

STREETSCAPE MANUAL: Adopted April 2005

STATEMENT OF COMMUNITY INVOLVEMENT

Consultation for the Streetscape Manual was undertaken in accordance with Government guidance contained in Planning Policy Statement 12. It was undertaken between 6 December 2004 and 24 January 2005 and involved the following:

- Copies of the Streetscape Manual with covering letter sent to all the Parish Council's throughout the district, as well as other key stakeholders.
- Letters sent to a wide variety of interest groups informing them of the consultation period, and where to view or purchase copies of the Streetscape Manual.
- Copies of the Streetscape Manual, leaflets and questionnaires distributed to all the libraries throughout the district, and to the main Council Offices.
- Website designed and advertised.
- Press releases, with coverage in local press
- Radio interview

The questionnaire asked specific questions about different sections of the Streetscape Manual and allowed for a 'yes', 'no', or 'don't know' response. These responses are provided below. Provision was also made below each question for additional comments to be made, and these are reproduced on page 5 onwards.

It is difficult to identify any main themes that occurred as comments were made about most of the Streetscape Manual. There was however general support for the Streetscape Manual.

STREETSCAPE MANUAL - QUESTIONNAIRE

Question 1

Do you have any comments on the Overview of the District's Streetscape History and Character?

The responses to this question are included in the comments section below.

Question 2

Are the Overarching Issues the right ones for the District?

Yes	13
No	2

Question3

Are the specifications right for the different parts of the District?

Yes	6
No	2
Don't Know	3
Probably	1

Question 4

Is the 'pattern of laying paving' appropriate?

Yes	8
No	2
Don't know	3

Question 5

Is the broad approach of continuing current styles of street furniture the right one?

Yes	9
No	2
Don't know	1

Question 6**Are the specifications appropriate?**

Bollards Yes 8 No 2	Bus Stops Yes 6 No 1 Don't know 2	Which bus shelter? Arun 5 Meridian 4 Don't know 1	Cycle racks Yes 10
Litter Bins Yes 8 Don't know 1	Seats Yes 8 No 1 Don't know 2	Tree Grilles Yes 7 Don't know 1	Street lighting Yes 5 No 1 Don't know 2

Question 7**Is the guidance on traffic signs and road markings right?**

Yes 10
No 2
Don't know 1

Question 8**Where safe, should informal pedestrian crossings be the preferred option?**

Yes 8
No 2
Don't know 2

Question 9**Should any questions be added or changed?** (The responses to this question are included in the comments section below.)

Yes 4
No 3
Don't know 4

Question 10**Is the Streetscape Manual well presented and readable?**

Yes 12

Comments received	Council Response	Action
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STREETSCAPE MANUAL - COMMENTS

1. Overview of the District's Streetscape History and Character

Manual Cover - The photographs on the cover could be increased in size to make them more visible, and the message clearer, as in the Edinburgh streetscape manual.	Noted	A redesign will be considered.
<u>Cover page:</u> Reference to "design and installation" should be deleted. It should be clear that the Streetscape Manual is written from an aesthetic point of view only and that all design standards, regulations, British Standards etc shall apply as necessary. A "definitive guide" is it?	It is not written from an aesthetic point only as it covers functional considerations as well. Reference will be made to other standards.	Delete 'practical and definitive' and 'Consultation Draft' from cover.
A fascinating read but cannot help noticing that all of the pictures and much of the text concentrates on areas outside Bath.	Fair point about the images – they are all from outside of Bath, however the text is considered to be reasonably balanced between Bath and the areas outside.	Substitute some of the images with those from Bath.
Too Bath specific. Consultation over Christmas and New Year when our members are at their busiest. Too many consultations over this period of time.	This section is not considered to be too Bath specific. The length of the consultation period was extended to compensate for this.	
Interesting and informative and well researched.	Thanks	-
We also found reference to the footways here in the village most interesting.	Thanks	
History and Character - this is long and detailed - would it be possible to highlight the main points relevant to informing today's actions, with the detail in an appendix?	It is considered best to keep this together in one section	
Just to say it is very informative – sets the context well.	Thanks	-
Maps are illegible. Photograph reproduction is poor.	Noted, and apologies for this. This will be rectified before the final version is printed.	
This is interesting but is of little use in this manual. The photograph of Keynsham on p.23 is interesting – how much better it looked then compared to the present day cluttered scene.	The purpose of this section is to provide an historic context for the streetscape issues that helps to inform the reader of locally distinctive features.	-
A useful and informative section	Thanks	
A useful addition, making the document more interesting and contextual.	Thanks	
A most interesting publication	Thanks	

Comments received	Council Response	Action
1.02 It is good that acknowledgement has been given to Jesca Verdon-Smith for her work on the manual during her time as Director of the Bath Preservation Trust	Noted	
p.7 The Streetscape Manual should be referred to and emphasised in the current Draft Local Plan	This will be done where possible	Add comment as a non-material change to the Local Plan if possible.
1.03	Editorial Change	Delete 'recently published'
1.04 Delete reference to "design and installation". To describe the Manual as a definitive statement seems to be very prescriptive and in my view the definitive work should be the various specifications and legislation. The does not state the other guides or legislation we are governed by. It should cross reference or not state the above.	It is a guide to 'design and installation', but what will change is the recognition of other guidance, legislation and best practice, and the deletion of reference to 'definitive'.	Refer to other guidance, legislation and best practice in new Appendix, and delete reference to 'definitive and practical'. Add comment about not reading the Streetscape Manual in isolation in 1.10. Add appendix.
1.04 Add 'within available resources'	Resources are an inherent aspect of the implementation of projects and as the Streetscape Manual is partly aiming to raise standards, it needs to be recognised that this may require additional or a reallocation of resources within projects.	Add in 1.10 'There is a need to be aware of the available resources for the whole project as implementation is dependent on this.'
1.05	Editorial Change	Add additional bullet point 'To complement other existing standards, guides and best practice. (It is not to be read in isolation).'
Careful consideration needs to be given to the actual function that the Streetscape Manual is required to perform. Its purpose needs to be clearly spelt out eg if its function is to provide guidance on the aesthetics of any design proposals then this should be made clear. (para1.04)	The purpose and use of the Streetscape Manual is clearly spelt out in the introduction.	
1.06 Possibly add developers	This is covered in 1.07	
1.06 It should be made clear that this is supplementary guidance on aesthetics, which needs to be considered as part of the design process.	It is more than just aesthetics; it also covers functional considerations.	
If the guide is intended for new development too then it might be a good idea to include	Agree in part. Keep reference in	Add 'including for new

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reference to that here rather than later at 1.10.	1.10 as well.	development' after public realm in 1.06.
Should reference be made to our maintenance plan/winter plan, code of practice for maintenance etc?	Yes	Add reference in new Appendix
The 'Audience' should be widened: The recommendations should be useful to planning application and listed building consent applicants and agents. Many frontages and forecourts are privately owned although directly impacting on the public realm and streetscape.	Agree	In 1.06 add 'planning and listed building consent applicants and agents'.
1.07 What will be the status of the document?	The Streetscape Manual will be Council policy, and it is intended that it is adopted as a Supplementary Planning Document.	
Consideration needs to be given to the manuals status within the Planning process is it an advisory document or mandatory for developers etc to comply with it.(paras 1.07 and 1.10)	It is intended to be adopted as a Supplementary Planning Document.	
Adoption Standards for Roads in Avon (1992) needs to be completely reviewed and updated. Perhaps it would be appropriate to do this now and produce a new document for B&NES which combines the Streetscape Manuals requirements and the Adoption Standards for Roads in Avon (1992) within a single document. (paras 1.07 and 1.10)	Good idea. This could be considered in the review of the Streetscape Manual.	
What relationship does the Streetscape Manual have to the published document "Adoption Standards for Roads in Avon (1992)" does the manual supplement it or supersede it? If it is supplementing the Adoption Standards for Roads in Avon (1992) all the references to design and material specifications need to be closely reviewed to ensure that no conflicting requirements have been introduced.	It is a complementary document, but see point above.	
It should be noted that the Adoption Standards for Roads in Avon (1992) makes reference to the Specification for Highway Works, the Design Manual for Roads and Bridges and various British Standards and other Technical Documents many of which have been either changed or superseded.	Noted	
1.08 Appendix required of all the relevant design standards and guides that also have to be referred to when designing.	This would be useful	Add Appendix of 'other reference documents' to bullet point under 1.08. Add an Appendix making reference to relevant design standards and guides.
1.08 Bullet point 3	It is more than just aesthetics; it	

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Change the word "Specific" to "Aesthetic"	also covers functional considerations.	
Bullet point 5 Further reference required to standard details, other documents etc?	Agree	See above. Also add at the end 'These are available on request'.
1.09/1.13 These items should be amalgamated	Agree	Amalgamate 1.09 and 1.13 to read '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 during this period, contact is to be made with the Senior Urban Designer, Planning Services, who will co-ordinate changes and liaise with the Public Realm Liaison Group as necessary, and with the Bath Preservation Trust if relevant.'
1.10 Cross reference to DB32 Places Streets and Movements, Home Zone Guidelines etc. An acknowledgement that the document cannot be read in isolation	Agree in part	Para 1.10 – Add reference to new Appendix. Also add 'The document cannot be read in isolation and reference should be made to the documents listed in the new Appendix, and others as relevant.'
Concerned at the practicalities of implementing recommendations given constraints on budgets (e.g. see para. 1.10 on p.7)	This will inevitably be an issue	
1.11 Possible requirement that public realm liaison group will decide which schemes require statement	Potentially – let's monitor and review progress and any difficulties.	Change 'should' to 'could'.
1.11 Questions in appendix ii difficult for Highway Engineer to answer and in any event the answer will be subjective.	Monitor and review success of this.	
Appendix 2. Further expansion of questions required	This will be tested over time and	

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<p>1.12 When will the consultation period be observed? If it is new development who gets consulted? Who pays for the consultation, in particular if a new development?</p>	<p>updated as necessary. This judgement will need to be made on a case by case basis. In relation to new development the opportunities for consultation are more difficult to identify, and clearly are linked to the planning process.</p>	
<p>The consultation proposed seems too onerous and unnecessary if the public realm improvements are part of a wider development proposal.</p>	<p>The intention is to provide an opportunity for others to comment and contribute to improving the outcome of proposals. How this is done will probably vary for each scheme and will be dependent on the amount of consultation already undertaken.</p>	
<p>1.13 Stephen George is first contact but when and how are we to input. 1.13 Delete 1.13 A named contact can become out of date.</p>	<p>Agree.</p>	<p>Delete reference to named contact</p>
<p>After 1.13</p>	<p>Editorial change</p>	<p>Sustainability</p> <p>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:</p> <ul style="list-style-type: none"> • Consideration is to

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		<p>be given in the procurement process and in the specification for certain operations to achieving sustainability objectives.</p> <ul style="list-style-type: none"> • 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.
Overall I feel that this is a splendid document and will go a long way towards sorting out many of the longstanding issues.	Thanks	
Exceptionally interesting – well done Mike Chapman	Thanks	
A useful addition, making the document more interesting and contextual.	Thanks	
Section 2 This whole section is excellent, particularly on the history of the streetscape, materials used, etc.	Thanks	
2.02 Telegraph &c?	Change to etc	Change '&c' to 'etc'
Page nine and page 11 maps illegible and reference to further details of this required.	This will be rectified for the next print run.	

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<p>This section, particularly the part titled 'Materials' (which should really have been 'Ground Surfaces' to match) was a very interesting read. However, there seems to be little relationship between its content and proposals in the rest of the document, because it identifies as desirable the wide range of juxtaposed historic features, which is contrary to the 'overarching issue' of minimum palette, co-ordination and minimised clutter.</p> <p>The part on 'Street Furniture' was far too short and lacked any detail in words, captions and photographs from which inspiration could be drawn in designing new furniture as encouraged in the document. There is one short reference to the William Evans Foundry in Paulton rather than illustrations of the range evident in the District from that and other foundries.</p>	<p>The purpose of this section is to provide an historic context for the streetscape issues that helps to inform the reader of locally distinctive features.</p> <p>It is considered important to retain these historic features where valued, as can be seen from the first overarching issue about reinforcing local distinctiveness and improving the image of the district.</p> <p>As ever a considered and balanced approach is required that responds appropriately to context.</p> <p>The overview was only ever intended as a brief introduction to the streetscape history and character of the District, and in this respect it identified certain particularly distinctive features or in this case foundries.</p>	
<p>2.14 & 2.15 the author is referring to an obsolete designation of the geological formation. The designation Keuper Marl is no longer used the current designation is the Mercia Mudstone Group.</p>	<p>Agree</p>	<p>Add (Mercia Mudstone Group) after Keuper Marl.</p>
<p>Page 16 map is not clear, text cannot be read.</p>	<p>This will be rectified for the next print run.</p>	
<p><u>2.35 Railings and Gateposts</u></p> <p>Should it be made clear that such railing would be unacceptable today on a health and safety basis?</p>	<p>No – this is an historic feature that contributes to the character of the area, and most existing features and buildings probably do not meet current standards.</p>	
<p>It is also implying we are responsible for all these type of railings, this is not the case and should be stated</p>	<p>There is no implication as to who is responsible</p>	
<p>I disagree with 2.37. Traffic lights have become a common street feature at junctions</p>	<p>Agree with this, but the paragraph</p>	<p>Change para 2.37 to better</p>

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throughout the District, and many unsightly ones in key attractions within Bath have been introduced much, much later than 1933.	just refers to when they were first introduced. However needs clarification.	reflect situation: 'Until much later' after 'district', and delete 'and are mainly employed at pedestrian crossings.'
Would the first traffic lights have been "vehicle activated"?	Yes	
Early signs were vehicle activated from pneumatic tubes.	Noted	
Is it correct to say that traffic lights did not become a common street feature elsewhere in the district other than in Bath? Also they are not mainly employed at pedestrian crossings.	This needs clarifying	See above
It is true to say that outside the urban area of Bath, signals are predominately used to provide pedestrian facilities. I think the words used in the document are a bit misleading		See above
<u>Glossary</u> Tarmacadam is not one of the main road surfacing materials in use today – it is a hazardous material. There were two types of tar produced in Britain – type A and B, Each having 10 sub divisions and not all being Hazardous. Tarmacadam is unfortunately still used to describe bitumen binders which are not hazardous. It would be best to describe the above as a used term but state it is used to describe others also. However it is not the main type used.	Keep as tarmac as this is a generally understood term.	Add into the Glossary 'and is a generic term for any type of road surface'.
Page 23 – poor quality pictures		This will be improved for the next print run
p.17 Figs 1-3 It is felt that the photograph of pitched setts in Newton St Loe is a bad example compared to, say, Bathwick St. Perhaps another photo could be inserted here, or a comment added to discuss the negative effects of the encroachment of tarmac onto the paving.	Noted	Review choice of photograph
2.39 "lamp 'pillars'" should be changed to read "lamp 'standards' It would be extremely useful to have a footnote here to give the source which suggests that lamp standards were painted stone colour, even if that source is just a photograph	Disagree. The reference to pillars relates to their design reference to classical columns.	Add footnote with reference to the Bath Historical Streetscape Survey.
P19 2.39 'gas-lamp standards and lanterns (frequently supplied by local firms)' There is an overarching requirement in the document to reinforce local distinctiveness. With respect to lamps, the Bath style was for a slender pole with a square topped lantern in a cradle. (see encl.) Can we include this illustration and a line to suggest that the 'off the shelf' Victorian lamps with the Prussian spike, as installed in Great Pulteney Street are not appropriate and were uncommon in Bath and not part of its local character.		Add illustration to this section.
2.43 entitled 'Ornamental' is far too short. A more extended version encompassing soft	The overview was only ever	

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landscaping should replace it.	intended as a brief introduction to the streetscape history and character of the District	
Section 2 Bibliography - There should be a reference here to Trevor Fawcett's booklet on <u>Paving, Lighting And Cleansing</u> , n.d. circa 1999.		Add reference

Comments received	Council Response	Action
2. Are the Overarching Issues the right ones for the District?		
Bullet points, top of page 24	Editorial Change	For clarification purposes, delete the first four bullet points from the start of this section.
3.01 examples would be helpful.	Examples are included throughout the Streetscape Manual.	
Will look forward to seeing this enforced	The implementation of the Streetscape Manual is critical to its success	
Should aesthetic quality also be one? Aesthetics can easily be overlooked but is essential to creating attractive and comfortable spaces and places.	This should be covered by the existing overarching issues, but see comment below.	
Re: Appendix 2 – who should be completing this form? It will require someone with local knowledge of the rural areas for it to achieve the objectives of the scheme.	Monitor and review success of this.	
There are two related issues which have a major impact upon the quality of the streetscape – litter and graffiti – reference to appropriate policies would be helpful	This is already covered in the Streetscape Manual.	
Do we go far enough, e.g. in minimising visual clutter. Can we add anything from Kensington B.C's manual?	This will be reviewed over time.	
'Issues' does not seem to be the right word. As a manual I would expect the document to contain recommendations or guidelines. The three over-arching issues used appear to be three over-arching objectives. They should also appear before the History section.	Change to 'guidelines'	Change to 'Overarching Guideline' and 'Specific Guidelines' throughout.
The design of new public realm should not always replicate old and therefore should be considered within the wider context of historical and proposed.	Quite agree and it is not the intention that it should.	
3.02 "Conventional highway approaches" are generally based on highway design standards produced by the Department for Transport, likewise the materials that are either permitted or recommended for use.	This needs to be recognised, but so too does the need to consider other issues such as this Streetscape Manual, and local characteristics.	Include reference to other standards and guidance in Appendix. Replace 'highway' with 'design' on second bullet point. Replace 'improve' with 'consider'.
"The statements keep it simple" are ridiculous – how do you traffic safety schemes by keeping it simple –is it essential?- the idea is to do them before a person killed!	It is an approach that is to be adopted, and possibly traffic safety schemes might be more effective if they were kept simple. Inevitably it is a question of	After first sentence in 3.02 add 'there is need to balance the Streetscape Manual with other issues in coming up with designs or

Comments received	Council Response	Action
	balance.	solutions to problems.'
Sustainability comes at a cost – budgets do not allow this	Again, this is an approach that needs to be considered. Cost is clearly one factor.	
<p>Delete the line “Question conventional highway approaches and consider alternatives”.</p> <p>I am not comfortable with questioning convention when it could mean a compromise to safety.</p> <p>Question conventional highway approaches and consider alternatives” implies that the conventional approach is rigid and often wrong. The ‘conventional’ approach has been developed from best practice, best value and experience and is often right – this must be recognised. This must be recognised, as often the questioning of the conventional approach will merely be a waste of time and money. Alternative approaches should, therefore, only be encouraged/required in areas where special local circumstances dictate. Such locations could be identified on maps and, by publishing a list of schemes, opportunities could be given to raise issues in locations where, despite not being identified on a map, special circumstances/aspirations are considered to exist to justify alternatives to be considered.</p>	<p>This is quite important as the Streetscape Manual is trying to help towards shifting our response to the streetscape to enable other considerations to be taken on board.</p> <p>It is not about compromising on safety where this is a real issue. See proposed changes.</p> <p>Agree that it should be acknowledged that conventional highway approaches have evolved from best practice and experience, but it needs to be clear that this in relation to highway engineering and safety considerations and that this hasn't necessarily considered the wider impacts of these approaches on other elements of the public realm, eg visual impact. Conventional approaches can have a negative impact on the public realm and be detrimental to the character of places. This is why they should be questioned. It is not reasonable to identify these on maps as it should become a normal approach to everywhere within the District.</p>	See above

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<p>“Improve visual appearance” implies that there is something wrong that requires improving, irrespective of cost. Far better to say “Consider visual appearance and take the opportunity to improve where practicable”</p>	<p>This is about a general approach and aspiration.</p>	<p>Change ‘improve’ to ‘consider’ visual impacts.</p>
<p>3.02 Bullet 1 change to ‘keep it simple keep it safe’</p> <p>Bullet 2 Imaginative solutions within appropriate legislation will be considered</p>	<p>Agree</p> <p>Covered by existing text</p>	<p>Replace first bullet point with ‘Keep it simple, keep it safe’</p>
<p>The town council welcomes keeping the distinct identity of Keynsham.</p>	<p>Noted</p>	
<p>“.05</p>	<p>Editorial change</p>	<p>At the end of 3.05 add ‘When producing their ‘Parish Plans’, Parish Councils encouraged to define their own local distinctiveness and to specify street furniture that helps to reinforce this character.’</p>
<p>3.06 Who completes the Public Realm Design Statement in Appendix ii who is qualified to fill it in?</p> <p>The term “all schemes” needs to be clarified as to its extent. Does it for instance include (a) putting a tarmac wearing course on an existing (poor) tarmac surface (b) every sign that is to be erected/installed?</p> <p>Better to provide guidelines as to where it is appropriate to complete the ‘public realm design statement’. To fill in the form for all schemes would be an unnecessary burden and expense, e.g. to fill in the form for a surface dressing scheme on a country lane outside built up areas is hardly likely to be of any concern.</p>	<p>It should be completed by the Officer who is responsible for the scheme. Advice can be sought from Urban Designers and Landscape Architects from Planning Services if necessary.</p>	<p>Add at the end of the first sentence ‘except those with minimal impact.’</p> <p>Change ‘should’ to ‘may’.</p>
<p>Reference to aesthetic quality ... aesthetic quality as a principle is important from the perspective of the quality of our settlements, in attracting investment and raising quality of life.</p>	<p>Agree</p>	<p>Add new bullet point ‘Consider aesthetic quality as this is important from the perspective of the quality of our settlements, in attracting investment and raising quality of life.’</p>
<p>3.07 It is not clear when a “historical survey” would be required. Who makes this decision?</p>	<p>It is difficult to provide more guidance that is already provided.</p>	<p>Change ‘will’ to ‘may’.</p> <p>Change ‘essential’ to</p>

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<p>This needs to be considered in the light of legislation, simply saying too much information without thinking each case through is not giving enough consideration to the problem.</p> <p>Still not sensible, surely this requirement must be dependent upon location and the nature of the scheme, otherwise it will result in unnecessary expenditure and wasted time.</p>	<p>Inevitably it will be a matter of judgement.</p>	<p>'helpful'. In the third bullet point delete 'all' and change the first 'should' to 'could' and the second 'should' to 'can'.</p>
<p>3.08 Who is to say picture 3 is too much clutter?? It is to standard I believe, we could get rid of the welcome sign that is not!</p>	<p>Noted</p>	<p>Replace photograph</p>
<p>3.08 (Photos) It was felt that the photo on the right was very good, and should be larger. Concern was expressed over B&NES signs and Cotswold signs. Perhaps another photo should be included indicating a poor positioning of signage.</p>	<p>Noted, although see comment above.</p>	<p>See above</p>
<p>3.08 Picture 2 is temporary and definitely required to avoid damage to the habitat.</p>	<p>Noted</p>	<p>Replace photograph</p>
<p>3.08</p>	<p>Editorial Change</p>	<p>Change 'inserted' to 'installed'</p>
<p>Please no more modern ones in historical settings. Agree with comments about clutter, CCTV cameras, poles, feeder pillars, salt grit boxes etc.</p>	<p>Noted</p>	
<p>Strong support for minimising visual clutter (p.26)</p>	<p>Noted</p>	
<p>3.09 add 'however safety considerations are paramount</p>	<p>A comment along these lines will be added earlier on in the document</p>	<p>Make reference to the consideration of other issues such as safety and other legislation at the beginning of the document.</p>
<p>3.09 Sometimes the cumulative effect is necessary, with the signs being introduced to bring driver attention to the hazardous nature of the location. There is a need to balance the needs of safety with visual impact - a life must be an important consideration to weigh against visual impact.</p>	<p>Noted.</p>	
<p>3.10 Guidance with regard to signing is provided in the document "The Traffic Signs Regulations and General Directions 2002", is generally clear and is not capable of being interpreted in various different ways.</p>	<p>Disagree, it is considered that there are different ways to interpret such guidance.</p>	<p>Replace first sentence with 'Different elements can be chosen for a scheme that would not compromise the legality of a scheme or its objectives.' Delete from second sentence 'there now needs to be a change in emphasis to enable'. Add 'need' after 'schemes'.</p>
<p>I don't think it is appropriate to comment on our interpretation of legislation but I can accept that street clutter can be unattractive.</p>	<p>See above</p>	

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p26. 3.11 minimising clutter. Seating in the streets was a very late introduction on any scale. It should be in this section as something that should be limited or even removed in some instances. Furthermore, it can create a nuisance for residents and FOULING OF THE FOOTWAY WITH GREASE FROM FOOD, WHICH IS A SIGNIFICANT HAZARD FOR THE ELDERLY. (Sorry about the caps but professionally this is a real issue for me). There are perhaps better places to insert this comment than under visual clutter.		Change photos of sign clutter to another.
3.11 Ensure railings are either owned by the Highway Authority or permission granted from the railing owner – such agreement is not always forthcoming eg, The Circus, Bath. And Royal Crescent	Noted	
3.11	Editorial Change	Delete 'There is a need for' and 'better' from the first sentence. After 'corporate working' add 'can help achieve these objectives'.
3.11 remove better	Agree	See above
I agree with the concept but in principle signs are not installed on a whim, they are installed for legibility and accessibility, more concentration and effort on clearing unauthorised street level clutter would produce more of a result.	Noted	
<u>Minimising Visual Clutter – minimum palette of materials and co-ordination of design (p.26)</u> Principles: Bullet point one: ensure existing features comply with appropriate standards or guidance prior to basing a design on existing features.	They could be used as the basis for a design solution, amended if appropriate to meet necessary standards.	
Bullet 1	Editorial Change	Add after co-ordinate 'colour and'
Bullet 1 These additional costs are to be highlighted in the scheme estimates	There may not be additional costs	
Bullet point two: add, but shall comply with all appropriate Standards, Regulations and guidance.	This will be a consideration in any case.	
Bullet point five: always obtain permission from building/railing owner.	Comment to be added	Add 'seek permission from the building or railing owner.'
Bullet point six: elements are usually provided to provide information and should therefore be clearly visible.	This needs to be balanced against the other considerations	Delete second sentence of this bullet point.

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	identified.	
<p>Bullet point eight: Bins are often less aesthetically attractive than bollards and do not provide a deterrent in the same way. Also, to design lamp columns to accept signs greater than 0.3 square metres in size would involve considerable expense.</p> <p>Bins are not necessarily ours either!</p>	This point relates to circumstances where other features are used in any case, and is about using those features to perform other functions.	
<p>Bullet point eight: can street light columns carry traffic lights as well? Lamp post and columns can not usually withstand loading of additional signs, more money would be required in the first instance to install a higher grade Lamp column.</p>	They would need to be a higher grade column, and there is a need to plan ahead where possible.	
<p>In addition to trying to minimise clutter when installing new objects, consider actively removing obsolete ones.</p>	This is an approach that is already taken in the Streetscape Manual – see the Overarching issue on 'minimising visual clutter'. It could however be made more explicit and a bullet point should be added in.	<p>Add point:</p> <ul style="list-style-type: none"> • Remove obsolete items that do not have recognised historic value.
<p><u>Materials and workmanship, regular routine inspection, cleaning, maintenance and appropriate repair (page 27).</u> Pictures: - The pictures represent reinstatement by utility to a New scheme work – not quality! You can not renew all surfacing or force utilities to do that by law. "Visual" or colour will always differ between new and old materials.</p>	<p>The photograph is from the work to the Charlotte Street car park scheme</p> <p>Part of the solution might be to work better with the Utilities to improve the current situation.</p>	
<p>Do these illustrations imply that concrete paving is better workmanship than pennant stone paving?</p>	Not at all.	
<p>p27 I am a little perplexed by the illustrations of paving. It looks as if patched pennant is being compared with newly laid concrete slabs; the latter praised as 'good workmanship'. I would rather revise the pennant, as described elsewhere in the document, than suggest, as these pictures imply, that concrete is a better solution. If the picture on the right is of new stone then to say so in the caption would solve the problem.</p>		Clarify by changing photos or related text.
<p>p27 3.14 point 3. The statement about 'within budget' appears several times in the document. In my view there is a need to press for budgets to be reviewed to allow for high quality work rather than leave statements like this hanging in the air as a get out clause to permit the use of cheaper but inappropriate materials. This document is about the quality of the environment not about money.</p>	It is a document about the quality of the environment and not about money, but it is considered that this is a very real and ongoing issue.	

Comments received	Council Response	Action
<p>3.12 The materials must also represent good value for money – it is usually possible to find materials of better quality, at a cost, but the law of diminishing returns applies and more expensive materials often do not represent better value for money. Materials used must be appropriate to the location.</p>	<p>Agree with parts of this, although it should be recognised that the aesthetic lifespan of concrete paving compared to natural paving is very different. The report commissioned into paving as part of the Streetscape Manual makes reference to this. The aesthetic quality of natural paving tends to improve with age and such paving has the potential to last hundreds of years – see many historical streets throughout the District. An important consideration is the likelihood of paving materials becoming broken because, for example of vehicle overrunning. Where paving is less likely to be broken it is considered better value for money to lay natural paving; put simply it will look good for far, far longer.</p>	<p>Change picture</p>
<p>3.13 add sentence regarding costs</p>	<p>This issue will be covered earlier in the document</p>	<p>Mention financial considerations earlier on in the Streetscape Manual</p>
<p>3.13 – Routine maintenance does not include ensuring the area looks nice! It is carried out under the Code of Practice guidance!</p>	<p>We need to find a way to start ensuring that it does</p>	
<p>3.13 Our current resources do not allow for a regular routine inspection regime.</p>	<p>Noted</p>	<p>Delete inspection from 3.13, 3.14 and bullet point 2.</p>
<p>Principles: Bullet point four: this may not accord with available budgets, therefore budget should be mentioned. This cannot be done under NRSWA</p>	<p>Then we need to find an alternative way of achieving it.</p>	
<p>Bullet point five: Quality of workmanship should always be in accordance with the specification and should not be dependant upon setting or materials used.</p>	<p>The specification should be appropriate to the materials used.</p>	<p>Delete 'the setting and'.</p>
<p>Bullet point six: What Standards – who decides this?</p>		<p>Remove this bullet point</p>

Comments received	Council Response	Action
Ongoing training would be more relevant to a “term” contractor rather than for spot tenders.	Noted	
We have no control over the training regimes of others.	We could link tender documents to a demonstrable ability to undertake work to a specific standard.	

Comments received	Council Response	Action
<p>3. Are the specifications right for the different parts of the District?</p>		
<p>Difficult to answer without seeing proposed stone 'in situ' but seems to follow well from context setting.</p>	<p>Samples of the stone are to be laid outside the Guildhall with the results to be included in the review of the Streetscape Manual.</p>	
<p>The subdivision of the District is inconsistent. There is no reference to the city and town Conservation Areas as being a relevant boundary. No actual single specification is proposed. There is only a reference to six different types with no information about their type of finish, slip resistance, flexural strength (and hence required thickness), frost resistance, environmental cost of delivery, sustainability (extent and risk of resource availability) and price. All these factors and more are required to make an informed decision about the correct single stone for paving and kerbing. An appropriate stone for paving may not be as appropriate for kerbing. Generally, kerbing should contrast visually as a cue and should be stronger and not be prone to large pieces breaking off when damaged. Some stones on the list of six are wholly inappropriate for kerbing.</p>	<p>More detailed information about these issues are included in the 'Review of natural stone and manmade paving materials', referenced under para 4.12 of the Draft document.</p> <p>Further consultation will take place when the sample stones are laid outside the Guildhall.</p>	<p>Further work to be undertaken on kerbing as part of the consultation on paving materials with the results to be included in the review of the Streetscape Manual.</p>
<p>Priority should be given to locally produced materials.</p>	<p>This will be an important consideration, but there will be others as well.</p>	

Comments received	Council Response	Action
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4. Is the 'pattern of laying paving' appropriate

Consider some sanction/obligation on contractors not to allow careless diamond wheel cuts into original paving	This will need to be monitored	
Impose some form of sanction on firms allowing careless accidental superficial cuts in existing paving by diamond bladed circular cutting tools.	See above	
It is a great pity that in Westgate Street, Bath, square PC slabs were laid. Also and in recent years larger but bevel edged PC slabs were laid in New Bond Street and High Street, Bath – most inappropriate	Noted	
4.06, 4.07 & 4.09 Need to be cross referenced to the stone which can be used.	Agree	Update this section when a decision on the appropriate material has been made.
4.09 Can the assertion be made that other types of paving than natural stone have the same life span? Natural stone may be re-used.	This was a recommendation of the consultants' report	
4.10/ 4.11 The ideal thickness of paving stones at different locations should be included here	Agree	Include reference to thickness when a decision on the appropriate material has been made.
4.11 what does petrographically mean?	As regards petrography, which is 'the branch of science that deals with the description, composition, and classification of rocks' (Oxford English Dictionary)	
4.11 bullet 1 take out superior life span	This was a recommendation of the consultants' report.	
4.11 Recommendations: Bullet point one: Cross reference to which key spaces and where they are.	This is a judgement that needs to be made on an individual basis.	
Bullet point four: who will approve the sample panels and make the visits?	Representatives from the Council.	
Need to define 'key spaces and streets'.	It is not considered necessary to do this at the moment, but this will be reviewed in the future.	
When using natural materials there is a need to take account of the natural properties of that material, e.g. skid/slip resistance. Sustainability must also be taken into account, along with cost, e.g. can it be justified using materials imported from Poland, Italy, Spain, etc. in preference to materials sourced close to home? Budgets simply not available to do this!	All these issues will need to be considered when assessing which materials to recommend.	

Comments received	Council Response	Action
<p>4.12 New pennant stone:</p> <p>There were some concerns over whether limestone from the Continent and elsewhere would match the texture of pennant stone.</p>	<p>This would be taken into consideration when samples are tested outside the Guildhall.</p>	<p>Reference to the Bath Historical Streetscape Survey</p>
<p>4.12 New Natural etc. 1 and 2 what %mix?</p>	<p>This will need to be agreed following testing of the sample panels</p>	<p>Replace 'consultation for' with 'ongoing review of' and after 'Streetscape Manual' add 'and will involve further consultation'. Update this section when a decision on the appropriate material has been made and the Streetscape Manual is reviewed.</p>
<p>There is also some concern over the justification of importing stone in terms of sustainability. Priority should be given for using local materials or alternative local materials.</p>	<p>This will be one of the many issues to be considered when selecting which stone to use.</p>	
<p>4.12 is there a view on riven surfaces - can collect water which freezes in winter.</p>	<p>No view as yet.</p>	
<p>4.13 would be more clearly an action if moved to come immediately after 4.12.</p>	<p>Agree</p>	<p>Move to immediately after 4.12.</p>
<p>4.15 – Over time? Will they? how long – 1000 years.</p>	<p>When necessary.</p>	
<p>Depending on the stone eventually selected, the required thickness and weight of the pavers will then be known. Generally a 750mm x 600mm paver of adequate strength and density is so heavy it represents a hazard in laying. Therefore more expensive lifting techniques must be employed. A compromise pattern (and size) of laying needs to be arrived at which maintains a cost-effective technique of laying.</p>	<p>Noted. It will now be the approach that lifting equipment is used for all paving schemes, so the need to reach a compromise pattern is avoided.</p>	
<p>In paragraph 4.17, the precise colour and type of concrete pavers should be narrowed down. For example, 900 x 600mm smooth concrete silver-grey pavers look quite different to 450 x 450mm bevel-edged buff-grey dimpled concrete pavers. Is proposed that vehicular accesses are to be tarmac with splayed kerb edges or are large unit pavers expected to perform there as well as interlocking or herringbone brick/block pavers in sand?</p>	<p>The PCC slabs should be straight edged and we will monitor problems that may arise with the colour specification.</p> <p>The detail for vehicular accesses isn't covered by the Streetscape Manual; if it needs to be in future then it can be added when reviewed.</p>	<p>Add at the end of this sentence 'slabs should be straight edged'.</p>
<p>4.17 This would appear to give any developer the easy option of choosing what is undoubtedly the cheapest material, which in the present day will be the preferred option.</p>	<p>The table on page 33 states what</p>	

Comments received	Council Response	Action
	materials should be used where.	
4.18 This might be a costly exercise and could involve works to statutory undertaker's plant. Requirement for breathing apparatus to be taken into account.	This is to be undertaken where practicable.	Change 'are to' to 'could'.
This is a massive task and is not practical to be stated in this way!		
4.18 only if budget made available		
4.18 a photo would be helpful.	Agree	Add photograph if possible
4.19 rolled finishes of suitable colour can be appropriate on the main carriageway - help break up expanse of tarmac where this is an issue.	This can also contribute to visual clutter.	
4.19 The use of the term "tarmac" should be reconsidered throughout the report (unless used as a historical reference). Bitumen macadam would be a better term to use. Or Asphalt concrete!	Keep as tarmac as this is a generally understood term.	
The picture shows a pennant kerb (natural stone?) that is not in good alignment - is this the quality kerb it refers too?	Noted	Review photograph
p33 4.19 The use of Tarmac is not acceptable in the historic core of the city or in any area where the streetscape is dominated by pre 20 th century buildings or retained old Bath stone walls as shown in the illustration.	Disagree, it can be an appropriate material.	
4.20 Where is this used in the District? This is unusual. Maybe state bye ways and PROW's here?	It could be an appropriate approach to adopt for footways and needs testing.	
	Editorial Change	Add above the table 'The following table suggests materials where major repaving works are being undertaken.'
In the table on page 33 the terminology "natural stone" could be taken to imply that pennant should not be used.	Pennant is a natural stone.	
Change to pennant/natural stone?	As above	
The table implies that where a bituminous footway exists in central Radstock etc that when renewed that this should be in natural stone. Would available budget impact on this? Budgets will not allow this to happen!	The table states that it should be natural stone or pre-cast concrete.	
Is there a map based info system of listed buildings to assist us?	This is being developed, but in the meantime this information can be provided anyway.	
4.20 Additional phrase that these materials will only be appropriate when funds are	To be covered by overall	

Comments received	Council Response	Action
available for this degree of improvement rather than maintenance or management	comment about resources.	
4.21 Pattern of laying paving It should be stressed that paving must relate in scale to its surrounds. Natural paving materials should always be used near listed buildings.	The pattern proposed should ensure that this happens. The table covers what materials should be used where.	
4.21 Subjective who decides.	This section isn't considered to be subjective.	
4.22 Change paragraph to reflect larger paving outside significant buildings	Agree	Add after 'main entrances of buildings' 'or be larger outside significant buildings'
4.23 This will cost more money and there is no budget available!	It shouldn't necessarily cost any more money.	
4.24 "Wedge" shaped paving will be more expensive.	This is not so significant so as to warrant not doing it.	Delete 'although less preferable than following the radius.'
I disagree that radiused pavers at corners are preferable as recommended in paragraph 4.24. Uncontrolled crossing usually exist at corners and tactile pavers are required. These must relate in orientation to the tactile pavers at the other side of the crossing and not to the paving next to it as recommended in paragraph 4.40. Therefore paving that butts up against perpendicular paving will be much more visually pleasing in combination with tactile pavers than a radiused pattern interrupted by the tactile pavers.	Agree	See above and also add at the end of 4.24 'and is the preferred option when tactile paving is also to be used.'
4.25 A range of options for kerbs needs to be spelled out here – the piece needs to include guidance on "build-outs" and the relationship with surrounding buildings	More information on kerbs will need to be provided following further testing of materials. This will be included when the Streetscape Manual is reviewed.	
4.254.26 For build-outs to be effective in traffic schemes, it would be necessary to provide on abrupt build out. This paragraph should be amended accordingly.	Partly agree. It may be acceptable to have abrupt build outs at some locations, but it is not considered that only abrupt build outs are effective in traffic schemes. This needs testing and the Streetscape Manual will be reviewed over time.	Amend second sentence to read '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

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Comments received	Council Response	Action
		the existing kerb line should preferably be removed, although it is acknowledged that these are often used as a drainage channel.'
It is unclear from paragraphs 4.25 to 4.27 whether it is recommended that the old kerb line is left in when a build-out is created. Please recommend that they are taken out so the alteration is a clear permanent enhancement rather than a half-hearted temporary arrangement.		See above
p35 4.25 Kerbs. What about the reinstatement of kerbs that have been removed.	This would need to be considered on a case by case basis.	
4.28 not appropriate here	Agree	Replace paragraph with 'The specification for bedding for paving requires further testing. This will be included when the Streetscape Manual is reviewed.'
4.28 Insufficient information – add standard detail drawing?	Noted	See above
4.28 to 4.30 make insufficient references to recognised standards for paver laying. Generally mortar joints should be combined with mortar bedding. Sand joints with sand bedding (see BS6717 and others). There is no accepted standard to mix a flexible sand bedding technique with a rigid mortar jointing technique. 4.29	This is to be decided following further testing.	Delete paragraph
4.29 Insufficient information – add standard detail drawing? They should Be laid on a black lime mortar bed – spec need to go in!		See above
4.30 Insufficient information – add standard detail drawing. 80mm is the norm for trafficked areas. There are now fibre reinforced slabs available for overruns!!	This is to be decided following further testing. Agree	Delete 'a minimum of 70mm thickness where possible and laid on a base'
4.31 – Gaps need to be stated – not say minimal, Our spec on gaps is max 25mm or match existing.	This spec will need to change to reflect the new approach contained in the Streetscape Manual.	
The gaps and tolerances in 4.31 and 4.32 should be specified, and methods for their	Noted, although it is proposed to	Add 'whilst' after 'but' and

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achievement recommended. Eg: Trim edges of reclaimed pavers so that a minimum of two-thirds presents a cut straight face to the joint. 4.33	maintain minimal.	add to the end of 4.32 '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.'
4.334.33 Current regulations from the Government recommend that specific materials should not be specified, as this is anti-competitive. No information provided on bedding details.		Add 'European and appropriate procurement procedures are to be followed' in the new Appendix.
Paragraph 4.33 relies upon kerbing being the same stone as paving. The recommendation does not accord with illustrations in 4.142 which appear to be granite setts. Setts across the carriageway are a notorious maintenance and noise-causing liability. New raised tables and uncontrolled pedestrian crossings are rarely implemented in the same position as historic crossings such as that shown in 2.28(1). A less intrusive method is to simply install dropped kerbs. If traffic calming is required, stand-alone speed cushions affect the footway and kerb far less than entire raised tables. 4.34	Setts across the carriageway are recognised as being problematic and will need monitoring. However it is considered to be an effective device in highlighting informal crossing points and one that is visually acceptable.	
4.344.34 Who will provide the Specification? Surely it is better to specify now.	The specification for bedding for setts needs to be tested, and will be included in later reviews of the Streetscape Manual. See above	
4.35 Cross reference to Reducing Mobility Handicaps Towards a Barrier Free Environment. July 91	Reference to this document will be made in the new Appendix.	
It is not legislation to keep it flush! Is this an over riding council policy to be bought in?	It is Government guidance.	
4.36 Who determines the balance of safety against built heritage requirements?	This is a professional judgement to be made.	
Who balances the issues and what happens when safety audit picks up essential alterations after a negotiated settlement between various parties has been agreed. Who signs off the audit?	As above, and the appropriate level Officer.	
4.36 remove 'compromise solution'	Agree	Remove reference to 'compromise'
Can tactile paving be created out of natural pennant or similar. Seems a shame to mar an appropriate pennant paving with concrete tactile paving!	Reference to this is included in para. 4.40	
No recommendations on maintenance (re cleansing) e.g. 'tensions' between power washing	This is an issue that needs further	

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Comments received	Council Response	Action
and integrity of jointing. (What do we do about gum deposits, etc?)	testing.	
4.374.37 Standard details are available for dropped kerbs. The use of the quadrant kerb shown in the diagram provides a trip hazard, and should not, therefore, be recommended.	Noted and agree	Delete everything after 'dropped kerb' on the first line, except the last sentence. Remove photograph of quadrant.
Partially sighted must be taken into account, this idea creates a trip hazard.		See above.
Paragraphs 4.35 to 4.37 confuse uncontrolled pedestrian crossing points with dropped kerbs for vehicular accesses. The photographs appear to recommend a quadrant with no continuity of the kerb line and no tactile pavers in preference to a correctly detailed dropped kerb (although the diagonal cut in poorly executed). A quadrant detail can present a trip-hazard and footways should be very wide where used.		See above
Text is incorrect and should not be followed! The idea of raising the road surface means a lot of extra money would be required –who has the money to do this?	Disagree, in some circumstances this is necessary.	
Streetscape manual has been well presented. Our particular concern is the design of the tactile paving! Could paving be designed in natural stone with black round headed bolts cast into the surface?	Alternative options where appropriate are suggested in the Streetscape Manual	
4.38 I am doubtful if grey provides the contrast recommended.	This is acceptable in certain sensitive environments such as conservation areas.	
p36 4.38 Tactile paving. This is another professional issue for me. MANY OLD PEOPLE HAVE PAINFUL FEET AND HAVE DIFFICULTY LIFTING THEIR TOES. They find this kind of paving awful. Just last week I looked after yet another disabled lady at my falls Clinic who had caught her toe on one of the bumps and suffered a fracture. IN MY VIEW THERE IS NEED FOR A NATIONAL ASSESSMENT OF THE 'GREATER GOOD' ISSUES INVOLVED.	The Streetscape Manual reflects national guidance. However periodic review of accepted norms, particularly given contrary views is supported.	Add comment to this paragraph: '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'.
In 4.38 the > symbol is the wrong way round.	Agree	Change to >
4.394.39 Should standard detail(s) be provided? Is red to be used all the time?	Red is generally for controlled crossings, with buff for uncontrolled crossings. This is	

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Comments received	Council Response	Action
	referred to in the following paragraph.	
4.40 The use of metal studs would provide a slippery surface and should not be recommended. I was unaware that blisters could be machined – grey pre-cast concrete paving slabs with blisters could be provided.	This is a point that needs careful consideration when designed.	Delete 'such as conservation areas'.
Paragraph 4.40 should recommend which tactile treatment is recommended in Conservation Areas. Machined stone or inserted studs at the correct frequency can cost 3 to 5 times as much as simple stone paving (and 30 –50 times as much as concrete tactile pavers in a colour that closely resembles pennant stone). It is ironic that it could be proposed to spend inordinate conservation funds on crafting a natural material to look like a standardised late 20 th Century product.	The text provides flexibility to respond to the different situations within the different conservation areas throughout the District.	
Safety Audit? Has this been tested by an audit?	No, but individual schemes will be.	
4.41- 4.48 I am concerned that Cliveden Conservation Workshop appears to dwell more on the aesthetics of mortar rather than its engineering properties and components. Is this an appropriate company to determine engineering requirements?	Their comprehensive report considered all the issues associated with mortar, including its performance. They are very well qualified and experienced to comment on these issues.	
Paragraphs 4.41 to 4.48 give little or no clear recommendation or guidance and are at odds with 4.28. A clear distinction should be made between bedding mortar and jointing mortar.	Further details are available in the full evaluation referred to and further testing is required. 4.28 has been amended to reflect this.	
I disagree with 4.47 in recommending a mix be dry. Semi-dry must be achieved for a chemical reaction to occur and the OPC to set. For jointing mortar, the extent carried out in maintenance rather than new paving needs to be taken into account.	Noted	
4.47 This highlights a problem in the construction industry of shortage of skilled operators and the dominant criteria of COST.	Noted	
4.48	Editorial Change	Replace 'at a later stage' with 'when reviewed'
The recommendation of 4.49 is at odds with the photograph of a bevel-faced kerb and verge below. Maintenance is not the only issue; mud on the road and safety is another key consideration. Hence, faster roads have a combination of kerb and verge – they are not exclusive of each other. A bigger issue is the gradual widening of carriageways into soft	Noted	

Comments received	Council Response	Action
<p>verges with each resurfacing that takes place. With sunken roads this inevitably leads to steeper verges, instability of the verge and lack of ability to support fauna. I believe there should be a clear recommendation on widths. There is a certain width where two vehicles will attempt to pass (rather than finding a wider passing lay-by) and thereby erode whole lengths of verge. The gradual carriageway widening of repeated resurfacing should be undone in future resurfacing works so that single-track country roads with verges are clearly so narrow they only allow passing at widened passing areas. Similarly, designating identified country roads as vehicular access for residents and adjacent land-owners only could create a network of lanes where families could walk and cycle in relative safety knowing the next motorist around the corner is driving with the responsibility they would in their own driveway.</p>		
<p>4.49 Concerns raised over comments made in the manual on the possibility of verges not being cut back. It was felt that this needs to be carried out for the safety of all road users.</p>	<p>Visibility for road users will be of overriding importance.</p>	
<p>4.52 Is there a plan to identify the valuable wildlife rich verges on map based information please?</p>	<p>No plan available as yet.</p>	
<p>Very strong support for verge management (p39)</p> <p>Suggest updating para 4.52 if there is information available</p>	<p>Thanks</p> <p>It is thought that sufficient information is already provided.</p>	

Comments received	Council Response	Action
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5. Is the broad approach of continuing current styles of street furniture the right one?

p. 40 photo could be better.	Noted	Improve if possible
This depends on the items and to what extent a number of similar designs already exist, and indeed whether that design is appropriate or misguided or even out of date or unsafe/inaccessible.	Noted	
There is no justification for the type of furniture chosen. In relation to Radstock specifically there is no mention of the new public realm improvement project at Waterloo Road. Street furniture within this location currently does not meet the streetscape manual's recommendations.	The Streetscape Manual provides scope for other street furniture to be used for special schemes such as at Waterloo Road. The specifications provided are essentially the default selection.	Add 'This section provides the default position' after the first sentence in 4.53. In 4.54 add 'also between 'will' and 'be'. Add 'or just for minor schemes' after 'Town Centres'. Add 'This is to be encouraged' at the end of 4.54.
It was felt that the document was too prescriptive and there is no justification for the type of furniture, colour choices etc.	The selection is largely based on the existing street furniture used, and colour picks up on existing references.	See comment above.

Comments received	Council Response	Action
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6 Are the specifications appropriate?

Comments received	Council Response	Action
We would want some corporate design throughout District	This is not considered appropriate as local distinctiveness is key.	
Welcomed the proposals in the draft Streetscape Manual and particularly the retention of Forest Green as a distinctive local colour for street furniture, etc. in Keynsham.	Noted	
Is Bath and North East Somerset Council able to specify particular products – this is anti-competitive and does not accord with current government legislation.	The selection of these has been undertaken to reinforce local distinctiveness. Specifiers need to be aware of procurement legislation.	Delete 4.57 and add 'European and appropriate procurement procedures are to be followed' in the new Appendix.
4.53	Editorial Change	Add at the end of 4.53 'When producing their 'Parish Plans', Parish Councils encouraged to define their own local distinctiveness and to specify street furniture that helps to reinforce this character.'
4.58 The abbreviation APC is widely used in Highway Legislation meaning Advance Payments Code from the Highway Act 1980 it may seem picky but could another abbreviation be used? I do however note that the description of the abbreviation is made clear.	Noted, but no change is considered necessary because of the context.	
4.59 As home zone concepts become more widely used it is inevitable that bollards will appear more often.	Agreed that this may happen.	
The more bollards the more need maintaining – the budget is not sufficient to withstand significant home zone plans. More money is required! Commuted sums maybe?	Noted	
4.61 Pleased to note that it is proposed that bollards used in Paulton will be based on the design of William Evans.	This is an option that could be used in these areas.	
p42 Bollards. Why perpetuate the use post and rail without rails. Surely they were only used expediently in the first place. They always look like leftovers.	They have been well used throughout the city and are particularly useful for narrower streets. However they should be specified without the hole as this makes them appear that the post is missing.	Specify without the hole.
4.61 The Trust objects to the use of post and rail bollards without the rail		

Comments received	Council Response	Action
<p>Post and rail bollard should not be used. Why use P&R bollards without rails? They look incomplete. Area Bath bollards in 'scale'?</p>	<p>The post and rail bollards are considered to be acceptable, however the scale of the 'Bath' bollard is something that needs to be reconsidered.</p>	
<p>Where does the design for the 'Bath' bollard (and many other items advocated later in the document) come from?</p>	<p>This design comes from the existing bollards at the end of Alfred Street in Bath.</p>	
<p>4.61 Precise definition of areas required</p>	<p>If the working of this proves difficult then it can be reviewed.</p>	
<p>No historic justification for the designs. Ductile iron is fairly brittle and not ideal where vehicles may hit the bollards. A thick-walled steel tube with cast/ductile iron embellishments will be more durable to knocks, especially if set in a lean mix base. A wide and lean joint around the base will also reduce the extent of surrounding paving damage if a bollard or post is hit.</p>	<p>The selection of bollards has been made based on what is currently used, and on the view that these are acceptable. In relation to historical justification, the 'Bath' bollard was selected because of its historical use – see Alfred Street, Bath.</p> <p>A wide and lean joint is a possibility, but it is considered preferable to hide any joint.</p>	<p>Delete reference to 'ductile iron' and replace with 'as appropriate'.</p>
<p>The recommendations around the District fail to recognise a distinction between locations inside and outside of Conservation Areas.</p>	<p>The range of different approaches to the different areas are intended to be a balance between reflecting local distinctiveness and being practical. To recognise the difference between the 31 different conservation areas would be too onerous and might not be beneficial.</p>	
<p>Notes, in Table on page 42.</p>	<p>Editorial Change</p>	<p>At the end of 'no logos or gold details' add 'but consider if visual contrast is required.'</p>
<p>p.42 is wine red appropriate in Radstock and MSN town centres - applies also to other furniture.</p>	<p>This needs to be discussed in more detail with local representatives. The outcomes will be included in the review of the Streetscape Manual.</p>	

Comments received	Council Response	Action
Also in the table under "Midsomer Norton... "what is black red? do you mean "wine red or black"?"	See above	
<p>4.63 We still haven't seen a decent photo of the Meridian bus shelter and therefore we are rather concerned about the suggestion about switching from Arun to Meridian shelters.</p> <p>We suggest there should be a paragraph saying "In Bath city centre the choice of shelter will normally be the Adshel Insignia shelter, under the existing Adshel contract. This shelter suits an urban context as it is a more robust design and its aesthetics tend to blend into its surrounds. Normally any additional Adshel shelters will be purchased as non-advertising shelters, in any case all shelters with advertising must have planning approval." Pictures – not clear enough.</p>	Agree in part.	Replace 4.63 with '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'
Table, page 43		Update in line with the above. Add 'The majority are' before 'linked to Adshell contract'. Delete 'wooden posts or' and add 'or consider alternatives such as wooden poles' after Bissel posts.
4.64 No to wooden bus stop poles, remove any reference to Adshell	Disagree	See above
4.64 More emphasis should be made on the colour of adshel shelters. All railings should be black, although white is sometimes acceptable.	Noted	
4.64 In the table on page 43 all references to "wooden poles" should be replaced by "steel poles" (finished in black or silver). We would never install bus stops with wooden poles, it just wouldn't be practical and could be dangerous as the pole has to carry the weight of the flag.	Disagree	See above
Can the photos on page 43 be re-done as none of them have come out very well.		Re-do photos
p43 4.64 Does Adshell contract cover posts as well as shelters? Can the poles not be black to fit in with bollards.	This option is provided.	
There is insufficient information about the proposed bus stop posts and the nature of the environment proposed at the stop itself.	Agree with many of the comments made about this, but the	

Comments received	Council Response	Action
<p>I understand the Kassal kerbs used are preferred and specified by the First Bus Company. This is not justification for their use in preference to other less visually intrusive alternatives in historic locations. Narrow format kerbs recently installed in South Gloucestershire give the same kerb height, profile and technical performance, but visually match the existing stone (and concrete) kerb widths and do not project into the carriageway surface. Such kerbs can be produced economically in stone for special paved areas.</p> <p>I understand that changed 'buff pavers are now generally installed at bus stops for those with poor eyesight to spot where the bus stop is. However B&NES are already installing raised kerbs, shelters and significantly larger bus stop posts and signs. There comes a point where too many visual cues becomes unnecessary and confusing, and such changes for the benefit of visually impaired should be carefully evaluated for their advantages against disadvantages, particularly in historic locations. I do not agree the buff pavers will "greatly" improve accessibility, their positive effect can only be marginal given the other enlarged cues being installed and the number of bus users who will be familiar with where the bus stop is. There is a disadvantage of yet another material to maintain; you can add to that the potential for confusion with buff tactile pavers at a crossing point, and the extent to which chewing gum and stains show up on a lighter surface. Other authorities installing raised kerbs without these buff pavers behind.</p> <p>There is a projecting foot at the base of Trueform Elite bus stop poles: The pole foot is a similar hue to tarmac and the pale pole will be far more visible than the foot, and more familiar in the neat direct way it would otherwise reach the ground. This "bumper" is at a poorly visible height and also 'fends off' any wall at the rear of footway, requiring the pole to be positioned further out into the footway than without.</p>	<p>Streetscape Manual is seeking to strike a balance between good practice and guidance in relation to meeting particular needs whilst trying to minimise the impact on the public realm. This particular issue is one where further discussion can take place particularly in light of these comments and potentially be included in a review of the Streetscape Manual.</p> <p>With regard the footing of the Elite post, Trueform said that they came up with the shaped footing to help blind and partially sighted people feel the post with their stick. It should also be noted that the timetable projects from the pole, and the footing corresponds with this. This is however considered to be another issue that needs to be reviewed over time.</p>	
<p>Personal preference for looks, but more technical information and cost differential needed to make informed selection. Can the Meridian have side screens like the Arun has? Arun can look a bit 'twee'. Haven't seen Meridian in the flesh. Pitched roof of Arun in my view is a little pastiche. Meridian offers a more contemporary finish which respects form better. Ask bus passengers</p>	<p>Noted, and these two are reasonably comparable.</p>	<p>See changes above</p>
<p>4.66 After deterrent add "the Council's approved Code of Practice states that the cameras will not be hidden and as far as possible will be placed in public view".</p> <p>After locations, - All proposed camera locations at present are thoroughly researched and agreed with the Police to maximise their effectiveness in its fight against crime and disorder. More discreet locations would reduce the area each camera could cover, or alternatively more cameras thereby increasing street furniture and revenue costs considerably. Extra benefits i.e. traffic monitoring and the ANPR system would not be available with discreet cameras.</p>	<p>Agree to addition.</p> <p>It is not considered that this addition is necessary in this context.</p>	<p>Replace 'this should generally be avoided' with 'their siting needs to be carefully considered taking into account the Council's approved Code of Practice.'</p> <p>Change 'discrete' to</p>

Comments received	Council Response	Action
<p>4.67 After effectiveness, add “each scheme is carefully considered and the design and specification of the equipment is determined by the location and the need for effectiveness an images of evidential purposes. NB The cameras are relatively small, it is the size of the required lens needed which determin the size of the housing.</p>	<p>It is not considered that this addition is necessary in this context.</p>	<p>‘discreet’.</p>
<p>4.67</p>	<p>Editorial Change</p>	<p>Add at the end of the sentence ‘Details need to be carefully designed. Wires should be hidden and care should be taken in design.’</p>
<p>4.68 CCTV Poles After dimension, add “wherever possible cameras are placed on street lighting columns”. After Stall Street – add “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.</p>	<p>Disagree to addition Agree</p>	<p>Add after 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.’</p>
<p>4.68 It is possible that the “oversized” street lighting columns are this size so as to accept the CCTV camera and associated equipment.</p>	<p>The columns could be strengthened in different ways such as the thickness or type of material, or construction design to accept the weight of such equipment.</p>	
<p>There should be clear recommendations for CCTV cameras. Are they to be visible or disguised as lamps? Should they be mounted on buildings instead of poles where possible? Should transmitter types only be used, to avoid messy and costly duct runs?</p>	<p>The current Code of Practice is that cameras will not be hidden and as far as possible will be placed in public view. This does not allow them to be disguised as lamps, but does enable them to be placed in more discreet locations. In time this approach will be reviewed. Add comment about mounting cameras on buildings. New technology will be employed as and when reasonably</p>	<p>Add at the end of 4.68 ‘Consideration should also be given to mounting CCTV cameras onto buildings instead of poles where appropriate.’</p>

Comments received	Council Response	Action
	available.	
Are coal hole covers, and indeed pavement lights and grilles in the ownership of adjacent properties? What mechanism will be employed to ensure they are not removed or changed?	These are likely to be the property owners' responsibility.	
4.70 Suggest the "slot and ring" style of cycle rack.	The Sheffield stand is considered more appropriate.	
4.70 The one shown is not black as described! Most in Bath are chrome! Is this a new spec to adhere to or replace chrome ones?	It is green from Keynsham.	
The use of powder coating is generally questioned. A good priming specification and painting will make local maintenance and 'touching-up' simpler and much cheaper. It also means furniture from differing suppliers will be closer in appearance in the longer term.	It is proposed to change the specification to stainless steel or smooth black plastic, as these materials are hard wearing and will not chip when subjected to constant use.	Change specification to 'stainless steel or black smooth plastic.' Delete reference to powder coating and to the other colours listed.
There is no reason given why cycle racks are proposed to be the utilitarian 'scaffold-tube' size 'Sheffield' type. For bicycle racks it may be worth considering a dark self finished metal, because these are much more susceptible to chipping of the painted surface by padlock chains etc. Works well, but great to see fun variations in Walcot Street I think for MSN and stainless steel is more appropriate also better maintenance. Ask cyclists	The Sheffield stand is considered to be an appropriate design. Appropriate variations in situations such as in Walcot Street are welcomed by the Streetscape Manual.	Add at the end of 4.70 'However bespoke designs are to be encouraged as appropriate, as in Walcot Street for example'.
p45 4.70 Cycle racks. Why not black for consistency? A comment could be made about location to reduce clutter, e.g. the racks for Milsom Street could be in Broad Street car park. It is only a few yards through the tunnel after all.	Cycle racks in Broad Street car park are unlikely to be used as much as in Milsom Street, and the pedestrian route through is closed in the evenings and on Sundays.	
4.70 powder coated cycle stands chip and soon look uncared for. Would stainless steel be an option?	Agree	See above
Paragraphs 4.71 and 4.119 should be combined.	Disagree	
<u>4.71 Feeder pillars:</u> "these should be avoided" once again this is fine in practice but we need to consider why they are used. Where lighting columns are used the base compartments of these structures are always utilised to contain incoming supply of cables and associated equipment. If feeder pillars are used next to columns there is always a reason for this such as the pillar feeds other owners' assets from a separate electricity supply, there are too many cables to terminate in the	Disagree, the points raised are implicit in the consideration of whether to install feeder pillars.	Add 'or appropriate colour' to picture text.

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<p>columns feeding other structures etc.</p> <p>However, when wall mounted units are used the facilities for containing incoming supply cables equipment also gets eliminated. What needs to be considered here are, access, implications, consents, impacts on buildings etc.</p> <p>Again, I would suggest the guidance should be stating (common sense) each site needs to be looked at on its own merit and the use of feeder pillars against wall boxes considered.</p> <p>Please confirm who manufactures sunken models? Are these available?</p> <p>Picture should say "Painted black or appropriate colour...." as text in this paragraph</p>		
<p>The lighting of buildings is an important part of the appearance of the streetscape. The document should at least give some of the good and bad examples within Bath and surrounding towns and villages.</p>	<p>This requires a separate study</p>	
<p>Litter bins – the note state 'No logo or gold detailing' which is contradicted in the photographs</p>	<p>The photographs are of existing bins.</p>	<p>Add photographs in without the logos.</p>
<p>There are no reasons given for the selection of bins proposed. Cast iron have durability and heat resistance advantages over steel or GRP. Are there no post-mounted bins proposed. The Knight QR bin has a projecting handle which is slightly hazardous, it also looks more difficult to empty than ones which open at the front. All the examples shown have logos and two have gold detailing, contrary to the recommendation in the notes. There need to be recommendations about these items. I prefer them with Town Crests, especially if you are specifying a particular colour for the towns anyway. Should they state the word 'Litter'?</p> <p>What scope for mixing bollards with bins to reduce clutter?!</p>	<p>The selection has generally been made on the basis of continuing with the current range of bins. This is with the exception of the Brunel bin that is to be replaced with the Futuro. This approach has been agreed with the Officers responsible for bins.</p> <p>New photos will be sought without the text or logos.</p> <p>The reference to using bins instead of bollards is only where practicable.</p>	<p>New photos to be added.</p>
<p>4.72 make this a recommendation?</p>	<p>Not appropriate</p>	
<p>4.73 To be used to supplant bollards if possible</p>	<p>Agree</p>	<p>At the end of 4.73 add 'and used instead of bollards when considered reasonable to do so.'</p>
<p>p46 4.73 Comment on maintenance of the paintwork on bins and the need for very</p>	<p>No change</p>	

Comments received	Council Response	Action
regular emptying.		
4.73 The bins in Hollies Gardens do not fit this spec. - the point is made earlier that there may be exceptions. This could do with being made clearer.	Agree	At the end of the sentence add '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 are properly considered'.
4.78 Strengthen this advice	This wording is considered adequate.	
4.79 Unfinished galvanised metal barriers and handrails have up until now been regarded as acceptable on the grounds of being the cheapest and low maintenance solution. Whilst perhaps not being the most attractive designing they are durable and easily repairable. Any change from this will have implications on capital costs as well as future maintenance costs. If it is not acceptable to use the galvanised safety railings, there will not be monies to do them and thus children will be killed – maintenance will not be able to maintain them and so temp solutions will have to be used instead. Defeating the object somewhat. Barriers should also be set back 450mm to prevent them being hit all the time.	The text is to be changed to refer to the need to respond to local design characteristics	Remove the second and third sentences from paragraph 4.79.
It would be helpful to understand what research suggests the use of pedestrian guard railings may be 'restricted'. The last sentence of 4.79 does not make sense.	Noted	
4.80 Would be helpful to have some principles for pedestrian signage - finger posts are of limited use, particularly in a City, because they set people of on a journey with no clear idea of where they are going - have to rely on coming to another finger post when a change in direction is required.	There is a need to review existing signage.	
4.81 The most useful piece of information on a sign is the distance to the destination and is often missed off; here is an opportunity to refer to including this sort of information.	Agree in part	At the end of the sentence add 'and adding approximate distances or walking times should be considered when new signs are installed.'
It is not clear what is being recommended for pedestrian signage. A font type, size and colour could be recommended, and perhaps a restriction on overall height. Although a	There is a need to review existing signage.	At the end of 4.81 add 'Historic signs of value

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historic traffic sign is shown under paragraph 4.81 no recommendations are made about them.	Add recommendation for historic signage.	should be retained, and restored over time.'
There are safety issues about railing points and gaps between uprights which could be addressed in recommendations about new ones. A statement could also be made about their continuity, the poor appearance of 'paneled' types with utilitarian posts, and the acceptability of a bottom rail, and appropriate plinth types.	Noted	
When considering new railings look to old photos to give clues as to what was there originally.	This is covered earlier on in the Streetscape Manual.	
4.87 could include an image of the new mine wheel structure for Waterloo Rd, Radstock - will be installed in March. I have an artist's impression.	Agree, if possible	Include image of Radstock mine wheel.
4.88 could do with a bit more here - there is a tendency to use inappropriate functional designs and materials e.g. ped. route from South Rd to High Street in MSN, new railings on ramp outside HSBC in MSN. Railings should be designed using materials of appropriate diameter etc - not using girders and the like.	Reference has been made to the need to reflect design characteristics.	
4.88	Editorial Change	Delete photograph of Queen Square railings
4.89 Very often the reflective bands are red and white. I thought it was a requirement to flag bollards nearside and offside with red and white.	This relates to alerting drivers to highway verges.	Delete this paragraph and include reference to these considerations in the notes to the table on page 42.
Reflective bands are not the only type of 'stick-on' signage used. Various logos including those of cycles and dog littering are applied around the district and look particularly cheap where wrapped around circular posts.	Noted	
4.90 The grit bin comment is not our policy! There is a clear policy in place that states yellow bins in rural – black in bath only!	The Streetscape Manual provides new guidance.	In paragraph 4.90 add 'or dark green' after black. And add to caption as well.
I am not sure that a black grit box, as advocated in 4.90, is "better". I agree that it makes it visually less obtrusive but there is the conflicting requirement of its clear visibility in frost or snow. Should this be a blanket recommendation rather than just Conservation Areas?	See above	
Grit/salt bins (p.49) for rural area. Suggest <u>dark green</u> is more appropriate – Combe Hay Parish Council's 8 bins are all dark green.	Noted	See above
Seats It is assumed there are so many of the seats shown already within the towns and villages that it would be incongruous to recommend a different type. There is an opportunity to	The selection was made to replace a previously used	Change specification

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<p>recommend an appropriate timber type and surface finish/treatment which has some consistency of appearance, makes maintenance of slats simpler, and has some environmental and sustainability credentials. Are logos recommended? appears of low aesthetic quality – scope for more modern design.</p> <p>Smaller villages consider Stanford seat or oak traditional.</p> <p>Too many 'local' designs – not justified Combe Hay Parish Council specified its two seats.</p>	<p>standard, and cost was a factor in determining what to specify.</p> <p>Agree that this would probably be more appropriate</p> <p>It is not considered that there are too many.</p>	
<p>4.91 sunlight is a consideration.</p>	<p>Agree</p>	<p>At the end of 4.91 add 'Sunlight and shade are also important considerations.'</p>
<p>4.92</p>	<p>Editorial Change</p>	<p>Add new para after 4.94 '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.'</p>
<p>4.93 skateboarding (grinding the edge of seats) can be a real problem and needs consideration at the design stage.</p>	<p>Agree</p>	<p>Add at the end of 4.93 'Skateboarding (grinding the edge of seats) can also be a real problem and needs consideration at the design stage.'</p>
<p>p50 the seats at Hollies Gardens differ from the rest of the town - this was considered appropriate as this is a discreet space surrounded largely by anonymous modern buildings</p>	<p>The Streetscape Manual allows for this</p>	<p>See above</p>
<p>Table, page 50</p>	<p>Editorial Change</p>	<p>Add "Gloster' timber seat or' to the Smaller Villages section, and include</p>

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		photograph. Add under notes 'discreet logos and donation plaques are acceptable'
4.96 Does the Council have a policy on "A-Boards"?	Not as yet, although such a policy is being developed.	
Paragraph 4.97 notes that fixed posters are not considered to be appropriate. Is there an opportunity to make recommendations to enforce removal of those that do exist without authorisation? There are large ones on historic structures around Bath railway station which severely affect visitor's first views of the world heritage city.	Point noted and further investigation as to the appropriateness of enforcement action will be taken.	
The recommendations about street name signs are insufficient. There is an opportunity to enhance local distinctiveness through the lettering font, colour, size and sign shape and border. Their obtrusiveness could be reduced by allowing a minimal size. For important historic buildings their installation on railings or walls may not be as desirable, and for rubble walls there is decision whether to recess them flush. There are many locations where posts must be used, and there is a known hazard from the sharp end of signs projecting forward from, rather than set between, posts.	Reference to local distinctiveness should ensure that these issues are covered.	
4.98	Editorial Change	Replace 'should' with 'may'. At the start of the second sentence add 'Where local distinctiveness is particularly important,'
4.98 more advice on this - where not incised, black on white should be the norm, with cast iron/proud lettering used where this currently forms part of the local character.	Noted	See changes above
Paragraph 4.100 makes no clear recommendation, and either should or should be omitted.	Disagree	Add 'such as in emergencies' after 'scenarios'
B&NES Transportation and Highways are responsible for most of the clutter, which in a number of cases is totally unnecessary (eg Marksbury A39). New traffic lights were installed some 2 years ago, a sign in full view of and at a point where motorists can see the new lights – marked "Warning New Traffic Lights" or words to that effect. It is a scruffy totally unnecessary sign. It is felt there are numerous such signs elsewhere, which are expensive, potentially traffic hazardous and a blight on the built and natural heritage, they could be eliminated with more thought and care given by the Traffic Engineers.	These issues are covered by the Streetscape Manual.	
Important issues such as the proposals for telecommunications antennae are buried on page 52 – why? They deserve a wider public consultation.	The Streetscape Manual has been carefully structured to be clear and useable, with each section in alphabetical order.	

Comments received	Council Response	Action
4.105 Different designs are close at Alexander Buildings/Grosvenor Place.	Noted, and the Streetscape Manual should help to avoid this in the future.	
4.106 reference required to funding	Agree	At the end of the para add 'as well as funding for implementation and ongoing maintenance'
4.106 The selection of trees and possible locations is important – bringing in trees should be tempered to only appropriate opportunities – Georgian streets should be sacrosanct	Agree that trees should only be planted in appropriate locations; however this might also include Georgian streets.	Add 'where appropriate' after 'They are to be encouraged'.
4.106 What policy is to be put in place to allow for the continuing maintenance of street trees?	This is currently being developed and will be included in the Streetscape Manual when reviewed.	
p53 4.106 In my view this section needs a little expansion. No trees to be added to the historic centre unless replacement. Even then the mature size should be reviewed.	Trees will only be added where appropriate.	See above
People come to Bath to see and photograph the buildings and whilst trees can complement the scene they can become intrusive and produce terrible conflicts of interest e.g. the wonderful tree outside the Holburne which must be protected but is progressively obstructing the view of the museum and will become a nightmare for those trying to attract visitors.	Noted	
4.108 Although tree grilles can be very effective, it should be emphasised that other measures can be put into place.	Other measures such as resin bound gravel and tree guards are referred in later paragraphs	
No photograph or drawing: how can we judge?	Apologies – this was an oversight. A picture of the proposed tree grille will be included in the revised manual and the design will be reviewed at a later date if necessary.	Include photograph of tree grille in revised Streetscape Manual.
4.109 a photo would be good (recent example at Hollies Garden).	Agree	Add photo
There is no clear recommendation of lamp, bracket, luminaire and column types, so it is difficult to support a proposal. With the numbers of street lights requiring to be regularly maintained, there should be a limited palette of traditional and modern lamps, brackets and	This information will be tested and included in the lighting strategy. It will then be included in the	

Comments received	Council Response	Action
<p>columns established. Appropriate size and embellishment of lighting column bases is important. Wall mounted lights are advocated but there are no recommendations about the size, location and treatment of necessary associated control boxes and wiring. Columns are also in demand for use by hanging baskets and Christmas lights. Paraphernalia associated with these if not 'designed-in' can be visually intrusive. The shade of grey being recommended should be more clearly specified.</p> <p>See Miles Buildings, Bath – modern silver/grey downlighter (to avoid light spillage?) on traditional post – most odd!</p>	<p>Streetscape Manual when reviewed.</p>	
<p>My understanding is that compliance with the British Standards protects the Council from claims etc. I would not recommend deviation from a British Standard.</p>	<p>Noted</p>	
<p>Para 4.112 states that it is not always appropriate to design new street lighting in accordance with BS5489 and this statement conflicts with T&H's current lighting design policies and probably statements made within the Adoption Standards for Roads in Avon (1992)</p> <p>The inclusion of a statement of this nature also potentially exposes the Council to a risk of public liability insurance claims in situations where a new/replacement lighting installation fails to comply with current design standards.</p>	<p>Noted</p>	<p>Delete all but the first sentence and amalgamate with 4.113.</p>
<p>Street lighting – (does this mean) Street Lighting Policy No 4 "Light Sources, energy and environmental considerations".</p> <p>4.112 This clause needs completely rewording.</p> <p>By the nature of the powers we have granted to us under the Highways Act and current liability issues any Highway Lighting scheme needs to comply with the BS5489.</p> <p>This can only be relaxed and "footway lighting" installed where the local Parish Council install and maintain such a system under the powers granted to them.</p> <p>Lay ducts for lights now if required later will save unnecessary breaking out of the footway.</p>	<p>Noted</p>	<p>See comment above</p>
<p>4.113 What needs to be considered here are in the new BS5489 (2003) many lower level classes of light have been introduced (however beware as the type of lantern required to provide such solutions may not be liked).</p> <p>What needs to be considered is why the lighting is there?</p> <p>To assist safe traffic movement and reduce crime and the fear of crime.</p>		<p>Replace beginning of sentence with 'The process includes a careful assessment ...'</p>

Comments received	Council Response	Action
<p>If these objectives can't be met the decision needs to be made should we light at all?</p> <p>I doubt there is much discretion allowed in the application of the British Standard.</p>		
<p>4.114 is there not some legal process to get permission to install on buildings in designated areas?</p>	<p>The Street Lighting team will be aware of this.</p>	
<p>4.116 Standard columns can carry a sign up to 0.3m² generally signs in excess of this shall require two posts anyway due to their physical size and the windage applied (eg where a sign up 0.6m² is used by distributing the moment down both structures the load is spread evenly).</p> <p>If signs are > 0.6m² they will not be fixed to columns. This needs to be stated!</p>	<p>Noted</p>	<p>Replace 'should' with 'may', and insert 'small' before 'signs and traffic lights'.</p>
<p>4.118 Conservation areas Should read: <u>Lantern</u> Individual solutions based on an assessment of context. Drop "urban classic" conical pos top luminaire, or an"</p> <p><u>Keynsham</u> Is this implying Green columns in Keynsham? If so what are the limits of Keynsham Town Centre?</p> <p><u>MSN/Radstock</u> Is this implying wine red columns in MSN/Radstock? If so what are the limits of Town Centre?</p>	<p>Agree</p> <p>This does imply green in Keynsham, and the limits will need to be defined when required.</p> <p>This does imply coloured columns in Midsomer Norton and Radstock but further discussion with local groups needs to take place to agree which colour and also what the limits will be.</p>	<p>Delete 'urban classic" conical post top luminaire, or an'.</p>
<p>There is an overarching requirement in the document to reinforce local distinctiveness. With respect to lamps, the Bath style was for a slender pole with a square topped lantern in a cradle. (see encl.) Can we include this illustration and a line to suggest that the 'off the shelf' Victorian lamps with the Prussian spike, as installed in Great Pulteney Street are not appropriate and were uncommon in Bath and not part of its local character.</p> <p>We also have an actual architect design for a lamp by Pinch for 1826 and a drawing by Nattes of 1806 to give guidance for replacing lamps in the existing 200 or so empty brackets. (see encl.) Can we insert these illustrations to inform the ongoing debate about</p>	<p>Agree to include a comment along the lines referred to. The information supplied will be very useful in specifying individual solutions for the different circumstances throughout the district.</p> <p>To be included under 2.39 above.</p>	<p>Add at the end of 4.118 'and to the historic context; it is rarely appropriate to just specify a 'heritage' style lantern without this assessment.</p>

Comments received	Council Response	Action
street lighting? It would be a golden opportunity.		
p55 the schedule does not give much guidance - is it possible to indicate what type of modern lanterns?		See above
p55 Lighting 4.118 What is 'Urban classic	Reference to this is to be removed.	See above
Please see my earlier comments on style. Perhaps this would be a better place to insert them. In addition I would like to see a comment on the height of standards so that we can avoid the excessive etiolation as seen in Great Pulteney street.	This is a detailed consideration relating to the design of individual lighting schemes which should be undertaken in accordance with the British Standard.	
4.119 flyposting is a problem - need design/finish that deters this	Agree	At the end of 4.119 add 'To deter flyposting an appropriate and visually acceptable smooth finish should be applied.'

Comments received	Council Response	Action
7. Is the guidance on traffic signs and road markings right?		
But will they be enforceable or enforced?	The Streetscape Manual will be a corporate document and should be used accordingly.	
Good to see it but could it be implemented.	See above	
The primary concerns must be safety and clear information – carried out in the most effective and visually economic way. Lack of road markings can lower speed and increase safety.	Noted	
Periodically review need for each sign and remove if not needed.	Redundant signs will need to be removed.	
p.56 Traffic signs and road markings: a photograph of a large main road sign should be included here	Disagree – the photograph includes a range of components that relate to the content of the section.	
4.121 put in ‘used with care’		Replace ‘sparingly’ with ‘with care’.
<p>4.121 A coloured surface is often used to highlight the approach to controlled (or uncontrolled) pedestrian crossings, in traffic calming, for bus lanes or to highlight areas of carriageway for other reasons.</p> <p>This paragraph would imply that all the above should normally be avoided, and perhaps therefore sends the wrong message.</p> <p>The one example provided is one where I might hesitate to recommend – the use of a kerbed footway would always be preferable to a coloured surface.</p> <p>4.122 Obviously there is a cost to renewing all existing signs.</p>	<p>Whilst this approach is appreciated it is considered that there are many other visual cues that highlight the approach to crossings eg signage, traffic lights or zebra crossing lights, and associated zig-zag lines. The use of coloured surfaces is another element that contributes to visual clutter and it should therefore be reserved for situations where it is considered absolutely necessary.</p> <p>The use of anti-skid should also be the same colour as the road surface. This ensures that it still performs its principal function but that it does not become another visual element in the streetscene.</p>	<p>Add ‘often’ after ‘cyclists can’ and after ‘white lining and signage’ add ‘alone but there may be certain locations where a coloured surface is appropriate.’</p> <p>Delete ‘Inevitably’, and add ‘also’ before ‘examples’</p>
4.122 ‘budget’		Add ‘and budget’ before ‘permit’ at the end of the paragraph.

Comments received	Council Response	Action
4.122 examples of good practice would be useful.	Agree	Add photograph
4.123 mention buildings as an option	This paragraph relates to fixings. Signs on buildings are encouraged elsewhere.	
Agree study with the principle that signage can be attached to buildings.	Noted	
4.123 There are very poor examples of signs close to Trimbridge House in Wood Street.	Noted	
4.123	Editorial Change	Replace 'rather than using galvanised metal straps' with 'wherever possible'.
4.123 New resources have to be available before this change can be made		See above
4.123 Banding is and has been our only source of affixing PROW signs to concrete/metal/circular posts (as shown in photograph). Indeed the signs we use are manufactured so that they can be used in this way. Again resource implication issues are raised as well as finding an "acceptable" means of fixing PROW signs to the aforementioned. I agree – what fixings are proposed then – who will pay? Drilling will result in rust and failure and therefore retract from the scene of the area.		See above
4.124 The white illuminated bollard is an important piece of street furniture that is readily recognised and understood by the public. The use of other bollards may be hazardous due to the nature of their construction	The Streetscape Manual states that alternatives should be considered, and clearly these should be appropriate.	
4.124 Add sentence relating to how important the bollards are and reference to vandalism		After 'illuminated' add '(but very effective in achieving their objectives)'. After 'alternative designs' add 'as they develop'. Delete last sentence.
I disagree with paragraph 4.125. Whether to wall-mount will be influenced by the size of the sign, whether it is an illuminated type, and the wall finish or importance. The first choice should be to combine on a post with other signage or on a lamp column or even another piece of furniture.	This paragraph relates to parking and loading signs only, but the points made are useful and appropriate changes will be made.	Delete paragraph and replace with 'Parking and loading signs on single posts should be avoided whenever possible.'
The colour of posts proposed in 4.126 is not specific enough and will not match all other furniture in Keynsham, Midsomer Norton and Radstock.	In terms of colour match to the towns listed, it was decided that only certain items of street	.

Comments received	Council Response	Action
	furniture should be the special colour.	
4.126 Perhaps the item on timber posts could refer to boxed heart oak as an ideal material.		Add 'such as boxed heart oak' at the end of 4.126.
4.126 Also the backs of signs. Not grey in town centres - should say something about co-ordination of the colour of all basic furniture in town centres. If all posts etc are black, this helps define the centre and presents a 'smart' appearance.	Agree. There is a question whether all items should be the same colour or only certain items. This will be monitored and reviewed as necessary.	Add after co-ordinate in bullet point one under 3.11 'colour and'
4.127 Amend there are a number of issues here relating to poles that are practical to use – size, cost, appearance etc.	Noted	Replace 'In many locations an alternative design using' with 'For smaller signs'.
4.127 There may well be an increased cost for providing one post instead of two, in order to ensure the foundation of the post is acceptable.	Noted	
4.127 Some quite small signs have two posts e.g. Broad Street, Bath. These restrict pedestrian movement as well as being obtrusive	The Streetscape Manual seeks to address these issues.	
4.128 continue to use care	Noted	
Please can road markings be replaced when roads are dug up? Midsomer Norton has an eclectic collection of road markings where contractors not finishing the job.	Noted – road markings should be replaced when roads are dug up and this should be covered by the Highway Inspectors.	
4.132 Are 50mm deep cream lines to be used throughout the whole of B&NES area?	Yes	
4.132 Yellow lines must be the most destructive traffic engineering item ever invented. France and Italy and other countries make do without them!	Disagree	
Paragraph 4.132 is ambitious in asking for narrow yellow lines everywhere although some places are more historic than others. However, if less width means less paint and less cost there should be no reason why this could not be achievable.	It is certainly the intention to achieve this.	
4.134 – It is requirement that all temp signs should be weighted down and not placed on the highway without permission.	These are not what type of signs are referred to.	
4.135 Removed after the period of time set out in the appropriate regulations.	Disagree, a judgement needs to be made when best to remove them. The important thing is that they are not forgotten.	
4.136 Any signal equipment used on the Highway must be approved by the Department of	The Streetscape Manual says	Add 'as these become

Comments received	Council Response	Action
Transport. Slimmer units with concealed fittings are unlikely to be available.	where this is possible.	available' at the end of the sentence.
p59 Traffic signals. New installations should be widely debated to avoid repetition of the gross intrusion in from of (<i>sic</i>) the John Wood house in Queen Square.	The Streetscape Manual promotes consultation for schemes like this.	
4.137 It is understood that bus stops may eventually incorporate variable message signs, which would increase this phenomena greatly.	The electronic information that can be supplied at bus stops is different to this. New bus shelters have the capacity for this information to be accommodated.	

Comments received	Council Response	Action
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8. Where safe, should informal pedestrian crossings be the preferred option?

P60 I am unsure of the message of the photograph and caption. Does one endorse the other or are they in conflict. I hope we are not supporting more of the same.	-	
Strongly agree. Engineered paraphernalia is not good for the image of an area/town and not good for local quality of life accessibility and ultimately the local economy.	Noted	
Informal crossings cause confusion in the minds of drivers. Indication is necessary and warning obvious. Broad implementation of lower (20mph) speed limits required in built-up areas.	They should only be used where save to do so.	
Setts should be used as they double up as traffic calming.	This is proposed for informal crossing.	
Recommendations for the treatment of belisha beacons and necessary lighting at zebra and pelican crossings would be helpful.	We will monitor and review this issue.	
Traffic calming measures must be tailored to suit the individual circumstances. Combe Hay has "advisory" 20 signs	Agree	
4.138 The provision of warning signs should comply with "The Traffic Signs Regulations and General Directions 2002"	Reference to other considerations will be made at the start of the document.	Replace 'the same' with 'similar'.
Consider deletion of the existing paragraph, bar for the last sentence. What about cats eyes/road studs lining letters etc.	Disagree, the text provides useful explanation.	
4.138 remove reference to different	Disagree	
4.140 & Safety issues and design standards will determine the type of crossing and its location. Paragraph 4.141 should be deleted.	Agree in part. Retain 1.141.	After first sentence add 'Safety issues and design standards will determine the type of crossing and its location'.
Para 4.141 states that: a) crossings should not be staggered – on wide roads with unusual flow patterns safety might dictate a stagger b) guard rails should be avoided – on same crossing – with sensors – guard rails are necessary to ensure that pedestrians cross on the crossing	Agree, and add into text It is accepted that there are occasions when guard rails are necessary, and the Streetscape Manual provides for this.	At the end of the second sentence add 'although on wide roads with unusual flow patterns safety might dictate a stagger.'
The proposals here could be likely to increase congestion and/or require the carriageway to be reduced in width.	There are not any specific	

Comments received	Council Response	Action
	proposals	
4.142 Care should be taken with any such designs to ensure that it is clear that vehicular traffic has priority.	This is mentioned in the paragraph.	Delete 'and' in last sentence.
4.143 English Heritage reference is out of date: Highways (Road Humps) Regulations 1999.	Amend	Update date to 1999.
4.143 Traffic calming: It was felt that the humps used to slow traffic were less visually intrusive than chicanes with associated signage. Perhaps an illustration of a speed cushion could be included here?	Agree	Include photograph of a speed cushion on page 62
4.145 Camden Road: The 30 sign is unnecessary and it would be better if contrasting colour had not been used for the 20 mph 'roundel'	Agree	
4.146 This mentions the removal of all signage, markings etc. in an effort to minimise the visual impact of schemes. Eye contact is required by all road users to communicate. This is a very interesting development and well worth consideration.	Noted	
4.146 Too technical for this guide plus only at early stages of research – if included we may get developers saying our guide says do nothing!	It is carefully worded that will ensure that it can't be used in this way.	After '...traffic calming ideas' add 'which have not been tested satisfactorily and'. Delete last sentence.
<p>4.146 This paragraph should be deleted. There is no formal acceptance of such proposals within this country.</p> <p>Tested where and by whom? What about the partially sighted or small children who don't or can't make eye contact?</p> <p>The alternative approach to traffic calming that is proposed in paragraph 4.146 is that being proposed nationally by one individual urban designer. In turn his idea is supposedly based on current traffic calming practice in Holland. In fact this is a complete misrepresentation of the facts. The work in Holland was promoted by one individual, Hans Mulderman, and only in the northern sparsely populated province of Friesland (biggest town pop 30,000). Elsewhere in Holland the ideas promoted have not been introduced and indeed I believe the traffic and safety community do not generally agree with the ideas and the schemes implemented by Mr. Mulderman (I think that is the correct spelling). What is more I understand that there has as yet been no statistical assessment of the schemes introduced to see if they in fact have improved safety.</p> <p>In Holland there were junctions at which there was no signed priority. However the general rule that traffic gives way to traffic from the right was always applied thus clarifying who had priority without signing. However I believe that in recent years most of the junctions have</p>	It is a different approach that needs to be covered in the Streetscape Manual as it is one way in which other concerns such as visual appropriateness can start to be addressed. It is worded sufficiently carefully to ensure that it cannot be implemented without due consideration and where it is considered safe to do so.	See above changes.

Comments received	Council Response	Action
<p>been signed to make them safer. It is generally accepted that roads such as residential cul de sacs and home zones appropriately designed do not need signing but these are not through routes and are usually very lightly trafficked.</p> <p>The implication of paragraph 4.146 is that the current standards do not improve road safety. In fact because of our design standards British roads are the safest in the world. Since the 1970's deaths have fallen from about 11,000 (if my memory serves me correctly) to less than 3,500 whilst traffic has increased by an immense factor. If the current standards are to be departed from who would be held responsible for the first death or serious injury? Urban designers? The traffic engineer who implemented the scheme? The Head of Service? The Executive Member? I do not know. Should we ask legal their view?</p> <p>I think paragraph 4.146 should be deleted because I do not believe there is an evidence to support the view that this method improves safety and also because of the legal implications for the Council.</p> <p>I understand that this document is being proposed as SPG. I believe this could place highway designers and traffic engineers in a very difficult position, constraining what they are able to do and enabling all sorts of groups to attempt to use the document as a tool to bash them about the head with in an attempt to make them change designs to suit their alternative views.</p>		
4.147 Remove 'Will now be'	Agree in part	Delete 'now'. Delete 'urban' from before 'public realm'.
4.148a Traffic calming areas require a significant foundation if maintenance problems are not going to arise quickly.	Noted	
4.149 Traffic management: could the example of Bathwick High Street be included here?	?	
4.150	Editorial Change	Add 'road markings' to second bullet point, and delete third bullet point.
4.151 Remove example	Agree	Remove last sentence.

Comments received	Council Response	Action
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9. Should any questions be added or changed to the proforma for a Public Realm Design Statement?

Account should be taken of any other developments planned for the area	Agree	Add to question 7 'How have the needs of any other developments planned for the area been taken into account?'
The first question should focus on the main stated objectives of the scheme for which the funding was allocated, and if there are any restrictions on the scheme to qualify for that funding. Perhaps internally you may wish to know the resolution, priority or policy which has given rise to the scheme. Another key factor will be if any consents are required or have been obtained which restrict some details of the scheme. Question 12 is really for the assessor of the pro-forma to answer	Agree	Add 'What are the main objectives of the scheme?' and 'Have any consents been required that restrict the details of the scheme?'
It should not be necessary to provide a separate design statement from developments generally. Addition detailed consultation is too onerous and unnecessary if consulting on wider development – needs to be seen in context of new development as well as historic.	Agree	
Is there an opportunity to reduce clutter?	Yes	

10. Is the Streetscape Manual well presented and readable?

Yes – it is well laid out but think the overarching issues could be highlighted more clearly through main body.	Agree	Redesign the 'Overarching issues' sections throughout.
Very well presented!	Thanks	
A very readable manual.	Thanks	
It is important that people new to the Manual can find their way around it easily. The structure is logical, however it could be clearer in some of the detail:	Noted	
Specific Issues - Have a common format - Street Furniture has a comment section which the others don't. The overarching issues are a bit lost in their black header.	Noted	See above

11. Is there anything missing that should be included?

Comments received	Council Response	Action
Unfortunately the major consideration by the council and developers is cost and not what is best. In its present format the Manual frequently offers an 'easy' option	This is a difficult balance between aspiration and getting the Streetscape Manual used.	

Comments received	Council Response	Action
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Any additional comments

This Strategy is long overdue. It is a good attempt but will Council budgets allow the Highways Department to comply?	Thanks, and inevitably resources will be an issue	
Well done, an excellent draft document. I do hope that more than 'lip service' will be paid to it, if adopted, in the appropriate Highways and other quarters.	Thanks, and points noted	
Too Bath specific. Everything appears to be geared to Bath first, and the other half of the area in population and majority in size constantly trails behind.	It is not considered to be too Bath specific, and the structure has been designed that way to be logical and consistent.	
More public consultation with Chambers and people outside Bath. Bath Preservation Trust is a major player in consultation. Why are officers not willing to talk to Chambers? Questions a little bit leading.	Noted, although in response the Bath Preservation Trust were instrumental in starting this initiative. In relation to consultation, all Parish Councils were sent copies of the Streetscape Manual and many organisations from across the District were written to, including Chambers.	
<p>There are certain parts of the Planning Acts and the GDO that could be quoted in terms of permitted development, need for utilities to consult, HAUC/NRSWAct co-ordination, trees in conservation areas, highway rights, responsibilities of vault owners etc.</p> <p>Telegraph poles, overhead wires and associated brackets are not mentioned. Recessed covers and other necessary metal covers are not mentioned. Pavement drainage channels – narrow cast type or wide ACO type? Black or silver? Steps and treatment of nosings and corduroy paving is not mentioned. Appropriate kerb widths, and length/weight are not mentioned. Removable or drop-down bollards or gates preferred? Design of information cabinets? Design of electrical supply cabinets for markets etc.? Design of ramped entrances?</p>	These issues may need to be included in the Streetscape Manual and will be looked when it is reviewed	
NRR welcomes the adoption of the Streetscape Manual and the desire to create better public realm within the district.	Thanks	
<p>I enjoyed the manual. I Have two suggestions – as above:</p> <p>1. That modern signs, bus-stops, benches etc be periodically reviewed to see if they are still needed and removed if not (outside 40 Combe Park there is a good example of ugly redundant street furniture – road markings of the remnant of a defunct bus stop, being bin</p>	There has been a recent trawl through the District to remove redundant signs and posts. This is likely to be redone as and when the need arises.	

Comments received	Council Response	Action
<p>and tatty seat).</p> <p>2. That when commissioning railings etc. an effort is made to try to determine which ones were present before they were removed in the war and to replicate those. At No. 42 Combe Park the council asked that pseudo Georgian railings be put up outside a late (1895-8) Victorian house. Paul D'eath's book of old photos clearly shows the original ornate pattern, quite dissimilar to the earlier style of the Georgians. Cast iron reproductions were commissioned for No. 40.</p>	<p>Agree, and the Streetscape Manual refers to the need to respond to local distinctiveness.</p>	
<p>B&NES should have its own corporate identity which should be throughout the whole area. This strategy statement gives the impression that its Bath 1st, 2nd and the rest of the area can be dealt with after Bath problems solved. Problems in Midsomer Norton and Radstock are easier to resolve, and these should be dealt with first rather than us being held up by the endless arguments and discussions within Bath.</p>	<p>The intention is not as described, and Council initiatives are spread throughout the District.</p>	
<p>The Councils are all in agreement that:</p> <p>(a) Our heritage, both built and natural is a precious commodity and everything must be done to ensure that signs and other street furniture reflect its local character.</p> <p>(b) Everything must be done to reduce signage clutter and rationalise design/size and colours where appropriate.</p> <p>(c) The current Transportation and Highways policy on directional signage is overdue for a review.</p> <p>(d) Transportation and Highways need policies, and the machinery to carry out such policies with suitable funding to monitor and maintain the existing also ensure that new installations are of the highest quality, both in design and standard of materials and workmanship.</p>	<p>Noted, and many of these comments are addressed in the Streetscape Manual.</p>	
<p>The Councillors understanding this is a "Planning Policy" document, however they would like to think that all the different Bath & North East Somerset Council departments are involved in this consultation and that this becomes a "Council" policy not just a Planning issue.</p>	<p>It is intended that the document becomes a Council document, as well as a Supplementary Planning Document.</p>	
<p>They are pleased that the Streetscape is being looked at, and have asked me to highlight a few examples of what they feel reflects the current problem.</p> <p>1. Quality of product and installation. There is clearly a problem here both in the City of Bath and the rural areas.</p> <p>(a) Councillors felt the construction and design of both seating and bollards in Milsom Street, Bath (2001 installation) were inappropriate and did not reflect the needs of a World Heritage City.</p> <p>(b) They also felt the Keynsham pedestrian friendly scheme was also poorly executed, uneven paving slabs/the brick sets on the approaches also badly installed. There is also a plethora of unnecessary signs on the approaches, stating the obvious.</p> <p>(c) The former County of Somerset heritage finger direction and mileage posts. The</p>	<p>Noted, and many of these comments are addressed in the Streetscape Manual.</p>	

Comments received	Council Response	Action
<p>Councils support the retention of these signs in good order as it reflects the geographical County in which we are situated. They have been most disappointed that where replacements have been made through damage caused by traffic accidents/vandalism and general wear and tear, there has been insufficient care in reproducing the original e.g. plastic finger posts have been used (these do little to enhance the built heritage) in more recent times more appropriate materials have been used, but there are examples where the original destinations/mileages and contour of the original rectangular have not been faithfully reproduced. This is felt to be unfortunate as it spoils the whole originality of the signs.</p>		
<p>2. Unauthorised Business signs and fly posting on utility equipment: The whole district evidences out of control abuses, resulting in a plethora of unauthorised signs at strategic junctions. This increases the clutter and does little to enhance the built or natural heritage.</p>	<p>Enforcement should be taken as appropriate.</p>	
<p>4. Maintenance/renewals etc of existing (signs, railings etc): Parishes have difficulty in persuading Transportation and Highways that railings and the like need repair and maintenance from time to time. Dunkerton have had such a problem for a number of years. The Royal Mail and BT are generally receptive to approaches for the proper maintenance of their street furniture, although they would like to see a removal where possible of pole mounted telephone and electricity services.</p> <p>There is also a problem with the cleaning of signage – which is often unsightly and unable to carry out the function for which it was installed.</p> <p>The colour yellow of the winter salt bins is inappropriate, green as originally provided would be more suitable.</p>	<p>These issues are generally covered by the Streetscape Manual and by the day to day work of the Council.</p>	
<p>Periodically review the need for the street furniture/signs and remove if unused (? Include in proforma questions).</p>	<p>This is broadly covered in question 7 of the proforma.</p>	
<p>A legal view should be taken with regard to the procurement of the street furniture etc listed. This could all be considered to be non-competitive.</p> <p>Has any tender process been carried out to determine cost, fitness for purpose, or aesthetic values of the street furniture listed?</p> <p>It would be usual when specifying street furniture etc, to state “or equivalent”. Therefore the products shown may not be those used if “equivalence” can be demonstrated by the Contractor.</p>	<p>Reference is made to the need to follow European and appropriate procurement procedures.</p>	
<p>Consideration needs to be given to the Procurement law implications that arise when specifying materials etc. EU Procurement law is complex and infringements can result in large fines etc. The general principal is that Public Bodies must not state that a particular product must be used, equivalent products must be permitted. Consequently there is a need to obtain a legal opinion on the content/approach that is being adopted within the</p>	<p>See above</p>	

Comments received	Council Response	Action
Streetscape Manual		
In summary, whilst the principle is sound of having a Streetscape Manual that sets out standards that should be referred to in the undertaking of works, the fact remains that in so doing additional resources will undoubtedly be required. The question must be that if the "Streetscape" Manual is adopted then are the additional resources available to meet the set standards?	This will be an issue that needs to be monitored.	
This has some very difficult and financial implications, particularly in the hands of various interest groups. Whilst the ideals may be fine, there is a danger all measures could be taken to an extreme. Some common sense is needed, regarding interpretation/implementation, and some modifications are needed in the text to permit sensible interpretation.	Modifications have taken place that make the manual slightly less rigid in its use, and of course common sense should be applied in its use.	
I do not believe anyone would disagree with the general aims of the Manual, however judgement needs to be used as to whether or not it is appropriate and how it should be applied in different circumstances if it is not to result in wasted time and resources. Further, there is a distinct danger that, if over zealously applied, it could result in designs and materials being imposed upon the Highway Authority that are inappropriate and/or cannot be justified in terms of expense/value for money. There needs to be flexibility and room for professional judgement to be applied by those responsible for the works/design. Further, in the wrong hands this document could be used against the Council, eg by various interest groups.	The Manual does not seek to replace professional judgement nor other important considerations. It should be seen as being a complementary document.	
We also need to consider Public Liability if we are not carrying out works in accordance with design standards set out in Design Manual for Roads and Bridges Road Signs and Traffic Directions Manual, etc and if materials do.	Other design standards need to be taken on board	
Appendix 1 World Heritage Site Management plan: This should be strengthened and brought forward to the beginning of the document in order to reinforce its importance.	It is considered more appropriate to keep this in the Appendix.	