

01 Streets for All

02 Ground Surfaces

03 Street Furniture

04 New Equipment

05 Traffic Management

06 Environmental Improvements

3 Foreword

5 Purpose of this guide

- 6 South East – the public realm
 - 8 Regional characteristics
 - 10 Opportunity into action
 - 12 Identifying local distinctiveness
 - 13 Sourcing local materials
 - 15 Integrated townscape management
-

16 General principles

- 18 Historic street surfaces
 - 20 Surface materials
 - 22 Highway surfaces and verges
 - 24 Footpaths, cycle routes and shared surfaces
 - 26 Changes in level
-

28 General principles

- 30 Historic street furniture
 - 32 Street signs and nameplates
 - 34 Traffic signs
 - 36 Street lighting
 - 38 Bollards
-

40 General principles

- 42 Telephone kiosks
 - 43 Post boxes
 - 44 Pay and display machines
 - 45 Street cabinets and litterbins
 - 46 Recycling facilities and bins
 - 47 CCTV cameras
 - 48 New design
 - 50 Cycle parking
 - 51 Advertising
-

52 General principles

- 54 Traffic management
-

56 General principles

- 58 Street traders
- 59 Public art
- 60 Street trees and planting
- 62 Lighting of buildings

64 Case studies

74 References

75 Summary of principles



Foreword



Streets are the one public service we all use all of the time, and these communal spaces have a huge effect on our lives. Streets that are safe and attractive places for people to live and work need to be the rule, not the exception. That's why good design needs to be at the heart and be the very fabric of our cities, towns and villages. Good design can be

achieved, for example by avoiding sign clutter or rearranging street furniture, without compromising road safety or accessibility for all. We are pleased to have worked with English Heritage to produce the *Streets for All* manuals, which will be an essential part of the toolkit to help create successful, high quality public spaces.

We already pay great attention to the design and restoration of buildings, now we need to turn to the design and management of the spaces in between. The starting point is to identify streetscape elements of historic, cultural or social value and to review whether other elements are necessary. Redundant items should be removed, and the design of essential items considered in the context of the local environment.

The aim should be to create successful places, not just tackle single issues. To do this, designers must consider all potential uses of the space. Working together is also fundamental to success, regardless of professional background, whilst investment in quality and attention to detail can maximise benefits.

The principles set out in *Streets for All* will help to restore the sense of local identity which can easily be lost if standard solutions are applied across the country. These ideas are not new, and they are all possible within existing regulations, safety controls and disability legislation, although designers sometimes need to go back to first principles and look at reasons behind guidance rather than simply doing things the way they have always been done. It takes planning, foresight, sensitivity to local context, and an understanding of how small incremental changes either can reinforce or diminish local distinctiveness.

Improving the public realm generates enormous benefits: it affects the way we feel about our everyday lives – where we live, work and play. *Streets for All* highlights the challenges that need to be taken up by local authorities, local amenity societies, utility companies and regional government if we are to return quality and distinctiveness to our streets, public places and countryside.

Tony McNulty MP
Minister of State for Transport



Nothing says more, nor more immediately, of how a nation feels about itself, than the way it dresses its streets. England's streets are very important to how it is perceived by the world. For people like me, parachuted in from abroad, the way a nation presents its streets is the first thing they notice.

This is a country thoughtful enough to remind people to look left and right before stepping off the kerb, and stylish enough to produce iconic pieces of street furniture such as the red telephone and letter boxes. It is incumbent upon England to show world leadership in civilised streets.

This manual gives guidance on how to restore dignity and character to our historic streets, largely by removing the blight of unnecessary signs, poles, bollards, barriers, hotchpotch paving schemes and obtrusive road markings under which they currently suffer. It is hard to imagine something that would make more immediate improvement to the world around us that could be so quickly and cheaply achieved.

Bill Bryson
English Heritage Commissioner

01

Streets for All

South East

Purpose of this guide

This manual offers guidance on the way in which our streets and public open spaces are managed. These spaces, sometimes known as the 'public realm', range from city squares to country lanes. Their appearance is often the product of several different agencies each with its own priorities. A co-ordinated approach can help provide an environment that is safe, enjoyable and appropriate to its surroundings.

The guidance builds on the past work of English Heritage and others on issues such as accessibility, local distinctiveness, visual quality and community regeneration.

The primary aim is to improve the appearance of our public spaces by showing how practical solutions to common highway problems can be achieved and how good practice can become everyday practice. The underlying principles are to reduce clutter, co-ordinate design and to reinforce local character, whilst maintaining safety for all.

The guide is intended as a reference manual of good practice for all concerned in the long chain of decision making, including councillors, highway engineers, landscape and urban designers, town planning and conservation staff, amenity societies, contractors and utility companies.

By demonstrating how opportunities can be translated into action, the guide sets a clear agenda for enriching of the region's public realm for regional and local authorities as well as for local communities. It identifies the elements that make the region distinctive – its landscape, its building materials and its traditional detailing. It then addresses some of the common problems that can diminish the quality of public areas and explains how integrated townscape management can provide answers.

Subsequent chapters consider each of the main components that create the appearance of streets. Broadly, these are ground surfaces, street furniture, traffic management and environmental improvements. Detailed advice is summarised in a set of general principles for the continuing maintenance and enhancement of spaces.

It is important to recognise that the public realm must evolve to accommodate modern needs. The manual considers how this can be achieved with minimal impact on traditional appearance and character. Expectations for accessibility and traffic management are taken into account, and a section of the manual considers the implications of new equipment, such as CCTV and recycling facilities.

Some local authorities have already produced their own streetscape manuals to demonstrate how standards can meet specific local conditions. For them, *Streets for All* may serve as reference for future editions. Other authorities are encouraged to consider how *Streets for All* might provide the basis for more detailed work in their areas.

Accessibility for All

English Heritage supports the aim of making our streets and spaces accessible for everyone. Historic areas can present particular challenges for designers and this report illustrates how some of the most common difficulties have been overcome.

Future legislation is likely to extend the provisions of the Disability Discrimination Act 1995 to cover the local authorities' planning and highways functions. It is therefore desirable to work today to the standards of access that might be required in the future.

One particular area of conflict can arise where whole streets or spaces have uneven historic surfaces that are difficult for wheelchair users or the partially mobile. Whilst often it may be possible to signal an easier route, there will sometimes be the need for a carefully detailed, even path around or across the historic surface, as a necessary intervention.

More information can be found in *Easy Access to Historic Buildings* (English Heritage 2004) and the Department for Transport's guide to best practice *Inclusive Mobility* (DfT 2002)

The South East – the public realm

The South East of England is Britain's front room. As the region closest to mainland Europe, it provides many visitors with their first impressions of the country. It is also the most economically prosperous region reflecting the leading contribution London. From Kent to Oxfordshire the region contains a wealth of historic cities, towns and villages amidst magnificent landscapes. Regional bodies such as the Regional Assembly and the South East England Development Agency recognize the importance of retaining and enhancing such qualities in the face of intense development pressure: they are crucial to sustaining the region's prosperity and quality of life.

Analysis of successful cities and communities increasingly points to a direct and quantifiable relationship between economic success and the quality of the public realm. It appears that carefully designed, well-managed streets are not merely a desirable outcome of successful economies; they are a significant driver of such success.

South East England displays a remarkably rich and varied tapestry of local characteristics, materials and traditions. Fostering this precious resource offers more than mere aesthetic rewards; individuality and distinctiveness provide a vital sense of identity in an increasingly homogeneous global environment. A clear identity is not merely important for tourism. A distinctive character encourages investment across a wide range of economic sectors. Commerce and industry, particularly in the growing knowledge-based sectors, are greatly influenced by the cultural signals provided by the public realm. Good design and management of the built environment are critical components in determining future prosperity.

This guide also draws on important changes in our understanding of traffic management and road safety. Traditional approaches to traffic engineering have assumed that clear segregation between traffic and pedestrians is essential for efficient circulation and safety. In addition, traffic engineering has understandably required consistency and standardisation of signs, signals and road markings.

These two factors are fundamental barriers to achieving quality, coherence and distinctiveness in the public realm. The segregation of traffic and people divides the built environment into two worlds, one defined by traffic engineering and the other by urban design. Standardised traffic engineering solutions have resulted in streets and spaces from Banbury to Broadstairs that look the same. Distinctiveness, surprise, intrigue and memorable landmarks are confined to the margins.

Traditional methods are beginning to be challenged by a new approach to traffic engineering. This has its roots in the Dutch *woonerf* traditions of street design, but has now developed widely in cities, towns and villages across mainland Europe.

The '*woonerf*' is premised on traffic and social activities sharing the same space, and the principles have been adopted in the UK's 'home zone' programme for residential streets. Such an approach offers new opportunities to combine good urban design principles with safety in traffic engineering and should be used where appropriate but ensuring that historic streetscape character and layout is not lost.

Through deliberate emphasis on local traditions, materials and street patterns, engineers and safety experts are combining design and behavioural psychology to increase driver awareness, reduce traffic speeds and improve safety. A distinctive and coherent environment appears to offer not just economic benefits, but is safer and more efficient than one dominated by signs, signals and street clutter.

Streets for All reflects the new priorities for the public environment currently emerging from government policy and from other agencies, such as CABI. These place a greater emphasis on walking and cycling, on the value of public transport, on provision for the safety of children, and on accessibility for all.

This agenda poses challenges for all those involved in the design and management of the public realm. Successful solutions are unlikely to arise from the application of standard guidelines. On the contrary, urban and rural landscapes that reflect contemporary values are more likely to be informed and inspired by the distinctive qualities of each place.

Interventions must comply with the Disability Discrimination Act (DDA) and with the Department for Transport regulations. Design solutions should be innovative and inspired by their context.

01 High quality paving materials provide an admirable setting for most historic buildings

01



02 Historic paving often survives in back alleys and adds character, as well as providing inspiration for new paving

02



04 Using measures to reduce traffic speeds means that public spaces can be used for a wider range of activities

03 Historic street furniture can enrich the public realm. Eton

03



04



Regional characteristics

The South East Region, despite its location in a geological area characterised solely by softer more recent rocks or by the absence of rocks altogether, has a surprisingly diverse vernacular building and paving tradition. This diversity is perhaps due to three reasons; the presence of small pockets of relatively harder rock which was reasonably suitable for paving, the need to employ the considerable deposits of clay as pavers, and due to the prosperity of the region and the comparative ease of movement, the importation of paving stone was possible from other parts of Britain or from further afield.

The structure of the region comprises a number of components: the clays and gravels of the Thames valley, the swirl of the Weald of Kent with the chalk of the North and South Downs wrapping around. The escarpment of the Chilterns forms the main boundary running from the northeast to southwest. The western 'boundary' of the region is less well defined as the Aylesbury clay Vale and the Berkshire Downs which run into Salisbury Plain. The coastal fringe alternates from extremely low lying, such as the Hayling Island and Selsey area in the west, and the Dungeness peninsula in the east, and to the high chalk cliffs of Dover and Eastbourne.

Cobbles, as in so many regions of England, were the staple paving material prior to the 19th century. The cobbles were mainly scoured from river beds or gravel deposits. These are compacted and normally laid with the flat plane perpendicular to the kerb. The other type of 'cobble' surface is more irregular chippings of harder limestone and ironstone – as in west Surrey and parts of Sussex. Rye has one of the most well known cobble streets in the region.

Chalk abounds in the South East, but it is generally a poor building or paving material, and is therefore rarely used. However, in a small area of the Kent/East Sussex border, Bethersden marble – metamorphosed chalk – is hard enough to lay as paving. Flint was often used in chalk areas: it is durable, but difficult to walk on, examples can be found throughout Hampshire.

In the north of the region in and around Oxford, limestones are suitable for paving, as setts and kerbs or small slabs.

A large area of the east and centre of the region has employed red brick pavers for over 200 years. Celia Fiennes, the intrepid traveller of the late 17th – early 18th century often refers to the state of the roads between towns – a quagmire in clay country in the winter – and the state of the streets in the towns. Some principal streets were by that time becoming "pitched and paved". She found The Pantiles at Tunbridge Wells to be:

"..... like a peasa (piazza), which is paved with brick and stone for the drye walking of the Company in raine, else they walke with out which is a clay and sand mixed together – they have been intending to make it gravel which would be much better – all those conveniency's are added by the Companyes contributions every year, what has been and so what will be."

and

".....South-hampton..... is a very neat clean town and the Streets well pitch'd and kept so by their carrying all their carriages on sleds as they do in Holland, and permit no Cart to go about in the town and keep it clean swept."

Adjacent to the west of the region supplies of Purbeck Stone and Portland stone were readily available within a short distance, and it can be seen in a number of coastal locations, where the stone was imported by sea. Indeed, towns on or near the coast or navigable rivers, would often have a more "exotic" paving tradition from which the local Turnpike Trusts and Paving Commissions could draw. The 'polite' resort of Hove could thus source Caithness stone in massive precisely cut flagstones laid with joints of no more than 5mm wide. The railways were a later mode of importation, especially of Staffordshire blue brick pavers – seen widely in Buckinghamshire and other northern areas of the region.

Granite setts and kerbs were universally used, due to their durability. These would be sourced from Guernsey, Cornwall or Mount Sorrell in Leicestershire, to be supplanted later by granite from for example Portugal and China.

Today, virtually no paving stone is quarried within the region, although some ironstone was recently quarried for specific paving schemes. Where traditional paving exists it thus requires identifying and conserving as a key indicator of local distinctiveness, and to influence the choice of alternative materials.

01 Stone footways and carriageways are a key element in the character of many historic places

02 Traditional patterns and textures should be celebrated and preserved where possible

03 A shortage of building stone means that clay products are a feature of the region



Opportunity into action

The quality of the environment is central to the prosperity of the Region and the quality of life of the people. As part of the drive towards a better environment, our streets and open spaces need to be designed and managed in a way that reinforces the distinctiveness of the South East Region.

Stakeholders

Good design and management of the public realm is essential for a thriving sustainable economy. The South East England Development Agency is promoting quality through a range of initiatives in which urban design is a critical factor. English Heritage has a particular responsibility for the conservation and enhancement of historic areas and is, likewise, keen to promote good design and encourage joint working.

Local authorities should try to ensure that their departmental structures promote close co-operation between highway engineers, planners, urban designers, landscape architects and conservation staff. Liaison is also vital between government departments and public agencies.

It should also be recognised that there is a wealth of knowledge and experience within the communities that the public realm serves. Civic societies and residents' groups have a part to play in safeguarding the character of their areas and helping to adapt them to new needs.

Materials and skills

The rich variety of paving traditions in the South East can only survive if the production of traditional materials and the skill to use them are supported. For instance, the number of quarries able to supply paving stone is a fraction of what it was and there may be a case for re-opening some old quarries to meet specialised needs. There is also a strong case for more training initiatives to retain the traditional skills of the paviour.

First impressions

Increasingly, towns have to compete with each other for business and prosperity. While it is well known that appearances are an essential factor, the edges of settlements often have an 'anywhere' character, despite the qualities of the centre, which does not provide the necessary welcome. Railway stations and bus terminals can also suffer in the same way.

There are further entry points, like historical city gates, that offer the opportunity to celebrate a sense of arrival. Too often, these critical thresholds have been blurred by standardised highway engineering and urban sprawl. *Streets for All* offers a range of remedies, from the use of traditional materials, street nameplates and lighting, to new landmark sculpture.

Pedestrian movement

Opportunities now exist to radically transform the streetscapes of the South East by introducing the concept of barrier-free design and by encouraging accessibility for all. Progressive authorities are increasingly updating access strategies based on a better understanding of pedestrian movements, desire lines and existing barriers. Management of the street environment has often ignored this vital pedestrian network and severed long-established links.

Access for all presents a challenging programme for those working with public realm. The most successful schemes will go beyond compliance with the Disabilities Discrimination Act, to review existing practices and exploit the possibilities of fresh approaches.

New design

A new approach to the public realm provides the opportunity to reassess the design of critical elements of the streetscape. English Heritage is keen to promote innovation and will work with the Department of Transport and others to seek technical improvements. These may include systems to assist people with visual impairment, new design of traffic signals, cameras, street signs and new methods to define parking controls that do not require yellow lines.

Legislation

Since the first edition of *Streets for All* for London was published in 2000, changes in legislation have begun to reduce superfluous signs and street clutter. The 2002 edition of Traffic Sign Regulations and General Directions eliminated the need for some signs in relation to yellow line parking restrictions. The removal of redundant signs should continue, and English Heritage and its partners will continue to press for further updates and revisions to reduce clutter.

Damage and inappropriate reinstatement by statutory undertakers and their contractors continues to degrade the quality of streets and public spaces. Sections 70-73 of the *New Roads and Street Works Act 1991* was supplemented in July 2002 by the Department for Transport's *Code of Practice for the Specification for the Reinstatement of Openings in Highways*. This code requires practical measures to improve awareness, skills and understanding amongst contractors and statutory undertakers.

01 The public realm should meet the needs of all of its users, whether on wheels or on foot

02 Care must be taken to avoid unnecessary signs, and to ensure that the signs and other street furniture needed are properly placed

03 An audit of street furniture will quickly reveal items that are redundant or misplaced



The Disability Discrimination Act 1995 promotes improved access for disabled people, including a barrier-free pedestrian environment. The final stage of implementation of the Act was October 2004 since when service providers should make reasonable adjustments to physical features to avoid discrimination. There will, therefore, be pressure on service providers to improve access to their premises, including those in historic buildings and conservation areas.

The DDA does not override other legislation, such as Conservation, Health and Safety and Highway Acts. In sensitive locations designers will have to assess whether access adaptations following standard design guidance (Part M 2004 or BS8300) are 'reasonable' under DDA, taking into account other legislation and other mitigating factors.

In considering duties under Part 3 of the DDA, consideration should be given to associated codes of practice.



Identifying local distinctiveness

In many areas, little work has been undertaken to identify and record the traditional streetscape elements. Before producing any guidance or developing a strategy for future works in the public realm, it is important to establish what is there and what it is about the area which is locally distinctive.

It is unlikely that conservation officers are able to devote sufficient time to undertake detailed audits of a local authority area and it is advisable to enlist the help of interested individuals and groups. Experience has shown that Civic Societies, Women's Institutes and individual retired professionals can produce audits after some initial briefing. Schools may be interested in auditing as a way to learn about geology, local history and design. Audits can highlight the condition of both traditional and replacement paving. Audits can also be used to identify areas which may be problematic for disabled people.

Audit materials need to be simple, but maps are essential accompanied by a limited set of notation symbols. Surveyors also need cameras and tape measures. For significant projects, it will often be worthwhile to engage a professional geologist to identify materials and their sources.

In areas where there are few obvious remains, it is important to note kerbs (which are often retained due to their durability), gullies and to examine any holes in tarmac surfaces revealing paving beneath. It is also important to note the areas just off the footway such as crossovers, yards and forecourts which can provide valuable clues. However it should be remembered that these materials may not be the same as the carriageway or footway.

01 Natural materials and careful detailing can make an important contribution to the character of historic streets

02 Local details like this cast iron cover are a rare and threatened resource. Eton



Sourcing local materials

Local distinctiveness is to a large extent influenced by the underlying geology of the area from which the materials used for its buildings and streets have been sourced.

Ideally the local character of an area should be reinforced through the continued use of these local materials. In practice this happens all too infrequently. Heavy traffic loads may prevent the use of some natural materials, but another reason is often supply difficulties. Although materials may still be produced, they may not be available in sufficient quantities or at sufficiently short notice for today's contractual and tendering procedures.

Small local suppliers and quarries are not always able to respond quickly to immediate demands for large quantities of local materials, so sufficient time must be allowed in the procurements process to ensure that correct material can be used.

Many local authorities no longer keep stockpiles of materials. Some no longer have any storage at all. Closer liaison between the authorities and the suppliers is needed. A compilation of local sources needed, including information on the capacity of the sources and the lead-in times needed to obtain local materials.

The use of local materials could be adopted more commonly with the help of the techniques of Strategic Partnering, a process by which suppliers and consumers work more closely together. Strategic Partnering is being developed in the construction industry and encourages suppliers to develop their products and capacity. Consumers benefit from a wider selection of materials and lower costs. Small, local suppliers, such as local quarries and manufacturers of clay paviors, are able to increase their production and lower their costs in response to guaranteed sales.

It may be possible to encourage local supplies by the temporary opening of small quarries to satisfy local needs. This is done in the specialised restoration construction industry and could be replicated to achieve paving work of local distinctiveness. Obtaining consent for new quarries can be controversial and time-consuming, so early planning is essential.

Similarly some clay product manufacturers are able to offer clay products in sizes, specific clays and firing temperatures to emulate local traditional historic materials. Thus reinstatement projects can be undertaken and newly constructed ground surfaces can complement locally distinctive traditions.

01 Old stone setts should be kept wherever practicable and repaired with traditional materials

02 Local details and palettes of materials should be respected

03 A transition of materials may often signal a change in function



Broad distribution of traditional paving materials in the South East



- Tertiary – sarsen sandstone
- Cretaceous (Upper) – chalk and flint
- Cretaceous (Lower) – limestones and sandstones
- Jurassic (Upper) – oolitic limestone
- Jurassic (Middle) – oolitic limestones and sandstones and fissile limestones
- Jurassic (Lower) – limestones and ironstones

Map courtesy of the British Geological Survey

Integrated townscape management

No single authority or agency has overall responsibility for the public realm. Therefore the key to ensuring a safe attractive streetscape is for those responsible for its management to work together.

A high-quality public realm can be achieved if those responsible for its management work together. A multi-disciplinary approach is essential. Where possible, authorities should set up a townscape 'Public Realm Management Team', responsible for overseeing a quality response to the demands upon the environment. They should lead by example, ensuring co-ordinated planning and highway functions and setting the highest standards, in order to create a well orchestrated street scene. Good design should not be an optional extra; it should be normal working practice. There are various principles to follow:

Co-ordinate to integrate

Nominate qualified urban design/conservation staff to act as public realm co-ordinators, or create area-based management teams, to co-ordinate the activities of the council and other public agencies by providing advice on siting, design, materials and liveries.

Partnership

Street audits should be carried out by council's highways and urban design/conservation staff working together. There are benefits in inviting local societies to carry out street audits for councils and other public agencies to identify redundant and superfluous street furniture.

Expertise

Adopt a multi-disciplinary approach to the presentation and management of the public realm and all highway works and improvement schemes.

Training

Create a shared understanding across professional disciplines of urban design, traffic engineering, management and safety issues.

Policies

Ensure that clear policies for paving, street furniture and the public realm are included explicitly in local development frameworks, conservation area statements and non-statutory guidelines.

Guidance

Follow the advice in this manual and in PPG15 and offer clear guidance to other agencies involved with the public realm so that their requirements can be co-ordinated in a consistent form.

Context

Respect local distinctiveness and ensure that all work in the highway or public realm follows good streetscape practice and principles.

Quality

Invest in quality solutions which will endure and offer best value for money. If resources are inadequate, do less to a better and higher standard.

Less is more

Nothing should be placed in the street unless there is clear public benefit. Much street furniture is unnecessary, so reduce street furniture to a minimum, and take away redundant items. Where it is essential, co-ordinate its location carefully in relation to the buildings and the overall townscape. Use the whole street width. Wherever practicable, locate signs and street furniture on buildings or at the back edge of the footway to minimise their visual impact, on the street scene. However, if signs are required, they must be placed where they can be seen.

02

Ground Surfaces

General Principles

Paving and surface materials define the platform of the built environment. They form the plinth on which buildings are set. The South East has a rich tradition of paving materials and methods that, if well understood and deployed, can continue to meet the practical and aesthetic requirements of streets and public spaces.



01 Well laid York stone paving provides a cohesive and unobtrusive setting for disparate architectural styles. Horsham, West Sussex

02 York stone paving poorly laid – wide joints require unsightly pointing which restricts thermal movement and creates a maintenance liability

03 Quality of materials and quality construction make long term investments. Local brick paviours carefully laid up to an old inspection cover. Note the exposed local aggregate



04 A band of flat-topped setts provides a smooth crossing point. Guildford



05 Traditional materials can be both attractive and practical: pressed brick paving inset in river cobbles, providing a safe, comfortable walking surface and drawing pedestrians away from front windows. Guildford, West Sussex



It is important that a material's properties are understood before incorporating it into a street design.

Natural, local materials are to be preferred to man-made alternatives. They should be used to reinforce the identity of different types of environment – historic and modern, urban and rural. The initial high cost of natural materials is off-set by their appearance, and in many cases, durability.

Ground surfacing should be simple. It should not become a focal point to try to enhance poor quality environments

Maintaining kerblines preserves the historical form of streets. Where the carriage way is still used for vehicles, even if in restricted hours and for deliveries only, it is important to keep a kerb height of at least 25mm and to use different materials to define the separation.

General Principles

Relate ground surfaces to their surrounding, streetscape context

Retain the historic form of streets by maintaining kerb lines, using dropped kerbs where necessary

Where footway are widened, demarcate the kerb line.

Avoid small paving modules laid in arbitrary colours and patterns

When assessing costs, use sustainable accounting methods and consider life cycle costing

Invest in quality and simplicity

Respect the subtle proportional relationship between the footways, the buildings and the carriageway

Historic street surfaces

Historic surfacing materials, such as stone paving and granite setts, make a major contribution to the character of the Region's towns and cities. Too often, such materials have been lost or badly repaired. Where historic surfaces survive, specialist advice should be sought before work is carried out.

Settlements in the region that have retained their historic street surfaces, even in remnants, demonstrate that the established physical character and appearance of a place lies not solely in the buildings, but in the public realm as a whole.

Today's development pressures and an increased need for economy, have resulted in historic street surfaces being covered with tarmac. Where appropriate, these may be stripped back and original surfaces restored.

Local traditions and materials can benefit today's practices. For example, cobbles and setts can be an effective traffic-calming measure. However, in considering their installation, it is important to bear in mind possible disadvantages such as noise, restricted mobility and discomfort for cyclists. Where they are used, a smooth surface should be laid at junctions and crossings in order to increase accessibility for those with pushchairs or in wheelchairs. Consideration should also be given to the needs of visually impaired persons. Thorough consultation with residents, businesses and all user groups will highlight problems and identify solutions.

Expertise is necessary to ensure that traditional relationships of paving to buildings is maintained.

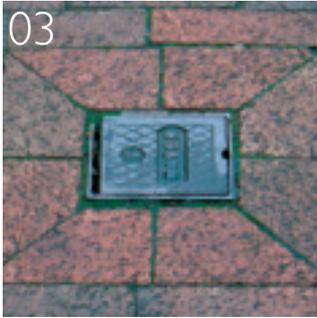


01 Indigenous original paving often remains under coaching inns and in back courtyards. Note the modern inspection cover with an unsightly concrete frame

02 A harmonious group of natural paving materials expresses each function of the street, creating a rich setting for the buildings

03 Attention to detail can reinforce the strength of paving

04 A combination of local river cobbles and brick pavours. Lewes



05 Some authorities are replacing defective paving with tarmac as a matter of policy. This breaks down the strong bond structure and means that further repairs will be necessary in the future

06 Historic limestone setts laid with coarse grit binding require no cement jointing. Rye, Sussex



07 A fine example of York stone slabs with radius joints and curved edges. Horsham, West Sussex

08 Wide joints can ruin the effect of York stone paving



09 The ancient pilgrims' path to Canterbury Cathedral is celebrated in the street paving. The modern ticket office thoughtlessly impedes this vista

10 Changes in texture unobtrusively direct both eye and foot



11 Paving should be laid with the same accuracy and care afforded to buildings

12 River cobbles make the space between well laid York stone slabs and an irregular building perimeter; to provide an elegant tactile guide for pedestrians

13 Historic cast iron covers and grids should be retained/reused wherever possible

14 Paving around circular covers, bollards and equipment should be executed with care

General Principles

Maintain and restore historic paving where it survives

Expose and restore historic paving in appropriate locations

Seek expert conservation advice before carrying out repairs to historic surfaces

Respect local designs and details

Reinstate lost surfaces of high quality that make up important townscape

Adapt local designs to address new problems

Surface materials

Surface materials should form a seamless and neutral floorscape. They should be simple and chosen to complement surrounding architecture and respond to the scale of the street or space.

Authorities should identify a hierarchy of streets and spaces in order to prioritise the use of more expensive, natural materials.

Each area should have a palette of materials appropriate to its location which allows new and old work to relate to one another.

Where appropriate, setts and cobbles should be reinstated to reinforce local character. They can have a positive effect in reducing traffic speed, although care should be taken not to reduce the mobility of pedestrians, including those with visual impairments. Good quality workmanship should ensure a smooth surface to meet the needs of cyclists.

Small module paving on footways should be avoided, unless there is an historical precedent. It tends to dominate the street, especially where traditional footways and kerb lines have been removed. In some cases it may be simpler to use concrete flags or asphalt rather than fragment the floorscape. Small modules are best confined to the carriageway and pedestrian crossing points.

Implementation of well-laid paving is fundamental to the appearance and functionality of a street. When detailing corners and dropped kerbs, paving should be laid out before implementation to avoid unresolved junctions and angles. Keep it simple.



01 The fixtures and materials of historic ground surfaces help make places distinctive while reflecting their history. A pleasant composition of stone kerbs, brick paving and stone 'spalls'. Tunbridge Wells

02 Modern design can effectively draw on ideas from the past: traditional 'Canterbury cross over', which has become the standard for new developments



03 Traditional solutions can be both attractive and practical: traditional brick setts make the paver's job easier on this corner in Lewes



04 Lost surfaces of quality should be restored: clay pavoirs, stone kerbs and flint cobbles designed and restored with care, re-using original materials and matching with new where necessary. Tunbridge Wells

General Principles

Surface materials should be appropriate to the surroundings and respect local traditions

Cut slabs at corners to local radius patterns

Cut slabs to conceal inspection covers

Where vehicle over-runs are likely, lay slabs on a concrete base and use robust materials

Install tactile paving where necessary, ensuring that it is an integral part of the design and not an afterthought

Highway surfaces and verges

Roads must be functional and robust, but they are also important public spaces in their own right. The treatment of roads and verges should reflect their purpose and location.

There should be a clear distinction between urban, suburban and rural roads and between high speed roads, such as motorways and dual carriageways and minor roads and residential streets.

In rural areas, the detail of roads and surrounding edges contributes substantially to the visual quality of the landscape. Lights, traffic signs, hard edges and road markings should only be used where necessary, as they urbanise the countryside. For similar reasons, soft verges should generally be retained, although in some heavily trafficked parts of the region, small granite setts have been used to protect the verge. In rural locations, where the scale and concentration of buildings are modest, 'gateways' can be created to encourage a reduction in traffic speed.

Hot rolled asphalt is the most common material for the region's roads. However, surfaces of setts, cobbles or bricks can help to denote a change in use or location, and may reduce traffic speed. In rural or suburban locations, surface dressing is an effective alternative. Where surface dressing is used it should complement surrounding architecture in colour and it is important to ensure that the specification is appropriate to the use.

Road markings used to regulate traffic should be clear, well positioned and kept to the minimum. Assess the need for painted lines, as in some instances they can be replaced by a change of material, paving size or laying pattern, which provides a more durable and visually attractive alternative. In rural settings or built-up areas where there is sufficient lighting, centre road markings may not always be necessary.



01 Concrete kerbs can give a hard, 'urban' feel to rural locations and should be avoided

02 A pragmatic and creative response to a problem. The Causeway, Horsham, West Sussex

03 A major junction in Winchester where the temptation to insert extraneous sign posts has been resisted



04a+04b Emphasising pedestrian routes with appropriate paving elements serves to remind drivers of the need for caution without the need for extra signage or painting



05 Soft verges are a key element in the character of rural places



06a+06b+06c Grass triangles at the junctions of rural lanes should be retained to preserve the scale of the highway

General Principles

Surface treatments should relate to their urban, suburban or rural character

Retain or reinstate setted edges, cobbles and grass verges, taking into account the needs of all users

Avoid the unnecessary introduction of kerbs in rural areas

Use surface dressings to reinforce local distinctiveness

Use road markings sparingly in sensitive areas, consistent with safety standards

Consult local disability organisations on detailed design and consider using specialised access consultants

Footpaths, cycle routes and shared surfaces

Footpaths and cycle ways are key elements throughout the public realm. Their successful integration into urban, suburban and rural locations is fundamental in reducing the use of private cars.

Authorities should respect and build on existing initiatives such as the National Cycle Network, Routes to Schools and the Rights of Way network.

Pedestrian and cycle routes should form a coherent and continuous network. They should follow natural desire lines and take people where they want to go without major detours or restrictive physical barriers. New links should integrate employment areas, high-density housing, public transport interchanges and other high trip generators, with existing routes.

Routes must be safe, attractive and appropriately lit. There should be an element of natural surveillance from passing traffic and housing to instil a feeling of security amongst users.

In historic areas, coloured surfaces, such as those used for bus and cycle lanes, should be avoided wherever possible. Instead the interaction of pedestrian, cyclist and vehicle should be managed to avoid the need for segregation, thereby reducing the need for road markings and physical barriers.

Shared surfaces encourage mixed use and reduce vehicular dominance. For example, country lanes allow horse riders, cyclists and walkers to interact whilst in urban streets pedestrians, cyclists and vehicles can share space safely at low speeds. It is important to consult all user groups on such schemes.



01 Cycle lanes can be clearly marked without the need for garish coloured surfaces

02 Correctly laid ribbed paving can be helpful to visually impaired people



03 A simple block of colour at key points may help to delineate priorities



04 Rural paths should be as informal as possible. © Sustrans

General Principles

In historic areas, avoid obtrusive colours and markings for cycle lanes

Promote access for cyclists and disabled people and consult user groups

Design footpaths and cycle routes as an integral part of the public realm

Changes in level

The public realm should be accessible to all without resulting in the street becoming segregated.

Designs should be innovative and inspired by surrounding context as an integral part of the street. Standard solutions should be avoided. Where change in level dictates the need for ramps, they should be 1:20 (5%), and certainly no steeper than 1:12 (8%). Exaggerated paving cross-falls should be avoided.

Careful integration and attention to detail of ramps and steps is required in order to provide practical alternative routes for all users. Steps should be clearly defined with tactile warning strips, contrasting nosing and handrails to entrance visibility and ease of use.

Tactile paving must be well detailed and executed to avoid awkward junctions and relationships with the surrounding streetscape. Colours should co-ordinate with the adjacent materials, whilst providing sufficient contrast for visually impaired people.



01 Integrate tactile paving into its surroundings: York stone slabs machined to create 'blister' paving, Chichester

02 A large pedestrianised area provides an opportunity to gently slope the pavement to meet a shop threshold. Carfax, Horsham



03 This well designed access arrangement exploits the façade set-back, avoiding intrusion into pedestrian flow

04 The position of this raised bus stop has been adjusted to align with the post Office entrance. Chichester

05 No change of colour is needed to effectively distinguish steps from cyclepath



06 Access to this Rye telephone box has been improved, and local character maintained, by inserting an area of smooth limestone setts into an area of rough cast beach cobbles

07 In Tunbridge Wells, where the paving tradition is red and blue brick, the tactile red band at crossings is delivered with blue brick paviours

General Principles

Tactile paving should be integrated with the surrounding paving

Use designs, colours and materials which harmonise with the adjacent surface finish

Ramps should be seamlessly absorbed into the wider context