

Streetscape Manual



A guide to the selection, design, installation and care of the District's streetscape and its historical preservation.

Adopted April 2005



BATH & NORTH EAST SOMERSET



ENGLISH HERITAGE



BATH PRESERVATION TRUST



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1 Introduction

Background

- 1.01 The initiation, production and funding of this Streetscape Manual is the result of a collaborative project between English Heritage, Bath Preservation Trust and Bath and North East Somerset Council.
- 1.02 It has been produced by the Streetscape Manual Working Group comprising of Jesca Verdon-Smith (who has since left) and James Ayres from the Bath Preservation Trust, Barbara Selby and Peter Brook from Transportation and Highways, and David McLaughlin and Stephen George (Project Manager) from Planning Services, Bath and North East Somerset Council.
- 1.03 This Streetscape Manual provides detailed information that is specific to the local distinctiveness of Bath and North East Somerset. It takes forward the philosophy and principles contained in the 'Streets for All' Manual for the South West, produced by English Heritage.

Objective

- 1.04 The overall objective of this Streetscape Manual is to act as a guide to the selection, design, installation and care of the District's streetscape and its historic preservation.

Aims of the Manual

- 1.05 The Manual is intended:
- To raise the profile of quality streetscape, and to build on and sustain partnerships between all agencies involved in the care and repair of the public realm.
 - To improve clarity by reducing street clutter and duplication in street furniture, signage, etc.
 - To ensure an agreed approach to all aspects of the management, maintenance and design of the District's streetscape by all the agencies involved.
 - To ensure that the quality of the District's streetscape is of a high standard, and in Bath, appropriate to its status as a World Heritage Site.
 - To help interpret national guidance to ensure that changes reinforce local distinctiveness and meet World Heritage Site considerations.
 - To meet Objectives 24 and 25 from the World Heritage Site Management Plan. This will help to achieve the associated Public Realm Actions (see Appendix 1).
 - To preserve *insitu*, maintain to a suitable standard, and enhance the setting of items in the streetscape of historic and architectural value, whether listed or unlisted.
 - To complement other existing standards, guides and best practice (it is not to be read in isolation).

Audience

- 1.06 This guidance is intended for those designing enhancement or traffic safety schemes, for those implementing works within the public realm including for new developments, for planning and listing building consent applicants and agents, and for those responsible for maintenance and repair. It therefore particularly relates to Officers of Bath and North East Somerset or their representatives, contractors carrying out works, and to the Utility companies working in the area. It is also of relevance to residents, businesses and visitors to the area who are interested in the future presentation and care of the District's streetscape.
- 1.07 The Streetscape Manual was adopted as a Supplementary Planning Document in April 2005 and is supplementary to Policy D2 of the Bath and North East Somerset Local Plan Revised Deposit Draft. It is of particular interest to developers who will be required to implement improvements to the public realm in accordance with the Manual and follow its guidelines in new construction.

Organisation of Streetscape Manual

- 1.08 The Streetscape Manual is organised into a number of key areas:
- Overarching guidelines that apply to the whole Streetscape Manual.
 - Overview of the District's Streetscape History and Character.
 - Specific guidelines covering ground surfaces, street furniture, traffic signs and road markings, and traffic schemes / environmental improvements.
 - Proforma for the Public Realm Statement.
 - Appendix of other reference documents.
 - Technical Appendices to the Streetscape Manual which include the Mortar Evaluation, the Paving Assessment, and others as and when they emerge. These are available on request.

Methodology for updating the Streetscape Manual

- 1.09 There will be an annual review of the Streetscape Manual and the effectiveness of its implementation. For clarification of any issues or for highlighting any proposed changes contact is to be made with the Senior Urban Designer, Planning Services, who will co-ordinate changes and liaise with the Public Realm Liaison Group¹ as necessary, and with the Bath Preservation Trust if relevant.

Methodology for using the Streetscape Manual

- 1.10 The Manual is to be used for all work on the highway whether by the Council or external bodies. It is also to be used for all new developments. There is a need to be aware of the available resources for the whole project as implementation is dependent on this. The document cannot be read in isolation and reference should be made to the documents listed in the Appendix, and others as relevant.
- 1.11 In order to ensure that the Streetscape Manual is properly implemented the Proforma for the Public Realm Design Statement included in Appendix 2 could be completed for all schemes. This asks questions about the context and provides prompts to ensure that the overarching guidelines contained within the Streetscape Manual have been taken on board.
- 1.12 To ensure that the larger or more sensitive schemes are successful it is important to undertake effective consultation with the wide range of stakeholders with an interest in the place, not just the issue. To provide clarity and transparency to the decision making process it is suggested that a consultation statement is produced that lists all the comments received and the responses made to them.

Sustainability

- 1.13 During production of the Streetscape Manual and in accordance with government guidance, an 'Appraisal of Sustainability' was undertaken. This is available as a technical appendix. The 'Appraisal of Sustainability' included some proposed actions that need to be considered as part of the implementation of the Streetscape Manual:
- Consideration is to be given in the procurement process and in the specification for certain operations to achieve sustainability objectives.
 - Paving materials – the need to consider and appraise whole life costs, sourcing, environmental impacts of manufacture and/or extraction when selecting which materials to use.
 - The need to consider the sourcing of other materials or goods – eg selecting timber from sustainable sources, as well ensuring that materials or goods are manufactured locally where possible and if appropriate.

¹ The Public Realm Liaison Group is made up of a group of Officers from across different work areas of the Council who meet on a regular basis to discuss and resolve public realm issues that they are involved in.

2 Overview of the District's streetscape history and character by Mike Chapman

Street Patterns

- 2.01 At their core, most of the villages and towns in this district still retain their old street patterns laid down in Saxon or medieval times. Most of these patterns developed organically, and only Bath, Keynsham, Hinton Blewett and East Harptree acquired planned, rectilinear, layouts. In the 'urban' market towns of Bath, Keynsham, Pensford and Chew Magna (and probably in Midsomer Norton, Queen Charlton and Wellow which held annual fairs), street patterns were further modified according to their needs as commercial centres. Many settlements grew up on trade routes, many of which have long fallen out of use, and although the classic village green is not a feature of this area, a large proportion of the rural settlements are still grouped around a central triangular 'green' at a road junction.



Triangular 'green'
at Queen Charlton

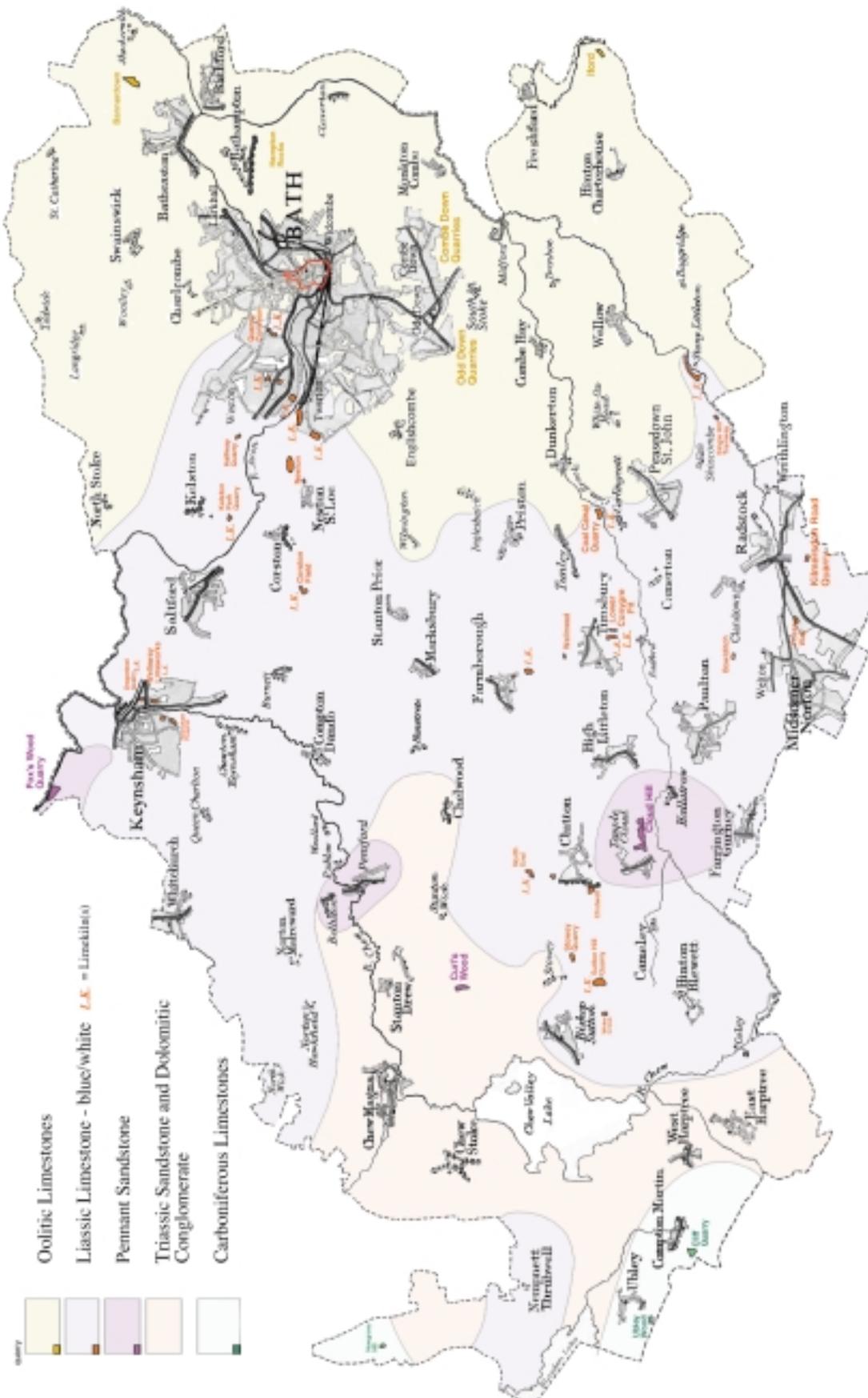
- 2.02 In the 18th century further alterations, such as deviations, by-passes, etc, were progressively introduced to accommodate the development of wheeled vehicles, road technology and new modes of communication (canals, railways, telegraph, etc.). New streets were created around the expanding urban communities from the mid 19th century onward, generally on a geometrical plan (though still adapting to pre-existing features), and in the early 20th century more flexible but intrusive patterns begin to appear, better suited to the use of motorised road transport.

Street Management

- 2.03 In the medieval period the maintenance of roads was the responsibility of the governing landowners, although communities in the towns and villages (assisted by charitable donations) already had some jurisdiction over market places and other common public areas. However, by common law, the repair and cleaning of inhabited streets lay entirely with the householder (later known as the 'frontager') who was responsible for the width of his frontage up to the middle of the street. In Georgian Bath, this practice became statutory under the city Commissioners, and remained in force until the mid 19th century when street maintenance was taken over by the city health authority. After 1555, parishes were required by Act to maintain their own Highways (roads between market towns), but since a large proportion of towns and villages in this area (nearly a third) stood on main highways, it would seem that most of their streets were already under parochial management by the late 17th century. These streets were subsequently taken over in the 18th century by the Turnpike Trusts until the 1870s, when all highways in this area came under public authority control.

Figure 1: Characteristic areas of traditional building stone in Bath and North East Somerset

Showing large scale/commercial quarries and limeworks



Street Frontages

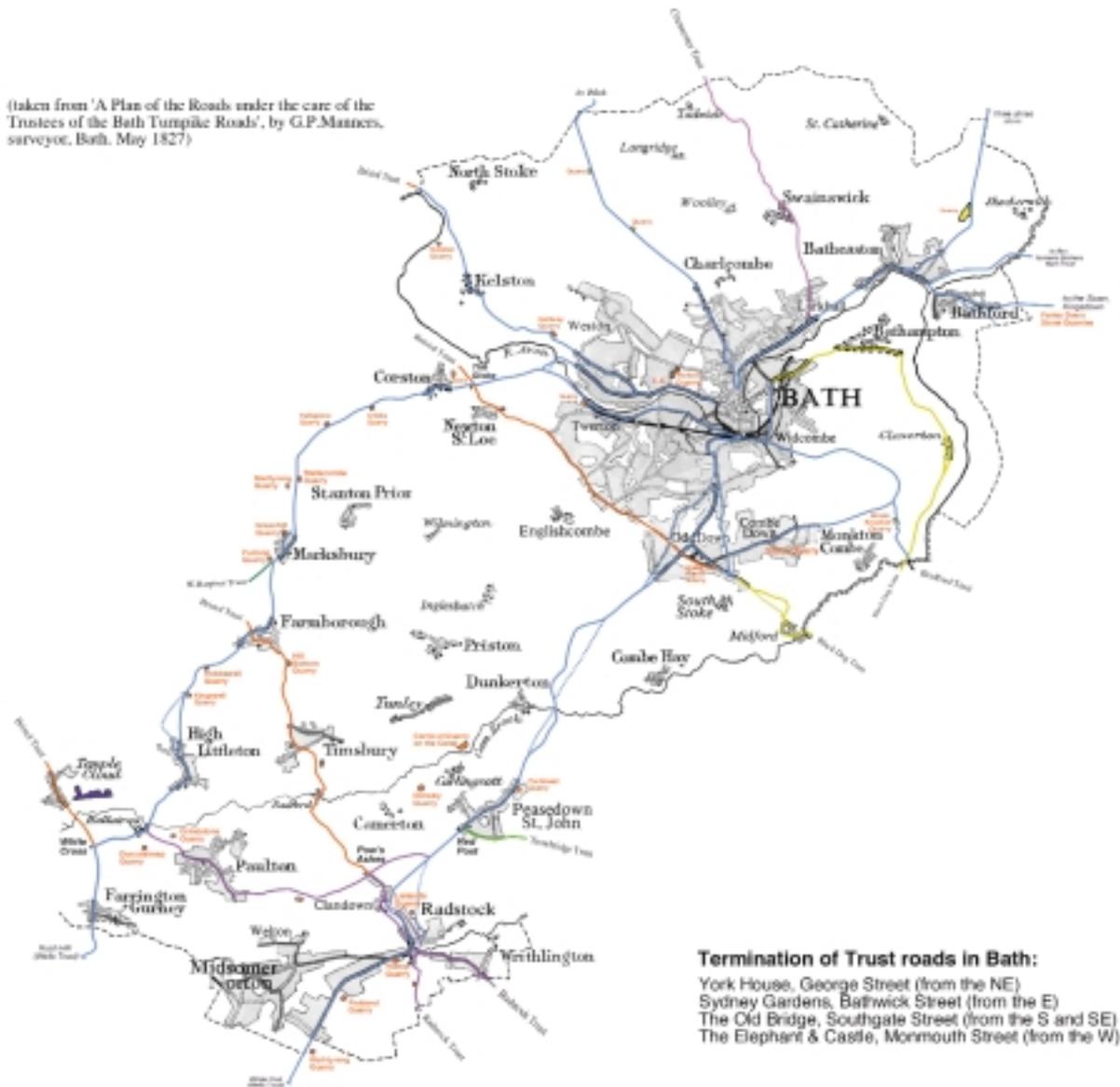
- 2.04 The actual appearance of inhabited streets in this area changed radically during the late 17th and early 18th centuries – when stone replaced wood and tile replaced thatch. Changes were also brought about by the development of road communication in the 18th century. House frontages in Bath were already being altered for shop windows, post offices and banks by the 1760s, followed elsewhere (displacing traditional markets and fairs) from the mid 19th century. Although industrialisation was already under way by 1800, with the appearance of purpose-built ‘factories’ and ‘works’ replacing the older workshops, pits, and mills, industrial buildings were still located away from habitation. However, as urban areas expanded throughout the late 19th century, particularly in the neighbourhood of Bath and Norton-Radstock, new housing was built on land adjoining these sites, creating industrial streetscapes. Although most of these heavy industries have either disappeared or been replaced by lighter businesses, their influence on the streetscape still remains.

Materials

Local Materials

- 2.05 The area of Bath and North-East Somerset is located in one of the most diverse geological regions in the country, providing in the past a wide variety of natural construction materials. As a result, various subdivisions can be identified in this area, characterised by differences in the local building stone, as shown on the accompanying map (Figure 1). However, each of these materials has its own properties, suitable for different purposes, and the divisions on the map are not an exact reflection of the underlying geological measures. There is also a certain amount of overlap between these divisions. Although Bath, for example, is now characterised by the famous Oolitic ‘Bath Stone’, a certain proportion of the pre-Georgian city (outlined) was originally built with the local Lias limestone. This overlap is even more noticeable in the case of road and street materials. As long as administration remained at a parish level, there was nearly always a dependency on what was immediately available, but from the 18th century onward use was made of a much wider variety of materials by larger bodies such as the Turnpike Trusts, which practically covered the whole area.
- 2.06 Quarries and limeworks from which these materials were obtained are also shown on the map, although these represent only the later large-scale or commercial sources, and no account is taken of the multitude of small local quarries and kilns used for casual and agricultural purposes over the ages. Similarly, road-stone was often sourced from a temporary quarry, or from the roadside itself, particularly during the period of the turnpike trusts. Except for the Bath Turnpike Trust (Figure 3), no documentary records of these seem to have survived.
- 2.07 The following local materials have been used to some extent in road and street construction:
- 2.08 *Alluvial gravel*: Especially the Pleistocene ‘terrace’ gravels found in large quantities along the Avon Valley, was used extensively for footwalks in the past. The ‘Gravel Walks’ in Bath were an important asset in the late 17th and early 18th century, before flag-stone paving became widespread, and gravel ‘pavements’ continued to be used in lesser situations during the 19th century, particularly in the eastern areas where suitable flat paving stone was not immediately available.
- 2.09 *Great Oolite Limestone*: The famous Bath Freestone, found on the east side of the area. Although highly valued as a structural material after weathering, it was usually uneconomic for pitching (see Glossary) and paving, although quarry chippings of the more durable variety were suitable for common or Macadamised roads.
- 2.10 *Inferior Oolite Limestone*: Formerly known as ‘bastard freestone’, commonly occurs in the ‘Cotswold’ country on the north and east side of Bath, although generally in a ‘brashy’ form – good quality freestone could only be obtained from Dundry Hill on the north-west side of the area. However, this ‘rag’ stone has provided a low-quality road metal from earliest times, as can still be seen today in the form of rubble ‘hard-core’ in farmyards, horse-tracking and field lanes. Although much used in the Cotswold region for pitching and paving, it produces an uneven surface and irregular appearance.

Figure 2: Bath Turnpike Trust roads (in blue), showing roadstone quarries in use in the 1820s



- 2.11 *Midford Sand*: From the Upper Lias series, commonly found in the neighbourhood of Bath. Although there is little information about its use and extraction, it would have been a useful local source for mortar and as a bedding for paving slabs.
- 2.12 *Lias Limestone*: Blue and White Lias stone – the predominant building material for ordinary purposes over a large part of the area, except around the Chew Valley and the eastern Cotswold region. It was also considered to be the best material for ordinary pitching and paving, even in Georgian Bath, although pennant flagstones were already being introduced by John Wood in the 1740s. It was also an economic material for common or Macadamised road surfacing, and although criticised in the early 19th century for its friable nature, it was never completely replaced by the harder Carboniferous Limestone, mentioned below.
- 2.13 Lias was also a source of a good hydraulic lime, and was the standard bonding for stone setts in Bath. ‘Perpetual’ limekilns, producing lime on a commercial basis, already began to appear around Bath in the early 18th century, but were otherwise rare until cheaper coal became available in the early 19th century. After this time some quite large commercial firms producing agricultural lime continued in business in this area even as late as the 1980s. Local limekilns were always sited in or near the quarries from which they were supplied.
- 2.14 *Triassic Sandstone*: Sometimes known as ‘New Red Sandstone’ (to be distinguished from the ‘Old Red Sandstone’ further south, on the summit of the Mendip Hills), this stone mainly occurs in bands in the Keuper Marl (Mercia Mudstone Group) or ‘Red Ground’ around the Chew Valley. Because of the thinness of the strata, quarry workings tended to be small and are now difficult to identify. Also associated with the Keuper Series is the harder *Dolomitic Conglomerate*, sometimes found on the south-western side of the Chew Valley, abutting the Mendips. Both of these materials were used extensively in the buildings around the Chew Valley, giving them their distinctive pink colour. They were also useful (particularly the latter) as chippings for common or Macadamised road surfacing, but unsuitable for pitching and paving, and imported Lias or pennant was generally preferred.
- 2.15 *Pennant Sandstone*: A prominent component of the Coal Measures of the North Somerset Coalfield, there are significant outcrops in the Keuper Marl extending northwards from Temple Cloud in the south towards Pensford, Brislington and the Kingswood Coalfield. It was highly prized for its flat, hardwearing surface and smart appearance. Being easily split into large smooth slabs, it was used everywhere (particularly in Bath) for high-quality paving flags, kerbs and spurs, with the additional advantage of providing hard chippings for macadamised roads. From the mid 19th century it was also exclusively used in Bath for pitching the carriageways (almost completely replacing the use of local Lias), often in the form of ‘bunched’ pennant stone setts (with ridged surfaces) for use on steep slopes or where a foothold was difficult for horses.
- 2.16 *Coal and Tar*: In the early 19th century it was found that coal-ash made a hard mortar or ‘concrete’, which came to replace sand mortar for bedding stone setts. Tar, as a by-product from the manufacture of gas and coke from local coal, also became commonly available from the mid 19th century, the main supplies in this area coming from the gasworks at Bath, Keynsham, Chew Magna, Midsomer Norton and Radstock. Asphalt and ‘cinders’ were already being employed for surfacing footpaths and as a grouting for stone setts by the 1870s. In the early years of the 20th century Tarmacadam was introduced to overcome the problem of dust and mud created by the sudden increase in locomotive and motorised transport, although the cheaper method of spraying tar on Macadamised road surfaces was generally preferred until WWII.
- 2.17 *Carboniferous Limestone*: Formerly known as ‘Mountain Limestone’, this stone includes the sub-groups ‘Black Rock Limestone’, ‘Hotwells Limestone’, and ‘Clifton Down Limestone’ from the Bristol region which was initially the main source of supply. It is very hard and difficult to work, and although eminently available in the Mendips on the south-west side of the area, does not seem to have been much used for pitching or paving. However, in broken form it was found to be ideal for Macadamised road surfacing, and was progressively introduced from the mid 19th century onward, particularly on hills, where a tough surface was needed to withstand abrasion from the locked wheels of loaded wagons. The quarries which were supplying this area at the end of the 19th century – from the eastern end of the Mendips, and from Wick Rocks to the north of Bath – have become increasingly important since the stone became a standard component of Tarmacadam.

'Foreign' Materials

- 2.18 It is evident, from the large quantities of pennant paving and roofing tiles found on Roman sites throughout this region, and the widespread number of medieval buildings constructed of Oolitic freestone, that the transport of local building material over considerable distances was not unusual even in earliest times. However, the development of canals and railways (together with improved turnpike roads) considerably reduced the cost of heavy haulage during the first half of the 19th century, and materials from much further afield could be imported, and in much larger quantities. From the 1870s onwards, flint, ironstone, basalt, and millstone grit was being ordered for Macadamised road surfaces, and Scottish and Welsh granite for pitching. It was also about this time that Bath introduced wood-block pitching onto its streets, consisting of the hard and rot-resistant eucalyptus Karri or Jarri Wood, which was imported from Australia. This was very expensive, and was soon superseded by local oak wood treated with chemical preservatives.

Manufactured Materials

- 2.19 *Copper Slag*: The earliest and most curious manufactured material to appear on the roads in this area was copper slag from the numerous brass works which were a familiar feature around the Avon Valley in the 18th and 19th centuries. Although clinker or slag had always been used for common road surfacing, copper slag could also be poured into shaped moulds before solidifying into smooth blocks resembling black engineering brick. This resulted in its use (mainly by the Bristol Turnpike Trust) for moulded coping stones for roadside walls – still a distinctive feature of the northern part of the area.



Moulded coping stones on walls in Corston and Kelston

- 2.20 *Brick*: Although brick was used in the area from 1727 onwards, with the opening of the Avon Navigation, it did not become a common building material in this area until the very end of the 19th century – mostly for industrial and farm structures, but also for decorative purposes. Local bricks began to be made at Cattybrook in Pucklechurch, with black engineering brick imported from Staffordshire. Specialised brick was also employed occasionally as a hygienic pitched surface which could be easily cleaned. This was important in the days of horse transport, particularly on the streets of Bath, where there were numerous cabstands. It is still frequently found in the floors of old stables throughout the area.
- 2.21 *Concrete*: Concrete in the modern sense, using Portland cement, first appears on the streets of Bath in 1895 in the form of paving slabs, manufactured at the local 'Destructor (refuse incinerator) Works' from recycled building rubble. By the 1920s concrete kerbs, gutters and posts were also being introduced throughout the area, and the first concrete road was laid in Bath in 1921. However, except as a WWII austerity measure, concrete road surfacing did not prove to be a substitute for Tarmacadam.

Street construction and laying patterns

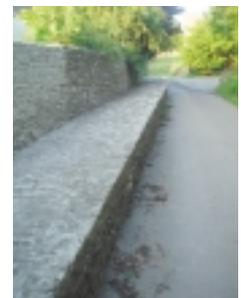
Construction

- 2.22 When settlements first began to appear in Saxon times, they were always established around at least one principal street – a word inherited from Roman times which implies the presence of a metalled surface. Even today, almost half of the original towns and villages in this area still retain early 'street' names. By the Middle Ages, Bath had eight named streets, East Harptree had three, Keynsham, Chew Magna and Midsomer Norton, two (the last two both having a 'Silver Street'), the remainder having one – generally called, simply, 'The Street'.



The Street, Chew Stoke

- 2.23 Although roads, like footpaths today, were originally only defined as a legal right of passage and received little structural attention until Norman times, remains of Saxon streets uncovered in Bath were found to have been laid with some form of metalled surface. Indeed, later examples from the medieval period consisted of very well-laid limestone 'cobbles', mixed with a great deal of iron-slag for hard wearing. Nevertheless, streets were mainly intended for foot traffic, horses or livestock, and, since wheeled vehicles were rare, the distinction between a 'footway' and a 'carriageway' did not yet exist. As a result, the streets of Bath, like many medieval towns, had a drainage gutter ('kennel' or 'channel') running down the centre.
- 2.24 A feature peculiar to this region is the raised footway (often called 'The Batch', see Glossary), running along a terrace beside many of the village streets. These are not pavements in the modern sense, but separate pitched 'streets' or causeways providing pedestrian access to houses which stood on a steep slope above the main carriageway, a good example being the high pavements in the High Street of Chew Magna. The term 'causeway' is frequently used in the 16th and 17th centuries, always in the context of improved access or to avoid particular obstacles.



High pavements at Chew Magna and North Stoke (right)

- 2.25 The appearance of professional 'paviors' in the larger towns such as Bath and Bristol from the late 15th and early 16th centuries onwards show that by that time stone pitching had become a skilled profession, and that surfaces constructed with regular sized stone 'setts' in bonded patterns was already well established. This method seems to have remained standard until the 20th century, and surviving examples, although built in later periods, are probably little different from their medieval predecessors. By the end of the 17th century the increase in wheeled traffic was such that, in Bath at least, footways were already beginning to appear, although originally these would merely have been pitched with setts on a raised kerb with side drains. The first footwalks made of flagstones in Bath appear to have been along the front of Terrace Walk, built in 1705, and within 30 years the city was already famous for its flat public walkways. The Rev John Penrose wrote on the subject in 1766-67, comparing paving in Bath to a 'floored room'². Initially, the flagstones were of local blue Lias limestone, but by the 1740s the smarter and more durable pennant sandstone was already being imported along the newly opened Avon Navigation, and specified by John Wood for paving his Parades.
- 2.26 However, it was only in Bath and Bristol that street carriageways were pitched with stone setts. Elsewhere, pitching seems to have been used solely for pedestrian or private use, although side gutters and covered drains ('fries') were common in streets everywhere by the mid 17th century. However, streets that formed part of a main road, particularly in the small towns, shared in the improvements introduced by the Turnpike Trusts in the 18th century (Figure 2).
- 2.27 These included re-grading, widening, better surfacing, and even roadside pavements. Although the latter were properly pitched, they were of irregular height above the carriageway surface and often required steps which also served as mounting blocks. By the mid 19th century even the rural roads had been improved with macadamised stone (see glossary), but footways were still rare until the late 19th century. Even then, they were generally constructed only on one side of the street, usually along the fronts of houses whose front doors opened directly onto the road. House-gardens and areas (usually walled or fenced) were merely provided with a small 'bridge' outside the gate over the roadside channel. Such was the success of macadamised road surfacing, that even the pitched carriageways in Bath and Bristol were being replaced with it, although this method, known as 'Steining', always remained controversial. However, these practices quickly disappeared after the Great War with the introduction of tar-based surfaces and concrete.

Laying Patterns

- 2.28 Although no specification for the pattern of laying stone setts and flagstones along footways ever seems to have been set down, certain practices can be observed:
1. Pitched stones were always laid so that the bond ran across the line of traffic, giving a better foothold and avoiding the creation of ruts. This pattern was only interrupted at the entrances to yards and at the doorsteps of houses, where access was required at right angles to the street. A similar situation was created by the use of crossings across the carriageway, although many of these were merely a continuation of a footway across a road junction.



Footway across a junction
in Newton St. Loe

2 See B. Mitchell and H Penrose Letters from Bath (1983) pp 42 and 52, and James Ayres Building the Georgian City (1998) p.95.

2. Two types of pitched footway can be identified:

The 'Standard', constructed entirely of pitched setts set between longer kerb-stones. These were always a feature of the rural areas, the best existing examples being at Newton St.Loe.



Left: Pitched setts at Newton St. Loe
Right: 'Improved' type paving in Chew Magna

The 'Improved' type had a central line of small flagstones, usually of pennant, set between the standard pitching. These tended to be a feature of the more urban areas, the best existing examples being in Chew Magna High Street. In one instance, at Twerton, this pattern was also used for street crossing. Another exceptional example would appear to be 'Monk's Walk' in Batheaston, a long footway leading from the village out to St.Catherine. This route however was a popular picturesque walk for 'respectable people', and may therefore have been provided as a leisure amenity.

3. One of the advantages of flagstones was that they not only provided an even surface, but also had a regular appearance. However it is not clear to what extent pennant and Lias stone flags were produced at a standard size and proportion like their modern manufactured counterparts. It would seem that this may have been the case in particular situations like Bath, whereby a completely regular bond could be provided, but existing examples elsewhere generally consist of a variety of shapes and sizes. Occasional attempts at patterning can be seen, using alternate 'long and short' stones, but this was presumably left to the skill and custom of individual paviors. No pattern of course was possible using Inferior Oolite which was not squared and therefore produced a 'crazy paving' effect.

Street maintenance

- 2.29 In the late 1500s, street maintenance in Bath was already a costly affair. There is constant reference to remaking the pitching in the streets which had been dug up to repair the pipes of the water supply system, and in 1615 a professional 'scavenger' or 'raker' was employed to keep the streets clean. During the 18th century street cleaning developed into a relatively well-organised system, with collection bins and disposal carts. Pavements were repaired and cleaned by the frontagers and shopkeepers, and by the early 19th century road works were regulated with hoardings, etc., to reduce the inconvenience to pedestrians. Everywhere else however, repairs remained simpler, and were dealt with in a more summary manner – the main issue being the clearance of obstacles (particularly overhanging trees and hedges) and the prevention of flooding from the drains.
- 2.30 This situation did not change until the widespread introduction during the 19th century of improved macadamised road surfaces which could be maintained more regularly and cheaply. Roads were re-laid by first scarifying the surface with a harrow or plough before spreading the new material. This was then watered to bind it, and compacted with a horse-drawn roller, a process which became mechanised in the 1880s by the use of steamrollers with scarifying spikes and scrapers. Until the introduction of mechanical stonebreaking in the local quarries in the 1890s, a familiar roadside feature was the neat stack of 'rocks' situated at strategic points, ready for relaying or repair, with an elderly man or a boy sat nearby with a hammer, reducing the stone to its required size.

- 2.31 Although organic material and animal droppings were still seen as a valuable manure, and disposal only a problem on market days, by the 1870s the urban areas already had an organised service for the removal of 'road dirt'. A greater problem, common to all stone surfacing, was the accumulation of dust in the summer and mud in the winter, created by the constant attrition of iron tyres. Dust was kept down by watering, and Bath already had a watering service in the early 19th century, including purpose-built watering carts introduced in the 1850s, but other towns did not follow suit until the 1890s. By this time mechanical sweeping machines were in use, together with patent mechanical road scrapers for removing mud. However, in the early 1900s the problem of dust was reaching a crisis point, brought about by the appearance of fast-moving motor vehicles with pneumatic tyres which no longer compacted the road surface. The supply of water became stretched, particularly during droughts, and new methods were investigated, such as the use of hygroscopic calcium chloride and tar spraying. The latter proved so successful that it was universally adopted from about 1908 until WWII, but by the end of the war the use of tarmacadam and concrete surfacing had become so well established that dust no longer remained a problem.

Street furniture

- 2.32 Although many of the features mentioned here were already familiar in Bath in the 18th century, most did not appear elsewhere until much later in the 19th century. By this time roads and streets were already coming under the administration of local authorities who tended to employ standardised street furniture. However, the region still retained its own character until the introduction of national statutory standardisation from the 1920s onward.

Traffic management

- 2.33 Spur-stones. Seated at ground level on the corners of buildings and gateposts, these provided a protection against the iron tyres and hubs of passing vehicles. Although impossible to date, they were evidently adopted when wheeled traffic became common during the 18th century. To withstand wear and tear, they were generally fashioned from pennant sandstone.
- 2.34 Posts (bollards). To prevent undesirable traffic from entering side passages and, occasionally, paved walks, posts of wood or cast iron were a common feature in Bath by the late 18th century, but do not seem to have been extensively used elsewhere. In the 1780s they are described as being generally 5 feet high, spaced between 2½ to 3½ feet apart. Some, slightly larger, were hinged to lie flat, and provided with lock and key.
- 2.35 Railings and Gateposts. In the interests of public safety, a distinctive pattern of cast-iron railing was adopted by various parishes belonging to the Clutton District Highway Board in the 1860-70s. Good examples remain alongside the streams in the high streets of Midsomer Norton, Farmborough and Chilcompton, and along the high pavement in Chew Magna. The maker's name, sometimes cast into the posts, show that they were supplied from William Evans' foundry by the canal basin in Paulton. Evans also supplied the numerous and distinctive round-headed cast-iron gateposts (generally private) which remain in the streets of Paulton, Midsomer Norton and elsewhere in that region of the North Somerset Coalfield.



Cast iron railing at Farmborough



Historic lantern illustrated by Nattes, 1806

- 2.36 Street Signs. Finger posts, authorised by Act in 1697, and statutory for the Turnpike Trusts, were not a common street feature until the late 19th century when cast-iron posts were installed by the County Council. Many of these have survived, despite being superseded by direction boards or removed during the invasion emergency in WWII. Milestones, initially of stone but later of cast iron, became statutory after the introduction of the Turnpike Trusts, and some still remain in those high streets which formed part of a turnpike road, their distance plates again often removed during WWII. Warning signs were first introduced during the 1890s as a result of the growing popularity of cycling, together with the lifting of restrictions on the use of steam traction. A few early examples have survived, unlike later motor car warnings and speed-limits, gradually introduced after the Motor Car Act of 1903, which were entirely replaced as a result of subsequent improvement and standardisation.
- 2.37 Traffic lights. Although the first traffic lights (vehicle activated) in the West Country were introduced in Bath in 1933, they did not become a common street feature elsewhere in the district until much later.

Amenities

- 2.38 Lamp posts and brackets. Throughout the 18th century in Bath, a system of public street lighting became well established, using oil or candle lamps – generally supported on wall brackets or on iron rods attached to any convenient railing. Elsewhere in the district street lamps were only installed privately, over the entrances of inns, churches, and the larger houses. Public gas lighting, encouraged by the growth in street shopping, was introduced in Bath in 1818 – followed after the 1850s by the larger towns such as Midsomer Norton, Radstock and Keynsham. Although the supply of gas was relatively widespread throughout the region by the late 19th century, in most of the rural areas the provision of public street lighting was generally regarded as a luxury and a burden on the rates. However, some villages had a modest street lighting system, such as Timsbury, which experimented with public lighting by oil lamps for a time before WWI.
- 2.39 It was the introduction of gas lighting which seems to have encouraged the development of the cast-iron lamp-post. Gas-lamp standards and lanterns (frequently supplied by local firms, such as Stothert and Pitt) varied widely in design, some particularly ornamental examples being erected for commemorative purposes. In Bath, lamp ‘pillars’ appear to have been painted ‘stone colour’, with ‘metal colour’ ladder-bars and brackets, suggesting that they were to be regarded (to blend with the architecture of the city) as classical columns³. Many gas standards seem to have survived, frequently re-used as garden ornaments, probably as a result of being converted for electric lamps in the 1920s. Although electric lighting was quickly taken up in Bath (in 1890) and the larger towns (in the 1920s), most villages in the region remained unlit until well after WWII. A few early examples of electric lamp-posts may have survived, such as the ‘Swan-neck’ posts in Twerton churchyard.
- 2.40 Street nameplates. Bath is still distinguished by its street-names carved into the walls of its Georgian buildings. Fixed nameplates seem to have been introduced in the early 19th century, but in other urban areas, such as Norton-Radstock, they were not adopted until about 1900. However many early nameplates seem to survive, there being few reasons to replace them.
- 2.41 Communications. Post boxes: Most villages had post-offices during the early 19th century, but post-boxes are not mentioned until the 1870s. These were installed in walls, the earliest mention of a free-standing pillar box outside Bath being in the High Street, Midsomer Norton in 1901. Phone booths: The first phone booth appears to have been introduced in Bath, in the High Street, at the beginning of WWI. This was a large, rather ornate, conical structure, and other early phone booths at Radstock (1925) and Midsomer Norton (1929) were probably of similar design. All were removed after the introduction of the standard red box which tended to be sited away from main urban thoroughfares, but are still a prominent and numerous feature in the villages. Weigh-bridges: A distinctive octagonal weigh-engine office of classical design was installed in the middle of the Saw Close, Bath, in the 1760s, and its successor, built in the 1920s, still remains. Keynsham also had a fine octagonal office, but in gothic style. This stood in the middle of the junction of High Street, Temple Street and Bath Hill from the 1850s until it was demolished in the 1930s and replaced with public toilets. Cabmen’s refuges: Only Bath had shelters for cabmen, one of which, built in 1926, still survives in use at the junction of South Parade and Manvers Street.

³ M.Beaton, M.Chapman, A.Crutchley and J.Root,
Bath Historical Streetscape Survey, Bath and North East Somerset 2000

- 2.42 Health. Drinking fountains: Bath already had public conduits in the Middle Ages (superseded in the 18th century by a piped water system), but individual wells and springs continued in use elsewhere until the mid 19th century when the larger landowners began to install piped water systems to their neighbourhood. Although these were chiefly intended for distribution to farms, public pumps, hydrants and fountains (some quite ornate) were also provided in the villages. All these systems have been replaced by mains water, but many of the conduits have been preserved as an ornamental feature. In contrast, the appearance of ornamental drinking fountains in urban areas in the late 19th century, particularly in Bath, was either commemorative or a result of the temperance movement. Water-troughs: Traditionally associated with farms, the appearance of water troughs on the streets is very much derived from the increasing concern throughout the 19th century, as transport demands increased, over the misuse of draught animals and the disappearance of customary watering places. These too, are frequently retained for ornamental purposes. Public conveniences: Bath was already providing this essential amenity for its visitors in the 17th century, but public toilets do not appear in other urban centres until the early 20th century. Some were situated prominently, but most seem to have been sited unobtrusively in market areas.



Village pump at
Newton St. Loe

Ornamental

- 2.43 Tree planting and Parks: In Bath, ornamental tree walks were already introduced into the Orange Grove in the 17th century, and Royal Victoria Park can claim to be the first public recreation area in the country. In other urban areas however, the planting of trees, initially for commemorative purposes, does not occur until the end of Queen Victoria's reign, and avenues of trees for public enjoyment follow later in the 1930s. The installation of Memorial Seats seem to have followed the same pattern, reinforced by the universal appearance of War Memorials after WWI. In several villages single trees were planted at road junctions for some reason, as illustrated by a petition by Farmborough in 1854 to the commissioner of roads; 'for permission to enclose a small portion of ground opposite the Post Office [at the Green] in which to plant an elm tree after the fashion of Corston and High Littleton'. This tree was indeed planted and grew to maturity, and in 1920 the top portion, becoming unsafe, was cut out and the timber used at the Pensford Colliery. It later died as a result of being struck by lightning during a thunderstorm, and the remains were finally removed in 1948. The well-known 'Hanging Tree' which stood in the middle of Corston disappeared about the same time.



'Hanging tree' in Corston

Glossary to the Overview of the District's Streetscape History and Character

Asphalt: The tar and pitch which occurs as a natural geological deposit, particularly in the Middle East. Also known as 'bitumen', 'mineral' asphalt, or 'Jew's Pitch' (it is mentioned in the Old Testament). In the early 19th century the term came to be used for the mixture of tar and sand or grit used for surfacing footwalks, and occasionally roads. Initially it was generally regarded as unsafe in this country, as it became very slippery when wet, particularly in a hilly area like Bath. Improvements to this process, involving the use of crushed 'natural', asphaltic, or bituminous limestone, together with the introduction of the steam roller, led to an increase in its use for roads in the late 19th century. By the 1920s it was being adopted as a most suitable surface for motor traffic, particularly as a top dressing over tarmacadam, and remains one of the main road surfacing materials in use today.

'Batch': Any raised mound, such as 'ant-batch'(ant-hill) or 'pit-batch' (colliery waste tip), but also for a rank of houses built on an eminence above a village street.

Brash: Fragmented bedrock lying below soil level.

Bunched Pennant (or batted pennant): (18/19C) Does not occur in the Oxford English Dictionary (OED), and is apparently a local quarryman's term for roughly tooled pennant pitching and paving stones (generally a series of ridges, useful in giving a better foothold); particularly visible on kerbstones.

Calcium Chloride: A salt produced as a principal by-product in the manufacture of soda by the 'Solvay' process. It is 'deliquescent', that is, has the property of absorbing water vapour from the air, and was therefore useful for spreading on roads to settle the dust instead of watering.

Cobbles: (19/20C) rounded pebbles used for pitching in coastal regions. Not used inland.

Karri (or Jarri): OED: West-Australian 'blue gum' tree (eucalyptus diversicolor) which provided a hard red timber which did not rot – used extensively in the late 19th century for paving busy carriageways in Bath to reduce noise of iron tyres on pitched stone surfaces.

Macadamising: (19/20C) road surfacing technique developed by John Louden McAdam (Road Surveyor for most of the turnpike roads in the Bath and North East Somerset area in the 19th century), consisting only of small standard-sized stones (2 inch diameter, the width of the average carriage tyre) which had the effect of compacting under pressure. This produced a flexible (but stable) surface suitable for heavy goods traffic. Still in use in much of the world today.

Marl: Any geological deposit which has properties halfway between stone and clay, a friable material which could be broken up and spread over the land as a fertiliser.

'Blue Marl' = Liassic marl; 'Red Marl' = Triassic (Keuper) marl; 'Black Marl' = Triassic ('Tea-green') marl

Millstone Grit: A hard sandstone found between the coal measures and the carboniferous limestones, as at Wick Rocks to the north of Bath. Used for making mill-stones and sharpening tools, but also useful as a macadamised road surfacing which provided a secure foot-hold on steep hills.

Paving: Now refers mainly to the surfacing of walkways with flag-stones, but originally meant any 'built' surface, particularly a pitched surface.

Pitching: A 'built' street surface made of small squared stone blocks. Laid edge bedded in sand or gravel (later mortar) in an interlocking pattern in the same fashion as a coursed a stone wall.

Setts: Any small squared stone used for pitching, as opposed to the large flags or slabs used for walkways.

Steining: An old variation of the word 'stoning'. Was traditionally a term referring to the stone lining of wells, but seems to have become adopted in the mid-19th century to refer to the replacement of pitched surfaces of urban roads with cheaper macadamized stone. This practice was often opposed on the grounds that it created greater friction on the wheels (particularly when freshly laid) and a poor foothold – a cruel situation for horses that were loaded for smoother surfaces. It created more mud and dust than pitching, provided local youths with handy missiles for breaking windows and, because it was quieter, encouraged lighter vehicles to excessive speeds.

Tarred macadam: The treatment of a macadamised road surface by spraying or laying liquified tar.

Tarmacadam: The term which first appears in the early 1880s for a road surface material consisting of small broken (i.e. macadamised) stones in a matrix of tar, sometimes mixed with pitch or creosote, which is laid over the ballast of the sub-surface and rolled whilst still hot. Said to be first introduced in Sheffield, it became increasingly popular after the introduction of the pneumatic tyre and, with asphalt, is still one of the main road surfacing materials in use today. It is a curious coincidence that before he introduced macadamised surfacing in 1816, J.L.McAdam had already been the owner for 25 years of a coal tar distillery in Muirkirk called The British Tar Company which produced coke for local ironworks and tar for the ships. It was his travels between the ports of Plymouth, Bristol and elsewhere which generated his interest in road building.

Tarmac: Originally the trade name, Tarmac Limited, of a company set up in about 1903 by E.P.Hooley, then County Surveyor of Nottinghamshire. The company (initially called TarMacadam Syndicate Ltd.) produced a hard variation of tarmacadam based on a mixture of tar, creosote and iron slag. Within a few years the name came to provide a handy abbreviation, still used today, for all types of tarmacadam, and is a generic term for any type of road surface.

Turnpike: a kind of turnstile allowing foot-traffic only. Originally a military device (15-17C), later adopted by the Turnpike Trusts (18/19C) to control road traffic at toll-gates.

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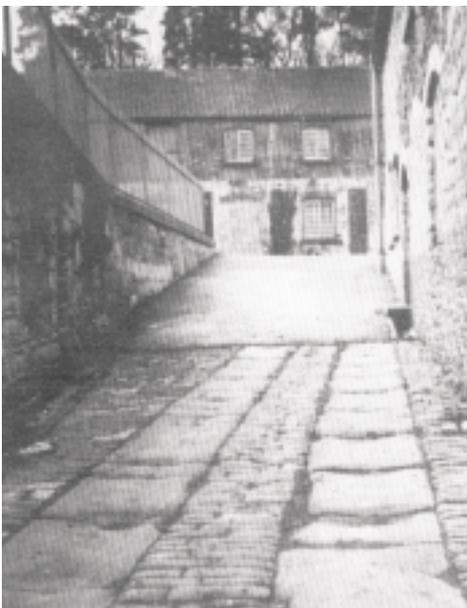
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View towards Keynsham Church from the east, showing weighbridge on the right



Tramway through Batheaston

Brassmills, Keynsham



Street and post office, Salford



3 Overarching guidelines

Introduction

- 3.01 The quality of our public space is one of the factors that determine how it is valued by the people that use it. It helps to influence whether they enjoy being in a particular place, if they want to use its shops, and whether they care about its future. Quality places encourage greater use, ensure that they are better looked after by the people that use them, and help to sustain them economically and socially.
- 3.02 In achieving quality places there will inevitably be tensions between different issues. There is a need to balance the Streetscape Manual with other issues in coming up with designs or solutions to problems. The following will guide works to the District's streetscape.
- Keep it simple, keep it safe.
 - Question conventional design approaches and consider alternatives.
 - Consider the wider issues and the cumulative impact.
 - Consider visual appearance.
 - Improve accessibility.
 - Consider sustainability and whole life costs of the materials being selected.

Reinforcing local distinctiveness and improving the image of the district

- 3.03 One of the overarching guidelines of the Streetscape Manual is to ensure that the local distinctiveness of the District is reinforced and that the image of Bath and North East Somerset is enhanced.
- 3.04 Local distinctiveness is important for many reasons and is 'essentially about places and our relationship with them'.⁴ For the Streetscape Manual the following reasons are particularly relevant:
- it adds to the character of an area.
 - it helps to foster pride of place and civic pride.
 - it gives depth and richness to a place.
 - it can provide interest because of inherent historical value.
- 3.05 In relation to the Streetscape Manual the key to reinforcing local distinctiveness is having an understanding of the character of an area and identifying the important elements of the public realm that should be preserved, enhanced or which can influence the design of new elements. The 'Overview of the District's Streetscape Character' above, is an excellent starting point to appreciate the overall variety in the physical character of the District's streetscape. This is supplemented by various other documents that have been produced over the years including the Bath Historical Streetscape Survey, 1999, and the Radstock and Midsomer Norton Historical Streetscape Survey, 2000.⁵ When producing their 'Parish Plans', Parish Councils are encouraged to define their own local distinctiveness and to specify street furniture that helps to reinforce this character.

⁴ Local Distinctiveness: Place, Particularity and Identity, Essays for a conference, including papers by: Richard Mabey, Gillian Darley, Neal Ascherson. Patrick Wright. Michael Dower and Roger Deakin. Common Ground, 1993. See www.England-in-particular.info/place

⁵ These documents were commissioned by the Council and were researched, written and produced by Mark Beaton, Mike Chapman, Andrew Crutchley and Jane Root.



Clockwise: Post and railings made by the William Evans Foundary. Historic paving in Pensford. Incised street lettering. Pennant coal hole cover.

- 3.06 The public realm design statement in Appendix 2 may be completed for all schemes except those of minimal impact. This is intended to be used as a helpful aide-memoir for checking that proposals respond appropriately to the site and context, and assessing whether there are any features of importance that need to be safeguarded, or that provide an inspiration for new designs.
- 3.07 For larger scale or sensitive projects it may be necessary to undertake an historical survey by a suitably experienced consultant. This information is helpful for the production of appropriate design for an area. Costs can vary depending on site, detail required and the complexities involved. These costs need to be identified early so that they can be included in the project budget.

Principles

- Preserve and enhance characteristic features of the built and natural environment that reflect the history of the area.
- Use materials and street furniture as specified and as appropriate for the context.
- Projects could be accompanied by a public realm design statement justifying why a particular approach is being taken, and why the design and selection of materials has been made. The form in Appendix 2 can be used for this purpose.
- Use local distinctiveness as an inspiration for the design of new elements.
- Consider aesthetic quality as this is important from the perspective of the quality of our settlements, in attracting investment and raising quality of life.

Minimising visual clutter – minimum palette of materials and co-ordination of design

- 3.08 The public realm can sometimes appear dominated by street furniture, signage and other diverse items. Often installed over a period of time by the Council and other agencies, the resulting accumulation can result in a place becoming cluttered and uncoordinated. The results can be visually confusing and the objective of providing clear information to the users of that environment can be diminished due to the large amount of information available. Views are often disrupted and actual physical obstructions created.



Minimal intervention
in historic streetscape,
Salford



Sign clutter

- 3.09 Items are introduced because of a particular interpretation of regulations, guidance and standards and through concerns over litigation. This cumulative effect is often the result of public and political pressure and budget limitations which can work against a more holistic and considered response.
- 3.10 Different elements can be chosen for a scheme that would not compromise the legality of a scheme or its objectives. Schemes need to be introduced in a way that reduces clutter whilst still maintaining the objectives of the project.
- 3.11 Creative thinking and corporate working can help achieve these objectives, for example where an existing lamppost can be altered to floodlight a zebra crossing this avoids the need for separate floodlights. Where possible existing lampposts or railings can be used for signs rather than installing a new pole.

Principles

- Co-ordinate colour and designs, and the location of new elements with existing features.
- Street furniture (with the exception of seating) and signage should only be used in the public realm if absolutely necessary.
- Rationalise the amount of signs and posts to provide the minimum relevant factual information.
- Open up views of buildings, features, routes, and landscape features.
- Use existing structures including buildings, railings, lampposts and other posts where appropriate to fix signs and CCTV to. Seek permission from the building or railing owner.
- Position elements to complement the environment in which they are placed, not to detract from existing buildings or views.
- Ensure that permanent or non-permanent elements installed on pavements minimise obstructions for pedestrians.
- Use opportunities for street furniture to have dual functions eg, bins to perform similar functions to bollards, lighting columns to be specified to carry signs and traffic lights.
- Remove obsolete items that do not have recognised historic value.

Materials and workmanship, regular routine inspection, cleaning, maintenance and appropriate repair



Poor visual quality of patchwork concrete paving



Good quality workmanship

- 3.12 The use of good quality materials – produced and finished to reliable standards that are fit for purpose, is of critical importance for all materials. This is regardless of the cost of the product, from the cheapest to the most expensive. The attention to detail of the workmanship involved in the use of these materials is also critical to ensure that the materials perform as intended.
- 3.13 Routine cleaning and maintenance is essential to ensure that an area is safe and the visual appearance is maintained to a high level. It is also important in terms of maximising the life of the materials or features used.
- 3.14 Clearly cleaning, maintenance and repair requirements need to be specific to the materials or features used and this information needs to be provided where non-standard materials are used.

Principles

- Assess inspection, cleaning and maintenance requirements of features and consider impacts of undertaking a specific regime.
- Ensure cleaning and maintenance is undertaken regularly, and is appropriate to the material or features used.
- Ensure that where maintenance is not appropriate replacement is undertaken within existing budgets.
- Replacement features such as paving slabs should closely match in with surrounding materials to avoid creating a patchwork effect.
- Ensure that quality of workmanship is appropriate to the materials used.
- Avoid temporary solutions. They tend to stay longer than intended (if not permanently) and can be wasteful of resources. Instead the programme of permanent replacement should be accelerated.
- Cleaning and maintenance liabilities need to be assessed at the same time as the decisions on product specification are taken. If the necessary cleaning or maintenance regime for the first choice product is too onerous, expensive or unrealistic an alternative product should be sourced.

4 Specific guidelines

A Ground surfaces



Overarching Guidelines

Reinforcing local distinctiveness and improving the image of the District

Minimising visual clutter – minimum palette of materials and co-ordination of design.

Materials and workmanship, regular routine inspection, cleaning, maintenance and appropriate repair

Commentary for Ground Surfaces

The correct choice of ground surface material can have a very positive impact on this issue.

Design details and materials need to relate to and reinforce local characteristics and distinctiveness.

Limit the range and colours of materials used.

Good quality materials laid well, with careful attention to detail will help to ensure the longevity of schemes.

- 4.01 'Paving forms the foreground to almost every street scene. It provides a plinth on which the buildings are set. Quality in the design and construction of footways and street surfaces is therefore vital to the character of an area by providing a context within which the buildings are seen. Damaged or inappropriate paving can have an adverse effect on the entire streetscape.'

English Heritage (2000) *Streets for All*

Review of natural stone and manmade paving materials

Introduction

- 4.02 A report was commissioned from consultants Mott MacDonalds and Gillespies that assessed the availability of natural stone and manmade paving materials for use in maintenance and new paving works throughout the District. The full report has been produced as a Technical Appendix to the Streetscape Manual, with key findings summarised below.
- 4.03 One of the key objectives of the commission was to source paving materials which can be used to reinforce the local distinctiveness of the District. The report also:
- provided an overview of the materials traditionally used in the District which were used as the benchmark for sourcing new products;
 - assessed the historical sources of paving materials;
 - provided a practical guide on potential paving materials available for paving works in Bath and surrounding areas.

Historic background

- 4.04 The main historical paving materials used in the District were identified as being local Blue and White Lias Limestone along with pennant sandstone from the North Somerset coal measures. However it is pennant that is the predominant natural paving material used through the District, as it has been since after 1727 with the opening of the Avon Navigation when pennant sandstone was imported from Hanham and used for paving Bath's streets.
- 4.05 It is this material that provides the basis for the selection of new materials.

Identification of Paving Materials

New Pennant Stone

- 4.06 Two paving stones were identified.

New Natural Stone which gives a close match to the existing Pennant

- 4.07 Eleven paving stones were identified.

Sources of reclaimed Pennant

- 4.08 Reclaimed pennant was identified as being unsuitable for large areas of new paving as it is difficult to source sufficient quantities. In addition, extending the area of reclaimed pennant was not recommended by the report as it creates future maintenance issues. Given the scarcity of supply the report recommends its use is reserved for repair works to the original pennant paved areas or where pavements are extended to become wider.

Manmade Paving

- 4.09 Three paving materials were identified. It was noted that whilst the structural lifespan of these materials is similar to natural stone, their aesthetic lifespan is considerably shorter.

Recommendations

- 4.10 The report demonstrates that there is a range of paving materials available which provide a good match to pennant and which are suitable in terms of engineering performance for paving works.
- 4.11 The recommendations of the report are that:
- Natural stone should be used in key spaces and streets due to its superior life span.
 - When using natural stone products of a very uniform appearance consideration should be given to combining petrographically similar products in the paving mix to reflect the range of colours present in the historic pennant stone as this will help enliven the streetscape.
 - There are a number of manmade products which provide a more cost effective solution for secondary streets and spaces where budgets are limited. The potential also exists to develop a bespoke paving unit to reflect local character and design requirements.
 - Information provided by suppliers is independently tested, with visits to precedent schemes, and the procurement of sample panels in advance of the main contract.
 - Sample panels should be laid using the mortars and laying techniques intended for the final scheme so that both aesthetic and performance criteria can be assessed in further detail.

Proposed Actions for the Streetscape Manual

Natural Stone

- 4.12 The final recommendation of the report is proposed to be enacted as soon as possible for eight of the natural stone options highlighted in the report. It is proposed to lay these samples as part of the pavement outside the Guildhall, Bath. This will enable the public and the Council to compare products with each other and to test how well they perform over time. It will form part of the ongoing review of the Streetscape Manual and will involve further consultation. This also provides the opportunity to test the mortars that have been recommended through the Mortar Evaluation (see para. 4.40). The samples to be tested are listed below. A fuller description is contained in the 'Review of natural stone and manmade paving materials', a technical appendix which is available for reference.
- 4.13 Following the consultation and trial period, a natural paving material will be selected for use in appropriate schemes throughout the District.

New pennant stone

1 Riven Blue Pennant Paving

Appearance Predominantly blue grey stone with hematite rusty brown markings either on the surface which wears off or through the stone. Most heavily brown stained stones can be selected out if necessary

Match to Pennant Fair/ Poor- Blue stones are a good match but would need to select out brown stained stones

Quarry Gwrhyd Specialist Sone Quarry, Rhiwfawr, South Wales

2 Pennant Sandstone 101 S126-745

Appearance Uniform mid grey Pennant

Match to Pennant Good – does not contain the warmer tones found in the existing Pennant

Quarry Information not supplied

New natural stone which give a close match to the existing pennant

1 S1902 Pietra Lusena A Blue/Grey Sandstone

Appearance Warm grey sandstone

Match to Pennant Excellent – mixed with S1903

Quarry Details not provided, Country of origin Italy

2 S1903 Pietra Lusena B Blue/Grey Sandstone

Appearance Blue grey sandstone

Match to Pennant Excellent – mixed with S1902

Quarry Details not provided, Country of origin Italy

3 S1923 Mauve/ Grey Sandstone

Appearance Pink brown sandstone

Match to Pennant Good – potential to use in mix with S1903 +S1902

Quarry Details not provided, Country of origin Poland

4 Pietra Serena ‘Florentina’

Appearance Blue grey sandstone

Match to Pennant Good/ Fair – uniform blue/ grey colour, lacks warmer tones present in original Pennant

Quarry BSG: Il Casone stoneworks, Firenzuola, Italy

5 Scoutmoor, Yorkstone Paving and Setts

Appearance Fine grained hard yorkstone, predominantly blue grey with some buff/ brown marking

Match to Pennant Fair – lighter than Pennant though will darken with age

Quarry Scoutmoor quarry, Lancashire BLO 9RQ

6 Forest of Dean Sandstone

Appearance Stone varies from a blue grey to grey green sandstone

Match to Pennant Good – slightly warmer tones than Pennant

Quarry Barn Hill Quarry

Reclaimed Pennant

- 4.14 Sourcing good quality reclaimed pennant is becoming more difficult and there can be concerns about the removal of paving from other places outside the District. Given the scarcity of supply, the use of reclaimed pennant will be reserved for repair works to the original pennant paved areas or where pavements are extended to become wider.
- 4.15 Within the District there are existing pennant footways of overall poor quality. Over time these footways will be replaced with natural stone and good quality pennant paving will be salvaged for use in repair work.



Pavement widening using reclaimed pennant

Manmade Paving Products

- 4.16 The report identified a number of manmade products that reflect the aesthetic qualities of pennant as a more cost effective alternative to natural paving. However the cost of these products is still significant (about half the cost of some natural stones) and because their aesthetic qualities degrade over time (unlike natural paving that will generally improve over time) it is not recommended that they are used.
- 4.17 In circumstances where natural stone paving is not appropriate it is proposed that either straight edged grey Pre-Cast Concrete (PCC) slabs or tarmac is used.

Installation of unit paving

- 4.18 When installing paving materials, covers could be realigned to be perpendicular to the kerb or building, where possible. Where practicable and unless the covers are themselves of historic value, the materials used for covers should be changed to be the same as the surrounding paving. Paving is to be neatly cut around covers.

Tarmac

- 4.19 Tarmac provides a practical, economical, smooth and effective surface and is the most common footway material throughout the District. When combined with an appropriate quality kerb it results in a very simple and attractive footway that is appropriate in many areas throughout the District.
- 4.20 There will also be circumstances where the use of tarmac combined with rolled gravel will be appropriate for footways. This will soften the impact of plain tarmac and with carefully selected gravel will be able to contribute to local distinctiveness.



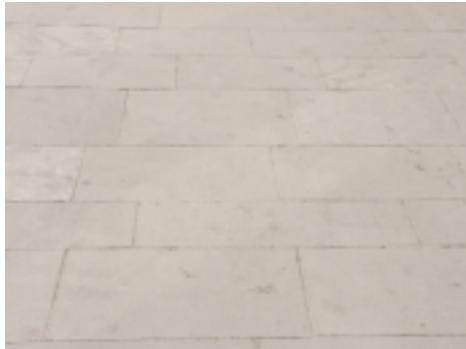
Tarmac with natural paving can be entirely appropriate

The following table suggests materials to be used where major repaving works are being undertaken:

Streets	Paving Materials	Kerb
Bath streets with a predominance of listed buildings and/or on key pedestrian routes in the city centre	Natural stone	Natural stone
Bath streets without a predominance of listed buildings	Pre-cast concrete slabs or tarmac (judgement on visual appropriateness to be made)	Natural stone or pre-cast concrete
Areas throughout District with existing natural paving that needs to be replaced	Natural stone	Natural stone
Midsomer Norton, Radstock and Keynsham Town Centres	Natural stone or pre-cast concrete slabs (judgement on visual appropriateness to be made)	Natural stone or pre-cast concrete
Midsomer Norton, Radstock and Keynsham Conservation Areas	Natural stone or tarmac (judgement on visual appropriateness to be made)	Natural stone or pre-cast concrete
Midsomer Norton, Radstock and Keynsham elsewhere	Tarmac	Natural stone or pre-cast concrete
Village conservation areas or streets with buildings of historic interest	Natural stone or tarmac (judgement on visual appropriateness to be made)	Natural stone or pre-cast concrete
Rural areas and elsewhere	Tarmac	Natural stone or pre-cast concrete

Pattern of laying paving (Bath)

- 4.21 Paving in Bath is typically laid in random width rows across the pavement using slabs of different lengths, and laid so as to avoid creating an obvious regular pattern of joints when viewed along the footway. This is a pattern used throughout much of the city and is a characteristic that is to be adopted in all new paving schemes. The approximate range of sizes to be used to achieve this are as follows:
- 750mm x 600mm (43%)
 - 450mm x 600mm (37%)
 - 450mm x 450mm (20%)
- 4.22 There will also be circumstances where the design of paving needs to relate to particular features within the public realm or to a particular and possibly unique character. For example, paving around a public fountain should be treated with sensitivity for the resultant visual impact, and paving can relate to the main entrances of buildings or be larger outside significant buildings; the more important or significant the building, the more relevant this detail will be.



Paving pattern, Milsom Street



Detail emphasising a main entrance, Bath



Different ways of paving around a corner

Pattern of laying paving outside Bath

- 4.23 See para 2.27 above which describes in more detail the historic background to 'pitched' pavements and pavements laid with flagstones. There are clear examples of pitched paving outside of Bath, but there is no clear or distinctive paving pattern for flagstones. It is therefore proposed that the pattern of laying paving outside of Bath should be as it is in Bath, unless local character dictates otherwise.

Dealing with corners and changes of direction

- 4.24 Corners can be dealt with in a number of different ways, but they are usually set out to the radius of the corner. There are a variety of techniques for laying paving in this manner, but one effective method is with a series of voussoir shaped paving stones (wedge shaped but not to a point) often laid in conjunction with rectangular stones for more gradual curves and changes in direction. An alternative for right angled corners is for the paving from one direction to butt up against the other paving that extends to the edge of the kerb. This approach can be used to emphasise primary and secondary pedestrian routes and is the preferred option when tactile paving is also to be used.

Kerbs

- 4.25 'Kerbs are a strong visual statement in a street. They clearly define the limit of the pavement and emphasise the width and direction of the whole street.'

Edinburgh Streetscape Manual (1995)

- 4.26 Kerb lines should normally be maintained. Where build outs are necessary they should either flow gradually and subtly into the existing kerb line or be at right angles to it, and there should be clear public realm benefits relating to adjacent buildings, spaces or uses. When build outs are installed the existing kerb line should preferably be removed, although it is acknowledged that these are often used as a drainage channel.
- 4.27 Existing natural kerbs should be retained and reset wherever possible. It is important that there is continuity in kerb material in order to achieve visual cohesiveness.

Bedding for paving

- 4.28 The specification for bedding for paving requires further testing. This will be included when the Streetscape Manual is reviewed.
- 4.29 Where overrunning by vehicles is likely then paving should be designed accordingly.

Jointing

- 4.30 The gaps between sawn and cast paving materials should be minimal.
- 4.31 The gaps between reclaimed materials should again be minimal, but whilst it is acknowledged that this is difficult to always achieve and is dependent on each situation it is recommended that edges of reclaimed pavers are trimmed so that a minimum of two-thirds presents a cut straight face to the joint.

Setts in the carriageway

- 4.32 There will be circumstances in which setts are used in the carriageway. They should always be rectangular and relate to the paving and kerb materials used. An appropriate sett, and one that was identified as a good match to pennant in the 'Review of natural stone and manmade paving materials', is the Formpave 'Chatress Pennant Olden Sett'.

Bedding for Setts in the carriageway

- 4.33 This is a difficult specification to identify as new products become available over time and performance varies. Specifications will be identified at the time of need.

Dropped kerbs

- 4.34 Dropped kerbs are an important feature of creating accessible environments and are an essential component for people in wheelchairs, those with some walking difficulties and are useful for those with pushchairs. To ensure a smooth movement it is important that the kerb is flush with the carriageway, whilst carefully considering drainage to avoid creating puddles where people are expected to cross.
- 4.35 Where dropped kerbs would result in the loss of historic details of value eg kerbs or raised pavements, then a careful assessment in consultation with built heritage specialists and representatives of disabled groups should be made and a solution arrived at.
- 4.36 Ramping paving down to a dropped crossing is one common way of achieving a dropped kerb. Where the slope on the footway would be too steep consideration should be given to raising the road surface.



Dropped kerb.

Tactile paving

- 4.37 'The purpose of the blister surface is to provide a warning to visually impaired people who would otherwise, in the absence of a kerb upstand >25mm high, find it difficult to differentiate between where the footway ends and the carriageway begins. The surface is therefore an essential safety feature for this group of road users at pedestrian crossing points, where the footway is flush with the carriageway to enable wheelchair users to cross unimpeded.'

DfT (1999) Guidance on the use of tactile paving surfaces

It should be noted that significant research has been carried out on this issue with input from the Disability Unit from the Department for Transport.

- 4.38 For controlled crossings, red blister paving is extended to the back of the footway in order to guide visually impaired people to a crossing point.
- 4.39 As well as providing a tactile indication it is also important to provide a visual contrast. However in specific locations and subject to discussion with relevant disability groups, the tactile paving could be made from the same material as the surrounding paving or be the same colour. For example, where natural paving is used, the blisters could be machined from the paving or an alternative is the use of metal studs. Elsewhere the colour of tactile paving should be buff at uncontrolled junctions and red for controlled junctions. Tactile paving should relate in size and orientation to the paving next to it and there should be no awkward changes of direction.



Tactile paving ground from natural stone

Review of mortar evaluation

- 4.40 A mortar evaluation has been carried out by Cliveden Conservation Workshop as part of this Streetscape Manual. The purpose of the evaluation was to investigate and identify the most appropriate range of mortars for paving materials, and to ensure their appropriate use. The findings of the evaluation are summarised below. The full evaluation is available for reference as a technical appendix to this Streetscape Manual.

The present specification

- 4.41 The study assessed the mortars currently used for natural and concrete paving and identified the associated issues. These included the variation in mortar ingredients, application, texture, colour, performance, cleaning regimes, and cracking. From this an evaluation was made of success and failure, as follows:

'A successful mix would be neutral in colour so as not to jump out from the surrounding paving material, it would not be too smooth in texture so as to reflect the light and jump out from the surrounding material, it would not crumble or crack and would be plastic enough to ensure excessively large amounts of water are not required for bedding. A converse of the above points would be seen in a failing mix.'

A new mortar

- 4.42 It was identified that a new mortar has a number of roles to perform:
- It needs to have structural integrity to allow it to shed weather.
 - It needs to be strong enough to withstand constant pedestrian traffic.
 - The mortar should have a colour which does not clash with any of the paving materials with which it will be used.
 - If possible the new material needs to take some reference from the historic mortars used within Bath and North East Somerset area.
 - It needs to fit the budgetary constraints of the Council.
 - It needs to be as simple as possible to allow creation of consistent results.
- 4.43 Mortars comprise of two basic elements; the aggregate that gives the mortar its bulk and structure, and the binder that holds the aggregate together. A range of binders were assessed including different lime based binders, as well as Ordinary Portland Cement (OPC). Following a critical appraisal of the issues identified above, it was concluded that OPC would be the most appropriate binding material.
- 4.44 For the aggregate a variety of sands were considered, the choice of which is important to the performance, texture and colour of the mortar.
- 'The ideal sand should be neutral in colour, allowing its use with a variety of paving materials, it should be well graded to form a strong matrix and should be 'sharp' to create a good interlocking structure. The material also has to have sufficiently small grains to work with a variety of joint widths.'*
- 4.45 Four trials were carried out, and further assessment needs to be undertaken to confirm selection for further longer term trials. This is important to evaluate the degree of weathering, initial performance and aesthetics over time.

Key conclusions

4.46 The conclusions from the mortar evaluation are as follows:

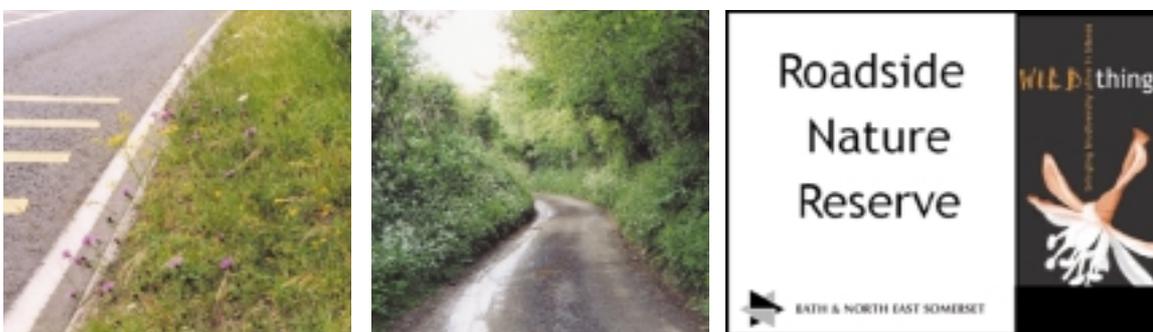
- There is a gap in provision of training in the specific techniques of pointing and finishing of mortar joints when related to paving.
- It is unrealistic to create one mix to solve all problems.
- Keep any mix used for pointing as dry as possible.
- Carry out the work with a narrow 'finger trowel' or 'pointing key', then finish the surface with a soft brush.
- An NHL5 Hydraulic lime would be ideal for use with the natural stone paving if sufficient funds were available for both material purchasing, and, more importantly for the increased labour costs required to 'look after' the mortar.
- The trials should be viewed with the members of the Bath and North East Somerset team and authors of the report. This should allow perhaps two mixes to be trialled on a larger scale using the current contractors, Ringway. Such a trial should then be reviewed in perhaps six months to allow for a certain degree of weathering and evaluate initial performance and aesthetics.

Proposed actions for the Streetscape Manual

4.47 It is clear from the conclusions that further work is necessary. Further discussion will take place on the options for the different mortar mixes and these will be tested as part of the sample panels of natural paving stone planned for outside the Guildhall. The outcomes of this will be included in the Streetscape Manual when reviewed. Training will also be undertaken with contractors who carry out the work.

Roadside verges

- 4.48 Verges are the most common feature throughout the District. They have a very simple character and should not be cluttered with signs and posts. The retention of soft verges in place of concrete kerbs is very important with key maintenance issues including cutting back vegetation and land stability.
- 4.49 Roadside verges are often rich in wild flowers and support a variety of animal and insect life. The Council is an active member of the Wildthings partnership for biodiversity which promotes the protection of key habitats and species, which are often found on roadside verges.
- 4.50 Where road safety permits, these verges should be managed by the Council to promote their wildlife interest by altering the timing and number of cuts. In most cases this can be achieved under existing budgets but in some cases a small saving might be made when the number of cuts is reduced, or a small increase where scrub clearing to protect the wildlife interest has been carried out.
- 4.51 A pilot scheme for designating important wild life rich verges as Roadside Nature Reserves is being managed by the Transportation and Highways Services section of the Council.



Roadside nature reserves

B Street furniture



Overarching Guidelines

Reinforcing local distinctiveness and improving the image of the District

Minimising visual clutter – minimum palette of materials and co-ordination of design.

Materials and workmanship, regular routine inspection, cleaning, maintenance and appropriate repair

Commentary for Street Furniture

Different street furniture in different areas to help reinforce local distinctiveness.

Consider installing a different suite of street furniture or commissioning bespoke items for particular streets or areas where the need for creating a unique sense of place may be important, eg Western Riverside.

Minimise clutter and intrusion

Reduce clutter by fixing signage to existing features where appropriate.

Use street furniture creatively to perform multiple functions – bollards to hold signs and benches to also function as bollards.

High quality of installation

High quality of maintenance

Comment

- 4.52 It should be noted that the selection of street furniture has generally been made in order to continue current themes or styles that exist in the various settlements throughout the District. This section provides the default position. For the areas where the responsibilities lie with Town or Parish Councils they are recommendations only, as the installation of these items is often their responsibility. When producing their 'Parish Plans', Parish Councils are encouraged to define their own local distinctiveness and to specify street furniture that helps to reinforce this character.
- 4.53 There will also be special circumstances, for example in the development of the Western Riverside area, in Town Centres or just for minor schemes where a new suite of street furniture specific to that location is warranted, or where bespoke items of street furniture would be beneficial. This is to be encouraged.
- 4.54 There may also be situations where there is a desire to update the type of street furniture used in a particular place, and the budgets available that will enable this to be achieved. In these circumstances it is logical to comprehensively review the range of street furniture proposed.
- 4.55 Until such times it would be inappropriate to introduce different designs that would only be installed on an incremental and small scale basis. This would result in an increased range of street furniture and would conflict with the overarching guidelines of the Streetscape Manual of reinforcing local distinctiveness, minimising visual clutter with the minimal palette of materials and co-ordinating designs.

APC – Automatic Public Convenience (APC)

- 4.56 Proposals to place automatic public conveniences within the public realm need to be very carefully considered as they can easily be dominant, disrupting the setting of buildings and important local views. For this reason consideration should be given to the conversion of existing lavatories. Materials and detailing are critical components in the visual appearance of stand alone facilities, and there is potential to combine them with other small scale uses such as flower stalls or news-stands to provide animation and interest. Planning permission is required for the installation of APCs.

Bollards (see also illuminated bollards para 4.115)

- 4.57 Whilst bollards are useful, particularly in stopping vehicles from driving where they shouldn't, they can dominate the physical environment and should only be used where absolutely necessary; the need for them should be minimised through appropriate design.
- 4.58 Where the specification or the design cannot be changed to discourage these problems, for example where vaults lie underneath the footway thus limiting the foundation depth or thickness of paving, then bollards may be an appropriate design solution.
- 4.59 There are many designs of bollards that are used throughout the District ranging from the Manchester bollard, the 'Bath' bollard (as used in Milson Street and at the end of the Royal Crescent), the Keynsham bollard, as well as recycled plastic and brightly coloured bollards. Apart from the design, another main concern is their base detail and how they are set into the ground. It is important to minimise visible grouting around the base.



Bath bollard Manchester bollard Newtown bollard, Keynsham Post and rail bollard Wooden bollards

Bollards	
Everywhere except below	Manchester bollard
Prestigious Bath locations within predominately 18th Century townscapes	Bath bollard (as in Milsom Street and the end of the Royal Crescent)
Narrow Bath city centre streets	Post and rail (without hole or rail)
Keynsham Town Centre	Newtown
Midsomer Norton and Radstock Town Centres, Paulton, and other places in the North Somerset Coalfield	Manchester bollard, or a bespoke bollard based on designs from the former William Evans Foundary
Smaller villages and rural areas	Manchester bollard or a wooden bollard – design and specification to be agreed
Colour and finish, except below:	Powder coated black
Midsomer Norton and Radstock Town Centres:	Powder coated wine red (RAL 3005) or Black Red (RAL 3007)
Keynsham Town Centre	Powder coated RAL 6009 Forest Green.
Materials	As appropriate
Notes	No logos or gold detail, but consider if visual contrast is required.

Bus stops and shelters

- 4.60 The design of bus stops and shelters needs to be carefully considered and they need to relate to the place in which they are located. Where the footway is narrow or particularly busy alternative locations such as on buildings, should be considered for bus stop signs as well as shelters.
- 4.61 In Bath city centre the choice of shelter will normally be the Adshel Insignia shelter, under the existing Adshel contract. Elsewhere the choice of shelter will be reviewed as appropriate to the context. Parish Councils are encouraged to select different bus shelters if they so wish. The proposed selection in the Streetscape Manual acts as a default.
- 4.62 Bus stops signs are required to be as indicated in the attached drawing, and in black and white. Supplementary plates may be added to give additional information, eg bus route numbers, the name of the stopping place or boarding point and a reference to a telephone enquiry line.



Arun bus shelter



Trueform
Elite post



Bissel post

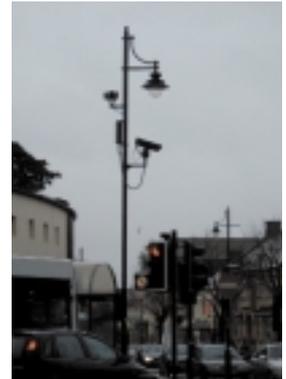


Bus stop sign

	Bus stop posts	Bus Shelters
Everywhere, except below	Bissel or Trueform posts (on Showcase bus routes)	Queensbury Arun
Bath City Centre and Keynsham Town Centre		The majority are linked to Adshell contract with little scope for dictating the style of shelter that is installed. This will be reconsidered when the contract is reviewed in 2005.
Larger Villages	Bissel posts or consider alternatives such as wooden posts	Queensbury Arun
Smaller villages and rural areas	Bissel posts or consider alternatives such as wooden posts	Queensbury Arun, Queensbury Forest (wooden) or similar
Colour and finish – everywhere, except below	Grey	Black (except for timber)
Keynsham Town Centre		RAL 6009 Forest Green.
Midsomer Norton and Radstock Town Centres		Powder coated wine red (RAL 3005) or Black Red (RAL 3007)
Larger Villages	Appropriate timber treatment	Appropriate timber treatment.
Smaller villages and rural areas	Appropriate timber treatment	Appropriate timber treatment

CCTV cameras

- 4.63 The primary aim of CCTV is to fulfil the Council’s commitment to provide for a safe and secure environment for the benefit of those who might visit, work, or live in the area. All areas where the cameras are in use are clearly signed so that members of the public entering the CCTV areas of operation are made aware of their presence. This is in keeping with the Data Protection guidelines, as is the rights of subject access as provided for in section 7 of the Data Protection Act 1998.
- 4.64 Although there may be some benefits to installing CCTV cameras so that they are visible and act as a deterrent, in sensitive locations their visual impact can be particularly detrimental to the street scene and their siting needs to be carefully considered taking into account the Council’s approved Code of Practice. Providing that it does not overly compromise their effectiveness, they should be placed in more discreet locations. Consultation with Officers within Planning Services will help to determine more appropriate locations.
- 4.65 In addition, newer and smaller designs for CCTV cameras should be sought in order to minimise their visual impact, whilst still maintaining effectiveness. Standard CCTV cameras are normally large, bulky and generally unattractive in the environment in which they are placed. Details need to be carefully designed. Wires should be hidden and care should be taken in design.



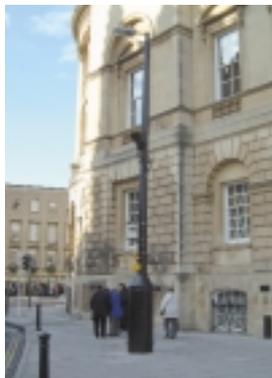
CCTV in Midsomer Norton

CCTV poles

- 4.66 One of the overarching guidelines of the Streetscape Manual is to reduce visual clutter and one way of achieving this is to ensure that elements such as street lighting columns perform dual functions, for example by having CCTV cameras fixed to them. This will often result in a slightly larger column dimension. What is not acceptable is for the size of the columns to be specified as being so large that they are out of scale with other street furniture or they dominate the space in which they are located. Poor examples of oversized columns include those to the north of the High Street outside the Guildhall, and on Stall Street, although it is noted that all the ancillary equipment required for the cameras is not placed on the pole so as to be in view, but contained within the column out of sight. Consideration should also be given to mounting CCTV cameras onto buildings instead of poles where appropriate.

Coal hole covers

- 4.67 Coal hole covers should be retained in situ and repaired and maintained appropriately. 18th Century coal holes are a strong local feature in Bath and their protection is vital in relation to maintaining local distinctiveness.



Oversized CCTV and lighting pole



Metal and pennant coal hole covers



Cycle racks

- 4.68 Cycle racks should be the simple Sheffield design, stainless steel or black smooth plastic. However bespoke designs are to be encouraged as appropriate, as in Walcot Street for example.



'Sheffield' cycle rack

Cycle Racks	
Everywhere	Sheffield Stand
Colour and finish – everywhere, except below	Stainless steel or black smooth plastic
Materials	Stainless steel or reconstituted plastic
Notes	

Feeder pillars

- 4.69 Feeder pillars are used to provide control gear to lighting columns and other items such as information points. Where practical these should be avoided and the control gear should be designed to sit in the lighting column itself or the other items. Where feeder pillars are necessary they should be placed in discreet locations, avoiding disrupting important views or buildings. They should be very simple and minimally designed, and painted black or the appropriate colour for the area in which they are located. In sensitive locations or where space is very limited, consideration should be given to installing sunken models or utilising vaults or other building space close by.



Feeder pillar should be painted black or appropriate colour

Lighting of buildings

- 4.70 The lighting of buildings is a sensitive issue that is beyond the scope of the Streetscape Manual. It requires a separate study.

Litter bins

- 4.71 Clearly litter bins are a useful and practical component of the public realm. They should be located on pedestrian desire lines (where people choose to walk) according to demand and placed near but not directly next to seating areas, and to avoid causing an obstruction. They should be positioned sensitively in relation to buildings and used instead of bollards when considered reasonable to do so. For particular schemes it may be desirable to specify a different style of bin to reflect a specific suite of furniture. This is encouraged as long as maintenance and management issues are properly considered.



Futuro bin



Grampian bin



Knight QR bin

	Bins
Everywhere except below	Knight QR Bin or Futuro
In areas with a very high pedestrian footfall and a recognised litter problem	Grampian
Smaller villages and rural areas	Knight QR Bin, Futuro or Wooden bin in particularly sensitive locations
Colour and finish – everywhere, except below	Black (except for timber)
Keynsham Town Centre	Powder coated RAL 6009 Forest Green
Midsomer Norton and Radstock Town Centres	Wine red (RAL 3005) or Black Red (RAL 3007)
Smaller villages and rural areas	Appropriate timber treatment
Materials	Various
Notes	No logo or gold detailing

Market stalls

- 4.72 Market stalls provide vibrancy to the street environment and are generally to be encouraged. However they can dominate the public realm and distract from the architectural qualities or general character of the street. To regulate this planning permission and licensing consent is required.

Miscellaneous

- 4.73 There are always miscellaneous items that require an individual approach and may well require specialist repair or bespoke manufacture. These are often features that are particularly valued within the environment and which should therefore be properly conserved. Examples could include the restoration and retention of ornamental columns and luminaries, or historic railings.
- 4.74 In these cases a much more considered approach right from the start will be necessary, with careful and expert appraisal of the options, through project management to skilled craftsmanship in repair or manufacture, and to installation. The higher short term costs will lead to longer term benefits in terms of their contribution to local distinctiveness and character. This will require specific funding from the respective budgets.

Pay and display machines

- 4.75 These are used throughout Bath for collecting payment for on-street parking. The design of these types of machines if replaced or used in different areas should always be fairly simple. They should be sensitively installed with regard to important buildings, avoiding disrupting valued views, and located without cluttering the street scene.

Pedestrian guard railings

- 4.76 Pedestrian guard railings are used to guide pedestrians away from dangerous areas. Current research suggests that their use may be restricted to relatively few areas and this philosophy is supported here.
- 4.77 Where permanent guard rails are necessary they should be selected with reference to the design characteristics of the area in which they are located. Care should be taken to ensure that where visibility is important the design chosen does not compromise this.

Pedestrian Signage

- 4.78 A fingerpost system is currently used in central Bath, and is nearing the end of its life. There is now a need for the Council to plan a review of the current system and to improve the way that people navigate around the city.
- 4.79 Elsewhere signage can be useful in directing visitors to particular features such as toilets, car parks or museums. Their design should respond to local characteristics and adding approximate distances or walking times should be considered when new signs are installed. Historic signs of value should be retained and restored over time.



Historic directional signage



On-street pay and display



Galvanised pedestrian guard railings



Keynsham pedestrian signage



Bath pedestrian signage

Post Boxes

- 4.80 Post boxes form a very distinctive feature within the environment and should be retained in situ and repaired and maintained appropriately. Some have listed status, and their protection is vital in relation to maintaining local distinctiveness.



Historic post boxes

Public Art

- 4.81 Including the work of artists in the creation and regeneration of the public realm is usually referred to as Public Art. Public Art is not an art form in itself. It comes about where an artist's skill, vision and creativity have been used to enhance the quality of a particular site. Public Art should say something about a particular site, its history, special qualities or the people who inhabit it.
- 4.82 Public Art has one consistent quality: it is specific to the site and relates to the context of that site. Other than that it can take as many forms as artists have ways of working.
- 4.83 These might include:
- External design – landscaping (hard and soft), fencing, brickwork, glasswork, gates, grilles, windows, lighting, seating and lettering.
 - Internal design – tapestries, carpets, banners, ceramics, tiling, interior lighting, signage and flooring.
 - New work – sculpture, photography, prints, paintings, moving images, computer generated images, stained glass.
- 4.84 It can also vary in terms of expression. For example it could be humorous, beautiful, arresting, monumental, subtle, intricate, challenging or comforting.
- 4.85 Public art is to be encouraged throughout the District and further information about public art and the processes involved in achieving it will be available in the Council's emerging Public Art Strategy.



Beehive Yard Gates and Rebecca Fountain in Bath. Millenium mosaic project in Keynsham and image of Mine Wheel in Radstock.

Railings (see also Pedestrian Guard Railings above)

- 4.86 In order to reinforce local distinctiveness, new railings should reflect the design characteristics of railings prevalent in the area. This will be determined according to the type of building or open space that they relate to. Railings should also respond to levels in one of two ways:
- railings consisting of vertical rails joined by a rail that runs parallel to the slope.
 - railings sections stepped down the slope, with horizontal elements remaining horizontal and vertical elements remain vertical.



Iron railing detail, Weston



Poor quality railings



Locally distinctive ironwork in Chew Magna

Salt/Grit boxes

- 4.87 When these are brightly coloured they can detract from the streetscene. New ones should be black or dark green.



Salt / grit box would be better black or dark green

Seats – siting and useability

- 4.88 The provision of seating within the public realm contributes to the social life of the place by providing somewhere for people to sit and wonder, to exchange ideas, to chat, or simply a place to rest. In order to improve the overall image of places throughout the District, the provision of seating is encouraged, but only in locations where people will want to use it, where there is activity that people can watch or where there are attractive views. Sunlight and shade are also important considerations.
- 4.89 A variety of seating types and configurations should be used in order to respond to the needs of different people. Backs and arm rests are generally more comfortable and are useful features for those with mobility difficulties. Benches (without backs) are useful in situations where people may want to sit facing either direction. These issues can only be determined on a site specific basis.
- 4.90 Careful consideration needs to be given when concerns are raised about people congregating around benches at unsocial hours causing nuisance. The removal of benches because of this should be seen as a last resort. In considering the location of benches thought should be given to the proximity of residential properties. Skateboarding (grinding the edge of seats) can also be a real problem and needs consideration at the design stage.
- 4.91 It is often the case that other features within the environment such as buildings, other structures or bollards can, sometimes with slight modification, be used for informal seating or for somewhere to rest against. These solutions need to be encouraged in areas where paving is narrow, where there is high demand for informal seating, eg at bus stops, or where additional new seating would detract from the visual qualities of the streetscape.

The selection that follows is not intended to restrict the installation of different designs of seating when considered appropriate, but to act as a default position. This allows for bespoke seating to be commissioned or for a different suite of seating for special schemes. The provision of seating by donation is also welcomed.

Seats	
Everywhere except below	Marshalls Sineu Graff Comfort Seat 10.0021E
Central Bath	Stanford seat
Keynsham Town Centre	Special to be decided through consultation
Midsomer Norton Town Centre	The Blanco Neoromantico Bench (Suppliers: Seesaw Design)
Smaller villages and rural areas	'Gloster' timber seat or Marshalls Sineu Graff Comfort Seat 10.0021E design suggested, but many are the responsibility of Parish Councils and they should decide.
Colour and finish – everywhere, except below	Black (except for timber)
Keynsham Town Centre	RAL 6009 Forest Green.
Midsomer Norton and Radstock Town Centres	Wine red (RAL 3005) or Black Red (RAL 3007)
Smaller villages and rural areas	Appropriate timber treatment.
Materials	Ductile cast iron or steel. Hardwood slats
Notes	Discreet logos and donation plaques are acceptable



Gloster seat



Seating for Misomer Norton town centre



Stanford seat



Sineu Graff Comfort seat

Street Advertising

Banners

- 4.92 There is a current guidance note that is used when planning applications for banners are considered. This is due to be updated.

'A' Boards

- 4.93 These are used by many businesses throughout the District, in Bath City Centre, the town centres, and outside village shops and typically advertise a particular brand, local newspaper, or special offers. They are perceived as benefiting those businesses that use them, and they can contribute to the vitality of the street. However they can also obstruct the highway, becoming a nuisance to pedestrians, and they can dominate the street scene. In many cases their complete removal from particular streets would enhance the appearance of these areas and potentially improve footfall. The Council is in the process of producing a policy on 'A' Boards and will ensure its subsequent implementation.

Fixed Poster Advertising

- 4.94 These are not considered to be appropriate particularly in conservation areas as they distract from streetscape views.

Street name signs

- 4.95 Street name signs may be installed on railings or walls. Where local distinctiveness is particularly important the design of the sign should be based on local materials and styles. Where specific characteristics exist such as the incised street lettering in central Bath, then this tradition should be continued.



'A' Boards can obstruct pedestrian routes



Incised lettering in Bath



Street Name sign in Radstock

Table and chair licences

- 4.96 Tables and chairs in the public realm enliven the space by providing activity and a place for people. They are generally to be encouraged, although there can be problems with obstructing the footway and noise, and with associated paraphernalia such as heaters and boundary markers. There is a desire for well designed and high quality furniture to be used. To regulate these issues planning permission and licensing consent is required.



Cafe Culture in Bath

Temporary Features

- 4.97 There is sometimes a tendency for temporary features to stay longer than intended and occasionally such features simply become permanent. This can have a negative visual impact on the quality of the environment. Instead, the programme of permanent replacement should be accelerated, avoiding where possible the need for any temporary solution. Clearly there will be scenarios such as in emergencies where temporary features are absolutely necessary, and in these cases they are acceptable provided that they are only required for a short period or their permanent replacement is progressed.



'Temporary' railings outside Keynsham Hospital

Telecommunication Antennae

- 4.98 A new telecommunication system is proposed for central Bath called 'Microconnect'. It is a discreet low power network that is designed to be shared by all mobile operators and comprises of a series of small antennas which are installed on existing street furniture such as lamp posts and CCTV columns. The Council has agreed in principle (although in some circumstances planning permission will be necessary) to the introduction of this system as it will ensure that Bath is a leading city in wireless communication, with enhanced coverage and a reduction in the intensity of signals from any one point. It will also have minimal visual impact on the streetscene. Separate consultation on these proposals is currently taking place.
- 4.99 When installing new street furniture consideration should be given to whether an antenna needs to be incorporated.
- 4.100 The Council will encourage the extension of this new technology to other areas within the District. In the meantime the existing technology will probably continue to be proposed by the mobile phone operators and will need to be dealt with through the planning application process.

Telephone Boxes / Kiosks

- 4.101 The traditional K6 telephone box is a design classic and was designed by Giles Gilbert Scott in 1936 to commemorate the silver jubilee of King George V. Their presence makes a positive contribution to the street scene, and they should be retained and restored wherever possible. Good examples in historic settings are often worthy of listing.
- 4.102 It is difficult to dictate the design and appearance of new telephone boxes, and in many instances it is their siting within the streetscene that is critical. They should be located sensitively in relation to views and buildings, co-ordinated with other street furniture and preferably located at the back of pavements. Different designs of telephone boxes should not be placed within the same vicinity.



K6 telephone box

Trees

- 4.103 Good quality and appropriate tree planting dramatically enhances the quality of the environment by providing valuable cool shade during hot weather, reducing and filtering both atmospheric and particulate pollution, providing refuges and habitat as well as important 'corridors' and 'stepping stones' for wildlife. They greatly improve the visual amenity of our streets and contribute significantly to commercial value. Older trees reflect historical importance and provide the setting for important buildings. They are to be encouraged where appropriate and the Council should adopt a pro-active policy towards the management, maintenance and renewal of street trees, as well as to identify opportunities for new street trees to be planted wherever possible. Consideration should be given to many issues including sightlines for security, as well as funding for implementation and ongoing maintenance.
- 4.104 Selection of species is a critical aspect in order to ensure that problems or disappointments are not encountered later on. Consultation with the Council's Arboricultural Officers should be undertaken before selection is made.



Trees in Charlotte Street car park, Queen Charlton, Laura Place, Bath and Park Road, Keynsham

Tree Grilles

- 4.105 Square edged with round centres, and installed parallel and perpendicular to surrounding paving wherever possible. Size is dependant on tree selection.

Tree Grilles	
Everywhere except below	Marshalls 59 Series
Colour and finish – everywhere, except below	Black
Keynsham Town Centre	RAL 6009 Forest Green.
Midsomer Norton and Radstock Town Centres	Wine red (RAL 3005) or Black Red (RAL 3007)
Materials	Ductile cast iron or steel.
Notes	



Tree grille



Resin bound gravel

Resin Bound Gravel

- 4.106 An alternative to tree grilles is the application of resin bound gravel. This is usually a more appropriate choice for larger mature trees. The colour of the resin bound gravel should be a similar tone to that of the surrounding paving material.

Tree Guards

- 4.107 These are generally to be avoided as they can damage tree trunks during high winds. They are also likely to be unnecessary as more mature trees should normally be specified to reduce the risk of damage by vandalism. However if they are considered to be necessary their design should reflect the appropriate suite of street furniture for the area. Their impact on the tree should also be carefully monitored and included in the ongoing maintenance programme for the tree.

Street lighting

- 4.108 A Lighting Strategy is being produced for the District and when adopted will form a technical appendix to the Streetscape Manual.
- 4.109 The height and size of lamps should normally be determined by undertaking a full design to BS5489 the British Standard for road lighting. The process includes a careful assessment of the issues, such as use of an area, personal safety, crime and security, townscape and architectural qualities.

Locations of columns

- 4.110 Many street lights in the central shopping areas of Bath are located on buildings and this dramatically reduces the amount of clutter on the street below. When new street lights are proposed, particularly in an urban setting where demand for signage is greatest, and in busy shopping areas, the first option will be to place lighting units on buildings. This is more complicated than placing a column, and requires consent from the building owner, as well as listed building consent if appropriate – one critical issue will be the location and design of associated wall mounted units or feeder pillars.
- 4.111 Columns should be located in accordance with BS5489, whilst taking into account their impact on long and short views, and on the setting of individual or groups of buildings.

Use of columns for signs

- 4.112 Lighting columns may also be used for attaching small signs and traffic lights as this reduces clutter and costs, and improves the visual appearance of the public realm. The use of smaller signs and the perforation of sign surfaces to reduce wind resistance should be considered if necessary. Creating a totem pole effect should be avoided.
- 4.113 It is acknowledged that when signs are combined onto a single column that the location will not necessarily be the optimum for each of the signs. Careful assessment will usually determine the most appropriate compromise. The type of lighting column should be chosen to accommodate existing and anticipated signage.



Street lights mounted on buildings



Historic lantern

Cast Columns and Overthrows

4.114 It is recognised that in the order of two hundred and fifty historic cast columns are currently installed within Bath and North East Somerset Council area. The restoration and retention of ornamental columns and luminaries, that have architectural merit and local historic importance, should be encouraged particularly where they form an important feature of the locality. The lanterns for these historic cast columns need to be appropriate to the design and style of the column, and to the historic context; it is rarely appropriate to just specify a ‘heritage’ style lantern without this assessment.

Other specifications are as follows:

	Lighting columns	Lantern
Everywhere, except below:	Standard tubular steel	Modern lanterns with excellent optical control
Conservation areas	Standard tubular steel	Individual solutions based on an assessment of context
Colour and finish – everywhere, except below	Grey	Grey
Bath	Black	Black
Keynsham Town Centre	Powder coated RAL 6009 Forest Green.	RAL 6009 Forest Green
Midsomer Norton and Radstock Town Centres	Wine red (RAL 3005) or Black Red (RAL 3007)	Wine red (RAL 3005) or Black Red (RAL 3007)
Materials	Steel	Steel

Notes

Utility plant and junction boxes

4.115 New additions should be used only where necessary, and should be aligned with other elements within the streetscape, for example in line with paving or buildings rather than at odd angles. To deter fly posting an appropriate and visually acceptable smooth finish should be applied.



Utility plant and junction box

c Traffic signs and road markings



Overarching Guidelines

Reinforcing local distinctiveness and improving the image of the District
 Minimising visual clutter – minimum palette of materials and co-ordination of design.

Materials and workmanship, regular routine inspection, cleaning, maintenance and appropriate repair

Commentary for Traffic Signs and Road Markings

Use local distinctiveness as an inspiration for the design of new elements.
 Minimise the visual impact of traffic signs and road markings on the streetscene.
 Include existing signage within the scheme in order to reduce numbers where possible and locate sensitively.
 Monitor effectiveness of traffic signs and markings, and reduce if possible.
 Fix signs neatly to existing features, lining up with vertical and horizontal elements.

Carriageway speed limit roundels

- 4.116 These are provided to reinforce or as a replacement for vertical repeater signs. In certain circumstances where vertical repeater signs are not authorised they can be the only form of speed limit signing available. In rural locations they may have less visual impact than isolated signs. A judgement will need to be made as to the most appropriate solution.

Colour

- 4.117 Colour contrast surfaces should be used with care as they distract the eye from the streetscene and should normally be avoided. The objectives of demarcating routes for particular users such as buses or cyclists can often be achieved through white lining and signage alone but there may be certain locations where a coloured surface is appropriate. There are also examples that demonstrate where a coloured surface can be very effective in improving pedestrian safety and can look right, see South Parade in Chew Magna; a simple, uncluttered, yet highly effective approach. Where colour is necessary reference should be made to the tone of materials prevalent in the area.



Appropriate use of coloured surfacing in a sensitive location, Chew Magna

Directional signs

- 4.118 There are a large number of vehicular directional signs that are essential for navigation around and through the District. These include green, white, black and brown backed signs. When new signs are proposed or existing signs need replacing opportunities should be taken to rationalise the signage. When new signs are proposed on poles with existing signs, they should all be renewed and placed on one sign when regulations and budget permit.



Signs could be rationalised

Fixings

- 4.119 Attention to detail is important and elements such as fixings should be considered carefully. Signs should be discreetly fixed to posts wherever possible. The pole should not project above the level of the top of the sign.



Poorly detailed fixings for signs Pole projecting above sign

Illuminated bollards

- 4.120 These are frequently used with directional arrows on central islands. Their design, often white plastic and internally illuminated (but very effective in achieving their objectives), detracts from the surrounding streetscene and consideration should be given to alternative designs, as they develop, that respond more appropriately to local character. These designs should generally reflect the street furniture selected for the particular area.

Parking and loading signs

- 4.121 Parking and loading signs on single posts should be avoided whenever possible.



Illuminated bollard

Opportunity to share a post

Sign fixed to a wall

Posts

- 4.122 All posts should be either black or grey. At some rural or village locations consideration could be given to the use of timber posts such as boxed heart oak.
- 4.123 To resist wind loading or turning, two posts are often used to hold signs over a certain size and shape. For smaller signs a single post is preferable as this reduces visual impact.

Regulatory signs

- 4.124 If Regulatory Signs are not installed according to the regulations, traffic orders can become unenforceable and may be challenged. However this does not mean that care should not be taken to ensure that the minimum size and number of signs necessary are used.

Repeater signs

- 4.125 These are speed signs used to remind drivers of the speed limit. The spacings are determined by regulations and they should be carefully sited within the tolerance provided by the regulations to avoid disrupting locally important feature or views.

Road markings

- 4.126 Lining on roads is an established way of regulating and influencing driver behaviour, and of defining and allocating road space (but see 4.146). The type and extent of lining used will need to be sufficient to enable regulations to be enforced and ensure safety. The design of lining schemes needs to be carried out sympathetically to have minimum impact on surroundings whilst being effective.
- 4.127 Zigzags lines – the regulations will be applied as appropriate for the location.
- 4.128 Yellow Lines – throughout the area the standard lines will be 50mm wide and deep cream in colour. These are narrower than typically found elsewhere.

Temporary signs

- 4.129 Temporary signs are normally only permitted where they relate to diversions or for one off events. The council has recently adopted a policy to manage this effectively.
- 4.130 Where temporary signs are installed to inform drivers of a new road layout, they should be removed after a set period of time.

Traffic signals

- 4.131 In new installations these are to be located on lampposts, where possible, and the design of signal heads changed to a slimmer unit with concealed fixings as these become available.

Variable message signs

- 4.132 Variable message signing is used to provide advance information, for example that a particular car park is full. As with other signs these need to be placed in a visible and legible position, but care must be taken to avoid spoiling important townscape and landscape views.

Warning signs

- 4.133 A different approach needs to be taken to the use of warning signs in rural and urban areas. For example it may be appropriate to warn a driver on a rural lane of a forthcoming side road or sharp bend, it is not appropriate to warn a driver in an urban area of these events. The paramount consideration when considering the installation of a warning sign is the duty to keep the travelling public safe.

D Traffic schemes / environmental improvements



'Modest, small-scale schemes can transform the quality of the public realm and raise the confidence of residents and those who invest in cities. Restructuring the balance between people and traffic, to mutual advantage, offers the opportunity to restore the individual character and identity of cities, towns and villages'

English Heritage (2004) *Streets for All South West*

Overarching Guidelines

Reinforcing local distinctiveness and improving the image of the District

Minimising visual clutter – minimum palette of materials and co-ordination of design.

Materials and workmanship, regular routine inspection, cleaning, maintenance and appropriate repair

Commentary for Traffic Schemes/ Environmental Improvements

Consider the whole environment when designing schemes; all traffic schemes should improve the appearance of the public realm where possible, in addition to improving traffic safety.

Undertake effective consultation with the wide range of stakeholders with an interest in the place, not just the issue.

Produce a consultation statement that responds to all comments made.

Minimise signage and road markings, whilst achieving objectives.

Monitor and manage schemes.

Ensure appropriate regimes and budgets are in place.

Ensure Contractors are appropriately trained for the project.

Anti-skid surfaces

- 4.134 These surfaces are often applied to carriageways to improve skid resistance in potentially hazardous situations such as on bends and before pedestrian crossings. They also serve a secondary function of highlighting the potential hazard to drivers, and for this reason are often different colours to the road surface. The choice of colour is important and the wrong selection can seriously detract from the visual qualities of the streetscene. In sensitive locations, where road safety permits, the colour of anti-skid surfaces should be similar to the carriageway.

Cycling

- 4.135 Cycle lanes should be clearly yet simply marked. Coloured surfaces should generally be avoided.

Pedestrian crossings (formal)

- 4.136 There are a number of different types of pedestrian crossings that are used depending on the situation; zebra, pelican and puffin crossings being the most common. Safety issues and design standards will determine the type of crossing and its location. Whilst good in terms of pedestrian safety, they are often very obtrusive within the streetscene. They should only be used on the pedestrian routes where clear conflicts exist between pedestrians and traffic.
- 4.137 Pedestrian crossings should follow pedestrian desire lines. They should be direct across the street, without being staggered in the centre of the road although on wide roads with unusual flow patterns safety might dictate a stagger. Guard rails should be avoided.

Pedestrian crossings (informal)

- 4.138 In certain areas it is desirable and appropriate to use a more informal crossing, without lights or warning signs. These are considerably less obtrusive than formal crossings and can work safely when suitably positioned and appropriately designed. Examples of these include Camden Crescent and at the entrance to Charlotte Street car park. They work by highlighting a place where people cross, typically by setts demarcating a route and often in conjunction with a raised table. The priority is still vehicular. They can be used on pedestrian desire lines where vehicular speeds are low.



Sensitively designed pedestrian crossings at Charlotte Street car park and Camden Crescent.

Traffic calming

- 4.139 'Clear guidance on traffic calming is set out in section 5 of PPG15 Planning and the Historic Environment along with legislation such as Highways (Road Humps) Regulations 1999. Local highway and planning authorities are encouraged to integrate their activities and to avoid or minimise impacts on the various elements of the historic environment and their settings.'

English Heritage (2000) *Streets for All*

- 4.140 PPG15 emphasises that 'some designs can be difficult to integrate into an older streetscape and there can be no standard solution. Each feature or device should relate in its design and materials to the overall townscape to ensure that traffic calming reinforces rather than diminishes local character. Traffic calming measures using a combination of traditional materials and devices may help to secure the right balance'.

PPG 15, Paragraph 5.12

- 4.141 Traffic calming schemes traditionally use a particular suite of techniques to achieve the objectives of reducing traffic speeds and improving pedestrian safety. The application of these techniques, which includes speed humps or cushions, road markings, kerb buildouts, coloured surfaces, and repeater signs, can detract from the quality of the environment in which they are placed; it can be an issue of resolving one problem whilst creating another.



Camden, Bath



Speed cushions

- 4.142 There are alternative approaches to traditional traffic calming ideas which have not been tested satisfactorily and which rely on the very opposite of accepted wisdom. This involves removing signage and lining and creating a less well defined environment that requires eye contact between all road users to communicate. This minimises the visual impact of schemes and improves townscape views. The traffic safety implications need careful consideration and testing before implementation.
- 4.143 The Council's approach will be to implement traffic calming schemes where there is a real need, whilst also enhancing the quality of the environment in which they occur. This will achieve the Council's Corporate Improvement Priority of improving the public realm and will also apply in the rural areas of the District.
- 4.144 Each situation needs to be dealt with in a particularly sensitive manner that relates to the overarching and specific guidelines contained in this Streetscape Manual. As such there are no set ways of undertaking such schemes, although an urban design analysis of the area which includes a traffic safety analysis should always form the starting point. There are good practice examples throughout this country. The Historic Core Zones project, initiated by the English Historic Towns Forum and involving Halifax, Lincoln, Bury St. Edmunds and Shrewsbury provides very useful inspiration for projects within the District. See www.ehtf.org.uk for more information.

Traffic management

- 4.145 The term traffic management is used to describe the process of adjusting or adapting the use of an existing road system to meet specified objectives without resorting to substantial new construction. Among the objectives could be improving safety, environmental improvements, improved access for people and goods and improved traffic flow or reducing public transport travel times. There may be conflicts between objectives; balances have to be struck. There are often trade-offs between different objectives to be achieved but almost any scheme is likely to affect road safety, the environment and traffic movement.
- 4.146 The main techniques used in traffic management are:
- regulatory often through the use of Traffic Regulation Orders;
 - provision of information by using signs and road markings;
 - physical alterations and the use of charges such as for parking.
- 4.147 In considering any scheme it is important that whilst ensuring that the objectives are achieved the impact on the streetscene is also considered. This will be achieved by assessing the urban design impacts of traffic management proposals as they are being formulated, see Appendix 2 – Proforma for a Public Realm Design Statement. By doing this it is likely that the objectives of traffic management schemes can be achieved whilst also minimising negative impacts on the streetscape.

Appendix 1

Relevant Objectives from the World Heritage Site Management Plan

Objective 24

Ensure that the public realm is regarded and understood as an historic element of the World Heritage Site, and that any alterations to it should take the historical and cultural significance of the public realm into consideration

Objective 25

Establish agreed standards for workmanship, design, materials and maintenance for work carried out in the public realm, ensuring that work is of high quality, appropriate to the international importance of the city

Public Realm Actions

- 73 Review programmes of public realm maintenance and management
- 74 Record and monitor the extent of historic material, workmanship and design of the public realm (including relationships with other elements such as buildings and parks) and ensure that it is adequately protected and managed
- 75 Ensure that infrastructure inserted into the WHS is in harmony with the historic environment
- 76 Produce a lighting strategy (to include floodlighting, car parks, adverts, street lighting) for the WHS
- 77 Support the Council's internal Public Realm Liaison Group and contribute where necessary
- 78 Identify areas of WHS in need of enhancement and prepare programme of improvement
- 79 Develop and implement integrated enhancement programmes where needed
- 80 Provide clean and accessible city centre public toilets
- 81 Review street cleaning programme
- 82 Encourage users of the WHS, especially property owners / renters, to help care for the streets and public places
- 83 Seek to improve the impact of utilities installation upon the historic fabric and visual sensitivity of the WHS

Appendix 2

Proforma for a Public Realm Design Statement

This Proforma is intended to be used as an aide-memoir when drawing up schemes. It contains many of the questions that would be asked of a scheme if being assessed for its urban design impact. The form should then be completed at the end of producing a draft scheme design.

Scheme:

Date:

Project Manager:

- 1 What are the main objectives of the scheme?

- 2 What local and distant views has the scheme protected?

- 3 Which settings of important buildings or local features have been safeguarded?

- 4 How do the materials and colour palette selected reinforce local distinctiveness?

- 5 What impact do the proposals have on the existing character? There may be opportunities to redefine character, have these been considered?

- 6 What historic or characteristic features have been used as the influence for the design?

- 7 Which pedestrian desire lines have been enhanced?

- 8 How have the cumulative impacts of the existing streetscape and the proposed changes been considered? How can these impacts be minimised? How have the needs of any other developments planned for the area been taken into account?

- 9 Are there private areas forming part of the public realm? How have these areas been integrated into the scheme?

- 10 How has access for all been achieved?

- 11 Has effective public consultation been carried out, and a consultation statement produced?

- 12 Are there any aspects of the scheme that are non-standard?

- 13 Have any consents been required that restrict the details of the scheme?

- 14 Are there any departures from the Streetscape Manual?

Additional Comments



This publication can be made available in a range of community languages, large print, Braille, on tape, electronic and accessible formats.

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