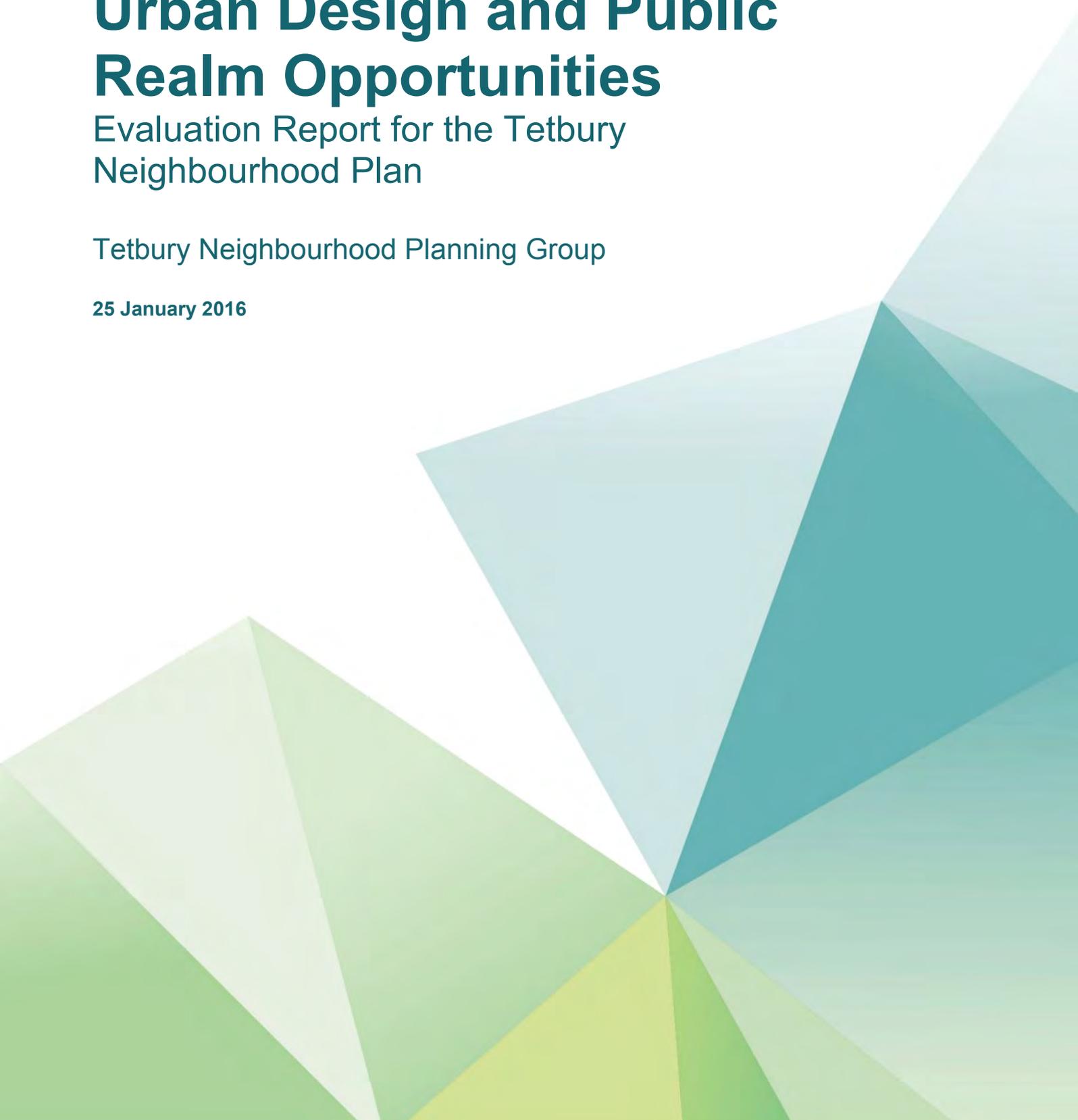


Tetbury Town Centre Urban Design and Public Realm Opportunities

Evaluation Report for the Tetbury
Neighbourhood Plan

Tetbury Neighbourhood Planning Group

25 January 2016



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1. Introduction

1.1. Background

The *Tetbury & District Neighbourhood Planning Group* are preparing a Neighbourhood Development Plan (NDP) in order to establish a planning framework to guide future development opportunities whilst ensuring that the historic character within the Tetbury Conservation Area is preserved and enhanced.

The Tetbury & District Neighbourhood Plan has the following vision:

'Tetbury will become the most vibrant Market town in the Cotswolds. With it continuing strong sense of community, it will keep pace with growth, whilst at the same time preserving and celebrating its heritage and stunning countryside'

Atkins has been commissioned to consider potential urban design improvements for the Town Centre, to inform policy in the Neighbourhood Plan. This report evaluates the existing public realm within Tetbury Town Centre, specifically including the local heritage and streetscape along the A433 corridor. The following aspects have also been considered:

- Traffic flow and composition along the A433 corridor within Tetbury Town Centre;
- The existing access and servicing arrangements along the A433 corridor;
- The existing car parking usage and restrictions within Tetbury Town Centre;
- Observations of the Public spaces within Tetbury Town Centre; and
- The existing pedestrian facilities within Tetbury Town Centre and the identification of 'desire lines'.

1.2. Tetbury Conservation Area

The Tetbury Conservation Area encompasses the whole study area, including the A433 corridor along Long Street and London Road. The Conservation Area is covered by an Article 4(2) Direction used to assist with the protection of the Town's unique character and appearance. The Tetbury Conservation Area boundary is outlined in **Figure 1-1**.

Figure 1-1 Tetbury Conservation Area Boundary



1.3. Neighbourhood Development Plan

As part of the Neighbourhood Development Plan, the Tetbury & District Neighbourhood Planning Group have undertaken an initial assessment of the historic townscape within Tetbury. The key findings are outlined below:

- The majority of the streets within Tetbury are described as 'sensory'. Sensory places are those streets where the primary user can observe the architecture of listed buildings, relax and meet in the built environment. In contrast, kinetic environments are described as those streets with a primary function created for movement;
- The document highlights the importance of achieving a balance between kinetic and sensory experiences throughout Tetbury. The document identifies that Long Street (A433), which is predominantly lined by historic buildings and shops, is a key vehicle route through the town centre where important sensory aspects are currently obscured;
- The document indicates that the existing paving materials should be reviewed in order to further enhance the aesthetic environment. This is important for improving provision for pedestrians and enhancing the attractiveness of the historic environment;
- The document also suggests that the street design and furniture within Tetbury should reflect and enhance the historic environment. Existing street furniture and signage should be reviewed where possible;
- The document highlights existing concerns relating to Traffic within Tetbury. Congestion within the town centre is further exacerbated by Heavy Goods Vehicles that travel through the town centre causing additional air and noise pollution; and
- The document identifies the existing conflict between different users within Tetbury Town Centre indicating the need to evaluate and improve the existing pedestrian facilities, especially where pedestrian footfall is high.

1.4. NDP Survey (2014)

The Tetbury & District Neighbourhood Planning Group has undertaken consultation with the local community in order to ensure that the Neighbourhood Development Plan reflects the values and beliefs of the local community. In 2014, 2,500 surveys were distributed to local residents, of which 673 were returned.

1.4.1. Car Parking

Survey respondents were asked to comment on how services which they rated as '*unsatisfactory*' or '*poor*' could be improved. For several of the services it was identified that car parking was an issue, in particular the existing parking facilities in proximity to the doctor's surgery and the library. Further in the questionnaire, when asked what services will need extending/improving to cope with future housing growth, over 50% of respondents identified the need for additional parking at the doctor's surgery. Similarly, 26% of respondents felt that more parking provision should be made available near the library.

1.4.2. Cycling Provision

Question 9 asked participants to consider factors that would encourage them to cycle more. Respondents identified the following factors:

- Reduced traffic speed;
- Cycle Paths;
- Cycle Racks in Car Parks;
- Wider Roads; and
- Less Traffic.

1.4.3. Pedestrian Facilities

Respondents felt that in order to cope with the projected levels of housing growth in Tetbury, improvements needed to be made to the existing pedestrian facilities in and around the town centre. Respondents also felt that footways should be better maintained.

1.4.4. Congestion and Traffic Regulation Orders (TRO's)

19 respondents made reference to the high levels of congestion in Tetbury, particularly regarding the high volumes of traffic along the A433. Respondents identified the potential to introduce traffic calming measures along the A433 and restricting Heavy Goods Vehicles from travelling through the town centre.

Other traffic related Issues identified by respondents included:

- Restricting access and servicing at peak times along the A433 corridor;
- Providing vehicle parking along one side of the carriageway;
- Enforcing the existing HGV weight limit as a minimum, but ideally restricting HGVs along the A433; and
- Reducing the speed limit through the Town Centre.

1.5. NDP Business Survey

The Tetbury & District Neighbourhood Planning Group distributed a questionnaire to local businesses between 2013-2014 in order to ensure that the Neighbourhood Development Plan represents the aspirations and requirements of local Businesses.

1.5.1. Traffic and Congestion

47% of respondents felt that traffic and congestion in Tetbury Town Centre should be considered as an area for improvement. Respondents proposed the following suggestions in order to reduce congestion levels:

- Restricting HGVs from passing through the Town Centre and/ or enforcing the weight limit;
- Restricting Access and Servicing at Peak Times;
- Enforcing parking restrictions/ Traffic Regulation Orders; and
- Implementing a 20 mph Zone.

1.5.2. Historic Landscape and Character of Tetbury

The majority of the respondents made reference to the unique historic character within the Town. A proportion of the local businesses have relocated to Tetbury due to the historic character of the town and its position as a visitor/tourist destination. The survey results identified the significance of the historic character to local businesses and the desire to preserve and enhance the conservation area.

1.5.3. Local Housing Development

A proportion of respondents made reference to the requirement for infrastructure to keep up with the additional future housing demand around Tetbury. These respondents highlighted the concerns of local businesses regarding the existing pedestrian facilities/highways infrastructure in the Town Centre.

2. Townscape Assessment

2.1. Methodology

In order to review the existing townscape within Tetbury and further comprehend the perceived issues, a townscape assessment was undertaken across two separate site visits. The site visits were undertaken on the following dates:

- Wednesday 4th November; and
- Saturday 14th November.

The following observations are based on those visits, and therefore knowingly represent only an observed snap-shot of normal conditions.

Observations recorded during the site visits included:

- Traffic flow and composition along the A433 corridor within Tetbury Town Centre;
- The existing access and servicing arrangements along the A433 corridor;
- The existing car parking usage and restrictions within Tetbury Town Centre;
- Observations of the Public spaces within Tetbury Town Centre; and
- The existing pedestrian facilities within Tetbury Town Centre and the identification of 'desire lines'.

2.2. Townscape Observations

The key observations recorded during the Townscape Assessment are outlined below and in **Figure 2-1**.

2.2.1. Traffic Flows and Composition

Traffic movements were observed during morning, evening and weekend peak times, as well as during off-peak periods. During peak periods, vehicle movements became dominant in the street environment, particularly on the Long Street and Church Street approaches to the Market House. However, congestion was observed to be intermittent and localised, clearing quickly and returning to free-flow conditions, even during the busiest periods. When vehicles were moving more freely, they did not dominate the street character to the same extent, and the street was a relatively pleasant environment for all users.

The exception to the above is HGV movements. HGVs generate significant noise and localised congestion at pinch-points creating an intimidating environment that harms the street character. Although an 18 Tonne maximum gross weight restriction was observed, there was still a significant amount of HGV traffic travelling through the centre of the town along the A433. The significant volume of HGV traffic through the centre of the town was detracting from the quality of the historic environment with noise having a particularly negative impact on the townscape. HGV movements through the B4014/ A4135/ A433 and A433/ B4104 Junctions were also generating issues, with long vehicles struggling to navigate the tight swept paths.

Vehicle speed was not perceived to be a problem. The only exception was the southern part of Long Street where the wider carriageway leads to some vehicles accelerating to speeds that are intimidating to other users.

It was noted that long-distance route signing (particularly between Bristol/Bath and Cirencester) directs vehicles through the town centre. The local advisory freight route identifies alternative routes which may be more suitable for traffic and with a similar journey times.

2.2.2. Access & Servicing

Servicing and loading is clearly a vital consideration for the town centre businesses, and Market House. Access arrangements are limited, and most servicing is required to take place from the main routes of Long Street and Church Street.

However, a number of existing servicing issues were noted during the site assessments including:

- Servicing to the Co-op store on Long Street reduces the carriageway to one running lane and creates an intimidating and congested environment for pedestrians on the adjacent footway;
- Loading activity adjacent to the Snooty Fox results in a narrow and congested footway, and hinders pedestrian movements and crossings;
- The northbound loading bay on Church Street is often overrun by traffic movements, and if used for loading results in localised congestion;
- The loading bay in front of Market House is often used for short-term parking rather than its intended use.

Improved servicing arrangements in the town could provide benefits for all users.

2.2.3. Car Park Usage and Restrictions

A detailed parking survey has not been undertaken, and the following issues are therefore based on observations during the site assessments.

The town's car parks are used, but generally spaces were available – particularly at the weekend.

The on street parking provision along the A433 corridor was well used throughout the duration of the Townscape Assessment. More detailed surveys are required to understand if parking is generally compliant with the time limits. The on-street parking clearly offers a convenient option for many visitors to the town, and provides good accessibility to local businesses. However, the volume of parked vehicles does have a significant visual impact on the character of the street, and detracts from the historical street scape.

Parking on minor roads around the town centre were seen to be heavily restricted – unnecessarily so in many locations, and there is an opportunity to increase parking capacity in some locations around the town.

2.2.4. Public Spaces/Pedestrian Environment

Long Street/London Road

The junction of Long Street and London Road is a very poor quality environment for non-car users. The carriageways are wide, and the pedestrian crossing points are off-set from the desire lines in order to accommodate the swept paths of large vehicle movements. These factors and the complicated junction layout make it intimidating and difficult to cross as a pedestrian. The existing road layout also acts to funnel traffic approaching on London Road into Long Street (and through the town centre). There are a number of examples of sign clutter which further detract from the character of this location.

Long Street North

The northern part of Long Street has an enclosed character, with a narrow carriageway and results in a relatively pleasant environment. However, no pedestrian crossing facilities or dropped kerbs are provided, leading to access problems for some users in this key location close to the doctors' surgery.

Long Street South

The southern part of Long Street has a wider carriageway, although the footways remain relatively narrow. On-street parking and more frequent servicing activity make this section a more intimidating, vehicle dominated environment.

Long Street/Church Street junction (Market House)

This junction at the centre of the town is dominated by vehicle movements and has little or no quality of 'place'. The footways are narrow and congested, and crossing opportunities difficult. Site observations highlighted a clear pedestrian desire line from Long Street to Market House, although no crossing point exists, and no pedestrian space is available on the northern side of the Market House.

The entire street environment around Market House fails to convey a sense of 'place' in this key central location, and represents a key opportunity to deliver a step-change in the quality of the townscape. Market

House is a listed building, and key landmark in the town, but is lost in a highway dominated environment. The public space located to the south of the Market House previously formed part of the highway network but has since been closed off and segregated by planters and benches, however no formal changes / enhancements have been made to the space.

Church Street

Similar to the northern part of Long Street, Church Street has a relatively enclosed, pleasant character. The zebra crossing at this location is particularly visually dominant as there are few other features to detract from the historical streetscape.

General

Other than a few isolated examples, street furniture is generally simple and uncluttered, and located to minimise obstructions to pedestrians. Most footway obstructions were due to A-boards outside shops and engagement with local businesses to encourage suitable placement, or the use of narrow boards, may have a significant benefit. Some street furniture is of an inconsistent style and design, and in some cases detracts from the historical environment.

One of the key observations recorded during the Townscape Assessment was the visual impact of road markings and lining on the historic character of the local environment. With relatively few other 'highway' features in much of the environment, the lining is visually dominant.

The surface of the carriageway and footway is poor throughout the town. This clearly reduces the quality of the environment for pedestrians, and leads to increased noise from vehicle movements. It also results in an untidy appearance that detracts from the quality of the streetscape.

Footways throughout the town are relatively narrow - in most cases they are adequate, but can quickly become congested and difficult to negotiate. In many locations, it would be feasible to widen the footways, although the high costs involved may mean that more significant benefits can be achieved through investment elsewhere.

Summary

Some of the key observations recorded during the Townscape Assessment are summarised in **Figure 2-1**.

Figure 2-1 Observations Recorded During the Townscape Assessment



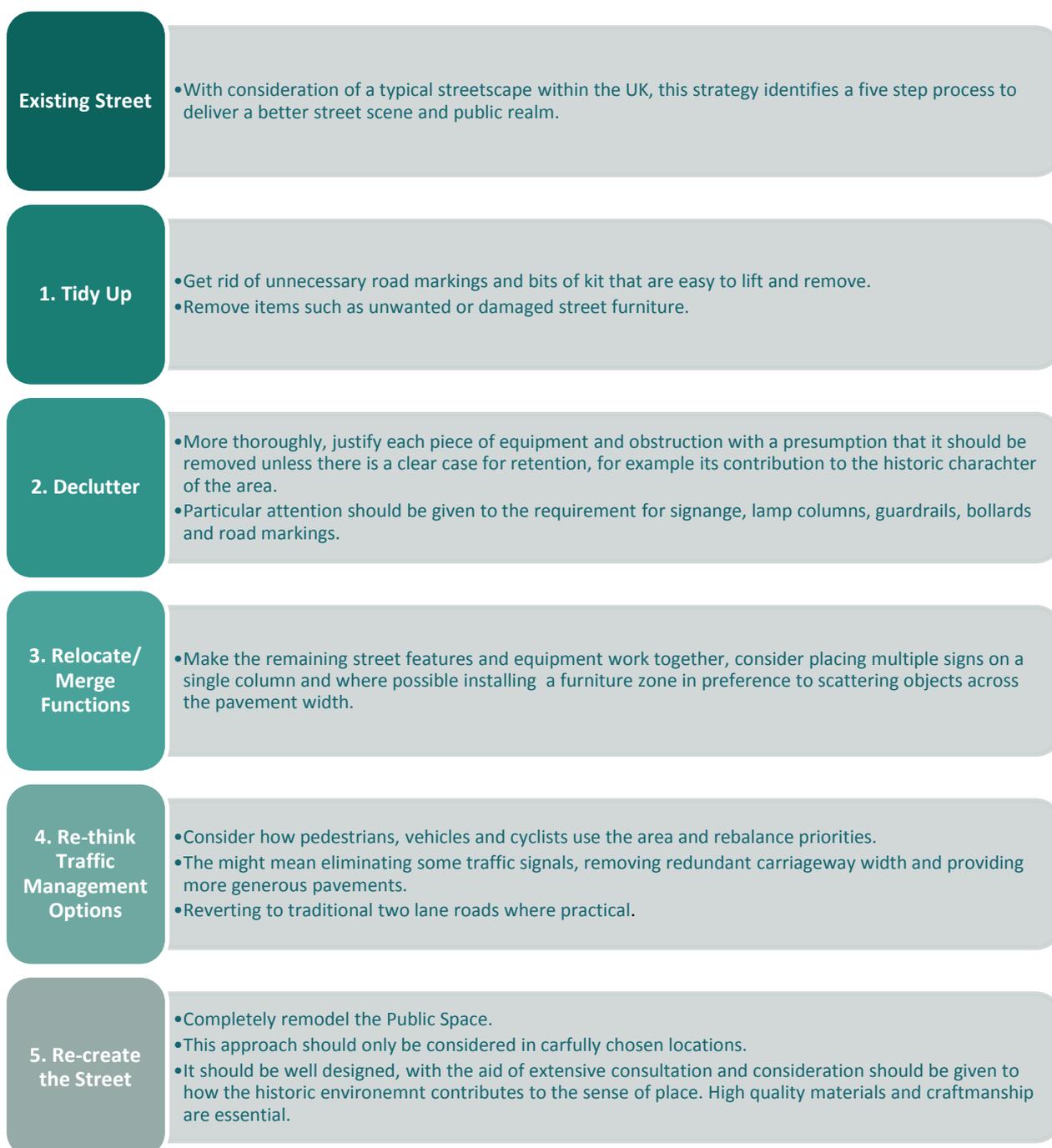
3. Proposals

This section of the report considers the observations recorded during the Townscape Assessment and presents potential opportunities to improve the public realm within Tetbury Town Centre (specifically the A433 Corridor) whilst enhancing the historic environment.

3.1. Street Hierarchy Approach

When considering the opportunities available to promote the Public Realm along the A433 corridor, the Hierarchy of Public Realm Improvements (extracted from 'Manual for Streets 2') was considered (see Figure 3-1). The hierarchy outlines five key steps to improving the street scene whilst protecting and enhancing the historic environment.

Figure 3-1 Hierarchy of Public Realm Improvements



Following the process outlined above, and taking into account the key issues highlighted through the townscape assessment and other background analysis, the following key objectives and actions are proposed:

Figure 3-2 Potential Improvements

Existing Street	
1. Tidy Up	<ul style="list-style-type: none">•Engage with local businesses to encourage considerate placement and sizing of A-boards.
2. Declutter	<ul style="list-style-type: none">•Reduce lining – use restricted parking zone and uncontrolled crossings.•Review and replace existing directional signing.
3. Relocate/ Merge Functions	<ul style="list-style-type: none">•Review parking and servicing arrangements.
4. Re-think Traffic Management Options	<ul style="list-style-type: none">•Review weight limit operation.•Discourage through movements – reconfigure Long Street/London Road; long-distance signing.•Improve crossing opportunities and the pedestrian environment.• Introduce enhanced surface materials.
5. Re-create the Street	<ul style="list-style-type: none">•Emphasise place function of Market House, and provide useful public space.

These potential improvements are presented in more detail in the following sections of the report.

3.2. Potential Improvements

3.2.1. Tidy Up

Engage with local businesses to encourage considerate placement and sizing of A-boards

Engagement with local businesses to encourage the use of narrow A-boards (as some already do), and to place them appropriately could have a significant benefit, and help to reduce congestion on the relatively narrow footways. Placement in a consistent position, reflecting more permanent street furniture will result in a consistent clear zone on the footway, which will help visually impaired and other vulnerable users navigate the town.

3.2.2. Declutter

Reduce lining – restricted parking zone and uncontrolled crossings

A restricted parking zone (RPZ) allows parking to be managed without the need for yellow lines to be present. Parking bays are marked where parking is allowed, and otherwise parking is not permitted. Parking bays can be marked using contrasting surfacing colour/material, removing the need for white lines. RPZ are particularly suitable for use in historical town centres and such a scheme would have significant benefits to reducing the visual impact of lining on the environment.

There are existing zebra crossing points throughout the town. Each has a significant visual impact on the historical environment due to the associated zig-zag markings and flashing beacons required. It is recommended these are reduced to uncontrolled crossing points, with a different surface treatment or material to denote these but with all other features removed. Although technically uncontrolled crossing points do not give pedestrians priority, in reality, these crossing types are observed to operate as well as zebra controlled crossings for pedestrians, but without the same visual impact on the streetscape.

Review and replace existing directional signing

Existing directional signing, particularly at the junction of Long Street with London Road and Church Street is cluttered and poor quality. A review and rationalisation of signage should be undertaken. In addition, a review of the signed routes between destinations should be undertaken with the aim of avoiding directing through-movements on the A433 Long Street.

3.2.3. Relocate/Merge Functions

Review parking/servicing arrangements

Parking throughout the town should be reviewed with the objectives of maximising parking capacity on minor routes, and improving signage to and use of the car parks. Options to re-allocate some parking spaces on Long Street to improve servicing and provision for other users should then be considered. Convenient access for visitors will always be required, and the majority of parking should therefore remain. However, small changes to servicing and tackling local pinch-points could deliver significant improvements to visitors' experience of the town.

3.2.4. Traffic Management Options/Recreate the Street

Review weight limit operation

Although there is an existing 18T weight limit on Long Street, HGV movements remain frequent, and have a damaging impact on the character and operation of the town centre. Enforcement of the existing restriction is challenging, as HGVs must be recorded entering and exiting the restriction extents without stopping.

Analysis of HGV movements to a level to identify the level of non-compliance was outside the scope of this study, although anecdotally it is locally viewed to be high. It is recommended further review be undertaken to better establish the level of non-compliance, and consider alternative options such as plug-restrictions (weight restriction over relatively short lengths) that can be more easily enforced. The Gloucestershire Advisory Freight Route Map already highlights a more appropriate route for through traffic on some routes, although not all local destinations can be reached avoiding the current restriction. Servicing to businesses in the town will clearly be an important consideration.

Reconfiguration of street layout

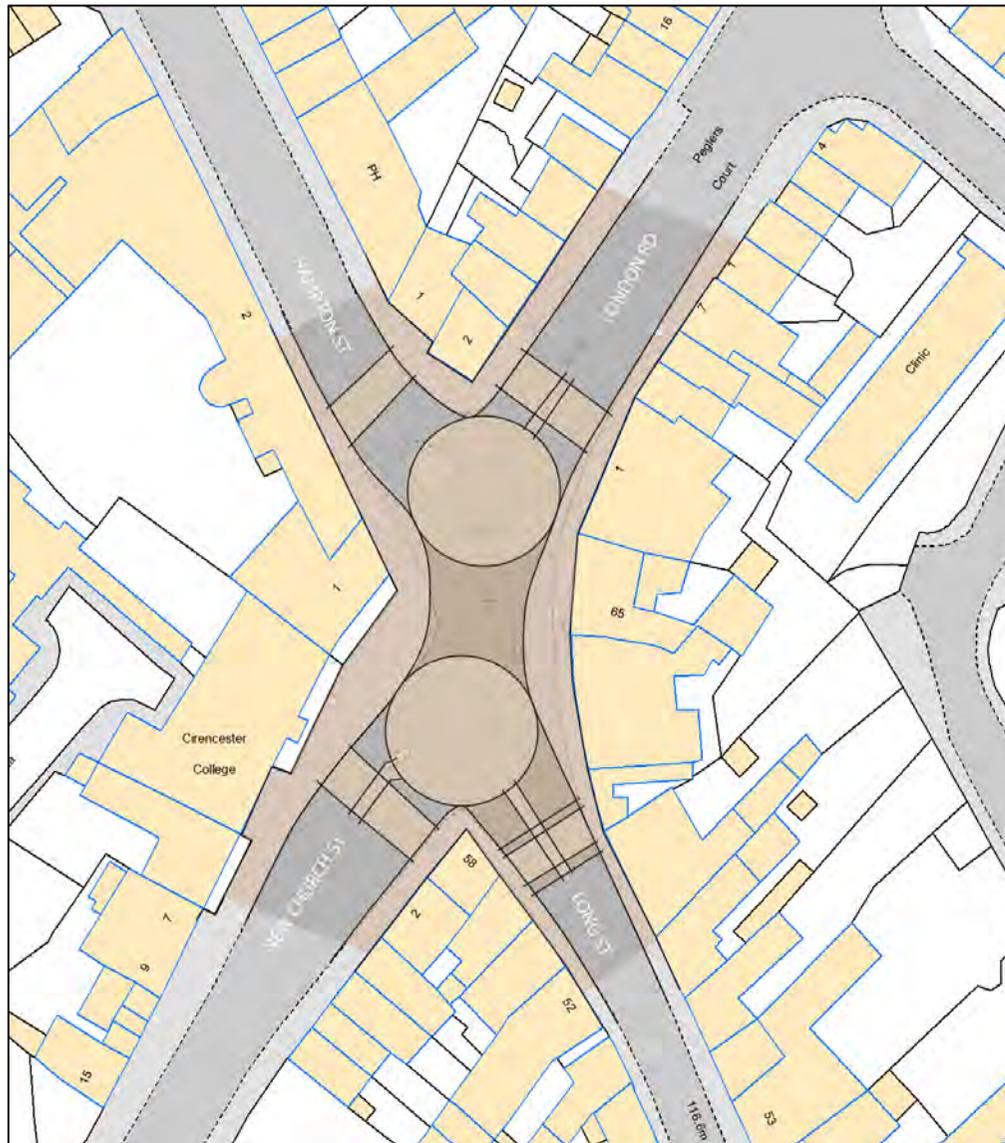
The following potential schemes include more significant works and reconfiguration of key junctions and part of the town. They are presented by location, and comprise various elements with the aims of:

- Discouraging through movements;
- Improving pedestrian crossing opportunities;
- Improving the pedestrian environment;
- Introducing enhanced surface materials; and
- Emphasising the place function of Market House, and provide useful public space.

Sketch drawings are provided and have been drawn up on scale plans to ensure they are generally feasible. However, further design and assessment work is required to fully assess the viability and potential operation of the proposed layouts, and to identify any risks or obstacles to delivery.

3.2.4.1. Long Street/London Road

Figure 3-3 Proposed layout - Long Street/London Road



The proposed layout for the junction of Long Street and London Road is shown in **Figure 3-3**.

The design features two uncontrolled junctions with roundel features highlighted through a contrasting surfacing colour or material. As the junction is uncontrolled, no further road markings, signs or highway features are required, resulting in a simple, uncluttered environment. Road users will generally react to the round features as they would to mini-roundabouts, ensuring efficient operation of the junctions in practical terms.

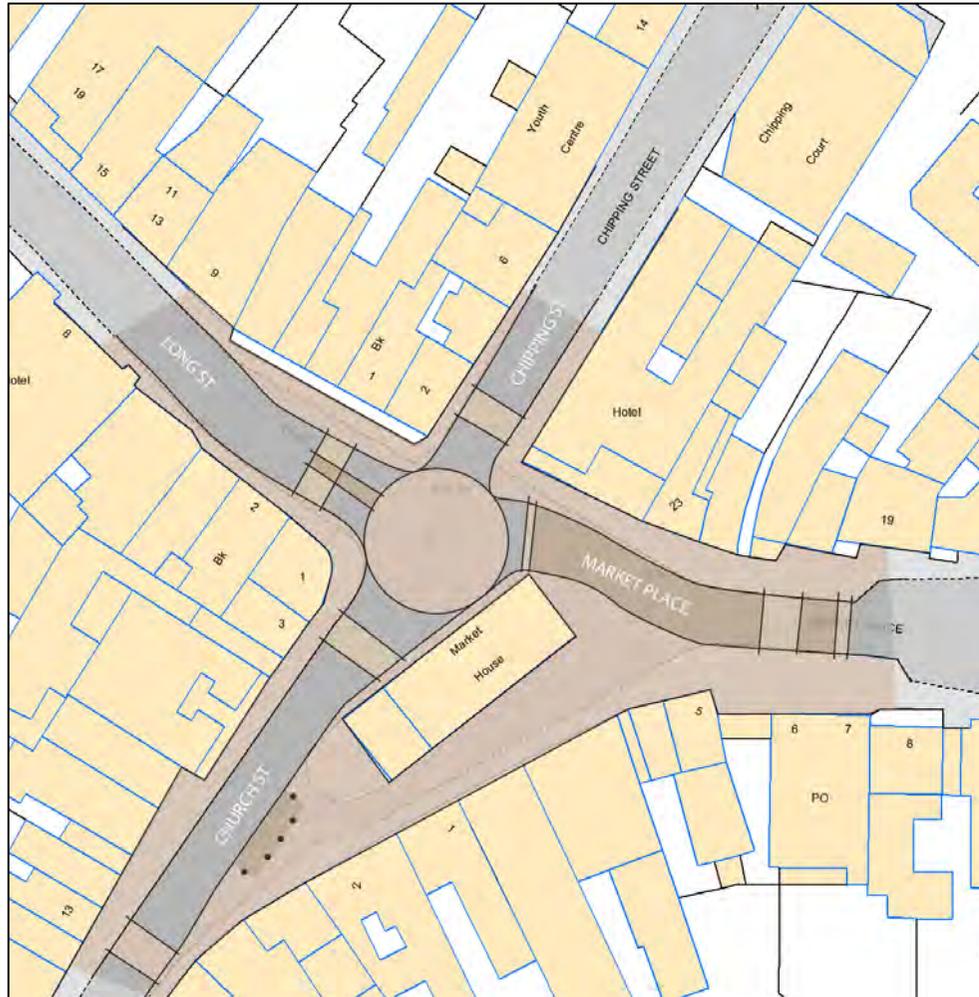
The geometry of the junction is reconfigured to make the straight ahead movement from London Road to New Church Street the natural movement, in order to discourage through movements. This is reinforced through contrasting surfacing on the Long Street exit from the junction to emphasise the change in character on this route. A raised table pedestrian crossing could also be considered on Long Street to further discourage vehicle movements, although the risk of increased noise needs to be considered.

Improved definition of vehicle movements through the junction could lead to less confusion, congestion and delay.

Pedestrian crossings are highlighted on all arms of the junction – contrasting surface treatment/materials are recommended on Long Street to effectively imply pedestrian priority. The carriageway through the centre of the junction is narrowed, providing the option for informal crossing movements.

3.2.4.2. Long Street/Church Street

Figure 3-4 Proposed layout - Long Street/Church Street



The proposed layout for the junction of Long Street and Church Street is shown in **Figure 3-4**.

Again, the design is based on an uncontrolled junction, albeit with a roundel feature highlighted in contrasting surface colour/material, resulting in it operating as a roundabout. The uncontrolled junction does not require any further lining, signing, or highway features, and therefore results in a simple and uncluttered environment at this key location.

The footway is significantly widened on the Long Street arm of the junction – a key site of existing congestion for pedestrians. Pedestrian crossing points are highlighted on each arm, including a new crossing opportunity across Church Street. A small pedestrian space is also provided on the north western side of Market House, giving some separation between Market House and the carriageway.

A raised table on the Market Place approach is proposed at footway level to encourage drivers to take extra care and give pedestrians a degree of priority in this constrained area. Adequate delineation will be required for visually impaired users.

The entire surrounds of Market House are proposed to be improved to provide a useful and practical public pedestrian space. This will provide a space for people to enjoy, and also help to raise the prominence of Market House; delivering a real 'place' value to this location. The use of different paving materials, such as real stone, could be considered subject to cost considerations.

Loading and servicing is required for the market – adequate loading facilities are retained, and highlighted through the use of contrasting material/surfacing.

The existing zebra crossing is relocated slightly to the north, to act as a gateway into the Market House streetscape. The relocation means the crossing sits at the point that Church Street widens out around Market House. The crossing would be converted to an uncontrolled crossing, with a different surface treatment/material to denote the crossing.

3.2.4.3. Church Street/Brewery Lane

Figure 3-5 Proposed Layout - Church Street/Brewery Lane



The proposed layout for the junction of Church Street and Brewery Lane is shown in **Figure 3-5**.

The design comprises small alterations to the alignment of the footways to provide additional width and better define and accommodate the parking bays and loading bay. These bays are marked using a contrasting surfacing colour/material, avoiding the need for highway lining.

Pedestrian crossing points are highlighted across the side roads to give pedestrians greater prominence in the environment.

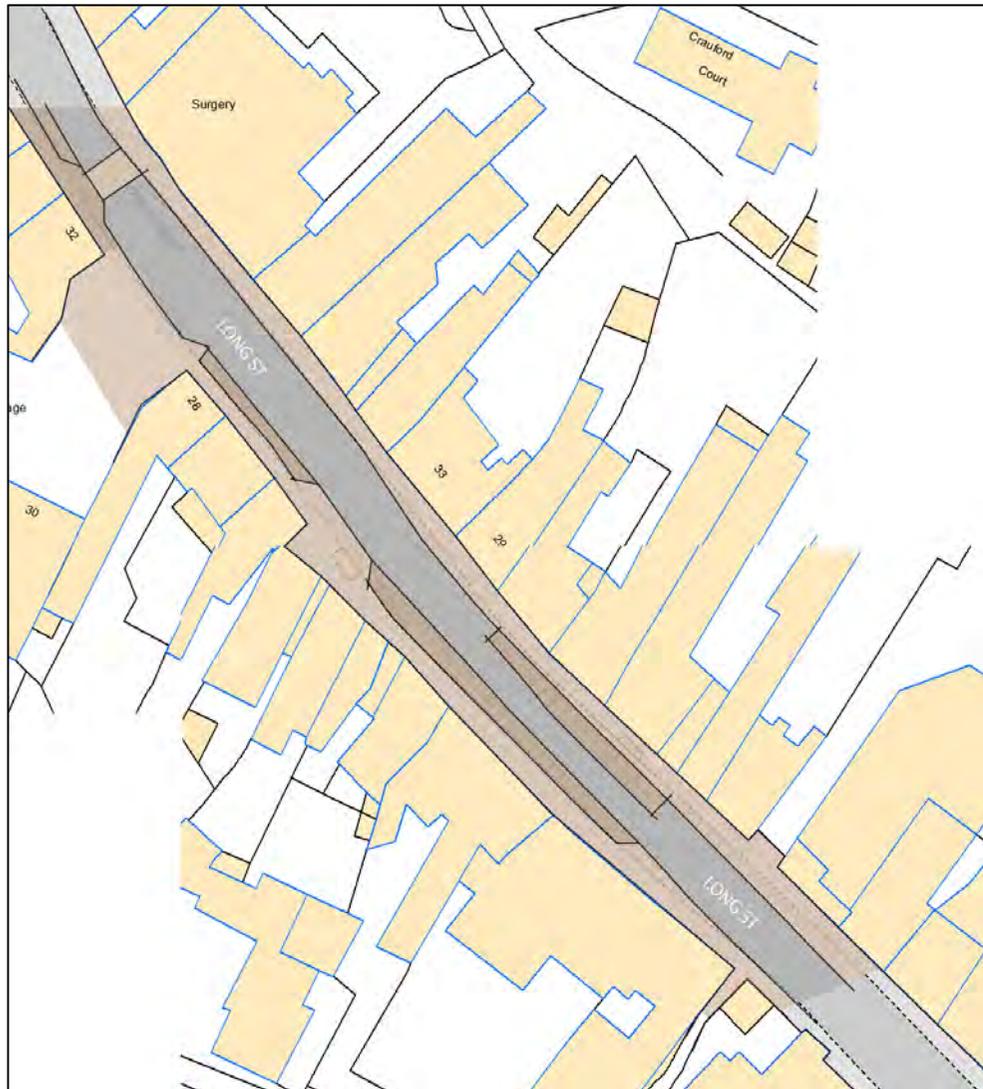
The layout results in a simple uncluttered environment that is well defined and orderly.

The improved loading bay will aid servicing, and prevent localised congestion when it's in use.

A treatment consistent in style with the previous two schemes also acts as a southern gateway to the town, and helps emphasise to drivers that they are entering a different type of environment and need to act accordingly.

3.2.4.5. Long Street (South)

Figure 3-6 Proposed Layout - Long Street (South)



The proposed layout for the southern section of Long Street is shown in **Figure 3-6**.

The design seeks to improve the pedestrian environment through alterations to the footway width at key locations, whilst maintaining adequate width for vehicle movements (Note: The northern part of Long Street is significantly narrower, and offers no opportunity to narrow the carriageway).

On the south-western side, small alterations are proposed to better define the parking bays, and provide narrower crossing points at some locations to aid informal crossings. The bus stop is also built out to aid passengers boarding/alighting.

On the north-eastern side, the footway is widened and the carriageway width reduced to a consistent width throughout. At the bus-stop/Co-op, the existing one-way working that occurs when vehicles are stopped is formalised, and as a result the footway can be significantly widened. This will help to provide a less cluttered and intimidating environment for pedestrians and formalise the servicing arrangements at this location.

An additional uncontrolled crossing point, clearly denoted with a surface treatment/material, is recommended near the doctor surgery. Coupled with existing crossings and better crossing opportunities at the junctions, this will give pedestrians a high quality provision throughout the town.

Parking bays, bus stops and servicing bays are highlighted through a contrasting surface material or colour, to prevent the need to use white lines. Although some minor changes may help to reduce local pinch-points and congestion, parking on Long Street is retained as it offers a convenient option for visitors to local businesses.

3.2.5. Case Studies

Many of the measures proposed in the above schemes have been used successfully in other towns and villages, particularly those with historic characters. Through good design and selection of appropriate materials, streets can maintain their function for traffic movement and access whilst also providing for other users and enhancing the built environment and public realm.

Some examples include:

- Oswestry Town Centre – where removal of lining and demarcation of road space and informal pedestrian crossings through contrasting materials has enhanced the historic environment (See Streets for All, English Heritage) [Note a similar approach is used in parts of Cirencester]
- Julian Road, Bath – a basic give-way junction was replaced with an informal roundel – the casualty rate dropped from 9 in the preceding 2 years, to none in the following four years. (See Living Streets)
- Shrewsbury High Street – historic surfacing and removal of lining has been used to mark loading bays and informal pedestrian crossings which has enhanced the historic character of the street, whilst reducing traffic flow by 34%, and vehicle speed by 22%. (see Streets for All South West – English Heritage)

Further examples can be found in the documents listed in the reference section at the end of this report.

3.2.6. Summary

The potential town centre improvements range from simple quick-wins through to significant physical works to re-define the streetscape.

Not all of the measures highlighted can be achieved through planning powers, and some will need to be pursued through other channels with the relevant stakeholders. However, each will contribute to improving the streetscape and environment and people's experience of the town.

The overall theme throughout the recommendations is the objective to deliver an uncluttered street environment, with as few features as possible to detract from the historic buildings fronting the streets. The more features in the streetscape (and particular unsympathetic highways features) the less prominent the historic fabric of the town is.

Measures are included to encourage a reduction in through traffic movements. The limited alternative viable routes makes achieving a significant change a strong challenge. However, the measures proposed will go some way to encouraging more appropriate routes around the town given the limited alternative routes available. It is acknowledged that traffic needs to be accommodated in the town, as any measures that increase congestion will result in traffic having a greater impact upon the character and operation of the town.

No formal testing/analysis of the proposed arrangements has been undertaken at this stage to verify their operation. However, similar approaches adopted elsewhere have helped to reduce traffic congestion and operate well under much greater traffic flows than Tetbury experiences. Better definition of the carriageway, parking/servicing bays and other features provide benefits to vehicle users and remove localised pinch-points that lead to congestion.

Highways issues, particularly with regards to capacity and congestion fall outside the scope of the Local Neighbourhood Plan, and are instead considered by the local highway authority (Gloucestershire County Council). However, should any local developments result in the need to alter local junctions, some of the elements recommended in this study could be incorporated into any emerging designs, or help to promote a particular approach to traffic management that also takes account of the historic character of town.

References

Manual for Streets (DfT 2007), available at: www.gov.uk/government/publications/manual-for-streets

Manual for Streets 2 (DfT 2010), available at: www.gov.uk/government/publications/manual-for-streets-2

Streets for All: Practical Case Studies (English Heritage, 2008), available at:
<http://historicengland.org.uk/images-books/publications/streets-for-all-practical-case-studies-a-summary/>

Streets for All: South West (English Heritage, 2006), available at: www.historicengland.org.uk/images-books/publications/streets-for-all-south-west/

Living Streets – Street Design Guidance available at: www.livingstreets.org.uk/professionals/street-design-and-management



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