

Appendices

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Appendix A:

PLANNING POLICY GUIDANCE NO 15 – PLANNING AND THE HISTORIC ENVIRONMENT

Chapter 5 : Transport and Traffic Management

- 5.1 The Government's commitment to sustainable development entails greater integration of transport with other aspects of land-use planning in order to reduce the need for travel, to moderate future traffic growth, and to minimise the environmental impacts of transport. This may lead to a greater concentration of development on existing centres, including historic towns. In developing policies and projects it is essential, therefore, that local highway and planning authorities take full account of the wider costs of transport choices, including impact on the historic environment.
- 5.2 Major new transport infrastructure developments can have an especially wide-ranging impact on the historic environment, not just visually and physically, but indirectly, for example, by altering patterns of movement or commerce and generating new development pressures or opportunities in historic areas. Local highway and planning authorities should therefore integrate their activities and should take great care to avoid or minimise impacts on the various elements of the historic environment and their settings.
- 5.3 The Secretaries of State also attach particular importance to early consultation on traffic management and highway maintenance schemes, and associated development proposals which would affect listed buildings or conservation areas or parks, gardens or battlefields and their settings. Local highway and planning authorities should take great care to assess the impact on existing roads of new projects, e.g. for the re-routing of traffic or for pedestrianisation. They are urged to seek the advice of English Heritage, where appropriate, before determining any such proposals.
- ### New Traffic Routes
- 5.4 When contemplating a new route, authorities should consider whether the need for it, and any impact on the environment, might be obviated by an alternative package of transport management such as parking and charging policies, park-and-ride schemes, and public transport priority. New roads should not be built just to facilitate more commuting into already congested areas. This is especially true in historic towns where the character and layout cannot easily absorb radical changes such as new roads.
- 5.5 If a new route is unavoidable, authorities should initially identify any features of the historic environment – including parks, gardens, battlefields and archaeological sites as well as buildings and areas – and evaluate their importance. Wherever possible, new roads (and any other transport infrastructure) should be kept away from listed buildings, conservation areas and other historic sites. However, in each case a suitable balance has to be struck between conservation, other environmental concerns, economics, safety and engineering feasibility. Highway and planning authorities should set common objectives wherever possible and are advised to consult each other about transport proposals affecting historic areas. Such proposals are subject to the same constraints as other major development proposals in areas of protection, and authorities will have to obtain listed building consent or conservation area consent where appropriate. Further advice is given in *PPG 14* on how authorities should seek to manage demand and improve the attractiveness of local centres through their transport and planning policies.
- 5.6 Where work to listed structures or those in conservation areas, such as historic bridges, is needed to meet new national or European requirements, this should be carried out with great care. Many bridges are of considerable age and represent important features of the cultural heritage. Their survival to this day owes a great deal to the care of past generations and, where remedial or strengthening works are found to be necessary, proposals should seek to retain the character of these structures for the benefit of future generations. Traditional materials should only be replaced where it can be proved that this is essential in the interests of

structural stability. Sympathetic remedial measures, which restore the carrying capacity and extend the life of these structures while retaining their character are preferable to complete reconstruction, and will normally prove more cost effective. Authorities are urged to consider sympathetic alterations where necessary to carry heavier traffic, or, where new construction is the only realistic course, to retain and restore the old structure for use by pedestrians and cyclists. Authorities are also urged to exercise flexibility over the design of parapets on historic bridges.

- 5.7 When the opportunity occurs, the possibility of reusing structures for new transport schemes should always be examined. Disused railway viaducts and bridges provide an environmentally advantageous solution for such schemes, in both rural and urban areas, especially in environmentally sensitive areas. The restoration and conversion of historic structures such as these can be a positive benefit from a transport scheme.

Schemes promoted under the Transport and Works Act 1992

- 5.8 Since 1 January 1993, when Part I of the Transport and Works Act 1992 came into force, proposals which would have previously been authorised under private Bill procedure have instead had to be authorised by Orders made under that Act. Such proposals include the construction or operation of railways, tramways, trolley vehicle systems, other guided transport systems, inland waterways, and structures interfering with rights of navigation. The Act brings the procedures for authorising such schemes more into line with those which have applied for years to highways projects. If the relevant Secretary of State decides to make an Order under the Act, he may at the same time direct that planning permission be deemed to be granted for the proposal, to the extent to which it involves carrying out any development.
- 5.9 Where the proposal involves work to a listed building, or demolition of an unlisted building in a conservation area, a separate application must be made to the local planning authority for listed building consent or conservation area consent respectively. The regulations which normally apply to such consent applications are subject to minor modifications so that they may more easily be progressed in parallel with the

application for the related order. These changes are set out in the Transport and Works Applications (Listed Buildings, Conservation Areas and Ancient Monuments Procedures) Regulations 1992. An application for listed building or conservation area consent made concurrently with an application for an order under the 1992 Act will automatically be referred by the local planning authority to the Secretary of State for the Environment for his decision, without the need for any specific decision. Where there is need for a public local inquiry, the related applications will be considered at a concurrent inquiry. This means that one Inspector will be able to make mutually compatible recommendations about the different applications.

- 5.10 A fuller description of these concurrent procedures (together with the procedure for applications under the 1992 Act generally) is set out in the Department of Transport publication *Transport and Works Act 1992: A Guide to Procedures*.

Roads in centres or settlements

- 5.11 Local highway authorities should take measures to protect the historic environment from the worst effects of traffic. They have powers to create vehicle-restricted areas or pedestrian zones and to introduce traffic-calming measures where appropriate. However, there is increasing recognition that in some historic areas the total exclusion of traffic combined with extensive pedestrianisation can create sterile precincts, particularly at night. In some cases, it may be preferable to consider limited access at selected times for all traffic or particular classes of traffic (eg. buses, trams, service vehicles), or shared streets and other spaces designed to encourage motorists to modify their driving behaviour when mixing with pedestrians. Park and Ride schemes may also have a part to play in areas where it is desirable to limit car access to historic centres and conservation areas. Advice is available in the English Historic Towns Forum publication *Park and Ride Good Practice Guide*. All these measures, together with encouraging a variety of uses on the ground floors of developments, can help to increase the attractiveness of town centres, and will also help to meet the policy objectives of PPG 6 and PPG 13, and Department of the Environment Circular 5/94.

5.12 Vehicle restrictions and traffic-calming measures can often be effective in reducing the speeds at which people choose to drive. The Department of Transport Issues advice on pedestrianisation and a range of traffic-calming features which may be introduced. The Highways (Traffic Calming) Regulations 1993 give authorities the flexibility to use a wide variety of traffic-calming features, in addition to road humps, which can constrain vehicle speeds. These include chicanes, build-outs, pinch points, gateways, rumble devices, islands and overrun areas. However, some designs can be difficult to integrate into an older streetscape and there can be no standard solution. Each feature or device should relate in its design and materials to the overall townscape to ensure that traffic-calming reinforces rather than diminishes local character. Traffic-calming measures using a combination of traditional materials and devices may help to secure the right balance. For instance, the use of traditional cobbles or stone setts may prove effective in keeping down traffic speeds, though they are likely to increase levels of road surface noise; they will also not always find favour with cyclists and disabled people. Authorities should also consult with the emergency services before laying such surfaces to ensure that their response times are not unduly increased. Advice is available to local authorities in the English Historic Towns Forum publication *Traffic Measures in Historic Towns*. Authorities should consider the extent to which these different kinds of traffic-calming measures need to be signed, and ensure that signing is kept to the minimum necessary to ensure safety and comply with legal requirements.

Floorscape and street furniture

5.13 Floorscape and street furniture often make a vital contribution to the appearance of a conservation area. Traditional stone, or in some cases brick, surfaces and layouts should be retained wherever possible, or re-introduced where there is historical evidence for them. In particular, where there is a tradition of rectangular slab paving, small block paviers and arbitrary new patterns should be avoided. In many small towns and villages, rammed earth, hoggin or aggregate, in modern times finished with tarmac, was always the traditional surface. Tarmac, preferably dressed with a suitable local aggregate, remains an appropriate

and inexpensive finish for many conservation areas. Wherever practical, natural earth, hoggin, or aggregate footpaths or drives should be retained and protected for their semi-rural character. If a street is to be pedestrianised, it is important to retain the traditional relationship between footways and carriageway, including kerb lines. Wall-to-wall surfaces are often unsuitable and the scale, texture, colour and laying patterns of any new materials should be sympathetic to the area's appearance.

5.14 In certain circumstances grants may be available from English Heritage towards the cost of street improvement schemes which incorporate the use of traditional paving features. English Heritage's publication *Street Improvements in Historic Areas* offers guidance on the treatment of streets and public open spaces in historic areas, to encourage wider recognition of the important contribution they make to townscape quality. The New Roads and Street Works Act 1991 makes statutory undertakers responsible for carrying out the permanent reinstatement of the highway where they disturb it. They are now required to reinstate the same materials as previously existed, or the closest possible match if the materials cannot be reused. Local authorities play an important role in ensuring that statutory undertakers and their contractors carry out reinstatement to an appropriate specification and timetable.

5.15 Even the smallest towns contain a wealth of street furniture of historical or architectural interest, such as pillar boxes, telephone kiosks, drinking fountains, railings, clocks and many others, often of local distinctiveness. The appearance of historic streets can be improved by preserving or reinstating such items where appropriate (see *Street Improvements in Historic Areas*). Authorities contemplating modern tramway systems should consider the effects that catenary supports and other associated street furniture and electrical equipment may have on historic streetscapes.

5.16 Road signs and markings can also have a significant impact on a street's appearance. These should be of an appropriate character and quality, without unnecessary duplication of signs and posts. Wherever possible signs should be fixed to existing posts or street furniture. Traffic signs are

only needed to direct drivers to their desired destinations or to particular facilities, warn them of hazards and indicate mandatory requirements. Signs which do none of these things may not be necessary at all, and much can be done to eliminate sign clutter simply by removing redundant signs, or by combining separate signs onto a single backing board. Regular 'street audits' are valuable and local amenity societies may be able to help with these. Further advice is available in *Traffic Measures in Historic Towns*. Where the Traffic Signs Regulations and the Department of Transport's *Traffic Signs Manual* provide for some degree of flexibility in size, siting and colour, authorities should take advantage of this in historic areas. Parking restriction signs in particular can be sited on buildings where appropriate, thus eliminating the need in many cases for a pole with a single sign. Authorities' attention is drawn to the flexibility permitted in respect of no-waiting lines: a narrower line of a different colour is permitted in environmentally sensitive areas. Consideration should be given to applying waiting restrictions to areas, where appropriate, and removing yellow lines.

- 5.17 Authorities should seek advice on the selection and positioning of street lighting equipment appropriate to the age and character of the surrounding area. The Department of Transport publication *Road Lighting and the Environment*, for example, provides helpful advice. High pressure sodium lamps (with controlled light spillage) may be preferable in environmentally sensitive areas as they provide a whiter light with a more natural rendition of colour. Off-the-peg 'period' columns and lanterns are not universally appropriate in historic areas. Special designs reflecting established local styles or motifs, or simple modern designs, may be preferable.
- 5.18 The effects of road works and other transport projects on trees in conservation areas, or trees which form part of the setting of listed buildings, can be particularly damaging. Authorities should stress the need for statutory undertakers and others to take care when excavating, or diverting services, near existing trees in order to avoid damage to roots. Where root damage occurs, this may not show in a tree's health for several years.

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Appendix B: PROJECT MANAGEMENT

The following is a resumé of the key issues in the various stages of implementing a project. The list is not exhaustive but covers the more common points. A number of the items are necessarily technical and may have little meaning to those people not regularly involved with the detail of projects.

B.1 Check-List

A scheme should only be implemented when the following points have been addressed:

- (a) An outline programme has been developed detailing key stages for the scheme.
- (b) Full consultation has been completed and there is agreement on the proposed scheme.
- (c) If Construction Design and Management Regulations are applicable, a Planning Supervisor has been appointed.
- (d) All necessary consents have been obtained (planning permission, listed building consent, conservation area consent, building regulations, tree and hedgerow consents).
- (e) A Local Agenda 21 audit has been completed. (See Appendix C).
- (f) Notice of the estimated works dates has been given to the Area/Agency Highways Manager to enable street works coordination.
- (g) The Engineer (or equivalent) for the works has been appointed, depending on the type of contract.
- (h) The following issues have been resolved:-
 - agreement has been reached on the selection and use of materials
 - specialist supplier has been identified and materials ordered
 - provision has been made for the stocking of spare specialist materials for later use
 - statutory undertakers apparatus has been located and referred to in the contract drawings
 - all detailed design has been completed
 - any necessary temporary and permanent traffic management works and street lighting works are incorporated in the contract
 - adequate funding is secured covering scheme preparation, specification, works and site supervision. There may be a need to allow a contingency sum to cover unforeseen changes to the project.
- (i) New Roads and Street Works Act Section 58 notice has been issued, if appropriate, preventing the statutory undertakers from opening up the completed works for a period of 12 months.
- (j) The necessary level of supervision has been agreed. Large projects may require supervision covering both technical and environmental issues. There may be a need for substantial ongoing liaison regarding public relations.
- (k) Provision has been made for continuous access through or round the site.
- (l) Agreement has been reached on appropriate levels of future routine maintenance.
- (m) Safety and maintenance audits have been carried out and outstanding matters resolved.
- (n) Contract documents adequately cover any restrictions on contractors' working hours and noise levels.
- (o) Estimated works costs fall within available budget.

B.2 Pre Tender

- (a) Permanent Traffic Regulation Orders have been published.
- (b) Temporary Traffic Regulation Orders have been published.
- (c) Orders have been placed with any statutory undertakers for the diversion of apparatus.
- (d) New Roads and Street Works Act Form N has been sent to the Areas/Agency Highways Manager.
- (e) Construction Design and Management Regulations Form F10 has been sent to the Health and Safety Executive.
- (f) If appropriate, Stage 1 of the Health and Safety Plan is complete.
- (g) Contract documents are accurate, complete and mutually consistent.
- (h) There is sufficient information in the contract for the works to be constructed.
- (i) Tenderers have been chosen from appropriate lists.
- (j) Site supervision brief drafted and estimate for supervision costs agreed.

B.3 Post Tender

- (a) Tenders analysed for accuracy and qualifications.
- (b) Liaison with tenderers to clarify any queries.
- (c) There is sufficient budget to cover the value of the works.
- (d) Authority sought for award to nominated tenderer.
- (e) Letters of award and refusal despatched.
- (f) Pre-start meeting to determine start dates, staffing arrangements and programming, etc.
- (g) If appropriate, Stage 2 of the Health and Safety Plan is complete.

- (h) Establish out of hours contact arrangements.
- (i) Agree sub contractors.
- (j) Agree material suppliers.
- (k) Set dates for progress meetings.
- (l) Notifications to relevant parties of start of works – Police, Area/Agency Highway Managers, Local Members, Parish Councils, schools, bus companies, other emergency services, etc.
- (m) Issue a press release.
- (n) Send letters to affected parties.

B.4 Contract

- (a) Ensure compliance with the contract.
- (b) Resolve variations to the contract.
- (c) Monitor progress against the programme.
- (d) Monitor scheme costs.
- (e) Agree and authorise accounts.
- (f) Issue a site completion certificate.
- (g) Notify routine maintenance agents that the scheme is complete.
- (h) Provide feedback on the good and bad points of the project installation.

B.5 Future Maintenance

- (a) There is a contractual maintenance period for 12 months following site completion. The performance of materials with respect to quality and workmanship must be monitored during this time.
- (b) Issue a maintenance certificate.
- (c) Release retention money.
- (d) The use of innovative materials or processes will warrant particular scrutiny with respect to performance. A reasoned

judgement should be formed on whether the scheme has been a success or not, and lessons learned for the future.

- (e) Control of later openings in the highway will need to be managed to ensure that special surface finishes are reinstated on a like with like basis. The statutory undertakers are legally bound by the HAUC Specification for the Reinstatement of Openings in Highways:-

Sections 6.4 "Surface Reinstatement" and 6.6 "Special Materials" refer to flexible and composite roads.

Section 7.7 "Modular Roads" refers to modular roads.

Section 8.3 "Surface Reinstatement" refers to footways.

The Notes for Guidance to the rear of the specification give further guidance on the processes to be followed.

- (f) Consideration should be given to employing specialist contractors for subsequent works to ensure the surface finish is retained.

Appendix C: MATERIAL OPTIONS

The following is a list of some of surfacing materials that have been successfully used in appropriate circumstances in conservation areas throughout the County.

- Surface dressing (with black or clear binders and a variety of aggregate mixes including crushed gravel)
- Granite kerbs, setts and channels
- Pre-cast concrete kerbs slabs and channels (especially those with exposed aggregate finishes)
- Blue clay kerbs and channels
- Yorkstone and pennant stone slabs, kerbs, setts and channels
- Suffolk red and white floor bricks
- Pebbles and cobbles
- Clay paviers (including stable paviers)
- Tumbled pre-cast concrete blocks
- Insitu concrete (with various aggregates, finished to provide a "weathered" appearance)
- Blacktop or D.B.M. (see insitu concrete above)

Appendix D: LOCAL AGENDA 21

Local Agenda 21 has its origins in the 1992 'Earth Summit' held in Rio de Janeiro at which 179 national governments signed a commitment to take action (Action 21) on global problems affecting people now and in the future, such as poverty, poor health, inequality and environmental degradation. The key to dealing with these interrelated issues is 'sustainable development' - i.e. improving the quality of life for today without compromising the ability of future generations to meet their own needs.

Sustainable development can only be achieved by integrating economic, social and environmental objectives in a holistic way. Action is needed at all levels: globally, nationally, locally and individually. Local Agenda 21 recognises the importance of addressing these issues at the local level, and emphasises the role of local authorities working in partnership and engaging with local communities to develop plans for a sustainable future in their areas.

The conservation manual is part of that process and addresses the specific LA 21 issues raised when undertaking enhancement schemes.

The following checklist is aimed at assisting project managers to ensure that such issues are addressed as an intrinsic part of designing and implementing schemes.

A Local Agenda 21 Audit should involve:

1. Consultation with the local community.
2. Reuse of suitable materials wherever possible.
3. Use of local materials wherever possible.
4. Use of second hand (recycled) materials if source is known and they are environmentally acceptable.
5. Use of sustainable natural materials in preference to manufactured.
6. Storage for reuse or recycling of waste materials.
7. Checks on durability and life expectancy of materials.
8. Considering the eventual means of disposal of materials.
9. Providing for and encouraging pedestrians, cyclists and use of public transport.
10. Providing for the needs of all users.
11. Possible inclusion of local contractors in tender list.
12. Possibly requiring the use of local labour as condition of contract.

Appendix E: EXAMPLES OF COMPLETED SCHEMES

The local planning authorities of Suffolk have carried out a number of enhancement schemes throughout Suffolk, the majority in partnership with the County Council and often with others such as English Heritage, Eastern Electricity, BT, Rural Development Commission and the European Regional Development Fund.

This appendix covers some of the schemes that have been implemented. It is by no means exhaustive, for example it excludes many of the smaller schemes which have been successfully carried out in villages throughout the county.

It is hoped to update* this section by reviewing further projects when they are completed.

*Practitioners copies only.

SCHEME: Market Place, Lavenham

DISTRICT COUNCIL: Babergh

DATE OF COMPLETION: 1989

DESCRIPTION OF SCHEME:

Enhancement scheme with whole area surface dressed, with road, parking and pedestrian areas demarcated by raised granite setts. Some private curtilage treatments.

DESIGNER: Babergh District Council and Suffolk County Council

CONTRACTOR: J Sears

SCHEME COST: £12,500

FUNDING: Babergh District Council and Suffolk County Council

MATERIALS (with suppliers):

Surface dressing: 10 mm peashingle with K160 bituminous binder.
Setts: Second-hand granite.
Floor bricks: Second-hand.
Cobbles: Second-hand.

COMMENTS:

Joint winner of Street Design Competition 1989. This simple scheme still looks good after ten years but there are some drainage problems due to uneven subsurface. Despite the use of an inexpensive binder, there is little loss of dressing but where this has happened the gravelly nature of the subsurface shows through. Users of the spaces clearly understand their purpose without the need for lines and signs.

CONTACTS:

Technical: John Boutcher,
West Area Highways Management,
Department of Environment and Transport,
Shire Hall, Bury St. Edmunds, IP33 1RS
01284 352420

Design: Richard Ward,
Babergh District Council,
Corks Lane,
Hadleigh, IP7 6SJ
01473 825784

SCHEME: Church Walk, Mill Street and High Street, Mildenhall

DISTRICT COUNCIL: Forest Heath

DATE OF COMPLETION: 1993 - 1996

DESCRIPTION OF SCHEME:

Enhancement of footways, path through church yard and new street lighting.

DESIGNER: Forest Heath District Council

CONTRACTOR: Suffolk Highways Contracting

SCHEME COST: High Street - £40,000.
Mill Street - £47,000.
Church Walk - £10,000

FUNDING: Forest Heath District Council, English Heritage,
and Suffolk County Council

MATERIALS (with suppliers):

Footways: Second-hand riven York stone and cobbles.
Kerbs: Precast concrete.
Crossovers: Second-hand granite setts.
Lighting: Windsor: Strand lanterns and columns.

COMMENTS:

A simple scheme with good use of Yorkstone and setts in a traditional small town shopping street. There are very wide joints between the slabs and setts and the quality of the cobble detailing varies, some of which could have been omitted.

CONTACTS:

Technical: Guy Smith,
West Area Highways Management,
Department of Environment & Transport,
Shire Hall, Bury St. Edmunds, IP33 1RS
01284 352410

Design: Alison Callaby,
Forest Heath District Council,
Council Offices,
College Heath Road,
Mildenhall, IP28 7EY
01638 719000



(Lavenham)



(Lavenham)



(Mildenhall)

SCHEME: Kersey

DISTRICT COUNCIL: Babergh

DATE OF COMPLETION: 1994

DESCRIPTION OF SCHEME:

Enhancement scheme resulting from need for footway maintenance. Surface dressing of roads and footways with floorbrick detailing to curtilages and granite setts to base of The Splash as speed deterrent.

DESIGNER: Babergh District Council and Suffolk County Council

CONTRACTOR: Suffolk Highways Contracting and Colin Ashford
(Surface Dressing)

SCHEME COST: £30,000

FUNDING: Babergh District Council and Suffolk County Council

MATERIALS (with suppliers):

Road: 10 mm pink granite/crushed gravel mix (50/50).
Footway: 6 mm peashingle with K160 cationic binder (hand laid).
Splash: Reclaimed granite setts.
River Bank: Tegula setts(Marshalls).
Curtilages: Reclaimed white floor bricks.

COMMENTS:

The scheme looks good and has worn well despite steep slopes of village street. This is possibly due to a fully reconstructed base course giving a uniform adhesion for surface dressing. Curtilage strips fit the spaces well and give a natural feel to the scheme.

CONTACTS:

Technical: John Boutcher,
West Area Highways Management,
Department of Environment and Transport,
Shire Hall, Bury St. Edmunds, IP33 1RS
01284 352420

Design: Richard Ward,
Babergh District Council,
Corks Lane,
Hadleigh, IP7 6SJ
01473 825784

SCHEME: Weighbridge Street, Beccles

DISTRICT COUNCIL: Waveney

DATE OF COMPLETION: 1995

DESCRIPTION OF SCHEME:

Pedestrianisation of short link road between the listed Town Hall and Swan House and next to the church, using second-hand pennant stone and reclaimed floorbricks. Undergrounding of BT wires.

DESIGNER: Waveney District Council

CONTRACTOR: Waveney Contract Services

SCHEME COST: £32,800

FUNDING: Waveney District Council, Suffolk County Council,
English Heritage, British Telecom and Beccles Town
Council.

MATERIALS (with suppliers):

Pedestrian area: Second-hand riven pennant stone.
Demarcation of footway: Reclaimed floorbricks (by product of early town gas production).
Kerbs: Reclaimed Yorkstone.
Bollards: CIS.
Cycle racks: CIS.
Litter bin: Streetscene.

COMMENTS:

A pleasant traffic free space which is now used by the adjacent business as an outdoor seating area. An appropriate choice of materials laid at random due to varied flag sizes. A formal pattern may have been more successful in taking the eye through the space and would have allowed tighter joints.

CONTACTS:

Technical: P Eglington,
Waveney District Council,
Mariners Street,
Lowestoft, NR32 1JT
01502 523394

Design: Jim Rowley,
Waveney District Council,
Rectory Road,
Lowestoft NR33 OBX
01502 523066



(Kersey)



(Beccles)



(Kersey)



(Beccles)

SCHEME: Hall Street and St. Mary's Street, Long Melford

DISTRICT COUNCIL: Babergh

DATE OF COMPLETION: 1996

DESCRIPTION OF SCHEME:

A one kilometre long enhancement scheme demarcating footways, parking and access ways. Wider footways were achieved without significant loss of parking areas. Removal of all lines. Curtilage treatments using floor bricks and cobbles.

DESIGNER: Babergh District Council and Suffolk County Council

CONTRACTOR: Cable and Murphy

SCHEME COST: £120,000

FUNDING: Babergh District Council, Suffolk County Council and Long Melford Parish Council

MATERIALS (with suppliers):

Footways: 6 mm, crushed shingle and pink/grey granite mix with K160 bituminous binder.
 Parking areas: 6 mm pink/grey granite with K160 bituminous binder.
 Demarcation of spaces, drainage channels: Tegula setts (Marshalls).
 Accesses: DBM overlay with granite aggregate.
 Bollards: Square section oak posts.

COMMENTS:

This less ambitious scheme was implemented after public consultation on more comprehensive alternatives. The overall impression is attractive with subtle colours and removal of all lines. Variation of colour between footways, accesses and parking areas has diminished over time and in hindsight perhaps more contrasting materials could have been used. There is a significant loss of surface dressing on both parking and footways. As the aggregate in the DBM on accesses has worn through it is very similar to pink granite on parking areas and may have been a better solution for these spaces.

CONTACTS:

Technical: John Boutcher,
 West Area Highways Management,
 Department of Environment & Transport,
 Shire Hall, Bury St. Edmunds, IP33 1RS
 01284 352420

Design: Richard Ward,
 Babergh District Council,
 Corks Lane,
 Hadleigh, IP7 6SJ
 01473 825784

SCHEME: The Street and Bury Road, Rickingham and Botesdale

DISTRICT COUNCIL: Mid Suffolk

DATE OF COMPLETION: 1997

DESCRIPTION OF SCHEME:

A scheme following Central Government's post Bypass Demonstration Project and construction of Rickingham-Botesdale bypass. It includes undergrounding of electricity and telephone wires, enhancement to villages with improvements to footways, creation of parking areas, new locally made street furniture and replacement street lighting.

DESIGNER: Suffolk County Council with Consultants,
 Ross Silcock Partnership

CONTRACTOR: Suffolk Highways Contracting

SCHEME COST: £300,000

FUNDING: D.E.T.R., Suffolk County Council, Mid Suffolk District Council, Eastern Electricity, B.T., Rickingham and Botesdale Parish Councils.

MATERIALS (with suppliers):

Parking areas and Footways: 6 mm peashingle, and red granite chippings (50/50).
 Demarcation of parking and crossovers: Tegula setts (Marshalls).
 Wooden signs and finger posts: Brooks Joinery (Leiston).
 Lighting: D W Windsor Ltd (Windsor Lanterns).
 Steps to Chapel of Ease: New York stone (Marshalls)

COMMENTS:

A simple yet attractive scheme which balances traffic management objectives with conservation objectives and where the character of the traditional village street has been reclaimed. Footways and parking areas are a good colour, appropriate to this village setting although the grading of the aggregates has resulted in the red granite dominating. Locally made wooden street furniture is a pleasant feature.

CONTACTS:

Technical: Bob Daniels,
 Central Area Highways Management,
 Lodge Lane, Great Blakenham,
 Ipswich IP6 0JE
 01473 830010

Design: Ruth Harris,
 Department of Environment & Transport,
 St. Edmund House, Rope Walk,
 Ipswich, IP4 1LZ
 01473 583351



(Long Melford)



(Rickinghall - Botesdale)



(Long Melford)



(Rickinghall - Botesdale)

SCHEME: The Thoroughfare, Woodbridge

DISTRICT COUNCIL: - Suffolk Coastal

DATE OF COMPLETION: 1997

DESCRIPTION OF SCHEME:

Scheme as result of local plan policy and District Council commitment to County and Town Councils after construction of bypass. Enhancement of main shopping street with traffic order restricting traffic during daytime. New surface materials to demarcate footways, parking areas and road, new street furniture and partial lighting scheme.

DESIGNER: Suffolk Coastal District Council

CONTRACTOR: Jacksons (Roadworks)

SCHEME COST: £300,000

FUNDING: Suffolk Coastal District Council, Suffolk County Council and Woodbridge Town Council

MATERIALS (with suppliers):

Footways: Textitone paving slabs (Redland).

Kerbs: New fairpicked pink granite.

Parking areas, entrances and crossovers: Tegula setts (Marshalls).

Carriageway: 3-5 mm mixed black, - buff - red aggregate (ratio 3:2:2) with Adbruf resin binder (Derbyshire Aggregates).

Lighting and cycle stands: St. Giles lanterns on brackets or swan neck columns (Urbis).

Bollards: Manchester (Furnitubes International).

Litter Bins: Albert (Furnitubes International).

COMMENTS:

A very attractive and simple scheme which retains the traditional character of the street. A subtle palette of colours. Some parking of vehicles on footways occurs and some bollards have been damaged. Problems have also been encountered with metal cross footway drainage covers and loose kerbs and pointing to slabs.

CONTACTS:

Technical: B Sanders,
Suffolk Coastal District Council,
Melton Hill, Woodbridge, IP12 1AU
01394 444226

Design: D Whittaker,
Suffolk Coastal District Council,
Melton Hill, Woodbridge
IP12 1A
01394 444616

SCHEME: Historic Core Zone Phase I, Bury St. Edmunds

DISTRICT COUNCIL: St. Edmundsbury

DATE OF COMPLETION: 1998

DESCRIPTION OF SCHEME:

20 mph traffic zone and enhancement of important part of conservation area adjacent to the abbey precincts. The scheme includes demarcation of road, parking areas and footways, new street lanterns and specially designed street furniture.

DESIGNER: St. Edmundsbury Borough Council

CONTRACTOR: Suffolk Highways Contracting

SCHEME COST: £267,000

FUNDING: St. Edmundsbury Borough Council,
Suffolk County Council.

MATERIALS (with suppliers):

Road and parking bays: Priory setts (BDC).

Footways: New riven Yorkstone (W M Crossley).

Kerbs: New granite kerbs.

Surface Dressing: 3-6 mm crushed flint with Addagrip binder.

Crossovers/parking demarcation: New granite setts.

Street furniture: Specially designed and manufactured by John Creed (Glasgow).

Lighting: Regent (Urbis)

COMMENTS:

A successful scheme that has reduced road speeds since completion and has positively enhanced this important space and yet retained the traditional elements of the street. Workmanship mostly good but some concern over width of joints and the depth of riving of the flags in places. Specially designed and manufactured street furniture is particularly attractive.

CONTACTS:

Technical: S Boor,
St. Edmundsbury Borough Council,
St. Edmundsbury House, Western Way,
Bury St. Edmunds IP33 3YU
01284 757350

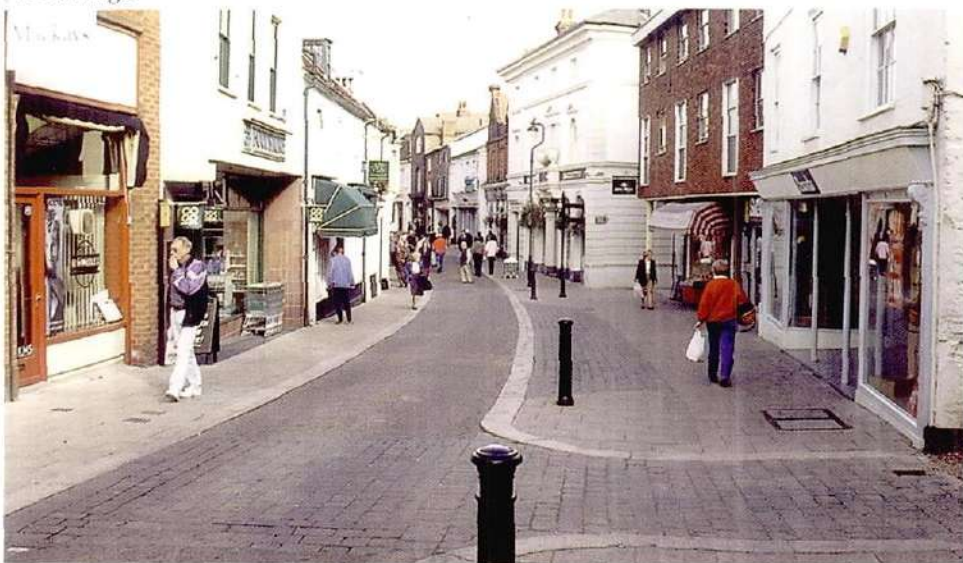
Design: D Bradley,
St. Edmundsbury Borough Council,
St. Edmundsbury House, Western Way,
Bury St. Edmunds IP33 3YU
01284 757348



(Woodbridge)



(Bury St Edmunds)



(Woodbridge)



(Bury St Edmunds)

SCHEME: North Street, Sudbury

DISTRICT COUNCIL: Babergh

DATE OF COMPLETION: 1998

DESCRIPTION OF SCHEME:

Pedestrian friendly enhancement of shopping street by narrowing the carriageway and providing wider footways. Creation of parking zone with bays for cars, the disabled and service vehicles.

DESIGNER: Babergh District Council and Suffolk County Council

CONTRACTOR: Brooks and Wood

SCHEME COST: £255,000

FUNDING: Babergh District Council, Suffolk County Council
Sudbury Town Council and Tesco.

MATERIALS (with suppliers):

Footway: Mountsorrel pink concrete slabs (Marshalls).
Kerbs: Mountsorrel pink conservation kerb (Marshalls).
Channels: Second-hand granite kerbs.
Ramps: Key block (Marshalls).
Setts: Conservation Setts (Marshalls).
Road and Parking Areas: Tegula (Marshalls).
Drainage Channels: Specially shaped slabs to match (Marshalls).

COMMENTS:

A simple scheme with a subtle palette of colours. Lines and signs kept to a minimum. The scheme fulfils the brief well. The paving slabs are very white when dry due to the latence on the surface but manufacturer has assured that this will tone down with time.

CONTACTS:

Technical: John Boucher,
West Area Highways Management,
Department of Environment & Transport,
Shire Hall, Bury St. Edmunds, IP33 1RS
01284 352420

Design: Richard Ward,
Babergh District Council,
Corks Lane,
Hadleigh, IP7 6SJ
01473 825784

SCHEME: St Nicholas Street, St Peter Street and Silent Street,
Ipswich

DISTRICT COUNCIL: Ipswich

DATE OF COMPLETION: 1999

DESCRIPTION OF SCHEME:

Pedestrian friendly enhancement of major historic streets of high townscape importance. Minor realignment of carriageway with traffic calming platforms. Removal of signs and lines. Creation of wider footways and pedestrianised spaces. New street furniture and lighting. The scheme has zonal Traffic Order restrictions to dispense with yellow line road markings.

DESIGNER: Ipswich Borough Council

CONTRACTOR: Ipswich Borough Contracts

SCHEME COST: £598,400

FUNDING: Ipswich Borough Council, Heritage Lottery Fund and developers contributions.

MATERIALS (with suppliers):

Footways: Marshalls sawn Yorkstone.
Kerbs: Recycled existing granite kerbs.
Ramps: Granite sett ramps with Tegula setts (Marshalls) for platforms
Road and parking areas: Granite setts and Tegula setts (Marshalls)
Drainage channels: Sawn Yorkstone and Tegula Setts (Marshalls)
Street lighting: D W Windsor.
Bollards: Furrnitubes

COMMENTS:

A good scheme which achieves a major improvement to the streetscape. A subtle palette of colours and excellent use of well laid natural materials. The 'Urban Square' at the Silent Street junction is pleasant but not entirely successful because of the nature and form of the space. The creation of a level platform for the carriageway results in the need to protect footways from parking by use of heavy bollards.

CONTACTS:

Technical: Ian Booth,
Ipswich Borough Council,
Borough Engineering Services, Civic Centre,
Civic Drive, Ipswich IP1 2EE
01473 262817

Design: Bob Kindred,
Ipswich Borough Council,
Conservation Service,
Civic Centre, Civic Drive,
Ipswich IP1 2EE
01473 262934



(Sudbury)



(Ipswich)



(Sudbury)



(Ipswich)

SCHEME: Town Centre, Eye

DISTRICT COUNCIL: Mid Suffolk

DATE OF COMPLETION: 1998

DESCRIPTION OF SCHEME:

The scheme concentrates on enhancing the centre of Eye, a small market town, and has improved footways, parking areas and carriageways using high grade surfacings, pavings and street furniture.

DESIGNER: Suffolk County Council and Mid Suffolk District Council

CONTRACTOR: Suffolk Highways Contracting

SCHEME COST: £320,000

FUNDING: Heritage Lottery Fund, European Regional Development Fund, Rural Development Commission, Suffolk County Council, Mid Suffolk District Council, Eye Town Council

MATERIALS (with suppliers):

Kerbs: Shire exposed aggregate (Alexandra Stone)

Mid grey granite fine picked (Fyfe Natural Stone)

Channel blocks: Priory setts (BDC)

Footway paving: Greenmoor diamond sawn Yorkstone (Marshalls)

Shared surfaces: Greenmoor Yorkstone tumbled setts (Marshalls)

Footways: Amber Flintstone, 3mm on Addastone epoxy resin adhesive (Addagrip/Derbyshire Aggregates)

Parking Areas: 50% Amber Flintstone 50% Criggian Green Granite, 6-8mm on SWTD Prinplast Premium PM Binder (Derbyshire Aggregates/SWTD)

Bollards and Litter bins: Broxap and Corby

Trail markers, Finger posts, Cycle stands and benches: D W Windsor

COMMENTS:

Previously the area was dominated by badly worn black top. The scheme has created some attractive spaces within the working town centre. It makes use of a surface dressing and high quality materials to define focal points. The strength of the design solution is its simplicity. Problems have, however, been encountered with the technical aspects of the surface dressing which is partly due to the awkward shape of some of the spaces.

CONTACTS:

Technical: Bob Daniels
Central Area Highways Management
Lodge Lane, Great Blakenham
Ipswich IP33 3YS
01473 830010

Design: Ruth Harris,
Suffolk County Council
Environment and Transport Dept
St Edmund House, Rope Walk,
Ipswich IP4 1LZ
01473 583351

SCHEME: Historic Core Zone Phase 2, Bury St Edmunds

DISTRICT COUNCIL: St Edmundsbury

DATE OF COMPLETION: 1999

DESCRIPTION OF SCHEME:

Environmental enhancement to a major urban square forming the centre piece of the 20 mph Historic Core Zone and Conservation Area. The design incorporates new large pedestrian area and crossing into the adjacent Abbey precincts. Integrated traffic calming and carriageway demarcation including specially designed stone and iron bollards. The unique design extended to street lanterns, railings, tree guards, planters and seating. Central areas are floodlit from buildings and the war memorial setting is enhanced with tree planting.

DESIGNER: St Edmundsbury Borough Council

CONTRACTOR: Ringway Highway Services Limited

SCHEME COST: £350,000

FUNDING: St Edmundsbury Borough Council, Suffolk County Council
Heritage Lottery Fund

MATERIALS (with suppliers):

Roads: Priory setts (RMC)

Footways: New riven Yorkstone (W S Crossley)

Paved Areas: Ball sawn Yorkstone (Johnson Wellfield Quarries Ltd)

Kerbs: New granite kerbs (Marshalls)

Surface dressing: Crushed 4-2mm Amber flint with Rockbinder adhesive

Crossovers: New Yorkstone setts (Marshalls)

Street furniture: Special design (Ray Keeley)

Lighting: Special design (Manufactured by Urbis)

COMMENTS:

A quality scheme in a prime location, continuing the theme of Phase 1. Some of the previous car parking area has been reclaimed as a pedestrian square in front of the Abbey gates. The sloping space is well handled. Street furniture and seating using Yorkstone and wrought iron complements the floorscape. Car parking currently black-topped but would benefit from surface dressing like Chequers Square. The setting of the war memorial has been improved with the use of good hard and soft landscaping materials.

CONTACTS:

Technical: S Boor
St Edmundsbury Borough Council
St Edmundsbury House, Western Way
Bury St Edmunds IP33 3YS
01284 757328

Design: D Bradley
St Edmundsbury Borough Council
St Edmundsbury House, Western Way
Bury St Edmunds IP33 3YS
01284 757348



(Eye)



(Eye)



(Bury St Edmunds)



(Bury St Edmunds)

