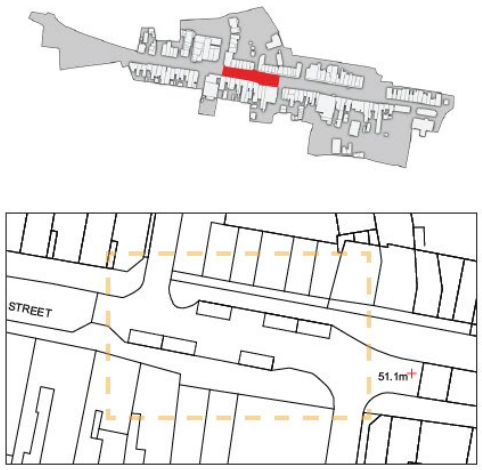
CONTENTS

1 Introduction

1.1 Background

1.1.1 Saltash Town Council has previously commissioned architects to investigate proposals for a community space in Fore Street, Saltash. The focus of this is the section of Fore Street outside the Brunel Inn:



Extract from concept design

View of Fore Street outside Brunel Inn

1.1.2 The study produced by the architects calls for a trial of parklets and market stalls. After initial consultation with local traders, Saltash Town Council is now looking to progress the proposed trial. The town council has asked Cormac to review the existing proposals to advise on the safety and feasibility of implementation. As part of this a conceptual design layout and outline budget estimate will be produced.

1.1.3 Advice from our strategic partner Mott Macdonald has been sought. Their observations/recommendations based on parklet schemes they have delivered in London and Bath have been integrated into subsequent sections of this report.

2 Design Review

2.1 Parklet Trial

2.1.1 A layout for a potential trial of parklets on Fore Street has been devised and is shown on drawing Infra24-092-CSL-HGN-SX428588-DE-D-0001-P01(Appendix A, excerpt shown below). This shows parklets occupying the parking bays for their full length on both sides of the road, in the vicinity of the Brunel Inn and No.62 cafe. This has been indicated by the client as the preferred layout because is it would provide the maximum impact and benefit.

2.1.2 Enquiries have been made with a number of parklet suppliers about potential products, with suitable options shown below. Only Streetlife have responded to enquiries so far, indicating a 3-to-4-month lead time for delivery. Formal quotes have not been obtained at this stage, and therefore the cost estimates provided in Section 3 are high-level and subject to change.

Broxap Parklet Example

Meristem parklet example

Streetlife parklet example

The parklets shown above are generally available in multiple configurations of planting and seating. They are all a maximum of 2.1m wide, therefore sitting entirely within the existing parking bays. The parklet layout in the conceptual design shown below (Appendix A) has been drafted by using a parklet product

of width 2m. However, the exact dimensions and location of the street furniture's within the parklet have to be determined, as no detailed design/quote has been obtained from supplier at this stage, as mentioned above.

2.1.3 Fore Street is on a relatively steep gradient of approximately 6%. Therefore, the parklets and associated seating will also be on a gradient and will not be level. This may not be seen as a major issue, given that a nearby café already provides seating on the same gradient.

2.1.4 A Road Safety Review has been undertaken by the road safety team on the principle of providing parklets at this location (Appendix B). The review has been undertaken based on the concept design previously produced for the town council. The recommendations have been considered for the layout shown in Appendix A as follows:

- 4i- The review recommended that an adequate footway width of at least 2m be maintained. All the parklet options given above have options that fit within the parking bays without encroaching on the footway (since the parking bay is 2.1m wide), therefore this safety recommendation can be addressed.
- 4ii- The review recommended parklets should not be installed in a way that encroaches on the carriageway. As noted above, the proposed parklet options all fit within the parking bays and therefore do not encroach on the carriageway.
- 4iii- Comments were made around the level differences at the parklet access and the potential for trip hazards on the footway. Given the gradient issue, it may be desirable to include ramps to ensure accessibility:

The review recommended planters or bollards are provided adjacent to the ramps to prevent tripping hazards if such is implemented. Alternatively, a step up onto the parklets could be left, provided that a reflective strip is installed on the step (as depicted in the drawing in Appendix A).

- 4iv- The review raised the potential risk of users falling over the rear of the parklets if adequate barriers are not provided. The parklet options

investigated all appear to include options to provide high-sided barriers on the carriageway side, either using planters or balustrade railing, which appear sufficient to address this risk.

- 4v- The review raised the potential risk of pedestrians colliding with each other if high-sided planters abut the footway. Similar to the above, all the parklet options have a degree of modularity, which should allow selection of low-sided planters to mitigate this risk. It is recommended low-level planting species are also provided on the sides of the parklets.
- 4vi- The review recommended reflective markers are provided on traffic facing corners of the parklets to guide drivers past. This can be incorporated into the design relatively easily, with reflective tape being an option.
- 4vii- The review recommended parklets not be positioned in way that impede drainage gullies. All the options appear to include bases that are adjustable to some degree, which would allow flow of surface water beneath them.

In summary, parklet products are available that would address the recommendations raised in the road safety review. It is recommended these issues continue to be reviewed when selecting the final parklet product.

2.1.5 The concept design investigated options for Market Stalls to be provided on the parklets. This has not been investigated in detail at this stage, given that is likely any traders would bring their own stalls. However, provided the above safety recommendations are addressed as indicated, it is likely stalls can be provided on the parklets. Particular attention would need to be given to ensure market stalls don't constrict footway widths where they are narrow.

2.1.6 The possibility of implementing priority shuttle working on Fore Street to provide greater space for the parklets has been suggested by the client. While this would indeed provide greater space and clearance for the parklets, it is recommended this is not pursued given the relatively high volume of traffic along the street (average annual daily traffic estimated at 9,700 vehicles per day). A priority system would likely lead to traffic queues or congestion at peak times, potentially increasing pollution or leading to increased risky manoeuvres by frustrated drivers.

2.1.7 The advice of our regulatory team has been sought on how a trial of the parklets layout could be implemented. It is recommended they are provided under an "Experimental Traffic Regulation Order (ETRO)" that would prohibit parking in the existing parking bays, enabling provision of the parklets.

- An ETRO trial must run for a minimum of 6 months before a decision can be made to make it permanent.
- The trial can last for a maximum of 18 months, by which time a decision on making it permanent must be made.

- During the trial period the layout is open to comments from the public.
- The ETRO and parklets could be withdrawn at any time if deemed necessary.

2.1.8 The highway manager has been consulted on the parklets proposals. They indicated they are happy to defer to the recommendations of the road safety review. However, they did request that visibility to the nearby pedestrian signals be maintained. Given the above parklet options sit within the existing parking bays and that the road alignment is straight, it has been determined they would not affect visibility of the signals (they would, in effect, be the same as a parked car in this regard).

2.1.9 The costs given in Section 3 do not include costs for planting, which it is assumed the town council would provide. It is likely that an agreement would need to be made with Cornwall Council for the town council to formally adopt the parklets and planting, along with associated maintenance, for Cornwall Council to agree to their implementation. Maintenance tasks would likely also include litter picking, jet washing and cleaning of graffiti.

2.1.10 Any parklets provided outside pubs or cafes will likely be used by patrons of those establishments. The town council may consider this desirable, however being on the public highway, the parklets would be for public use and not tied to any one business. The town council may therefore want to consider signage on the parklets to make this clear.

2.1.11 While the parklet products do appear robust and include guarantee periods, it should be borne in mind that, as with any such street furniture provided in an outdoor coastal location, the lifespan may be limited, and that renovation or replacement may be required after a period of time. Further advice can be sought from suppliers on this matter.

2.1.12 Advice has been sought from the Cornwall Council highways team with regards to potential liability were an incident to happen on the parklets. It is likely liability would depend on the nature of the claim. For example, a claim for a slip on the parklet may fall with the town council given their responsibility for maintenance. On the other hand, a traffic collision may sit with Cornwall Council given they would need to consent for such an item being in the highway. If the town council wanted further clarity on this issue, it is recommended legal advice is sought.

2.1.13 Given the highway location, Cornwall Council would require an “accredited” contractor be appointed to install any street furniture and associated works on the highways. Cormac could be this contractor and would be happy to assist, but the town council would be free to appoint their own chosen consultant and accredited contractor if desired.

2.1.14 Initial advice from Cornwall Council Streetworks team indicates that any works to install the trial at this location would likely have to be undertaken between 1900-0700, due to the road designation as “most sensitive”. An allowance for night working is therefore included in the works estimates in Section 3. This would be subject to a formal application to Streetworks.

2.1.15 Regarding a potential programme for the trial, the following factors should be considered:

- As indicated above, parklet products may have a lead time of 3 to 4 months.
- If Cormac were commissioned for any further stages, there is currently a 6-week lead in time for our TRO team to prepare any necessary documentation for an ETRO.
- A layout would need the agreement of Cornwall Council before it can be installed, which may involve a lead in time.
- Depending on what traffic management is required to install the street furniture, there is usually a 6-week lead in for any road space booking with Streetworks. Advice would also need to be sought from the chosen contractor on when the works could be programmed.

2.1.16 As indicated above, the ETRO trial would allow the public and businesses to respond with comments at any point during the trial. However, it is recommended stakeholder engagement, particularly with business representatives, be carried out ahead of implementation to ensure that support is likely to be generally forthcoming.

2.1.17 Information on underground utilities has been obtained from relevant utility providers. This indicates the presence of South West Water assets, low pressure gas, electric (low voltage and 11kv high voltage) and Openreach/communications assets. Given that no excavation is required, these likely have no implications for the proposals. However, if any features are added that do require excavation (such as bollards or signposts), this information will need to be considered, although the risk would still be low.

2.1.18 Given the nature of the proposals and the existing Road Safety Review, it is recommended further Road Safety Audit is *not* required. However, advice should be sought from the road safety team as an when required throughout the course of the project.

2.2 Planters and Signage

2.2.1 The client has requested advice on how planters and wayfinding signage could be implemented throughout the town centre. Implementing these could be a good opportunity to improve the streetscape and would also encourage greater uptake of walking and cycling via signposting of appropriate routes. A detailed location plan or identification of products has not been carried out at this stage, but general advice is given below.

2.2.2 Similar to the recommendation given for the parklets above, a key consideration when placing any street furniture such as planters or signage is ensuring adequate footway space is maintained. Ideally, a minimum 2m should be maintained to ensure accessibility for wheelchairs, prams etc. Locations should therefore be considered on this basis.

2.2.3 Additionally, any street furniture should normally be placed a minimum 450mm from the carriageway to reduce risk of being struck by passing vehicles. Where this is not possible, or where planters are being considered for traffic calming or similar reasons, reflective strips could be considered (subject to further road safety advice depending on precise location).

2.2.4 Provided the above factors are considered and that the town council would adopt maintenance and planting, there is generally a degree of flexibility in the type or style of planter or wayfinding that could be provided. This could include timber or metal planters, fingerposts and standard highways traffic signs. Examples are shown below:

Broxap

StreetDesign

Broxap

SignscapeandSignconex

Landmark

Standard highways sign

2.2.1 The exception to the above would be the area of the town in the “Conservation Area”, generally covering the area of Lower Fore Street and the Train Station. It is recommended the advice of the Cornwall Council historic environment team is obtained regarding any street furniture in this area, who may have recommendations on colours, finishes, styles etc.

2.2.2 Any street furniture provided would be subject to the review and authorisation of Cornwall Council and the Highways Management Team.

2.2.3 It is recommended that any wayfinding is provided as a holistic and coordinated system to ensure continuity and legibility for users. This would involve agreeing on key landmarks, destinations and routes with local stakeholders and then designing the signage strategy accordingly. Public consultation ahead of implementation according to Cornwall Council policy would also be required.

2.2.4 It is recommended further design work is carried out on any planter or signage strategy, during which a layout can be devised and then carried forward for further advice from Cornwall Council, the road safety team, and any other teams as required. Cormac can quote for such work if a brief outlining the scope of works is supplied.

3 Estimated costs and Key risks

3.1.1 Cost estimation for the proposals discussed above are as follows:

Item	Estimate
Supply of parklets and other street furniture	£174,000
Traffic management and Prelims	£7,000
Installation	£15,000
46% uplift on TM, prelims and installation for required night working	£10,000
Works Sub-total	**£206,000**
20% risk/contingency	£41,200
5% inflation allowance for 12 months to August 2025	£10,300
Works Total	**£257,500**
Design fee	**£31,000**
TOTAL	**£288,500**

3.1.2 Key assumptions and exclusions are as follows:

- A 46% night working allowance included. Night works is specified by Cornwall Council Streetworks for this area.
- Costs for supply are based on Broxap listed prices only. They exclude VAT and are subject to agreeing requirements and obtaining quotes from suppliers.
- Allowance for filling of planters with topsoil only. Costs for installation and maintenance of planting is excluded.
- Cost for maintenance of the parklets is excluded.
- Prelims, including traffic management, are high-level estimation subject to project manager review when proceeding to site.
- Design fee is an indicative estimate subject to analysis of any client brief.
- All prices are for budgeting purposes and subject to change once detailed design is produced.

3.1.3 Outline discussions regarding this proposal have been held with the highway manager and the works cost estimated by the Cormac pre-construction team. It is recommended these discussions are ongoing as the scheme progresses.

4 Conclusions and recommendations

4.1.1 A road safety review has been conducted on the Fore Street parklet concept design previously carried out on behalf of the town council by landscape architects. This report has subsequently provided a preliminary design layout that seeks to address recommendations from the road safety review, and investigates and provides recommendations on other considerations given in Section 2.

4.1.2 In summary, it is our recommendation that the parklet trial is feasible and can proceed. Implementing parklets in this area would enhance the streetscape, creating a more attractive place for pedestrians to visit. This is subject to confirming a detailed parklet design that addresses the recommendations in the road safety review. As described in section 2, it appears there is a selection of parklet products and suppliers that would indeed address these safety recommendations.

4.1.3 It is recommended the advice of Cornwall Council and the Cornwall Highways management team is sought to confirm whether they agree with the recommendations of this report.

4.1.4 Budget estimates for the trial have been given in Section 3. All prices are for budgeting purposes only and subject to change once detailed design is produced. It is recommended further enquiries are made with potential parklet suppliers as soon as possible so that the budget position can be determined in more detail.

4.1.5 Outline advice on planting and wayfinding for the town centre has also been given. It is recommended further feasibility work is carried out to determine possible layouts and estimated costs.

APPENDICES

Appendix A	**Drawing**
Appendix B	**Road Safety Review**

APPENDIX A

Drawings
Infra24-092-CSL-HGN-SX428588-DE-D-0001-P01

NOTES:

1. All dimensions are in metres unless otherwise stated.
2. Do not scale from this drawing.

Proposed configuration 8 parklet from Broxap with reflectors on outer-side of the parklet to warn traffic.

Proposed configuration-7 parklet from Broxap (similar product), with reflectors on the outer-side of the parklet to warn traffic. Additionally, the setup will include benches, chairs and tables.

Proposed configuration-7 parklet from Broxap (or similar product), with reflectors on the outer-side of the parklet to warn traffic. Additionally, the setup will include benches and Litchard low table.

Provide reflectors between the proposed parklet and existing footway to avoid the tripping hazard.

Proposed configuration-5 parklet from Broxap (or similar product), with reflectors on the outer-side of the parklet to warn traffic. Additionally the setup will include tables and chairs.

Provide reflectors between the proposed parklet and existing footway to avoid the tripping hazard.

Proposed corner planter with reflectors to protect the parklet form on-coming traffic.

Proposed configuration-5 parklet from Broxap (or similar product), with reflectors on the outer-side of the parklet to warn traffic. Additionally the setup will include 2 cycle stands.

Proposed configuration-7 parklet from Broxap (or similar product), with reflectors on the outer-side of the parklet to warn traffic. Additionally, the setup will include Litchard low table and Leamington picnic bench.

Dimensions to be determined upon receiving the detailed design from Broxap (or similar.)

REV	DATE	NATURE OF REVISION
P01	30/08/2024	First Issue

REVISIONS

CORMAC

PROJECT TITLE:
Parklets
Fore Street, Saltash

DRAWING TITLE:
Conceptual Design

SCALE: 1:250 @ A3

PROJECT MANAGER: AK		DRAWN BY: MNR	
CHECKED: IWB	30/08/2024	APPROVED: AK	30/08/2024

DRAWING NO:

PROJECT	ORIGINATOR	VOLUME	LOCATION
Infra24-092	CSL	HGN	SX428588

TYPE	ROLE	NUMBER
DE	D	0001

PROJECT REF:	DRAWING STATUS:	SUITABILITY:	REVISION:
Infra24-090	Conceptual	S3	P01

Filename: I:\01 - PROJECTS\INFRA24-092 FORE STREET, SALTASH - COMMUNITY SPACE\02 DESIGN (WORKING FOLDER)\04 DESIGN\01 DRAWINGS\01 XREFS\X DESIGN MNR.DWG

Plot Date: 30 August 2024

APPENDIX B

Road Safety Review

CORMAC

Parklets Trial, Fore Street Saltash

Safety Review

Document Ref: SR/231
Revision:

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MOTT MACDONALD & WSP

Issue & Revision Record						
Revision	**Date**	**Originator**	**Checked**	**Authorised**	**Purpose of Issue**	**Nature of Change**
V01	28/06/24	J Murray	Andy Roberts	Adrian Roberts	Original	-

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1. Introduction

This report results from a Safety Review carried out on proposals for a trial of new street furniture and planters at Fore Street, Saltash. The proposals are to eventually alter the layout of the carriageway by creating a tabletop feature, introducing street furniture and market stalls in place of some parking bays. This report focuses on a trial of the parklets and market stalls to be located in the parking bays, and how this would affect road users and pedestrians.

The Review has been requested by Adam Knuckey, Design Lead (Infrastructure), Infrastructure Design Group, Cormac Solutions Ltd.

The Reviewers were Jonathan Murray, Senior Technician and Andy Roberts, Senior Technician, Infrastructure Design Group, Cormac Solutions Ltd.

The reviewers visited the site on Wednesday 19th June 2024 at approximately 1100hrs. The weather was dry and clear, and the road surface was dry. Traffic was moderate and free flowing. Pedestrian activity was moderate.

Diagram numbers in this report refer to the Traffic Signs Regulations and General Directions 2016. References to the Traffic Signs Manuals (TSM) relate to the 2018 editions.

2. Information received

Adam Knuckey supplied the following information:

Design Documentation:
240207 Saltash Open Space Next steps REV A

3. Description

The proposed parklets referred to in this review are various forms of raised decking areas of tables and chairs. They are intended for recreational use on Fore Street and aim to permanently replace at least one of the existing parking bays on Fore Street.

4. Issues raised by this Review

i. Reduced footway width when market stalls and parklets are provided.

The northern footway has limited width due to pillars adjacent to where the parklet is proposed (See Photo 1), between 2.8 and 3.1 metres outside of the No.62 Café, with the adjacent parking bay being 2.1 metres wide. The proposed parklets were shown as 2.4 metres wide, meaning that they will encroach into the footway. This issue is compounded further when a market stall is included within the parklet, the occupied space then increases to 3.0 metres and narrows the effective footway space drastically. The existing tables and chairs outside the No.62 Café could further limit the space and make it difficult for pedestrians to pass by the pillars. This may lead to pedestrians having difficulty passing one another among the pillars and street furniture.

RECOMMENDATION

Ensure that an adequate footway width is maintained (2.0 metre minimum).

ii. Minimum clearance from carriageway for new features.

No minimum clearance was specified prior to the review. If the parklets are positioned along the parking bay kerb edge and back onto the carriageway, they will encroach into the carriageway. As the carriageway width is only 6 metres, this narrowing of the carriageway could lead to street furniture and market stalls being struck by passing vehicles and potentially causing injury to pedestrians and salespersons running stalls.

RECOMMENDATION

Parklets should be installed as to not encroach into the carriageway.

iii. Level difference with parklet access.

The indicative design for the parklets shows a step-up onto the decking. It is unclear whether there would be any consideration given to providing ramps for accessibility. With the provision of ramps, or even just a step-up, this could likely introduce a trip hazard, should the ramp or step be positioned within the existing footway area.

RECOMMENDATION

Ensure the parklets are installed at ground level,

or

Position the parklets so as not to encroach on the existing footway area,

or

Provide adequate preventative measures to avoid tripping – such as additional planters or bollards, ensuring these features do not reduce the footway width adversely.

iv. Risk of falling into carriageway.

The parklets could introduce a risk of users falling over the rear of the parklets and into the carriageway, should the design feature a low-level 'soft' backing area of planters. This also applies to younger users climbing on planters or tables, and subsequently falling into the carriageway. This is particularly prevalent with the option that has low-level planters adjacent to the carriageway (See Figure 1).

RECOMMENDATION

Ensure parklet designs provide adequate boundaries to prevent pedestrians accidentally falling back into the live carriageway and that discourage climbing.

v. Visibility between pedestrians when entering footway behind parklets.

Some of the proposed types of parklets have high-sided planters abutting the footway. This could introduce an issue of pedestrians colliding with one another when emerging from behind the planters on to the footway, due to a lack of visibility.

RECOMMENDATION

Ensure any high-sided planters are low level or set back to allow visibility between pedestrians beyond the parklets.

vi. Reflectivity.

As new vertical features are being trialled immediately adjacent to the carriageway, an unsuspecting driver may accidentally strike the features with their vehicle when passing and could result in the loss of control, particularly in hours of darkness or in winter months.

RECOMMENDATION

Provide reflective markers on traffic-facing corners to guide drivers past the new features.

vii. Drainage gullies may be blocked by parklets.

The flow of water into the existing gullies present within the parking areas along Fore Street may be impeded by the parklets, and lead to excessive water flow in the carriageway.

RECOMMENDATION

Ensure parklets are positioned as to avoid impeding drainage.

Jonathan Murray BSc (Hons)
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cc Adam Knuckey, IDG

Photo 1

Figure 1