



## **Feedback from accessibility engagement session Wokingham Town Hall**

### **Friday November 16**

#### Positives / What went well:

- Decluttering – signs and benches
- Market layout – easier to navigate
- Traffic speed reduced
- Controlled crossings – vehicular stop point good distance from pedestrians
- Bus lane removal
- Paving – single colour/light
- Removal of large ‘shadowy’ trees
- Consultation process (very full but should make sure explain properly at any opportunity)
- Raised (courtesy) crossings – good for those with wheelchairs, mobility scooters, pushchairs
- Less slippery surface and fewer trip hazards
- Balfour Beatty – very positive support to the community
- More interesting market stalls
- Appearance of street furniture – good contrasts
- Large market space

### **CLASP Feedback – Tuesday 13<sup>th</sup> November**

- Less slippery surface and fewer trip hazards
- Overall the look and feel is very positive and welcoming
- Level surfacing much easier to navigate
- Benches very good both style and colour contrast

#### Issues/ Even Better If:

- Understanding how courtesy crossing work / new concept
- Studs – inability to feel in some shoes, lack of colour definition
- Placement of courtesy crossings (sight line at Red Lion)
- Colour contrast not strong enough – trip hazard and encouraged to cross as lower kerbs
- ‘Size’ of disabled bays – traffic passing
- Not sufficient definition for disabled / loading bays
- A-Boards
- Potential for vehicles to encroach on to pavement as bays at same level
- Speed still an issue – could limit be formally reduced to 20mph
- Visibility at crossings (position of loading bays)

### **CLASP Feedback – Tuesday 13<sup>th</sup> November**

- Transition from new Market Place to old public realm at Greggs & Specsavers should be improved
- Unclear for traffic at junction of Rose Street & Broad Street who has right of way
- Pedestrian crossing point still needs to be resolved in Rose Street



- Courtesy crossings – unclear to both drivers & pedestrians as to who has right of way. Also there is a 'lip' as the kerb rises to the platform. Could more information be generally publicised about how these 'work'
- Studs – are there sufficient to clearly indicate where the road is
- Disabled bays need to be better marked and differentiated from loading bays