

**Coast to
Capital**


WORTHING BOROUGH
COUNCIL

 west
sussex
county
council

Railway Approach Worthing

Online Engagement Materials

31st March – 30th April 2021

RailwayApproach@wsp.com

Railway Approach



Welcome

Railway Approach, accessed via Victoria Road by car, and located outside of Worthing Station is an important point of arrival into Worthing and sets the impression for visitors to the town. This space is key to making a positive impression on those visiting the area, as well as improving the experience for commuters and others who regularly use Worthing Railway Station. This area hopes to be a hub for promoting active and sustainable mobility within the area.

The Railway Approach improvements will create an attractive and functional area which links to its surroundings, in particular, the pedestrian routes towards the town centre through the Station Square Development Scheme site and Oxford Road. The proposed alterations will facilitate a clear and user-friendly transport interchange with accessible car and taxi pick-up/drop-off points, taxi rank and bus stops. Where possible, spaces have been designed to allow future flexibility to accommodate changes in bus service patterns.

These engagement materials will explain the design of the scheme and highlight the exciting features which will make Railway Approach an attractive arrival point for the town.

Wider Picture

West Sussex County Council & Worthing Borough Council are working together to invest and deliver improvements identified within the Partnership Growth Deal. Worthing Town Centre Public Realm Project Board oversee design and delivery of priority projects. Railway Approach is the second phase of a wider £12m programme of significant public realm improvement schemes. Investments are making public areas accessible, safe and sustainable community spaces by linking the railway station, town centre and the seafront. These schemes are key to the regeneration of the town centre, aimed at supporting the recovery and resilience of the local economy by creating a better, more attractive environment for residents, shoppers, businesses and visitors.

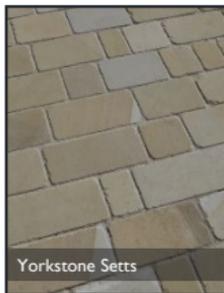


Look and Feel

All proposed materials have been chosen because of their high-quality, natural origins and sustainable source. A key part of the design is to provide clear routes to the town centre from the station, using the materials shown below, in tandem with wayfinding signs.



Yorkstone Flags



Yorkstone Setts



Tactile indicators at crossings (blister surface)

Sustainable Materials

Existing Yorkstone flags will be restored by cleaning or retexturizing to ensure reusability. Additional York stone flags will be chosen to match existing and cover the public realm outside the front of the station. Smaller Yorkstone setts will be used at pedestrian crossings and drop-off zones. To ensure a continuity of materials natural stone tactile indicators will be used at crossings.

This palette will enhance the continuity of the design whilst allowing easy navigation around Railway Approach. The materials for the 'out of hours' entrance to the station are planned to be updated to match that of the rest of the scheme, once agreed with the rail operators. Throughout the scheme it is proposed that existing granite kerbs will be lifted and reused where possible. New granite kerbs will be used as required.

Considerations have been made to ensure that the visual appeal of the design will complement and enhance that of other local schemes. The proposed materials palette will provide a fresh aesthetic whilst providing robust and durable surfaces. For example, where our scheme meets the Teville Gate House development, we have used matching pavement and extended across the footway. This is to provide a cohesive feel whilst also complementing the rest of the scheme.

Other Schemes



Circular Economy



The proposed materials have been chosen to contribute to a circular economy by eliminating waste and reusing resources. Existing Yorkstone flags are planned to be cleaned and restored whilst granite kerbs are to be lifted and reused where possible. Other features of the scheme originate from recycled origins such as the proposed seating planters.

Look and Feel

Urban Greening

15 new trees have been chosen to complement the existing trees and have been selected for the following qualities:

- Robustness and salt and wind tolerant - suitable for the coastal location
- Drought / flood tolerant for rain garden locations
- Deciduous canopy to provide shade and seasonal variety
- Striking autumn colour- attractive focal points
- Mature size and form - clear stem min. 2m



Italian Alder



Grey Alder



'New Horizon' Elm



Judas Tree



Honey Locust

The use of sustainable urban drainage systems (SUDS) is being investigated along the street, using planting areas as rainwater storage (where underground utilities allow).

Plants

A varied mixture of drought tolerant plants, grasses and bulbs which are relatively tolerant to salt will be planted in a range of environmentally friendly seating planters - made from recycled plastic - throughout the site. This will provide a pleasant place for station users to rest while awaiting pick-up or for the arrival of their train.

In addition to the planters a Hornbeam hedge could be proposed to be planted at 1.2m high, offsite, along the northern site boundary. The hedge would be subject to discussion with building owner and tenants, and if it went ahead, would reduce the impact of the new design and road activity on the current buildings and businesses to the east of the design.



Examples of Drought Tolerant Species



Daphne Odoratus



Agapanthus Species



Ceanothus



Visualisation of the view from further to the east side of Railway Approach towards the station and the Victoria Road / Cross Street junction

Roads and Access

The layout of Railway Approach has been designed to reflect on safety, ease of access, and the potential for future developments. The speed limit along Railway Approach will remain at 30mph with the design itself ensuring that vehicles can only travel at low speeds.



Current Cycle Stores



Current Bus Facilities

“I usually use the bus”

The bus shelter to the west of Railway Approach will remain in its existing place, however, the main bus stop is to be moved to directly outside the station entrance in its own segregated area. Bus routes and timetables remain unchanged by the scheme.

“I usually cycle”

You will still be able to cycle and park your bike. Existing cycle parking to the west side of Railway Approach will remain where it is now, with additional new racks planned for the east side of the station entrance. These plans will increase the amount of cycle parking spaces by more than 35 spaces within the area. Further to the east of the scheme, more cycle parking is planned - including a hub for Worthing's [Donkey Bike](#) cycle hire scheme.

“I usually use a taxi”

The existing taxi rank is due to be relocated to the south side of the Railway Approach road and in direct view of the station exit. Not only will this provide safer access for passengers entering and exiting taxis onto the footway but clears space outside the station for a segregated bus stop. The widened and re-surfaced pedestrian crossing allows for taxi passengers to safely access the station.

As part of the scheme we will be investigating the potential for digital wayfinding, information boards and other modern technology provisions. Digital innovation could help to transform the Railway Approach public realm area into a modern, accessible space.

“I usually walk”

Provisions for pedestrians will be improved. The pedestrian crossing directly outside the station entrance is being widened and the surface will be upgraded to match the overall aesthetic of the design (in Yorkstone setts). Overall pedestrian foot space will also be increased with the extension of pavement boundaries all along Railway Approach.

There will also be the addition of sheltered and unsheltered benches to provide seating in the shade and sun.

Further to the east of the design, outside Teville Gate House, another new pedestrian crossing will be added.



Example Street Furniture

Roads and Access



“I usually get dropped off”

Existing drop off points along Railway Approach are to be relocated towards the east side of the station and includes the addition of two new disabled drop off points on the south side of the road. Drop off points will be directly outside the out of hours exit which will improve the convenience of late night pick up and drop off. Seating will be provided.

Drivers are able to drop passengers off, then continue down Railway Approach and carry out a U-turn to bring them back up Railway Approach to connect back to the existing one-way system on Oxford road.

The existing wayfinding and signage outside of the station will be enhanced, to assist the visitor experience when arriving at Worthing Station. The team are currently undertaking lighting design to enhance the overall architecture of the scheme.

“I usually drive”

The proposed design will reduce the overall amount of car parking spaces along Railway Approach. Currently, there are 47 spaces located at various points, including the current central island. 26 spaces will be located throughout the new design - with all disabled parking (2no) and taxi bays retained. This also includes the addition of a disabled drop off point – a new feature to the area. Overall the net reduction is 21 spaces. However, new spaces are wider, more accessible and safer to access.



Visualisation of the view from the west of Railway Approach looking past Worthing station towards Teville Gate House

What happens next?

Briefings

We will have briefing sessions on:

- Tuesday 20th April 10am
- Wednesday 21st April 1pm
- Wednesday 21st April 6.30pm

Sessions will be held via Microsoft Teams for members of the public to listen to the proposals. The session will be a 20 minute presentation about the scheme design, followed by a Q&A. The links to the sessions will be placed in the virtual room closer to the event.

If you would like to be notified please email "notify me about the briefings" to RailwayApproach@wsp.com

Timeline

31st March 2021 – 30th April 2021:

Public Exhibition

April 2021 - October 2021:

Preliminary Design (to confirm concepts and buildability)

October 2021 - March 2022

Detailed Design (to prepare the scheme for Tender)

Spring 2022 - Autumn 2022:

Procurement of Contractor and Preparation for Works

Autumn 2022 – Summer 2023:

Construction Period



Visualisation of the view of Railway Approach from Victoria Road, near the Cross Street junction

Worthing Railway Approach

Create a **sense of arrival** in front of the Worthing Station

Increase Urban Greening to improve urban biodiversity, air quality and to reduce urban heating.

Support active transport connections, increase pedestrian space, increase cycle facilities and build a flexibly design for future transport opportunities

Anticipate future trends, eco-bikes, sustainable urban drainage (rain gardens), reuse and recycle materials

Legend

-  Natural Stone
-  Yorkstone Man Made paving
-  Asphalt footpaths
-  Existing Trees
-  Proposed Trees
-  Project Boundary



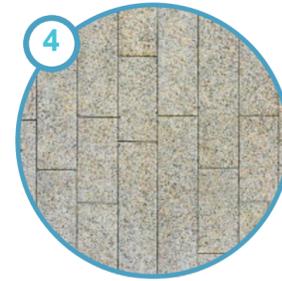
1 Inground planting bed with seating



2 Existing York stone Restoration



3 Extending Railway entrance with York Stone which matches existing



4 Extend paving to match new Teville Gate House Development



5 Paved pedestrian crossing



6 Relocated drop off location



7 Cycle storage with Electrical charging stations & Hire Bikes



8 Bench Seating



9 HVM Seating, Bollards and Planters



10 Raised Planters made of wood and recycled plastic



11 Rain Garden (SuDs)

-  Relocated Bus Stop
-  Relocated Taxi Rank
-  Disabled Drop off Bay



Plan not to Scale



Before- View of Railway Approach from the Victoria Road / Cross Street junction



After- Visualisation of the view of Railway Approach from Victoria Road, near the Cross Street junction



Before- View from the west of Railway Approach looking past Worthing Station towards the Grand Victorian Hotel



After- Visualisation of the view from the west of Railway Approach looking past Worthing station towards Teville Gate House



Before- View of the station from Oxford Road to the south



After- Visualisation of the view of the station from Oxford Road to the south



Before- View from the south of Railway Approach looking past the Grand Victorian Hotel towards Teville Gate House



After- Visualisation of the view from the East of Railway Approach looking past the Grand Victorian Hotel towards Teville Gate House



Before- View from the east side of Railway Approach towards the station and the Victoria Road / Cross Street junction



After- Visualisation of the view from further to the east side of Railway Approach towards the station and the Victoria Road / Cross Street junction