

PUBLIC REALM

design guide for Taunton Garden Town

JANUARY 2020

**Somerset West
and Taunton**

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1.0

INTRODUCTION

Our public realm objectives...



photo: Tansy Forrest

healthy and well

quiet and slow



green and clean

1.1 Our public realm

Purpose of this guide

1.1.1

The purpose of this guide is to raise the standard of the public realm and street works consistently across our Garden Town. The guide is aimed at guiding design of public realm and street works by the highway authority, by developers, utility companies and by their agents and contractors.

Our Garden Town Vision

1.1.2

Our Garden Town Vision was published in July 2019 and states that “[Taunton will be a flourishing, distinctive and healthy county town where we all enjoy an exceptional quality of life and are proud to live.](#)”

One aspect of this is to make our town “A gentler town: putting people before cars. This means enhancing walkability and cycling, making it easier to get around, and improve bus access and quality of service to encourage modal shift.”

Growth and climate change

1.1.3

It is inevitable, with the expected growth of 30% in the town's population by 2035¹, that the pressures on our road space will increase if a 'business as usual approach' to traffic and public realm use is pursued. The public realm is facing challenges not previously experienced - with additional use from all, as well as dealing with the need to respond to our ageing population and changing climate. How we move people - whether on foot, cycle, or by other means, will affect the way we design our public realm.

The needs and challenges are different across the town, so the solutions will need to be tailored accordingly. The public realm can have major influence on building energy use and urban heat islands through tree planting and choice of surface materials. Planting can help to sequester carbon and increase biodiversity and support pollinating insects at the same time. De-paving initiatives can aid water runoff attenuation so reducing flood effects of stormwater. Materials and furniture selection with low carbon values, long life and high ability to reuse or recycle will also support a more sustainable public realm.

¹ Assuming additional 8800 homes from all new neighbourhoods are built out

People first public realm

1.1.4

The main aspiration is to accommodate people well. Vehicles, come in various sizes and shapes and some take up more public space than others, both moving and standing still. We will maximise the efficient use of this limited space by designing our public realm primarily for people rather than for vehicles. Our Garden Town's public realm will be:

- **healthy and well** - streets and public space will promote social resilience by prioritising activity, and making comfortable and convenient movement
- **quiet and slow** - we will reduce noise and rapid movement and so increase the enjoyment of public space
- **green and clean** - we want clean air, clean pavements, and a green environment for shade, biodiversity, water management and beauty

Our strategy accommodates vehicles and gives only appropriate priority to through movement in the right places. This is our response to the climate change emergency and will bring social, health and economic benefits to all our town.

Under 8% of people currently walk to work or school in Taunton and we want to raise this to well over 20% by 2030 as we grow as a town



Figure 1. | Public Space Improvement Project- pilots under review

Public Space Improvement Project

1.1.5

We have already embarked on a public space improvement project that is reviewing traffic use of particular town centre streets in order to dedicate more street space to people walking and to bicycle users. St James Street has come alive as through traffic has been removed, and Hammet Street and East Street are in the pipeline for improvements in the near future. Development of sites such as the old cattle market at Firepool, of Tangier Way and the Coal Orchard, also mean more public space with new and improved streets are on the horizon.

Public realm - not just a for traffic

1.1.6

The public space between buildings is often treated as merely the channel for vehicles, i.e. 'links' in a network of routes. However 'places' also occur along these routes. The idea of links and places on streets is embodied in national street design guidance.

Places may be spaces or squares along a street - they are composed of anywhere where people arrive or congregate on foot and cycle, where we linger to shop and socialise, rest or recreate,

Government targets for walking and cycling are aimed at improving health, reducing emissions and bringing benefits to local economies.

- to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year
- to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025.
- to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025

This guide sets out where those places are in Taunton and how the public realm will be designed there to be more friendly and convenient for walking and cycling. This will help us to reach far higher walking and cycling levels in our town.

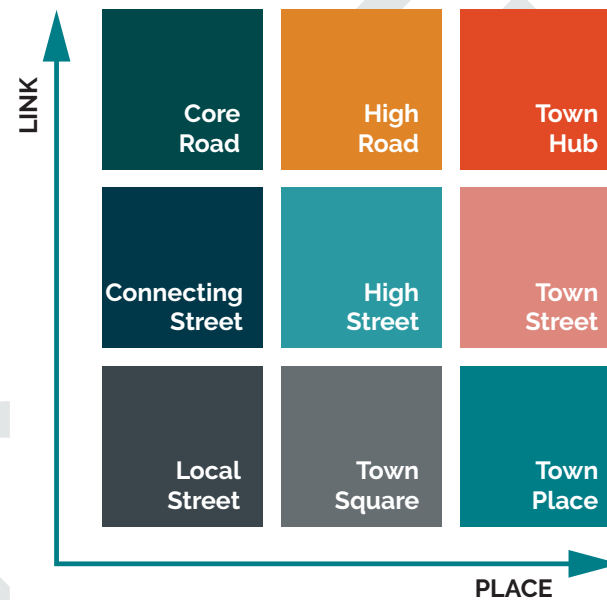


Figure 2. | Street types by movement and place function: street space allocation and public realm treatment varies by place and movement function, so greater degrees of friction for vehicles can be expected where place functions such as shops or other pedestrian priority movement is or will be situated (based on Manual for Streets 2, 2010).

In Taunton 11.7% adults cycle once a week. In the central zone 7.8% cycle to work, 16.7% walk and 70.6% drive¹

¹ Walking and cycling statistics (CW): Data about walking and cycling, based on the National Travel Survey and Active Lives Survey, DfT, 2018

Respecting character and heritage

1.1.7

Taunton has an historic town centre and the town is a collection of small villages. These have a locally distinctive character borne of the landscape, the geology of the area and the rural nature of the area before the town expanded rapidly in the 20C. There are 12 Conservation Areas and many listed buildings that are part of our Garden Town's story and patina. Some public space street furniture, lamp columns, monuments, milestones and even some paving items are listed features, either in their own right or as part of a listed building.

The public realm will respect and enhance the settings of listed buildings, of old village centres, and of conservation areas. It will conserve the character of listed and locally important non-designated heritage assets. This doesn't mean using heritage stone or pastiche Victorian street furniture, but allowing historic and characterful buildings to take their rightful place in the townscape, without competing with clutter.



Figure 3. | Cricket Ball bollard designed and installed with street improvement in the town centre in 1997



Figure 4. | Listed features in Taunton's public realm - paving at County Hall and lamps in Fore Street



Equality and inclusive access

1.1.8

Our town's public realm will be designed to respect and fulfil the needs of the mobility impaired - whether disabled, young children or aged. These can conflict between users - but the balance will be towards the need of the more vulnerable. Inclusive design will benefit everyone of all abilities. This will become increasingly important with our ageing population and is a statutory requirement for local authorities set out in the Equality Act 2010 and other legislation. Our Public Sector Equality Duty requires us to consider how different people will be affected by their activities, including the delivery of policies and services and how they meet the needs of different people.

The government's Inclusive Transport Strategy states that we need to include proper engagement with all road users at an early stage of scheme development for transport and public space infrastructure, and enable concerns to be raised and acted on effectively. We will help ensure that pedestrians and cycle users of all types, ages and abilities, and all with mobility or cognitive impairments, are able to move around freely through the pedestrian environment, and use it to access other modes of transport.

Format of the Design Guide

1.1.9

This document is set out in two sections,

A: material and components

materials standards, materials, detailed design and public realm components

B: types of places

illustrative layouts for a range of urban conditions that demonstrate the application of these standards

References

Taunton, The Vision for our Garden Town, Somerset West & Taunton Council, 2019

[Active Design](#), Sport England, 2015

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[Creating Better Streets](#), CIHT, 2018

[Healthy Streets](#), 2017

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[Link and Place](#), Stephen Marshall et al, LTT 2007

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[Manual for Streets 2](#), CIHT 2010

[Transport Policies](#), Somerset County Council, 2011

[Cycling and Walking Investment Strategy](#), DfT 2017

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[Better planning, better transport, better places](#), CIHT (with TPS and RTPI), 2019

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[Making Space for Cycling: A Guide for New Developments and Street Renewals](#), Cyclenation, 2014

[Designing for Walking](#), Mark Philpotts, CIHT, 2015

[Planning for Walking](#), Mitchell K. and Bendixson T., CIHT, 2015

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[Creating better streets: Inclusive and accessible places](#) Reviewing shared space, CIHT, 2018

[Slow Streets Sourcebook](#), Urban Design London. 2015

1.2 Public realm area standards

What are the area standards?

1.2.1

The public realm palette is set by 4 standards based on a priority of areas for movement, vitality and activity:

- Core standard
- Town standard
- General standard
- Green standard

1.2.2

These set where and how public realm resources should be prioritised and the materials palette to be used. The location of each are shown for Town-wide areas on Figure 5 and for Town Centre on Figure 6. The Council will apply these standards through projects as they occur. Where no standard is specified the Council's project officer may specify which of the standards to apply.

Enabling a clear definition of what are links and what are places and their materials and design treatment in the movement network

standard	applies to	description
 <p>Core standard</p>	main town centre retail, station and business area public streets and paths.	highest quality public realm with emphasis on best walking and cycling environment, excellent visual appearance, and high durability using natural stone paving materials and good quality street furniture
 <p>Town standard</p>	wider town centre hinterland public realm	similar style to Core but with more modest manufactured materials
 <p>General standard</p>	approach streets, edge of town gateways and neighbourhood centres.	similar elemental paving materials to Town Standard but with reduced palette and more modest street furniture
 <p>Green standard</p>	riverside, canalside, and green spaces	paving and furniture suited to more rural character with bound surfaces and robust timber detailed street furniture

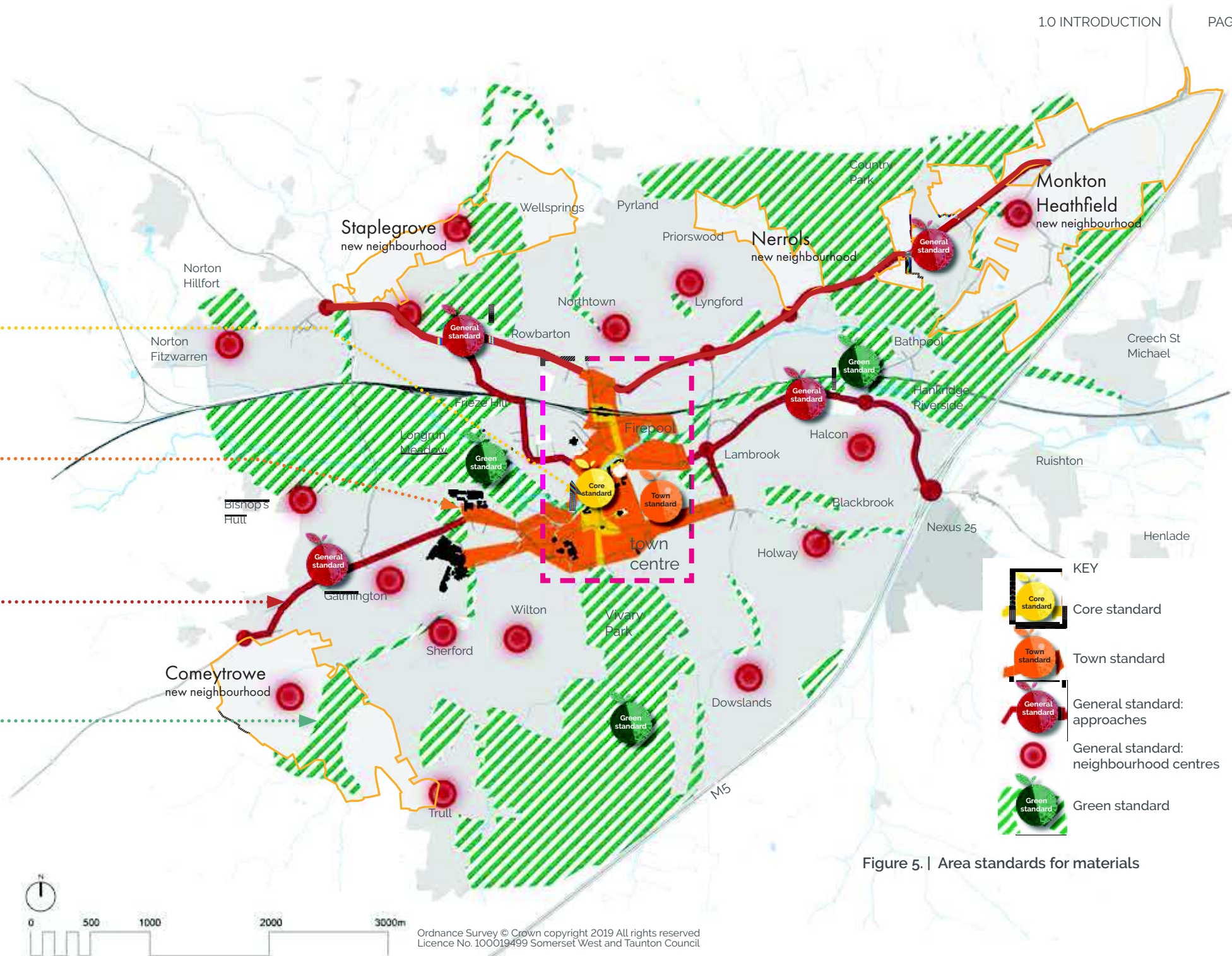
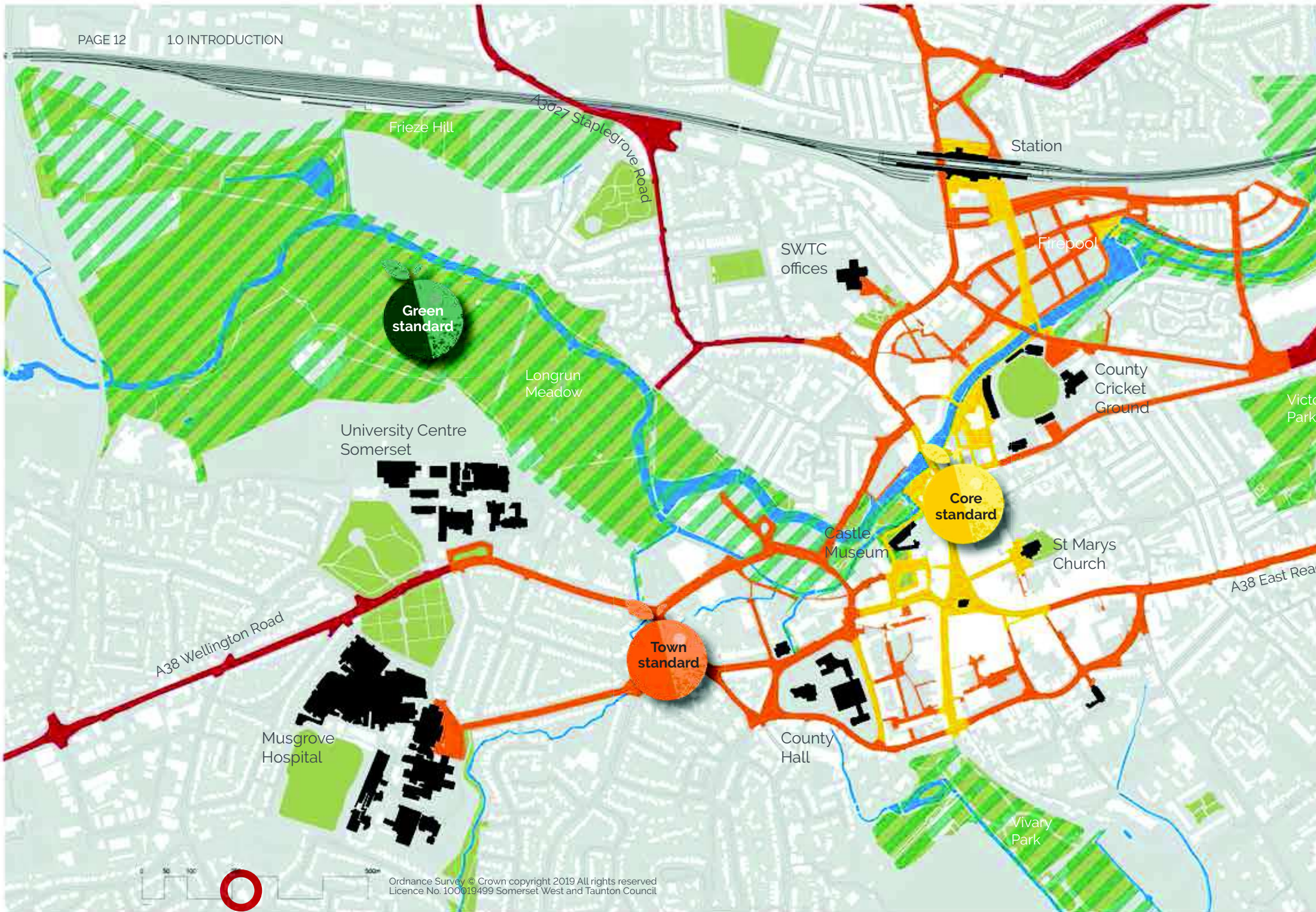


Figure 5. | Area standards for materials



Green standard

Core standard

Town standard



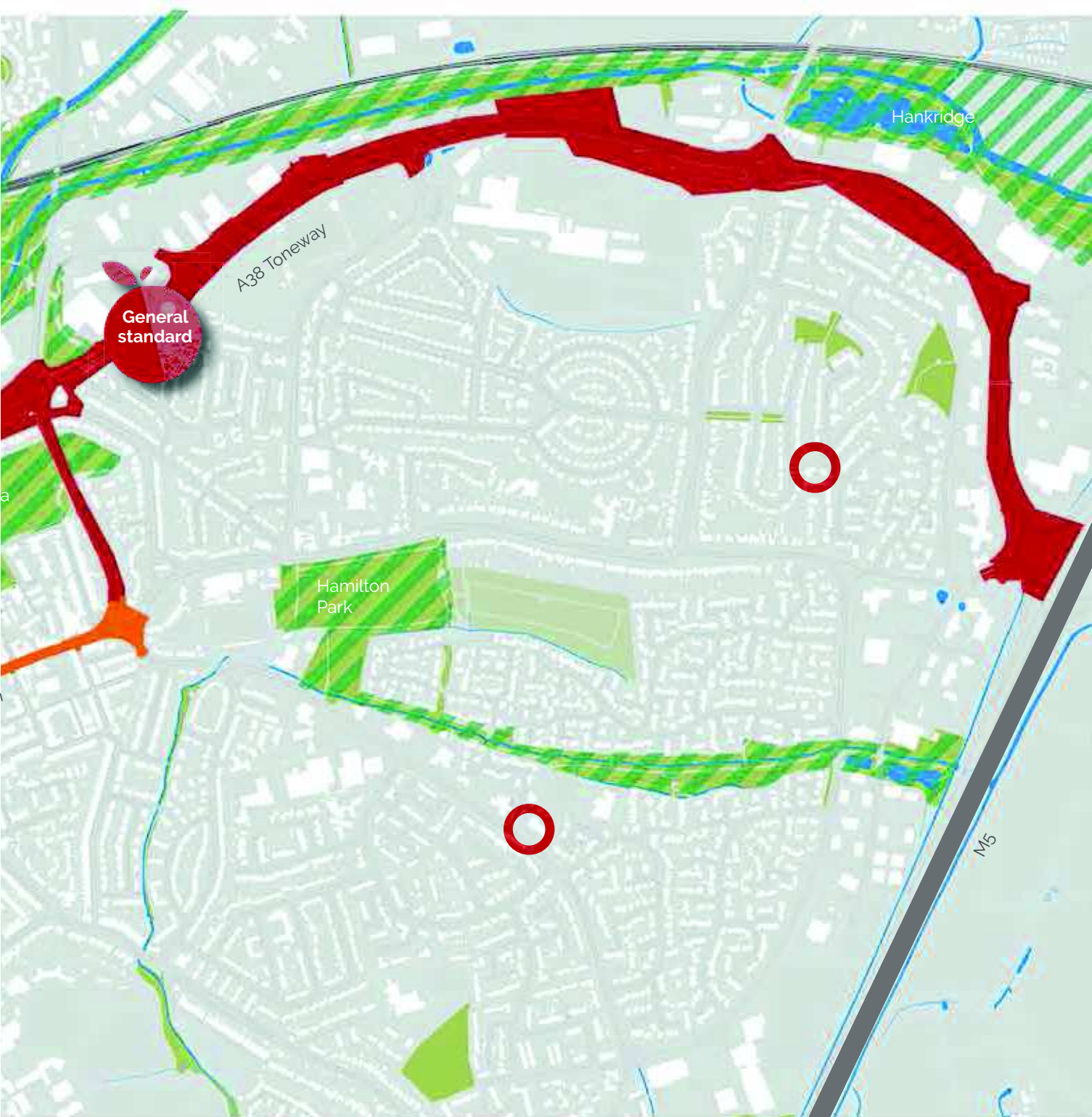


Figure 6. | town centre public realm materials area standards

2.0 MATERIALS & COMPONENTS

We want a unity of appearance between key public realm areas so have set standards for these. Our materials and components are selected for their lower embodied carbon, right appearance for Taunton, hardiness, versatility and ability for re-use.

Our selection allows re-purposing, recycling and reuse of materials to aid our transition to a lower carbon and lower waste circular economy.

area standards



2.1 Core Standard - paving

2.1.1

Core Standard paving to be used throughout areas shown in Figure 7.

Key characteristics

2.1.2

- high quality natural stone paving slabs laid with mortar joints (to avoid edge deterioration)
- proven durable and robust with long life in high wear stress urban situations
- readily replaceable from similar material
- can be supplied from regional or national sources
- 300mm wide granite kerbs
- sandstone setts for crossovers and contrast
- cycle lane in sandstone setts when at footway level
- resin bonded gravel for furniture cluster areas
- economic benefits of high quality appearance

Specials

2.1.3

- flame textured finish for contrast areas
- tactile natural stone blister slabs for crossings
- natural stone cycle demarcation edge for cycle lane footway segregation and cycle edge kerb for carriageway segregation
- granite setts for contrast pedestrian crossings and courtesy crossings



Natural sandstone paving slabs and setts (blue Pennant)

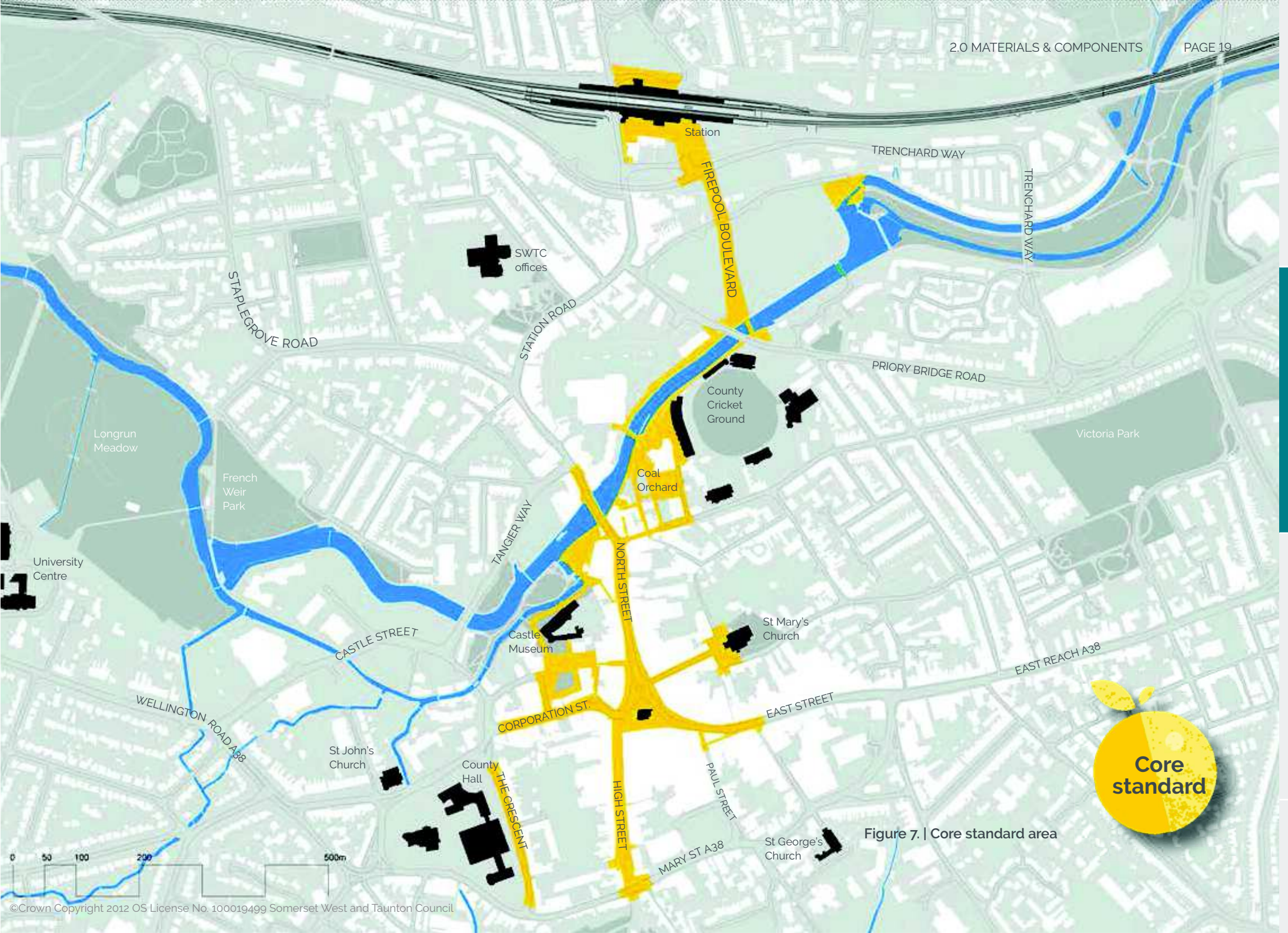


Figure 7. | Core standard area

Core Standard - paving

Paving slabs - smooth

2.1.4

Material	Fine to medium grained sandstone
Gauge	300, 450 and 600mm
Length	Random 300-1000,mm
Thickness	63mm
Colour	Blue & Mixed Colour
Finish	Diamond sawn smooth
Sources	Forest of Dean Pennant (Forest Pennant) Scoutmoor York Stone (Marshalls)
Slip resistance	85 min SRV
Carbon counter	31.5 kg CO2 m ²



Paving slabs - textured

2.1.6

Material	Fine to medium grained sandstone
Gauge	300, 450 and 600mm
Length	Random 300-1000mm
Thickness	63mm
Colour	Blue & Mixed Colour
Finish	Flame textured (feature only)
Sources	Forest of Dean Pennant (Forest Pennant) Scoutmoor York Stone (Marshalls)
Slip resistance	85 min SRV
Carbon counter	31.5 kg CO2 m ²



Paving setts - footways and cycle paths

2.1.5

Material	Fine to medium grained sandstone
Size	300 x 200, 300 x 150, 300 x 100, 200 x 100mm
Thickness	63 or 75mm
Colour	Blue & Mixed Colour
Finish	Diamond sawn smooth (standard) or Flame textured (feature)
Sources	Forest of Dean Pennant (Forest Pennant) Scoutmoor York Stone (Marshalls)
Slip resistance	85 min SRV
Carbon counter	31.5 kg CO2 m ²



Paving setts - carriageways

2.1.7

Material	Granite to BS EN 1342
Size	300 x 200, 300 x 150, 300 x 100 200 x 100 mm
Thickness	100mm
Colour	Silver grey or charcoal
Finish	Fine picked
Sources	as selected
Slip resistance	95 min SRV
Carbon counter	81.5 to 114.1kg CO ₂ m ²



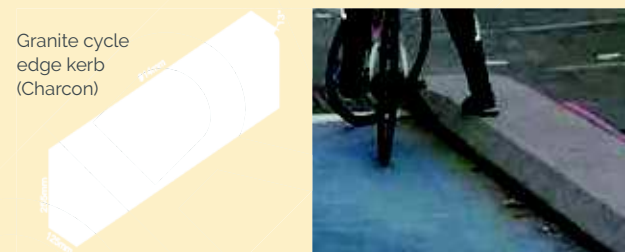
Kerbs - special cycle

2.1.8 Cycle demarcation edge



photo: Peter O'Hare @peterohair

2.1.9 Cycle edge kerb



2.1.10 Cycle drop kerb



Cycle drop kerb in granite (Hardscape / Charcon)

Kerbs

2.1.11

Material	granite to BS EN 1343
Size	300W x 225H x random, length mm bullnose
Colour	silver grey
Finish	Fine picked



Resin bound gravel

2.1.12

Material	resin bound gravel
Size	10mm washed angular aggregate
Colour	gold
Source	Colas, Natratex or similar
use	in street furniture zones





2.2 Town Standard - paving

2.2.1

Town Standard paving to be used throughout areas shown in Figures 8 and 9.

Key characteristics

2.2.2

- high quality element precast concrete paving slabs laid with mortar joints (to avoid edge deterioration)
- proven durable and robust with medium life in high wear stress urban situations
- readily replaceable from similar material
- can be supplied from regional or national sources
- enhance streets and public spaces with a paved urban appearance
- cycle paths (off carriageway) distinguished in gold resin bonded gravel

Specials

2.2.3

- textured surface used in local feature areas if required
- matching setts used for crossovers and other areas heavily over run by vehicles (e.g loading bays, courtesy crossing and rumble strips etc)

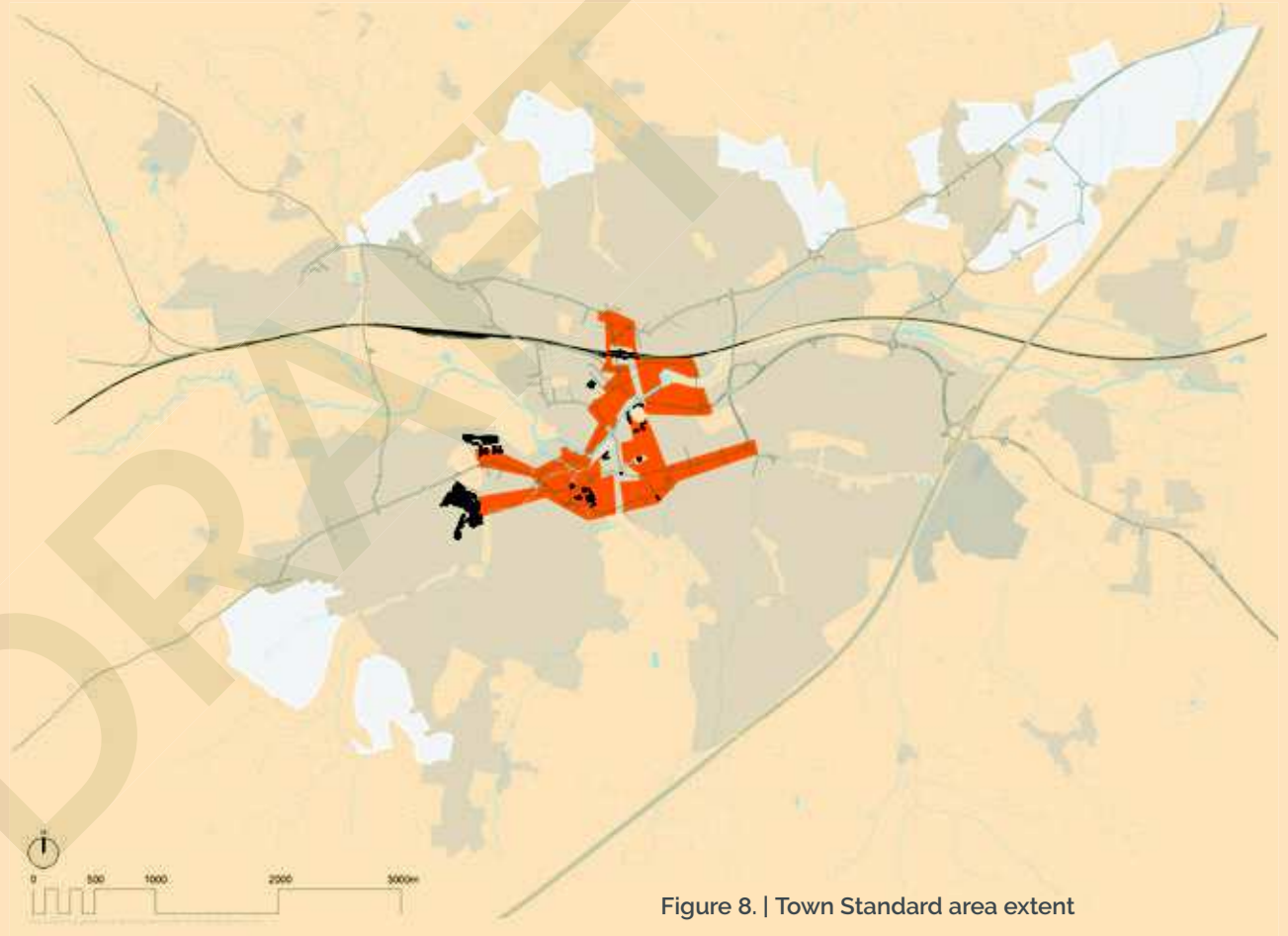


Figure 8. | Town Standard area extent



Figure 9. | Town standard area

Town standard

Town Standard - paving

Paving slabs - smooth

2.2.4

Material	Textured concrete paving slab with granite aggregate
Gauge	450mm
Length	600,mm
Thickness	65mm min.
Colour	Silver grey
Finish	smooth
Sources	Marshalls Conservation, or similar
Slip resistance	45 min SRV
Carbon counter	34 kg CO2 m ²

Paving slabs - textured

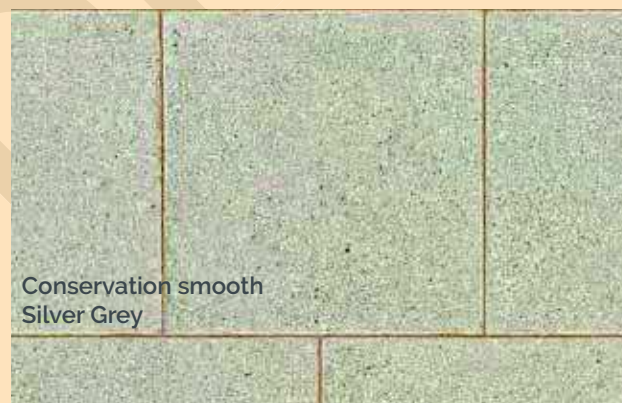
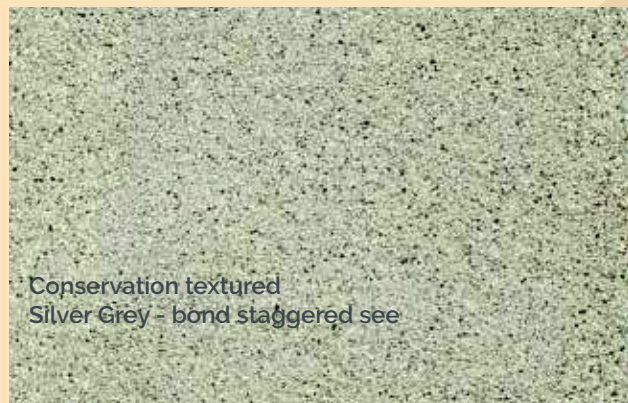
2.2.5

Material	Smooth concrete paving slab with granite aggregate
Gauge	450mm
Length	600,mm
Thickness	65mm min.
Colour	Silver grey
Finish	textured
Sources	Marshalls Conservation, or similar
Slip resistance	45 min SRV
Carbon counter	34 kg CO2 m ²

Paving setts in footways

2.2.6

Material	Textured concrete paving slab with granite aggregate
Size	200-220 x 100mm
Thickness	100 mm
Colour	silver or dark grey
Sources	Marshalls Conservation, Charcon Countrysett or similar
Slip resistance	45 min SRV
Carbon counter	34kg CO2 m ²



Kerbs

2.2.7

Material	Textured concrete kerb with granite aggregate
Size	205H x 290W mm
Colour	grey fleck
Sources	Charcon Eco Countryside Classic Wide top
Carbon counter	5kg CO2



290mm textured concrete kerb Eco Countryside Classic wide top (Charcon)

Kerbs - cycle

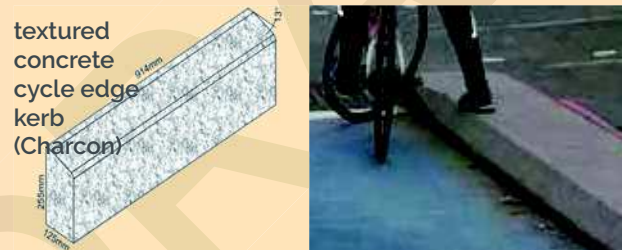
2.2.8 Cycle demarcation edge



Off road segregation of cyclists using cycle textury-red concrete demarcation edge (Charcon)

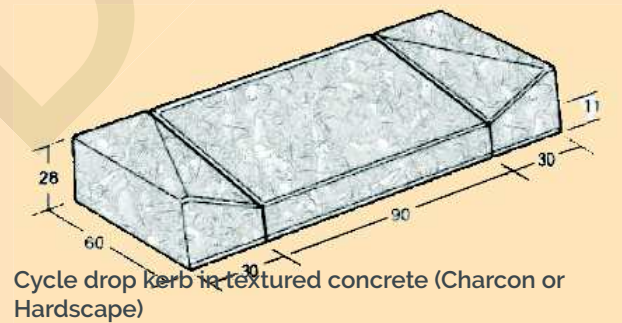
photo: Peter O'Hare @peterohill

2.2.9 Cycle edge kerb



textured concrete cycle edge kerb (Charcon)

2.2.10 Cycle drop kerb



Cycle drop Kerb in textured concrete (Charcon or Hardscape)

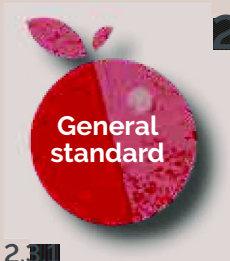
Resin bound gravel

2.2.11

Material	resin bound gravel
Size	10mm washed angular aggregate
Colour	gold
Source	Colas, Natratex or similar
Use	in cycle paths and wide street furniture zones - see section 3



resin bound surface



2.3 General Standard - paving

2.3.1

General Standard paving to be used throughout areas shown in Figures 10 and 11.

Key characteristics

2.3.2

- precast concrete paving slabs in neighbourhood centres and key places
- block paving in grey concrete as contrast
- 290mm wide textured kerbs
- macadam footways elsewhere
- macadam carriageways
- resin bonded paving for contrast areas
- cycle paths in contrast red macadam
- maintain safe and fit for purpose public realm whilst allowing for moderate budget enhancements

Specials

2.3.3

- matching block paving used for crossovers and other areas heavily over run by vehicles (e.g loading bays , courtesy crossing and rumble strips etc)
- fibre reinforced slabs for where regular vehicle over run occurs.

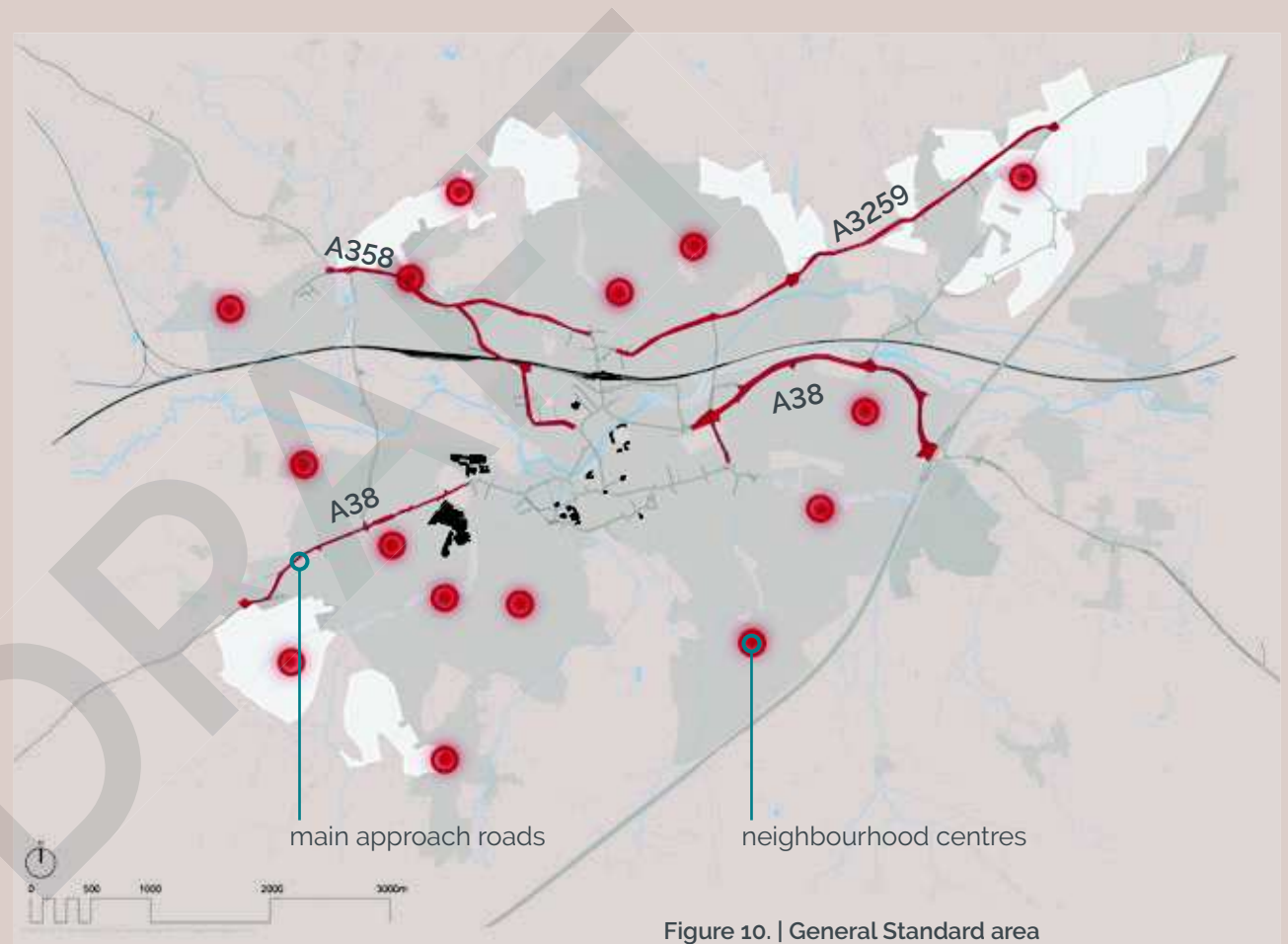


Figure 10. | General Standard area

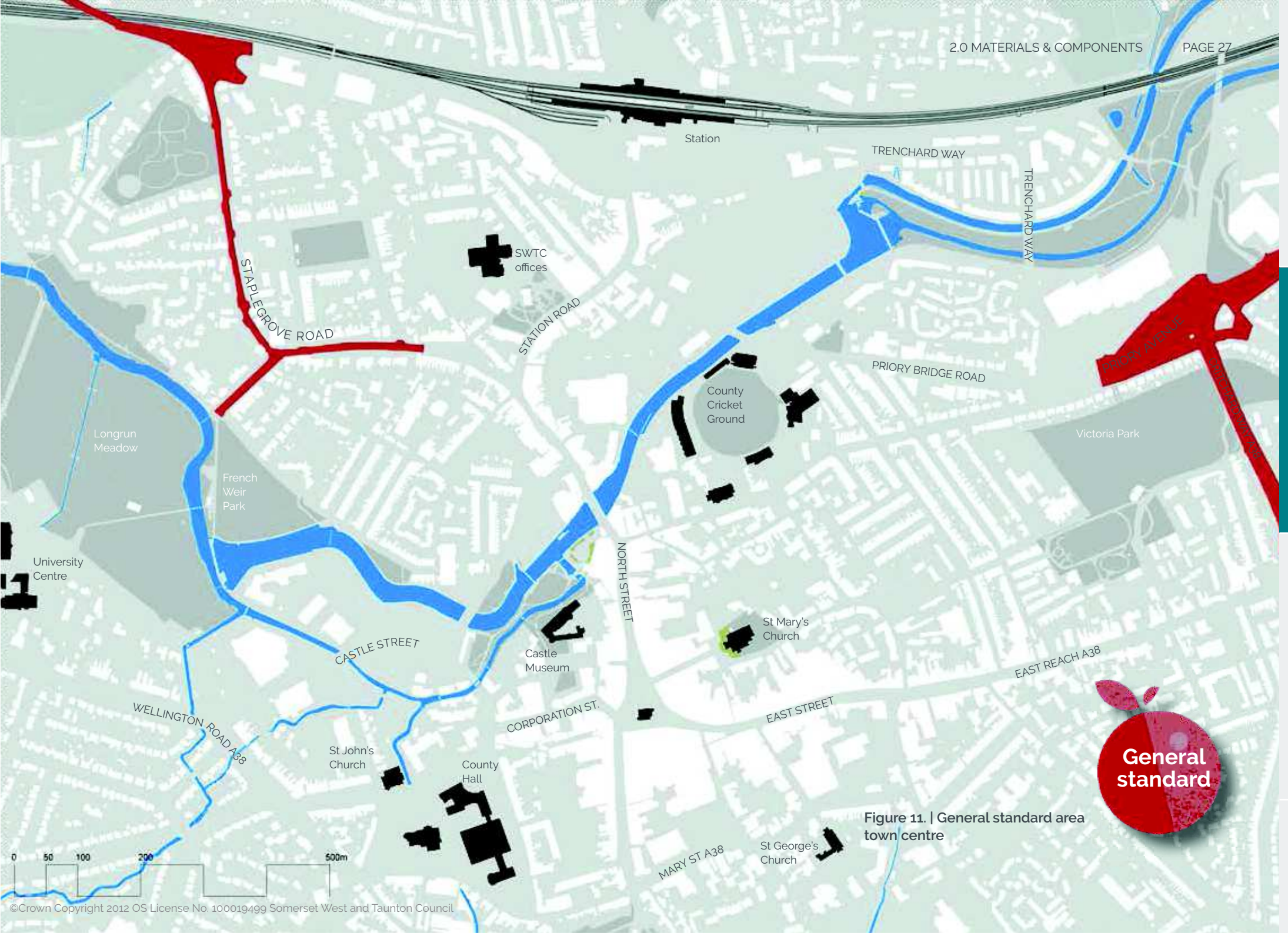


Figure 11. | General standard area town centre

General Standard - paving

Paving slabs

2.3.4

Material	concrete paving slab with granite aggregate
Gauge	600 x 450 x 65mm
Colour	natural grey
Finish	pimple standard
Sources	standard BS EN 1339
vehicle over-run areas	fibre reinforced flags: Ultrapave (Charcon) or Fibre Reinforced Paving (Marshalls)
slip resistance	45 min SRV
carbon counter	20 kg CO ₂ m ²



Paving setts

2.3.5

Material	Concrete
Size	200 x 100 x 65mm (80mm for vehicular)
Colour	natural or charcoal
Finish	plain
Sources	standard BS EN 1338
slip resistance	45 min SRV
carbon counter	20 kg CO ₂ m ²



Macadam footways

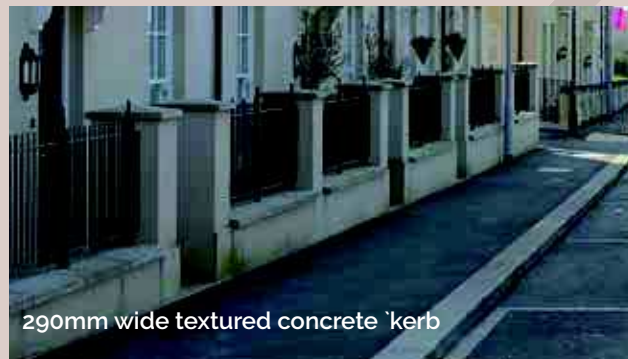
2.3.6

Material	Footways: 10mm Bitumen macadam Hot rolled asphalt Smooth Mastic Asphalt
Colour	Black
slip resistance	45 min SRV

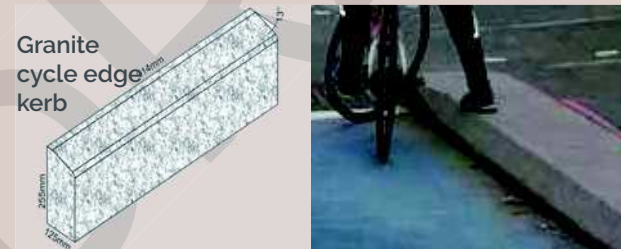


Kerbs**2.3.7**

Material	Precast concrete textured
Size	205H x 290W mm
Colour	silver grey /black fleck
Sources	Eco Countryside Kerb Charcon Charcon Classic Wide top
Carbon counter	5 kg CO2 m ³

**Kerbs - cycle****2.3.10 Cycle demarcation line**

White roadmarking diagram 1049.1 of TSRGD as section 2.6.

**2.3.9 Cycle edge kerb**

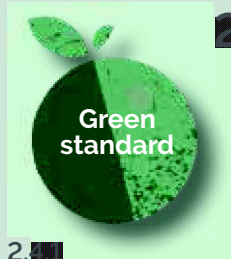
material	precast concrete
Size	255 x 125mm
Colour	Cycle kerb grey
Sources	Eco-Countryside Cycle Kerb, Charcon

Resin bound gravel**2.3.8**

Material	resin bound gravel
Size	10mm washed angular aggregate
Colour	gold
Source	Colas, Natratex or similar
Use	in street furniture zones

**Cycle path surface****2.3.11**

Material	self coloured macadam or thermosetting pigmented epoxy resin bonded dressing
Colour	Red: for cycle lanes on carriageway or where clear segregation required)
Source	Colas Colasgrip or similar



2.4 Green Standard - paving

2.4.1

Green Standard paving to be used throughout areas shown in Figure 12. The purpose is to create and maintain a network of quality walking and cycling routes through the river and canal corridors extending to our surrounding countryside. (See also Section 3.5).

Key characteristics

2.4.2

- strategic cycle routes with sealed surface paths
- users may be segregated by a white line or some other feature
- secondary unbound material unsegregated cycle and walking tracks

Special areas

2.4.3

Special areas may exist where particular variations are required to the guide.

- coincident bridleways - see British Horse Society guidance
- boat slips and steps - see Canal and River Trust towpath guidance,
- fibre reinforced resin bonded gravel where need to lay over poor existing sub base

Sealed surface cycle paths: town centre area

2.4.4

Material	resin bound surface dressing top to bitumen base course
Colour	buff
Edging	50mm pc edge
Sources	Natratex or similar Colas Fibredec on poor basecourse

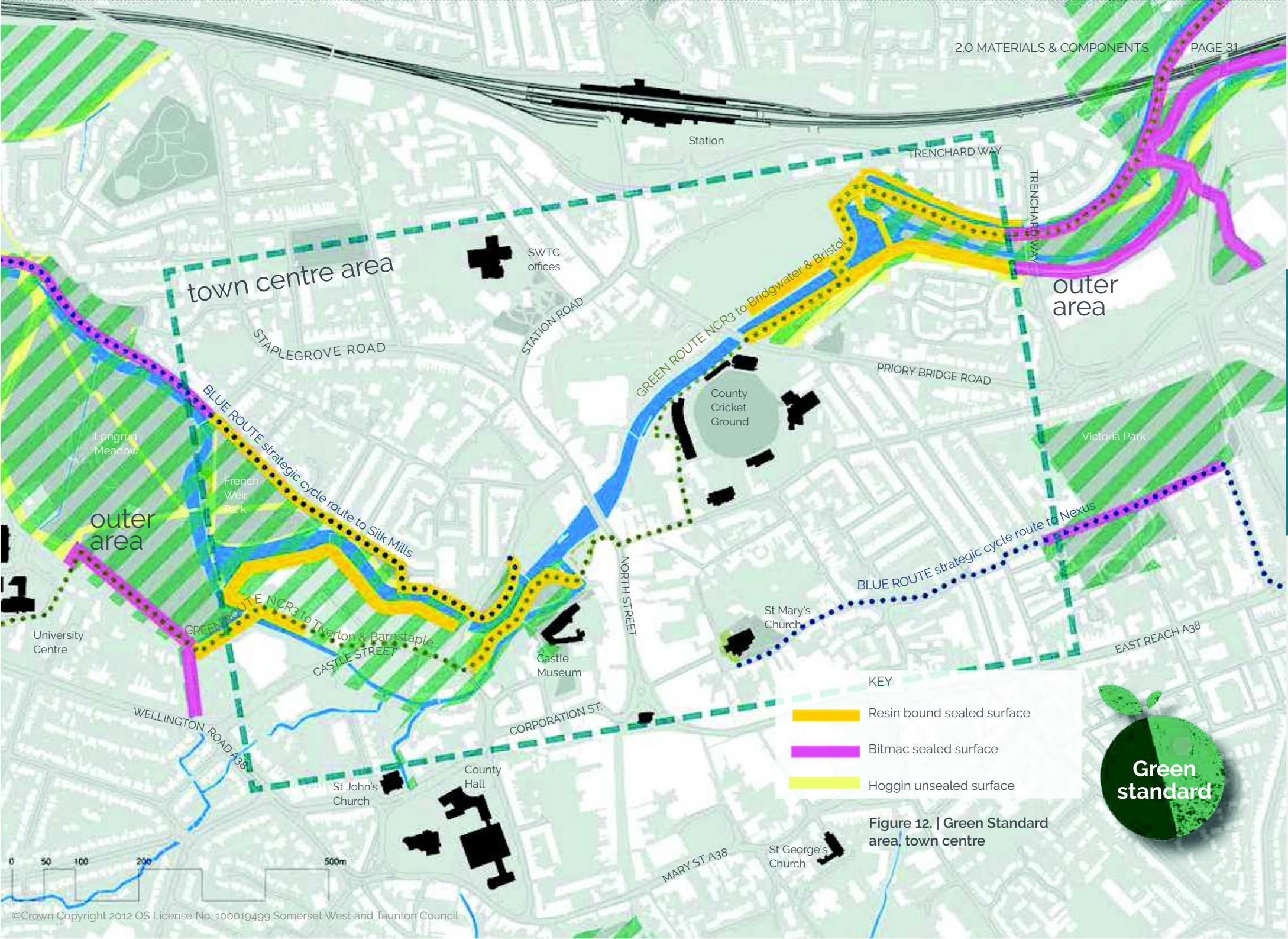


Sealed surface cycle paths: outer area

2.4.5

Material	50mm Ultifastpath or similar single layer bitumen macadam surface
Colour	black
Edging	50mm pc edge
Sources	Tarmac or similar





Station

TRENCHARD WAY

TRENCHARD WAY

outer area

town centre area



SWTC offices

STAPLEGROVE ROAD

STATION ROAD

GREEN ROUTE NCR3 to Bridgwater & Bristol

PRIORY BRIDGE ROAD

County Cricket Ground

Victoria Park

Longrun Meadow

outer area

French Weir Park

BLUE ROUTE strategic cycle route to Silk Mills

GREEN ROUTE NCR3 to Tiverton & Barnstaple

NORTH STREET

BLUE ROUTE strategic cycle route to Nexus

University Centre

St Mary's Church

Castle Museum

EAST REACH A38

CASTLE STREET

WELLINGTON ROAD A38

CORPORATION ST.

St John's Church

County Hall

MARY ST A38

St George's Church

KEY

Resin bound sealed surface

Bitmac sealed surface

Hoggin unsealed surface



Figure 12. | Green Standard area, town centre



the towpath along the canal provides a 10 mile level path across the Levels to Bridgwater connecting the moors to the town



Green Standard

Unsealed surface cycle paths

2.4.6

Material	Recycled UltiTrec aggregate
Colour	pink grey
Edging	25mmSW timber edge
Sources	Tarmac or similar

Use of unsealed surface not recommended on paths:

- with gradient steeper than 1 in 20
- shared with equestrians
- where significant run off expected



Water access slips, steps

2.4.7

Material	textured concrete or fine picked granite
Colour	concrete: natural granite: silver grey
Notes	setts paving slabs steps slipways
slip resistance	PTV >65.5 (wet)

NOTE: see Core Standard for paving and sett specifications

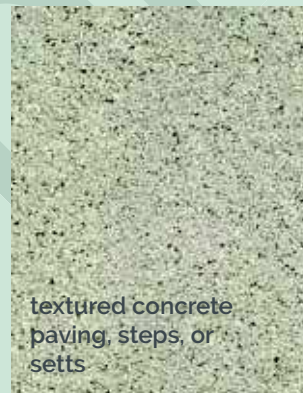


Figure 13. | gabion cages with local stone used for waterside retaining (pennant or limestone)

References:

- Design Manual Handbook for cycle-friendly design, Sustrans, 2014
- London Cycling Design Standards, Transport for London, 2014
- Canal and River Trust Towpath Design Guide, version 2, 2013
- Horses and highway surfacing, a guidance note for highway authorities CSS/British Horse Society ENG 03/05, 2006

2.5 Paving layout detail standards

Paving details

2.5.1

The small details of the ground plane are important in maintaining a high quality public realm. Paving shall avoid over fussy detailing and be laid out to make clear pedestrian priority on footways. Slabs shall be laid 90 degrees to the general line of the street centre line (never with joints between gauges running along the street).

Controlled crossings

2.5.2

Crossings islands shall be as Figure 14 or 15 single or two stage crossings.

Crossing width should be 5m min. where footways are less than 3m width to increase area to cross and avoid crowding on the footway.

Anti skid to signal crossings shall be self-coloured grey bauxite.

Tactile paving - as 2.5.7

Zig zag road markings - see 2.6.9

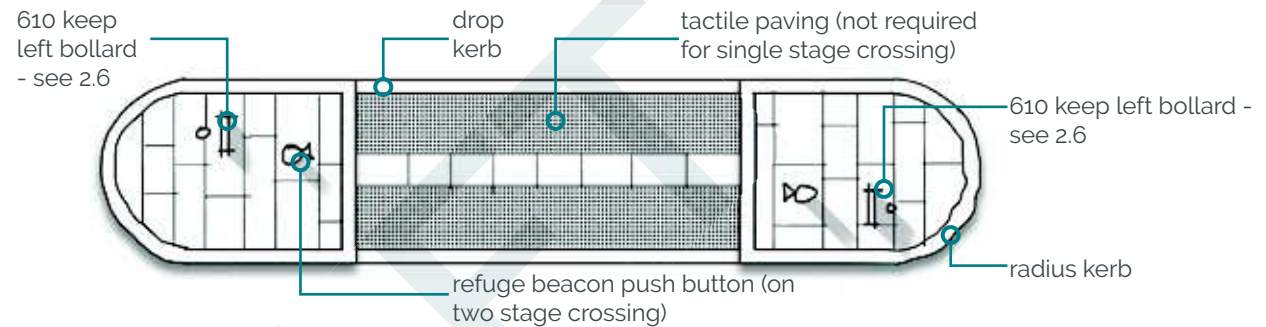


Figure 14. | signal crossing with island refuge - no guardrail

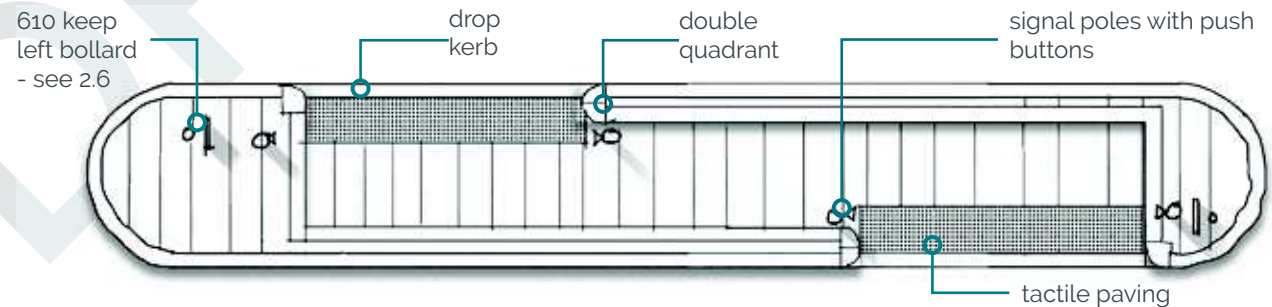


Figure 15. | two stage staggered crossing - no guardrail

Side Road Entry Treatments

2.5.3

This is a raised table that makes the footway at the same level across the side road junction as Figures 16 & 17. This gives visual and physical priority to pedestrians and creates a change in character from the main road to the side road. Dutch style drop cycle kerbs (available in the UK) allow a sloping transition across the change in level and work well for cyclists and motorcyclists.

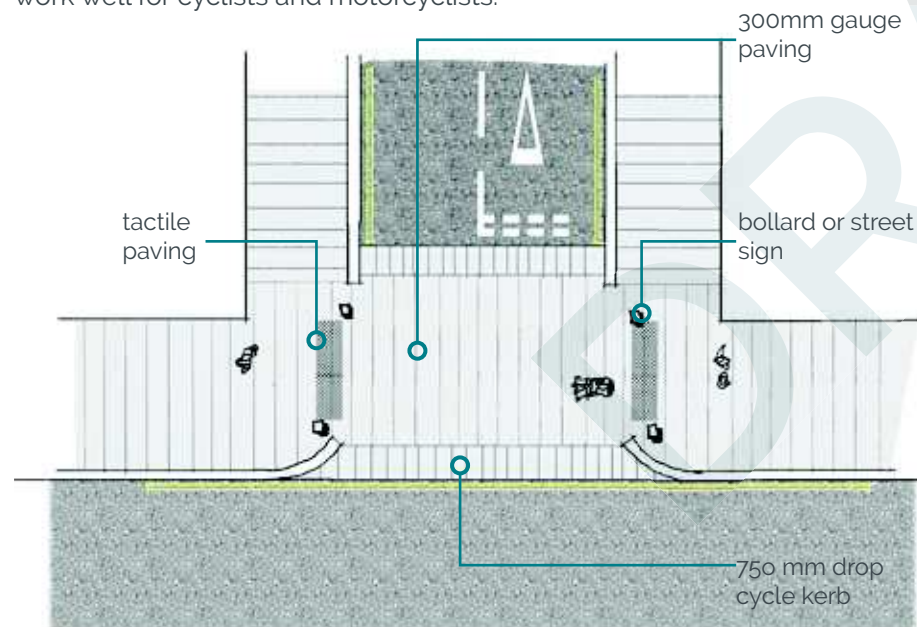


Figure 16. | side road entry continuous footway

Inspection Covers

2.5.4

Core and Town Standard paving areas shall use recessed covers with inset paving, adjusted to align with paving bonds parallel to kerb.

Crossovers

2.5.5

Where vehicles are permitted to cross the footway they shall be made to do so at footway level (and not by dropping the footway) as Figure 20 and 21..

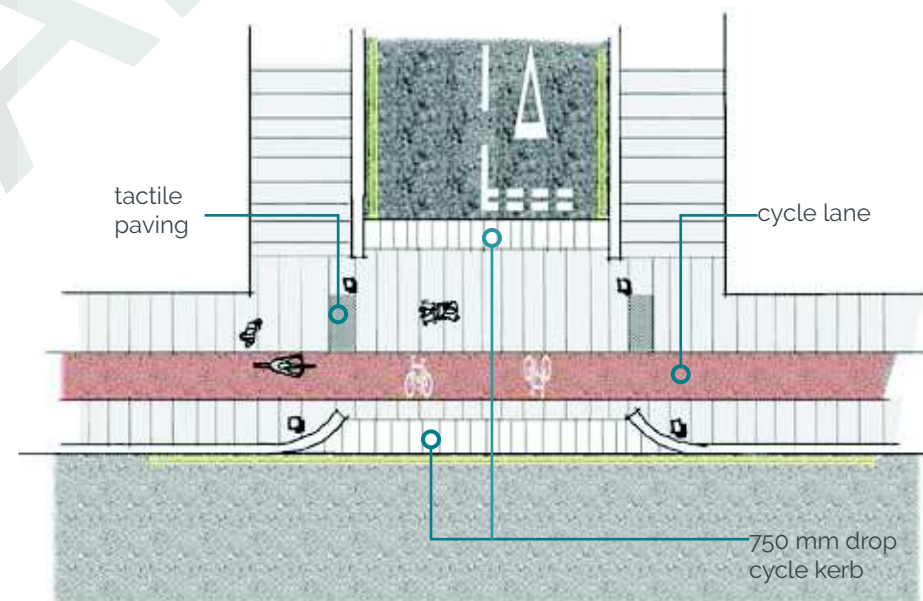


Figure 17. | side road entry continuous cycleway and footway

Paving details

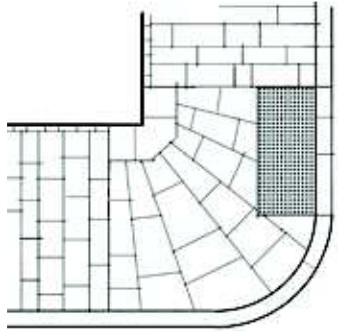


Figure 18. | Radial paving at corner

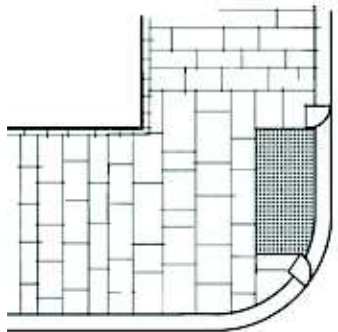


Figure 19. | Square paving at corner

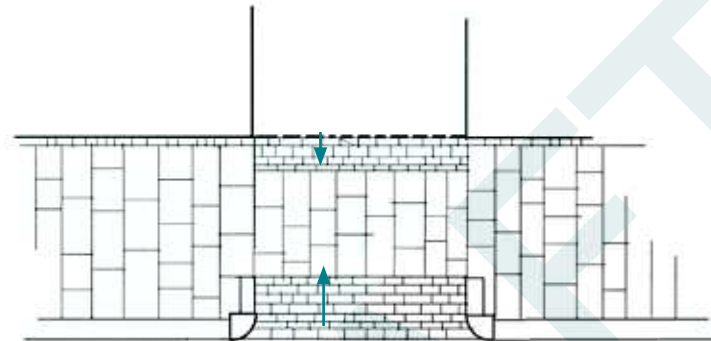


Figure 20. | Crossover to access at carriageway level with quadrant drop kerb

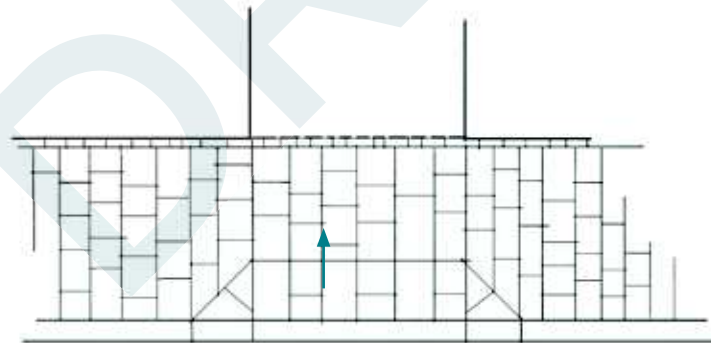


Figure 21. | Crossover to access at footway level with drop kerb transition

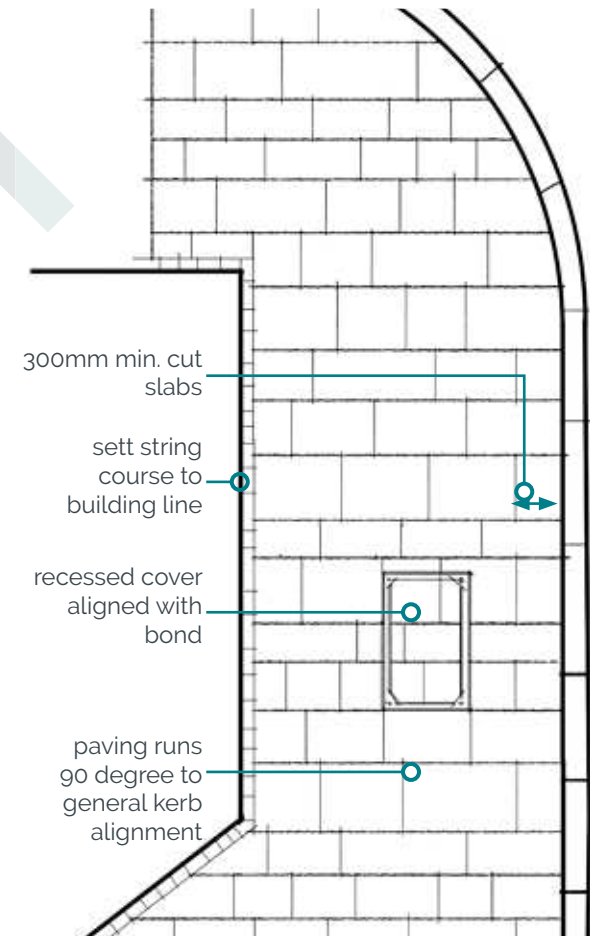
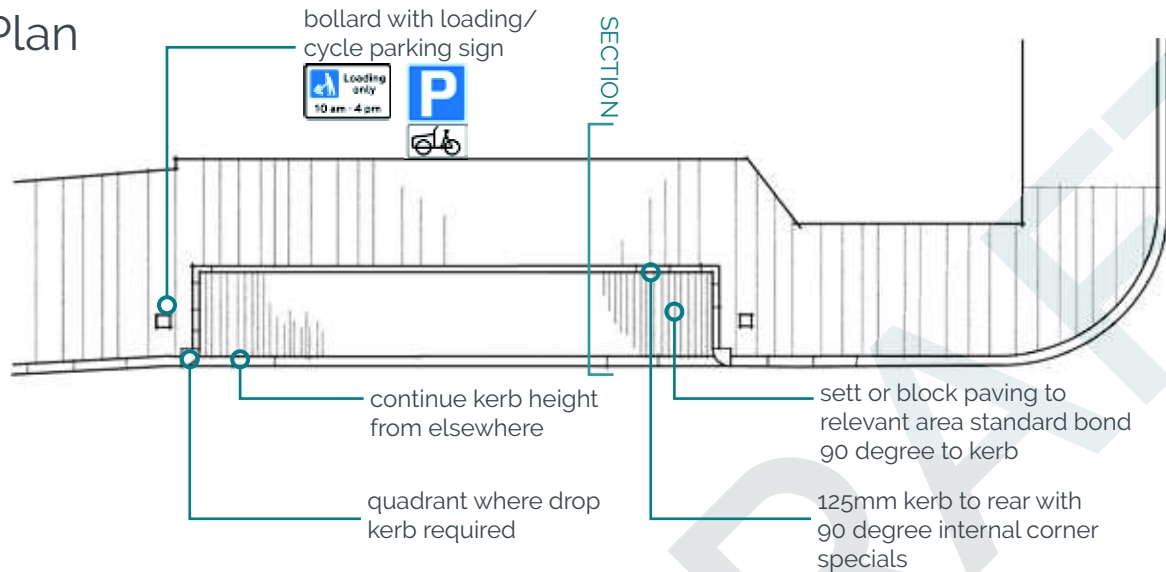


Figure 22. | Paving bond typical

Plan



Cross section

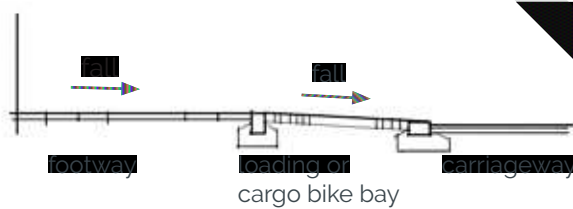


Figure 23. | On footway loading bays



Figure 24. | Cargo bike parking to be provided in conjunction with other cycle parking

On footway loading and cargo bike bays 2.5.6

On-footway loading bays permit a vehicle to use a shared area of the footway for vehicle standing and shall be flush with the footway. They are used where space is at a premium and enables flexibility in the use of the footway. They should be designed and restricted (by traffic order) to remain clear during peak pedestrian periods.

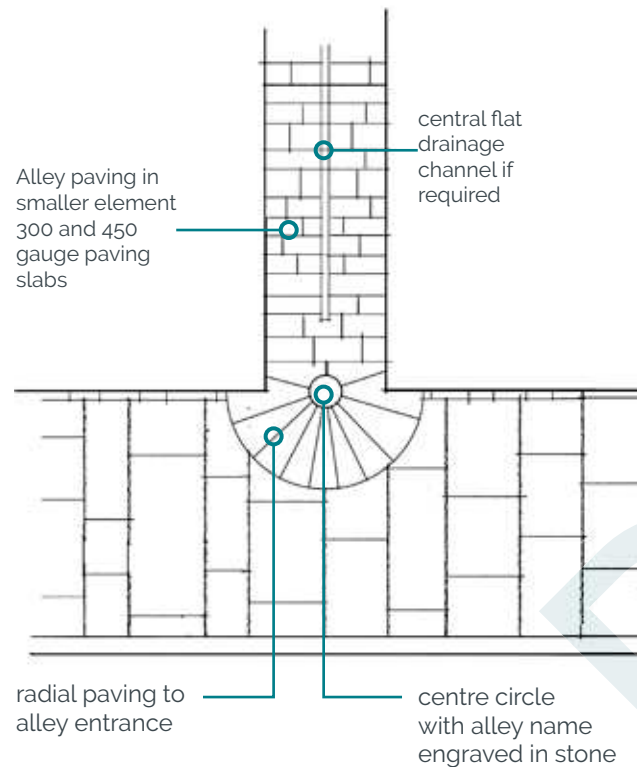
Cycle parking in the town centre shall provide significant numbers of spaces marked out for non-standard size such as cargo bikes and trikes. Similar bays can be used for cargo bike parking laid out chevron style.

Cargo Bike by Soren Michelsen from the Noun Project



Cargo bike recessed lock ring - Velopa

Courts and alleys



Tactile paving

2.5.7

Tactile paving shall follow current DfT guidelines 'Guidance on the Use of Tactile Paving Surfaces' which is being reviewed. The following colour / materials shall apply. Recessed galvanised paving infill covers shall be used for inspection covers in all tactile paved areas.

	standard	controlled crossings	uncontrolled crossings
 <p>Core standard</p>	material: granite colour: silver grey (see Figure 25)	material: granite colour: silver grey (see Figure 25)	
 <p>Town standard</p>	material: concrete colour: red (as DfT Guide)	material: concrete colour: buff (as DfT Guide)	
 <p>General standard</p>			
 <p>Green standard</p>			



Figure 25. | Core standard tactile paving shall be silver grey ground granite blister slabs with flat top blisters shaped to DfT Guidance

References

- Somerset Technical Advice Note 08/18, Traffic Calming, Traffic & Transport Development Group, Somerset County Council 2018.
- London Cycle Design Standards, Transport for London, 2014
- Updating Guidance on the Accessible Public Realm, TRL for DfT 2018
- London Streetscape Design Guidance, Transport for London 2017
- Natural Stone Surfacing - Good Practice Guide (2nd Edition), Society of Chief Officers of Transportation in Scotland 2004
- Making Space for Cycling, A guide for new developments and street renewals, Cyclenation, 2014
- Waltham Forest Mini-Holland Design Guide, London Borough of Waltham Forest & Transport for London 2015
- BS EN 1341:2001 Slabs of natural stone for external paving. Requirements and test methods
- BS EN 1342 :2012 Setts of natural stone for external paving. Requirements and test methods
- BS EN 1343 :2012 Kerbs of natural stone for external paving. Requirements and test methods
- BS EN 1338:2003 Concrete paving blocks. Requirements and test methods
- BS EN 1339:2003 Concrete paving flags. Requirements and test methods
- BS EN 1340:2003 Concrete kerb units. Requirements and test methods
- BS 7533-series (date varies) Pavements constructed with clay, natural stone or concrete pavers.
- BES 6001 – BRE Framework Standard for Responsible Sourcing
- Understanding attitudes to priorities at side road junctions, Flower J. and Parkin J. Transportation Research Part F: Traffic Psychology and Behaviour Volume 62, April 2019, pp 246-257
- Turning the Corner: Priority Changes at Junctions to Improve Safety and Comfort for People Cycling and Walking. Report number: 1468. Birmingham: British Cycling. Jones, P. 2016.
- Traffic Signs Regulations and General Directions, HMSO, 2016
- [Guidance on the use of tactile paving surfaces](#), DETR, 1998
- [Interim changes to the Guidance on the use of Tactile Paving Surfaces](#), DfT 2015
- Inclusive Mobility, DfT 2002

2.6 Signs and roadmarkings

Clutter awareness

2.6.1

Designers are required to minimise the use of signs and road markings and use only where they convey essential information.

They shall use the smallest and simplest format of each sign and minimise the number of signs used. Signs shall be located signs on buildings, railings, existing posts and lamp columns rather than new posts. Only illuminate signs where this is a statutory requirement.

Use fingerpost signs in exceptional circumstances only. Fingerposts must point to community destinations not commercial facilities.



Figure 26. | Core and Town Standard diag. 610 sign, District Traffic bollard, Furnitubes



Figure 27. | General Standard rebound bollard, Glasdon Furnitubes

Marketing

2.6.2

Marketing and dressing the street and public spaces for events and festivals is key to good town centre management, for community cohesion and local business promotion. Banners and hanging basket infrastructure should combine with street furniture such as lamp columns. Creative promotions and dressing using catenary sculpture, pavement graphics and art as well as planting and lighting will be used rather than dedicated planting baskets and banner poles that are not in use for much of the year.

N.B. planning permission may be required for advertising and promotional materials.



Figure 28. | Lamp posts can accommodate banners and flower baskets

Pedestrian and cycle wayfinding



Figure 29. | Geo wayfinding sign, Marshalls





off street and riverside cycle path routemarker

Cycle signage and road infrastructure 2.6.3

Cycle signs shall signpost priority routes set out in the Local Cycle and Walking Infrastructure Plan. Strategic Routes shall have clear signage and waymarking, and high quality crossings giving cyclists and pedestrians priority over vehicular

movement. Cycle counters (Figure 35) mounted at the roadside are excellent at raising awareness of cycling. They can be used as information boards or support advertising too, in appropriate locations.



Figure 30. | branded waymarking signs for colour coded strategic cycle routes to be composed to go with current map signs. Signs to show routes to town centre



parallel 'Tiger' crossing can be laid diagonally on a desire line, (illustration on NCR, Hackney)

Photo: Matt Winfield, @Sustrans



paving insets where cycleway signs or standard road markings are intrusive



signal junction with cycle lanes (Waltham Cross)

Photo: Mark Phillips, City Infinity

Parking Restricted zone

2.6.4

The town centre from Bridge Street, North and East and Hammett Street will be 20mph and a Restricted Zone which will mean yellow lines are not required with loading allocated to specific bays at specific times.

Visually intrusive yellow lines to prevent parking and waiting shall use minimum allowable width of 50mm with the least intrusive shade of yellow, BS 381c No. 310 Primrose as permitted by the Traffic Signs Regulations and General Directions 2016.

As roads are resurfaced the older lemon yellow 100mm lines will be changed to 50mm Primrose colour lines.



Figure 31. | Yellow lines will be 50mm Primrose everywhere in the town centre beyond the Restricted Zone to reduce visual impact (note: Restricted Zone has no yellow lines)



Figure 32. | A slow central zone to the town will free space for more social uses, will reduce street clutter and make the area quieter and more comfortable to use.

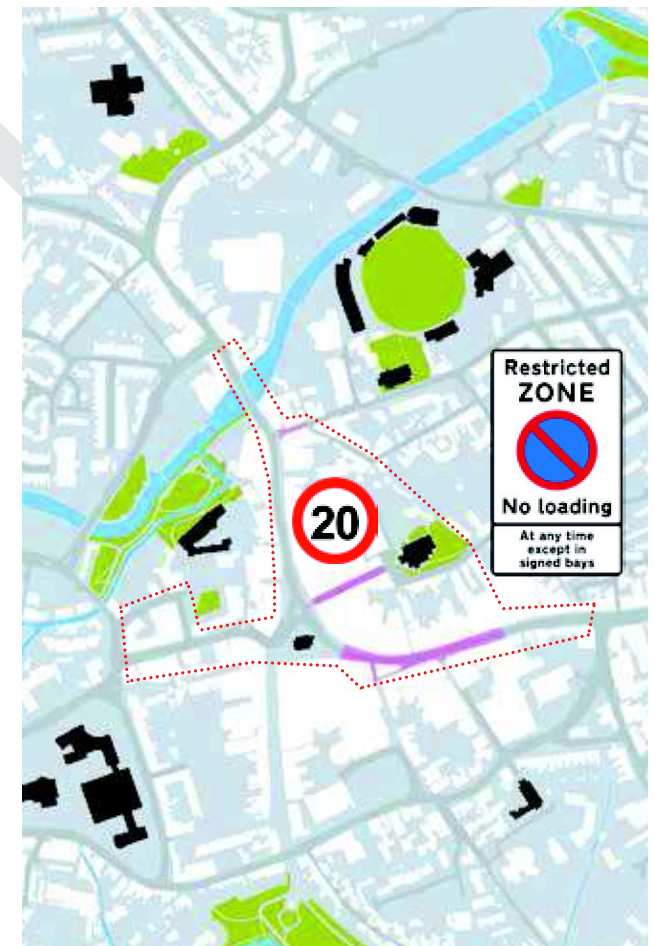


Figure 33. | Potential for a Restricted (parking and loading only where allocated) and 20mph zone - to be subject to further design and consultation



Figure 34. | all signs, lamp columns, sign posts and sign backings, lights and fittings in Core and Town Standard areas to be painted Raven 18B29

Colour consistency

2.6.5

Currently signs, lamp columns and street furniture compete with one another as some are black, some grey and some stainless steel. All signs (including their rear blank faces), lamp columns and street furniture shall be painted Raven within the Core and Town Standard areas to maintain a clear consistency. Raven BS4800/5252 18 B 29 is a recessive colour with low light reflectance and will reduce the impact of street columns and furniture on visual amenity of the town centre.

RAL 7024 Graphite Grey is equivalent to the BS4800 colour where required.



Raven BS4800/5252 18 B 29



Graphite Grey RAL 7024



Photo: ©Falco

Figure 35. | Cycle counters provide an excellent intelligent management method to demonstrate the benefits of cycling.

Cycle lanes

2.6.6

Where cycle lanes are lightly segregated they will be clearly marked in a distinguishing surface colour resin applied calcined bauxite chip in the following colours.

- Town centre (20mph area) - light grey
- Elsewhere - red

In the town centre a cycle demarcation kerb will be used to demarcate the cycle lane (see 2.1.8 Core and 2.2.8 Town Standards). General Standard areas and elsewhere shall use raised profile marking to diagram 1049.1 of TSRGD (see Figure 36 and 2.3.10).

Ghost hatching

2.6.7

Hatching at corners or along the centre of roads is not acceptable, unless there is a proven safety issue recorded in a Safety Audit. Space should instead be allocated to cycle lanes if there is spare capacity

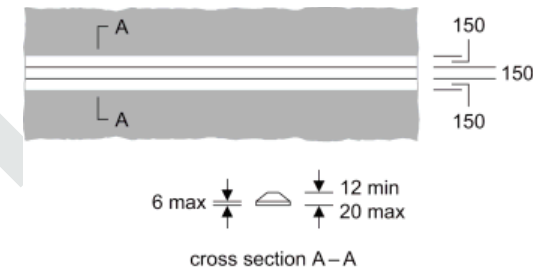


Figure 36. | Roadmarking diagram 1049.1 of TSRGD Division of a route into that part reserved for pedal cycles and that part reserved for pedestrians (Longitudinal marking)



Figure 37. | cycle lane divider Revert composite bollard, black, with traffic sign, Furnitubes. Placement must not restrict width for cargo bikes and trikes.

Centre lines

2.6.8

The use of centre-line markings should be limited to the approaches to junctions and other locations where they are necessary for reasons of road safety. In the main town centre streets they will not be used but cycle lanes will be clearly marked in a distinguishing light grey surface colour.



Figure 38. | Even on busy roads zig-zag road markings do not need to exceed 2 on both sides. Kensington High Street

Zig zags at crossings

2.6.9

For all new pedestrian crossings the standard length for zigzag markings will be two marks on approach and two marks after crossing except where there is insufficient visibility on the approach to the crossing (see Figure 38). Zigzags should not extend into side roads.

References

- Design manual for bicycle traffic (Netherlands), CROW Fietsberaad, 2017
- Focus on Cycling - Copenhagen Guidelines for the Design of Road Projects, 2013
- Handbook for cycle-friendly design, Sustrans, 2014
- Making Space for Cycling: A Guide for New Developments and Street Renewals, Cyclenation, 2014
- International cycling infrastructure best practice study, TfL, 2014
- Outdoor advertisements and signs: a guide for advertisers, DCLG 2007
- Town and Country Planning (Control of Advertisements) Regulations 2007
- Shared Use Routes for Pedestrians and Cyclists, Local Transport Note 1/12, DfT 2012
- Traffic Signs Manual, Chapter 5, Road Markings, DfT 2018
- Traffic Signs Manual Chapter 3 Regulatory Signs, DfT, 2019
- Traffic Signs Regulations and General Directions. HMSO 2016

2.7 Bollards

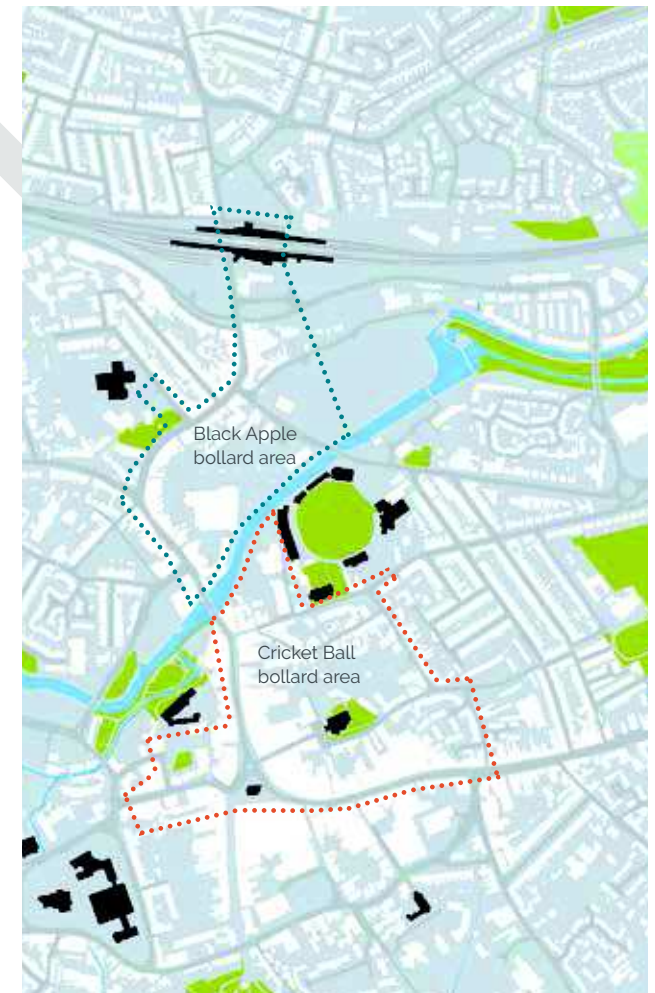
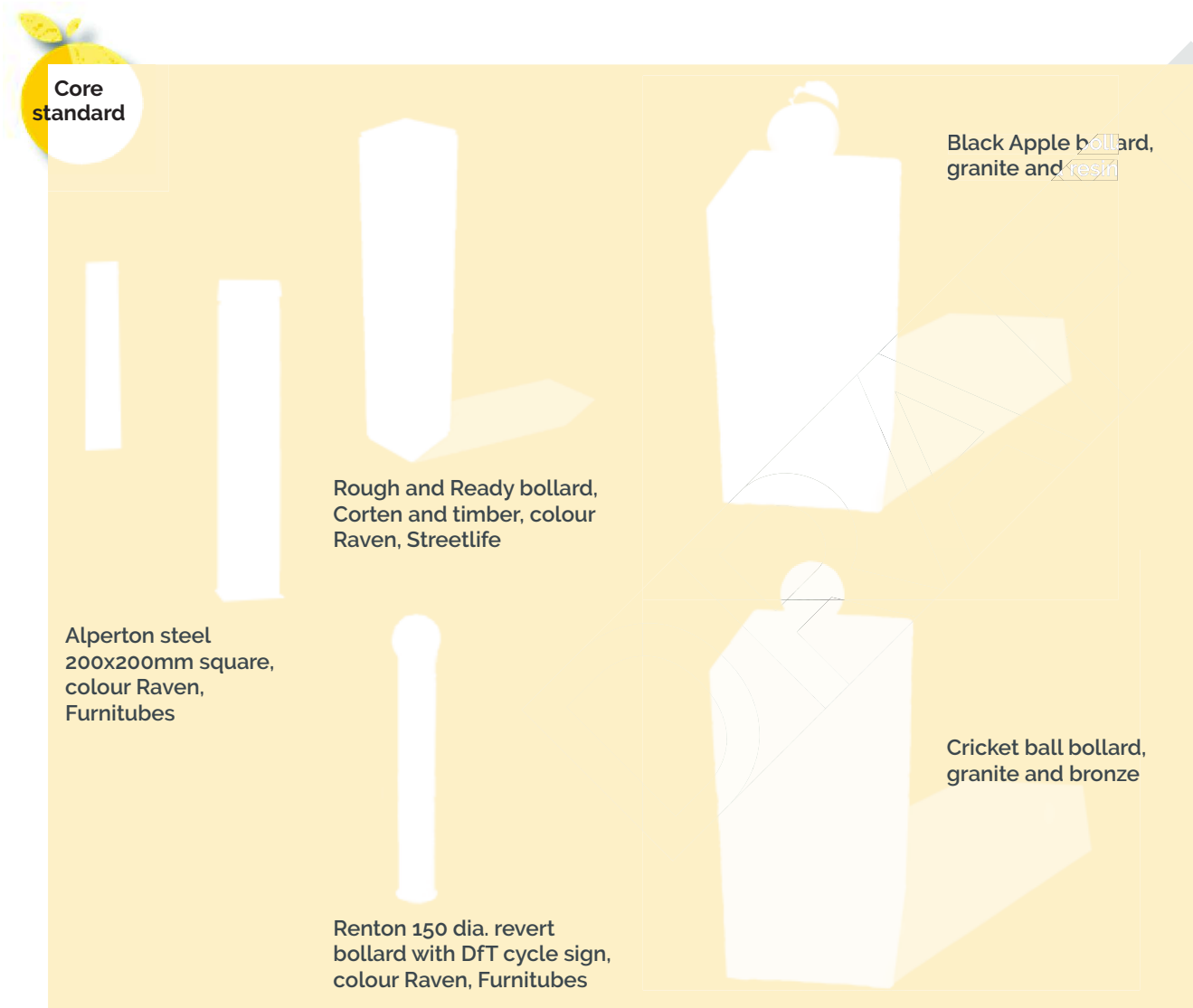


Figure 39. | Areas for use of special granite bollards



Town standard



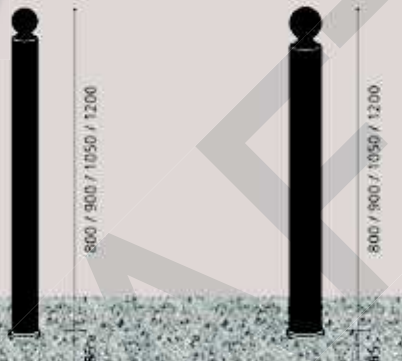
Alperton steel 200x200mm square, colour Raven, Furnitubes



Renton 150 dia. revert bollard with DfT cycle sign, colour Raven, Furnitubes



General standard



Retford 80 and 100. revert bollard, colour Raven, Furnitubes



Renton 150 dia. revert bollard with DfT cycle sign, colour Raven, Furnitubes



Manchester 150 dia. Durapol bollard colour Raven, Glasdon

Photo: Glasdon Group Ltd



Green standard



hardwood, 200x200mm square, Woodscape



Rough and Ready bollard, Corten and timber, natural, Streetlife



green oak, 200x200mm square, Furnitubes



green oak, 200x200mm square, with DfT cycle sign, Furnitubes

2.8 Seats and benches

Core standard



Escofet Kiwi seat - Marshalls



Escofet Kiwi chair - Marshalls

Core - special with anti graffiti coating



solar seat with charger: [Kellen solar Streetline](#) recharge bench 2960x860x450mm - Hardscape. USB connection, can be used to charge phones, bike etc. Can be battery and/or mains connected.



wood slat option

Kellen park bench large 2960x860x450mm. Standard light or dark grey - Hardscape



Town standard



Escofet Kiwi seat - Marshalls



Kellen park bench large 2960x860x450mm
Standard light or dark grey - Hardscape



General standard



Essentials hardwood seat and bench - Marshalls



Green standard



Drifter bench - Streetlife



timber furniture by local artist maker Stefan Jennings

2.9 Cycle furniture

Core standard



Geo Geo Hoop Cycle Stand 1200 Root Fixed stainless steel with tapping rail. 1200 L x 850 H mm. Marshalls



Solid timber top powder coated (Raven) bike stand 700 W x 750 H mm. Streetlife



Corten e-bike charging stand. Streetlife



Photo: ©Falco

Cycle foot and hand rest. Falco



Photo: ©Velopa

Cargo bike parking ring. Velopa



Town
standard



Geo Geo Hoop Cycle Stand 1200 Root Fixed stainless steel with tapping rail. 1200 L x 850 H mm - Marshalls



General
standard



Geo Geo Hoop Cycle Stand 1200 Root Fixed stainless steel with tapping rail. 1200 L x 850 H mm - Marshalls



Green
standard



Cambridge timber bike stand - 1070 x 750 x 150mm oak with engraved and painted text, Landmark

Photo: ©madebylandmark.com

References

Cycle Parking Guide For New Residential Developments, Cambridge City Council, 2010

[Bicycle parking manual](#), Danish Cycling Federation, 2010

Traffic Signs Regulations and General Directions, SI 362, HMSO, 2016

Other cycle furniture

2.10 Litter /recycle bins



Figure 40. | Bike hangar lock up for residential streets with limited on plot cycle parking space. 2550 L x 2300 W x 1365 H mm. Cyclehoop



Figure 42. | Bike hire lockers - to be provided for park and ride and station and major community facilities. With rental apps, makes cycling more conveniently available



Figure 41. | Cycle Hub for busy locations, transport hubs, major community facilities such as schools, health centres etc. Cyclehoop



Figure 43. | Cycle hubs in busy locations should provide air pumps and repair stations. Cyclehoop



Figure 44. | Core and Town Standard: Urban litter and recycle steel bin, Vestre. Colour Raven. Ground fixed (100, 140 and 200 litres) or wall mounted (25 and 100 litres). Available with a steel jacket (extra). Available with ashtrays.



Figure 45. | Other: recycled plastic Metro hooded bin (left) and Regent post mount bin (right), colour Raven. Leafield Environmental

2.11 Parklets

2.11.1

Parklets for town centre streets allow the re-purposing of space taken up by parking or unused carriageway to be used for social activity.



Photo: ©Vestre

Figure 46. | Parklets - used for making more social use of poorly used street space and for showing how parking space would be better used, Vestre

2.12 Pedestrian guardrail

2.12.1

There is a presumption within the town against using guardrail in highway design. Presumption is in favour of a high level of service for pedestrians and cyclist on all streets (other than Toneway east of Critchard Way). The onus is on the designer to remove the necessity for guardrail. Guardrail is an ugly addition to our streets. It clutters a street visually and contributes to traffic domination of the street environment and discourages walking. It encourages driving at speed as pedestrians are seen as coralled. It is also a hazard to cyclists who can become trapped between it and a vehicle at junctions. Guardrail can be a hindrance to the emergency services, taxis picking up and dropping off passengers, vehicles loading, passengers exiting cars and buses, and utility companies accessing services on the footway. For all these reasons we will endeavour not to use guardrail and to remove it where it is used.

2.12.2

Pedestrians should be able to cross signalised junctions in a single phase rather than having to wait again at central islands. Designers must provide sufficient weight to pedestrian demand and the cost associated with these to give the right amount of priority to pedestrians in places of high

demand. Where staged crossings occur, islands without guardrail should be used. Lightly used crossings (pelicans, puffins, toucans, etc) should change signals on demand without delay.

Quality and visibility

2.12.3

On few occasions where it is used, a high quality visibility type rail shall be used with ornate posts. Guardrail shall be painted or self-coated in Raven 18 B 29 finish.



Figure 47. | Stretford ornamental 1020mm guardrail with Trafford cast iron finial, Furnitubes.

References

Guidance on the Assessment of Pedestrian Guardrail, TfL 2012

Small Improvement Schemes Advisory Leaflet, Pedestrian Crossings, Somerset County Council, 2013

2.13 Bus shelters

Shelter types and ownership

2.13.1

There are two tiers of bus shelter ownership in Taunton:

- Somerset West and Taunton Council shelters - some in town centre are high quality stainless steel and the rest are a legacy budget type of low quality. Some have advertising under a contract.
- Parish Council shelters

Advertising contract shelters

2.13.2

Somerset West and Taunton Council have a contract with Clear Channel (up until 2025) to provide a series of Insignia Adshel Clear Channel shelters around the town. Designers should liaise with the Property and Portfolio Management team at the council. Clear Channel own these shelters and are responsible for planning, erection, cleaning and repair.

Green roof and solar roof shelters area available.

Advertising poster panels and digital advertising panels are also available and may require planning consent.



Figure 48. | Advertising contracted shelters - Insignia by Adshel in Graphite Grey RAL 7024

Somerset West and Taunton Council shelters

2.13.3

These non contract shelters cannot hold advertising and shall be DDA compliant and able to hold Real Time Passenger information. All will have wifi and integral lighting, whether solar or mains powered.



Figure 49. | B Type: Advertising contracted shelters - Insignia by Adshel in Graphite Grey RAL 7024

Three types of shelter will be used:

A - four bay Adshel Insignia (Figure 48)

B - 3 bay Adshel Insignia shelter (Figure 49)

C - Timber neighbourhood centre shelter (Figure 50).

Options for solar roof or green roofs (Figure 51) are available.



Figure 50. | C Type: timber neighbourhood centre shelter - Hassocks, by Littlethorpe (with ability to fit RTI, Wifi and green or solar roof)

Parish Council shelters

2.13.4

Parish shelters are usually bespoke legacy shelters owned and managed by Parish Councils. Replacements or additions shall use one of the illustrated types.



Figure 51. | Advertising contracted shelter options - in Graphite Grey RAL 7024 with green and solar roof options with digital screen advertising

ClearChannel Adshel shelters in town centre
[Contract end: January 2025]

Advertising shelters

- 4303-0001 Station Road opp 40
- 4303-0002 Tone Bridge Street
- 4303-0003 East Reach
- 4303-0004 East Reach
- 4303-0005 Station Road
- 4303-0006 Station Road
- 4303-0007 Priorswood Road
- 4303-0008 Lisieux Way
- 4303-0009 Galmington Way
- 4303-0010 Hamilton Road
- 4303-0012 Wordsworth Drive
- 4303-0021 Castle Street
- 4303-0022 East Street
- 4303-0023 Park Street

Non-Advertising

- 4303-0013 Selworthy Road
- 4303-0014 Bridgwater Road
- 4303-0015 Wellsprings road
- 4303-0017 North Street
- 4303-0018 Oakenground
- 4303-0019 B3277 j/o Manor Park
- 4303-0052 Milton Hill
- 4303-0053 Lyngford Road
- 4303-0054 Exeter Road

Bus shelter distribution strategy

2.13.5

Bus shelters shall be used on all stops on the town's bus routes as Figure 54. High quality bus shelters will afford communities better information (based on Somerset's emerging Total Transport portal) and better comfort with well- lit and wifi enabled shelters.

By having identifiable high quality shelters on each route, we will encourage bus use.

Taunton town centre (and Roman Road area) have very low car ownership at under 50% so bus access and use is critical to everyday movement needs. 38% of 70-74 year olds in urban Somerset use public transport as their main way of moving around.



Figure 52. | Many bus shelters are uninviting and poor quality- their second class nature discourages use and can lead to loss of service routes as a result of low ridership. This type will no longer be used within Taunton Garden Town.



Figure 53. | Good bus shelters with adequate lighting and information encourage public transport use - this reduces congestion and improves air quality in our streets

References

Bus Services Act, HMSO. 2017

Bus Strategy, Part 1 of a Passenger Transport Strategy 2018 - 2026, Somerset County Council, 2018

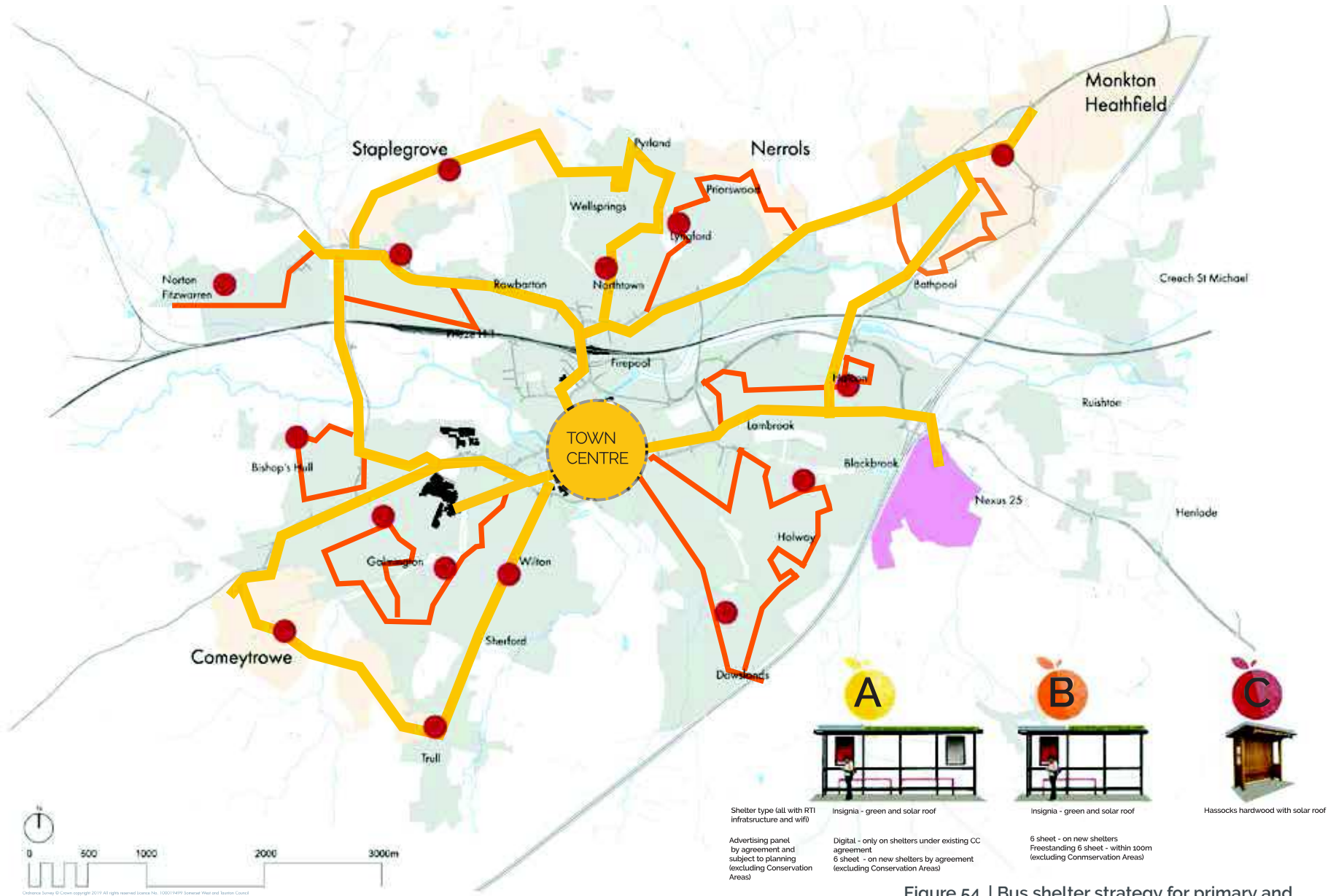
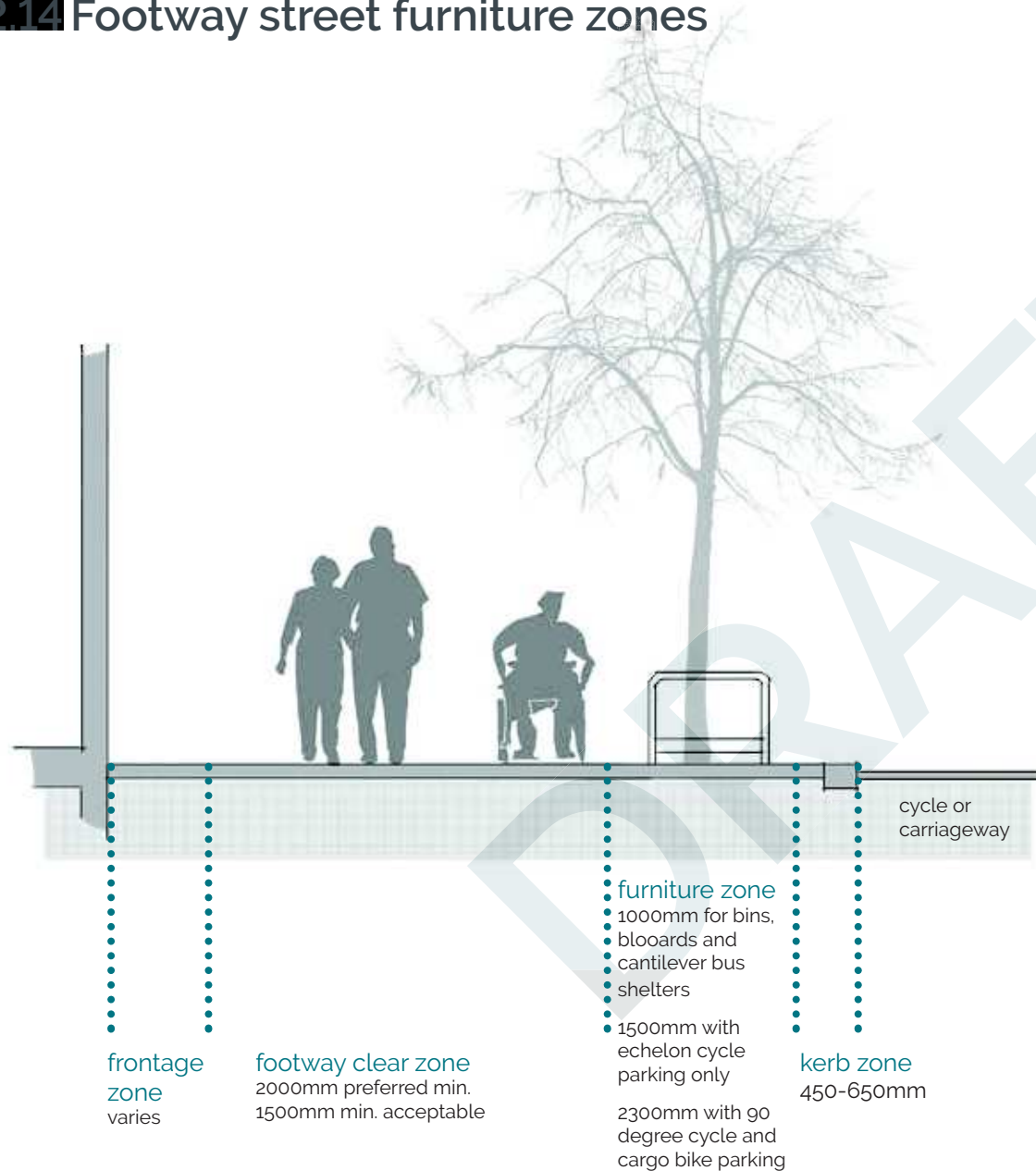


Figure 54. | Bus shelter strategy for primary and secondary routes and neighbourhood centres (based on bus routes 2019)

Ordnance Survey © Crown copyright 2017 All rights reserved. Licence No. 100019499. Somerset Water and Transport Council

2.14 Footway street furniture zones



Clear zones

2.14.1

The footway clear zone will determine how much space is available for street furniture or planting. Once this is achieved the furniture zone can be defined. The kerb zone will always be kept clear to avoid vehicle strike. See also '[Inclusive Mobility](#)', DfT.



Figure 55. | In housing developments a privacy strip behind the footway or shared surface can be occupied with seats and planting (Ikon, Street)

2.15 Social activity & play furniture

Activity for health

2.15.1

Street furniture has a role to play in improving sociability of public space. Ping pong, basketball hoops, street trampolines and even temporary parklets or individual moveable chairs all have a place in today's public realm. These add vitality and a sense of belonging as well as encourage active lifestyles and a sense of fun to a place.

Doorstep play

2.15.2

New streets should include car free public areas that can be used for doorstep play.



Figure 56. | Outdoor ping pong table, Richter Spielgeräte



Figure 57. | Streets can have a bit of fun too - trampolines in Copenhagen. Play Grade

2.16 Street name plates

2.16.1

Street name plates shall be wall fixing unless there is no solid wall to fix to, when they shall only then shall be free standing.

In the Garden Town centre nameplates shall be white text on cobalt blue (RAL 5013) background. In Conservation Areas mounting height shall be at first floor window cill height (c.3m).

Material	min. 3mm 11swg SIC half hard aluminium die-pressed, 200mm height
Freestanding mount	black recycled plastic (not in Conservation Areas) or black painted galvanised frame and posts 915mm height
Cul de sac	include sign diag. 816.1
Source	G&G Signs or similar approved
Font:	Transport 75 or 100mm high



Figure 58. | Street nameplates standard white (top and centre) and conservation area Cobalt Blue (bottom)

References

[Street Name and Numbering, Somerset West and Taunton Council](#)

2.17 Electric vehicle chargers

Electric Vehicle charger ecosystem

2.17.1

Electric vehicle (EV) chargers and charging hubs for private or shared vehicles shall be provided in off street car parks. EV chargers shall not be installed on public highway as this infrastructure obstructs pedestrians, especially those with mobility difficulties, it creates additional clutter and is not permitted by the highway authority, Somerset County Council at this stage. The Council is aware of technological advances towards wireless charging and this position may alter in due course.

EV hubs shall be provided in public and private car parks and should allow for standard vehicle sizes and also for e-scooters and cargo bike charging. Priority will be given to car club or sharing chargers.

DRAFT

2.18 Tree planting

Tree selection

2.18.1

Trees species and sizes for street tree planting shall be agreed with the arboricultural officer at Somerset County Council or for other public spaces with the Somerset West & Taunton Council tree officer. Street trees shall be from the list shown unless otherwise agreed in writing and shall be provided root balled. Installation will be by underground guying with root irrigation pipe. Trees for streets shall be minimum 20-25cm Advanced Nursery Stock.

Tree pits and trenches

2.18.2

Where possible a minimum soil volume of 5 cu m should be provided. The shape of the soil area need not be regular and can be altered to suite site conditions. Volume cannot be achieved by providing extra depth. The maximum useful depth of topsoil for tree planting is 900mm. It is acceptable for more than one tree in the same soil.

Paving support

2.18.3

All street tree planting requires structurally sound pavement installation while enhancing the amount of rooting space or urban trees and encouraging root growth away from the pavement. These

include root paths, structural soil and suspended pavement systems and each has benefits and drawbacks. Seek expert arboricultural guidance to identify the best approach for your project.

Tree pit surfacing

2.18.4

Surface treatment choices should balance considerations of tree health and the use of the space around the tree. The following surfacing may be used:

location	type
 Core standard	Specialist permeable resin coated aggregate.
 Town standard	Gravel – porous self-binding inorganic hoggin / 20mm down aggregate
 General standard	Gravel – porous self-binding inorganic 20mm down OR single size loose gravel 10mm in cellular constraint in very low foot traffic areas only.

Root barriers

2.18.5

Root barriers should be used only in circumstances that need to redirect root growth away from a structure, not to restrict roots completely within a confined zone.

Drainage

2.18.6

Tree pits shall have a 200 mm deep layer of clean 50mm nominal size aggregate in the base topped with a geotextile blanket.

Planting adds value; it helps to soften the urban street-scene, creates visual and sensory interest, and improves the air quality and microclimate. It can also provide habitats for wildlife.

Manual for Streets, DfT 2007

Tree grilles/ surrounds/edging

2.18.7

Segmented integrated tree grilles shall be used with a deep construction. The grille shall incorporate a continuation of the surrounding hard surface. Gaps between the sections allow water and air through and sections can be removed to allow for tree growth.

Specification

Type:	Paving infill type: Castle Tree Grate . (see Figure 60)
	Steel grille type: Monza Tree Grille (see figure 61)
Sizes:	1m , 1.2m, 1.5m, 1.8m, 2m and 2.4m square
Source:	Green Blue Urban

Watering

2.18.8

New planting to have an appropriate programme of irrigation to establish and thrive. This might involve hand watering or an automatic system. Slow release watering bags shall be used in soft landscape planting areas. Irrigation systems may be used only if tree pits have adequate active drainage and water is directed through a root ball.

Large trees

Acre rubrum 'Doric'
 Alnus incana
 Carpinus betulus' Frans Fontaine'
 Fagus sylvatica 'Dawyck' or 'Anniek'
 Gingko biloba – also varieties: 'Tremonia' or fastigiata 'Blagon'
 Liquidambar styraciflua 'Festival'
 Platanus x hispanica 'Tremonia'
 Quercus palustris 'Green Pillar'
 Quercus palustris 'Green Pillar'
 Quercus robur 'Fastigiata Koster'
 Tilia cordata 'Green Spire', 'Streetwise' or 'Rancho'

Medium Trees

Acer campestre - varieties: 'Elsrijk' or 'Streetwise'
 Prunus 'Sunset Boulevard'
 Pyrus calleryana 'Chanticleer'
 Sorbus intermedia
 Sorbus latifolia 'Henk Vink'
 Sorbus 'Sheerwater Seedling'

Small trees

Acer capillipes
 Acer platanoides Globosum
 Acer campestre 'Streetwise'
 Amelanchier lamarckii
 Amelanchier alnifolia 'Obelisk'
 Koelreuteria paniculata fastigiata
 Malus baccata 'Street Parade'

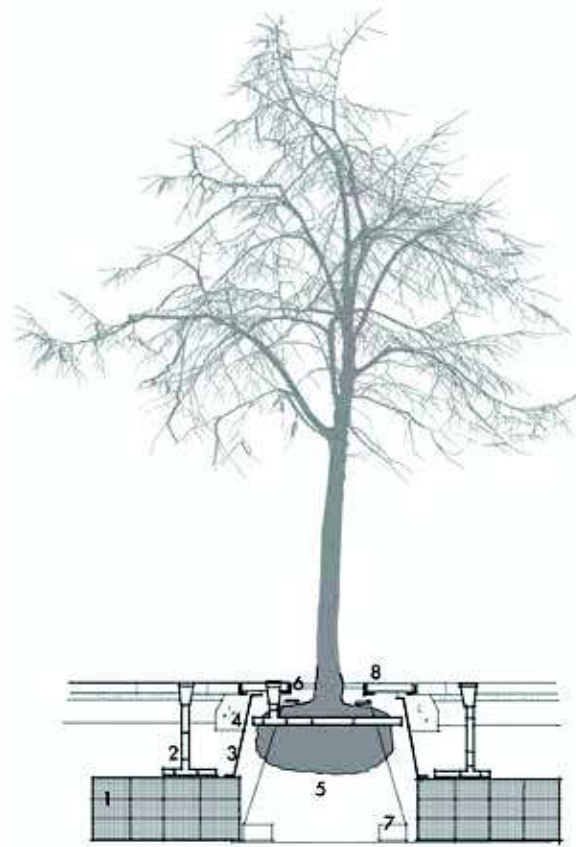
Prunus 'Sunset Boulevard'
 Pyrus calleryana 'Chanticleer'

Trees for pollinators

Acer campestre 'Elsrijk'
 Alnus glutinosa
 Amelanchier lamarckii
 Crataegus laevigata 'Paul Scarlet'
 Liquidambar styracifolia
 Liriodendron tulipifera
 Malus Evereste
 Malus Rudolph
 Prunus cerasifera
 Salix caprea
 Sorbus aucuparia
 Tilia cordata

Pollinators

Pollinators, especially bees, require forage from early spring through to late autumn, and native trees, including hazel, alder and pussy willow can provide early sources of pollen when few plants are in flower. Several non natives provide late summer nectar too. Connected avenues with pollinator street trees can link areas of urban forage green spaces with one another enabling flying insects to negotiate a nutritious path through urban areas.



1. Root Cell system
2. Root rain irrigation pipe
3. Root director
4. concrete ST1 haunch to tree grille
5. urban tree soil
6. mulch - resin bonded gravel
7. dead man guy support
8. galvanised tree grille with inset paving

Figure 59. | Street tree pit section: street trees to have underground guying, and root cells with urban tree soil for pavement support integrity and to provide correct nourishment and suitable conditions that promote healthy growth



Figure 60. | Castle Tree Grille: Heavy duty galvanised steel segmented tree grilles with insets for paving, Green Blue

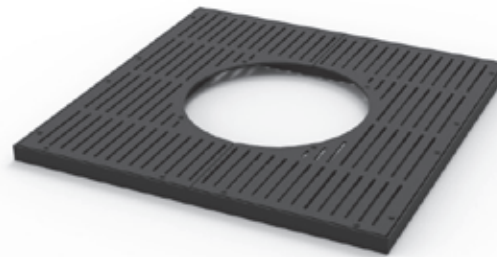


Figure 61. | Monza Tree Grille: Heavy duty galvanised steel segmented tree grilles with insets for paving, Green Blue

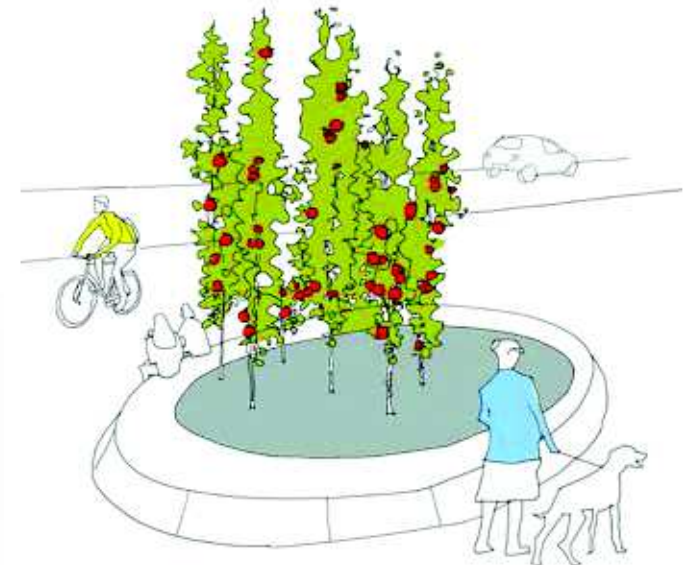


Figure 62. | Street tree planter: for micro-orchards or tree clusters with planter retained edges to help contain fruit drop and provide seating - [Kellen Elementale](#), Grande bastion Stones 40/32 (750mm high) and Planter Section 40 (500mm high), Hardscape

Increasing tree cover

2.18.9

Taunton's tree cover at only around 12% is woefully low and as part of our commitment to tackling climate change we will ensure good tree provision is made in our streets and public realm by growing a Garden Town Forest in order to help increase this figure towards our target tree cover of 30% by 2050.

Tree planting strategy

2.18.10

The Taunton Garden Town Tree Planting Strategy is an emerging policy of the council's. It will be developed by the council in line with the 25 Year Environment Plan and the emerging National Tree Strategy. An illustrative plan is shown in Figure 63 indicating what this might entail. It shows how a strategy uses planting on public highway and public and private green space of:

- street avenues
- woodland planting (carr, wet, and mixed deciduous woodland)
- withy beds
- wetlands
- orchards and micro-orchards

This to be complemented at smaller scale by

- street sponge gardens with tree clusters (see

Section 2.18)

- individual trees
- skyline tree clusters
- sports field perimeter windbreaks
- park wilding with native woodland and copses
- pollinator planting

The Tree Planting Strategy will take a multifunctional ecosystem approach to implementing the Green Infrastructure Strategy

- creates a linked network of linear routes and stepping stones - for habitat linkage and active travel corridors
- some private and some public land (to maintain viability)
- provides diverse habitats-
- reinforces the natural landscape backbone of the town reflecting its topography, watercourses and flood zones
- enhance tree cover as community carbon sink and sequestration
- help achieve net biodiversity gain

While an element of this forest will involve public land, we appreciate that we will need to partner with private land owners, utility companies and other land owners to accomplish a greener town.

The Garden Town Forest will be assisted by a

crowd funding carbon sequestration initiative that will benefit wildlife and provide a far stronger green character to the town. Developers will contribute through CIL and S106, and farmers through future Environmental Land Management Systems as they emerge, Local organisations and institutions, neighbourhood and friends groups as well as individuals may contribute to it as part of their carbon offsetting. This requires a partnership approach to delivery and we will look to work with

- Somerset Wildlife Trust
- DEFRA
- Natural England
- Forestry Commission
- National Farmers Union
- Country Landowners Association
- Woodland Trust
- Canal and River Trust
- Key local landowners such as the NHS, schools Environment Agency, Highways England etc

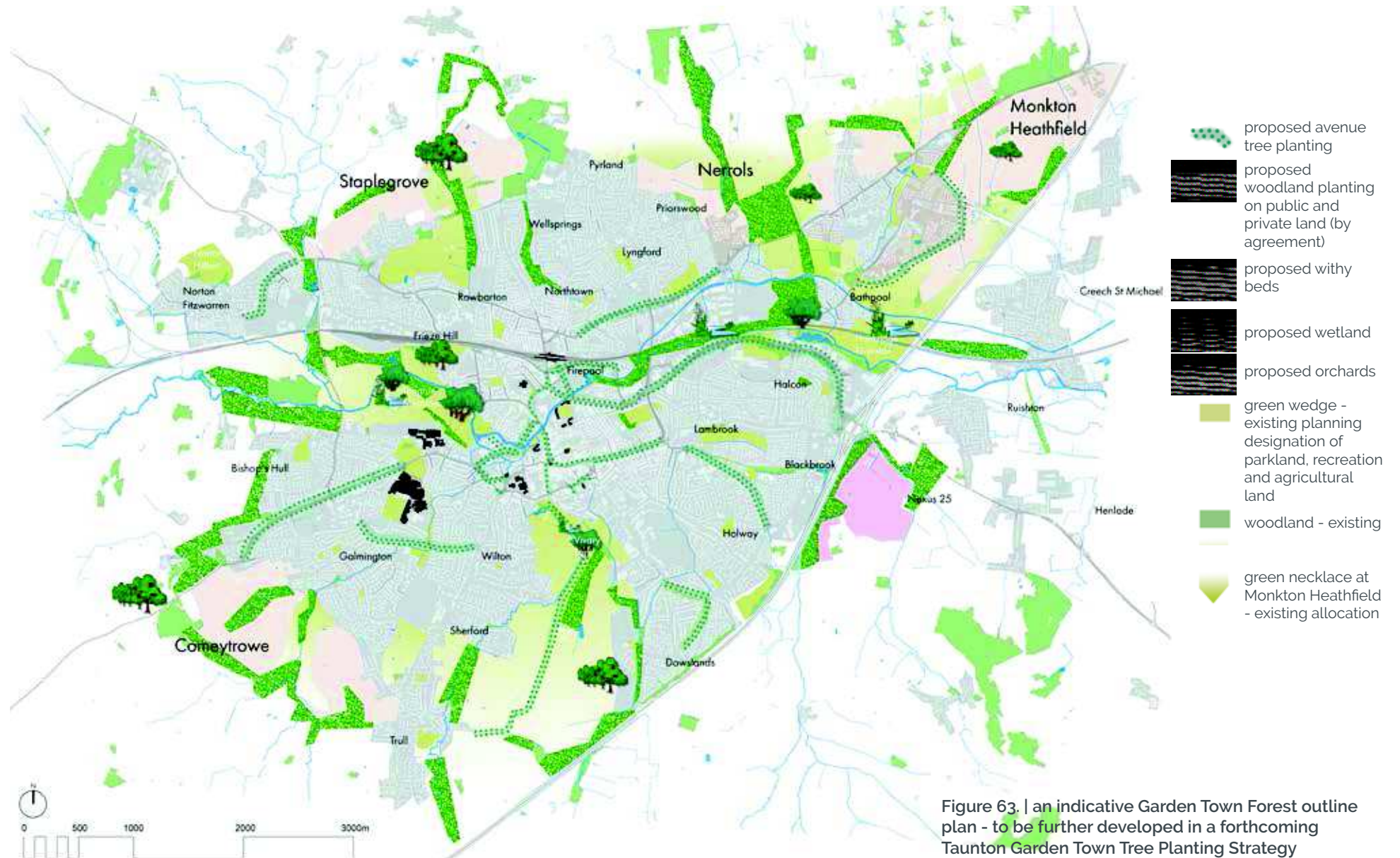


Figure 63. | an indicative Garden Town Forest outline plan - to be further developed in a forthcoming Taunton Garden Town Tree Planting Strategy



Figure 64. | Small clusters of cherry trees link neighbourhoods to the Vale of Taunton's rich heritage in fruit tree growing



Figure 65. | Trees of all kinds make a major contribution to the character of the town. They filter air pollution, encourage wildlife and provide urban shading.



Figure 66. | Orchards are valuable community and wildlife resources.

Photo by Abigail Miller on Unsplash

2.19 Street gardens

Absorbing water - Sponge Town

2.19.1

With the increasing prevalence of extreme weather events and sudden high surface water runoff, the need for attenuating surface flows is ever greater. Making our hard assurances more permeable and sponge-like will slow flows and reduce flooding impacts. Taunton is built at the confluence of several streams that feed our River Tone and the Canal. Some of these streams have been re-routed, filled in and culverted with development over the years and this system can get blocked and overcome in extreme events and cause flooding. One of the measures to assist in overcoming this is to create a more absorbent public realm, a Sponge Town, by depaving and providing more natural water attenuation features.



The Garden Forest for Taunton will be supplemented at street level by green-blue infrastructure of street gardens.

Connecting nature

2.19.2

Opening up soft areas and water capture areas in the public realm means there will also be opportunities for providing green areas and habitats for wildlife, particularly for pollinators.

The public realm shall include sustainable urban drainage and pollution reducing Street Garden features that will de-pave some of the public realm and include:

- street sponge gardens (see Figures 67 and 70)
- leats and water rills
- pollinator planting
- green walls

Further opportunities for planting include use of green roofs, living walls, wildflower matting and a host of similar green technologies on schools, bus shelters, central reserves and retaining walls that will provide a greener and more healthy town environment.



Figure 67. | examples of street sponge gardens that capture surface water and provide for planting of pollinators



Figure 68. | Possible street garden and planting locations in town centre

- 1. street sponge garden
- 2. avenue tree planting
- 3. green screens
- 4. central reserve wildflower matting
- 5. water rill
- 6. native wet woodland planting
- 7. mini orchards



Figure 69. | Taunton once had many orchards and is still famous for its apple juice and cider. Community orchards can be of all sizes, restore the connection with our rich landscape heritage and are fun social places.

Growing edible places

2.19.3

As a Garden Town we want to be able to diversify the way we grow and use our land and produce food. Taunton is well known as a place where apples were grown for cider and we have a successful community orchard at Frieze Hill. We have large areas of green space in parks and housing estates, in greens and verges.

We want to increase opportunities for neighbourhoods to grow food without having to take on a whole allotment and so will encourage community groups to utilise appropriate and safely laid out public spaces for growing spaces with well managed fruit trees and plants and with vegetable beds, in raised beds or other suitable spaces.

New developments shall provide suitable micro-allotment growing spaces in streets, squares and parks. These should include raised beds for inclusive access and use. Community groups, schools and perhaps other residential other institutions will be encouraged to take up growing spaces as these are enjoyable social opportunities, good for health and wellbeing and promote biodiversity and lower food miles. Urban orchards can be large fields or just one or two trees and heritage fruit and nut trees abound in Somerset,

so there is ample opportunity to find the right sort. Alongside community orchards and mini orchards there may also be opportunity for jam making, fruit drink and cider making, vegetable growing and bee-keeping,

Green gyms

2.19.4

Green gyms encourage people to get outside and get involved in exercise through nature conservation volunteering and involve warm ups and cool downs. Active spaces encourage social connections and mental wellbeing.



Figure 70. | Above and above right. Planting in footway spaces to encourage water infiltration - Rotterdam (paving specials www.struykverwoinfra.nl/)



Figure 71. | Parklets allow for more sociable use of carriageway space (photo @CarolineRussell)

References

[Surface materials round trees in hard landscapes](#), London Tree Officers Association, 2014

[Tree Species Selection for Green Infrastructure: A Guide for Specifiers](#), Tree Design Action Group, 2019

[Trees in Hard Landscapes: A Guide for Delivery](#), Tree Design Action Group, 2014

[Plants for pollinators](#), RHS

[Somerset County Council Pollinator Action Plan 2018-2028 \(Draft\)](#), Somerset County Council, (with Somerset Wildlife Trust and Friends of the Earth) 2018

[Taunton Deane Green Infrastructure Strategy](#), LUC for Taunton Deane Borough Council 2009

[Green Gyms](#), Trust for Conservation Volunteers

[A Green Future: Our 25 Year Plan to Improve the Environment](#), DEFRA, 2018

[Natural Environment Guidance, NPPF Planning Practice Guidance](#), MHCLG 2016 (updated 2019)



ideas for a wicker dragon festival at Norton Fitwarren
camp

lighting can bring to life
places and events, helping
us see our neighbourhoods
in a new way

We want our public realm to add vitality as well as safety after dark, to encourage an evening economy, and to bolster the sense of our place through arts and celebration.

nightscape & lighting

2.20 Street and path lighting

Street lighting

2.20.1

Highway lighting of streets is to British Standards to comply with safety requirements and will use best technology available for energy use and light type (currently LED). Wall mounted lighting shall continue to be used where proximity of tall enough buildings makes this possible. Standard columns, brackets and luminaires shall be minimalist and not seek to stand out.

Specials: Around Market House and County Hall ornate lamps shall be used with Albany lanterns. Heritage gas type Abbey lamps are used in The Crescent.

Two ornate lamp columns in Fore Street are listed and will be retained.



Photo: Urbis Schreder

Outside conservation areas standard LED lamps on standard steel columns painted black. (dimnable Axia2, Urbis Schreder. Also available focussed beam for pedestrian crossings)



standard

Albany LED lanterns on square arm ornate brackets, finials and pedestal - by Urbis Schreder

Albany by Urbis Schreder

Post top stirrup bracket Albany LED by Urbis Schreder with Promenade conversion kit added to standard column. Painted Raven

conservation specials

Heritage cast iron gas type lamps at The Crescent

Abbey Sealsafe CDM-T by Urbis Schreder

Core Standard lighting

2.20.2

Core Standard lighting in the town centre shall use wall mounted lights whenever possible. Where columns are required they shall be painted Raven 18B29 to BS4800 and use teardrop 'Albany' style shaded lamps with square top entry brackets on an embellished column. In pedestrian areas post top stirrup bracket mounted versions shall be used.

In The Crescent the traditional gas style lamp with ladder arms shall continue to be used.



wall mounted (without bracket) LED lights shall be used where tall enough buildings abut the street or alley



standard



Axia 2 LED post top
 mounted on steel column
 BS EN 40 steel column
 Painted Raven 18B29 to
 BS4800



Axia2 LED standard post top luminaire and >6m column



LED standard double
 Ando bracket Axia2
 luminaire and column
 (Urbis Schreder) painted
 Raven18B29 to BS4800

conservation



Post top stirrup
 bracket Albany LED by
 Urbis Schreder with
 Promenade conversion
 kit with ring collars,
 ladder arm cover spigot
 collar and base casting
 added to standard
 column. Painted Raven
 18B29 to BS4800



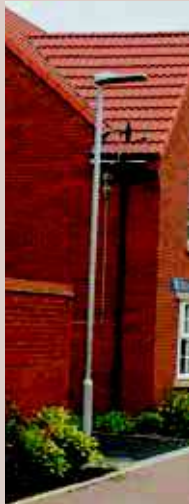
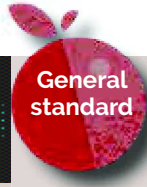
conservation lamps
 should use the 'Albany'
 style LED lamp with
 square arm ornate
 bracket. (Embellishment
 kits to retrofit pedestal
 and mouldings to steel
 columns are available).
 Raven 18B29 to BS4800
 paint finish.

Town Standard lighting

2.20.3

Town Standard lighting shall use LED lamps on standard 4 to 10m steel columns. Brackets shall be Dio bracket by Urbis Schreder or similar.

All columns and fittings shall be finished in Raven 18B29 to BS4800 paint finish.



LED standard 6m LED on steel column painted black

General Standard lighting

2.20.4

General Standard lighting shall use LED lamps on standard 4 to 10m steel columns. Brackets shall be Dio bracket by Schreder or similar elegant type.

All columns and fittings shall be finished in RAL 7035 grey.



LED standard post top 10m luminaire and >6m column



LED standard double Arm Dio bracket Axia2 luminaire and column (Urbis Schreder)



Green standard

Green Standard lighting

20.5

We want to increase the safe use of waterside areas at all times of day and evening so the river corridor is well suited for active travel. Balanced with this is the need for waterside areas to be sensitive to bats who use the river and canal corridor as roosts and as flight paths at night. Here lighting may need to be restricted and baffled with full cut off lights, cowling and louvres to direct light to specific areas and restrict spill. The timing of lighting may also need to allow for only certain hours of use, or use of movement sensors where use is very low.

Dark areas will be designed in and low level louvred bollard lighting used to create silhouette lighting where this will be needed for safety and security. Where columns are used they shall be 4m mounting height and spaced widely. The character of the environment is also more rural and timber columns will be used to reflect this.

Cycle paths will be illuminated with ground level solar charged LED guide lights where higher illumination would be detrimental to wildlife.

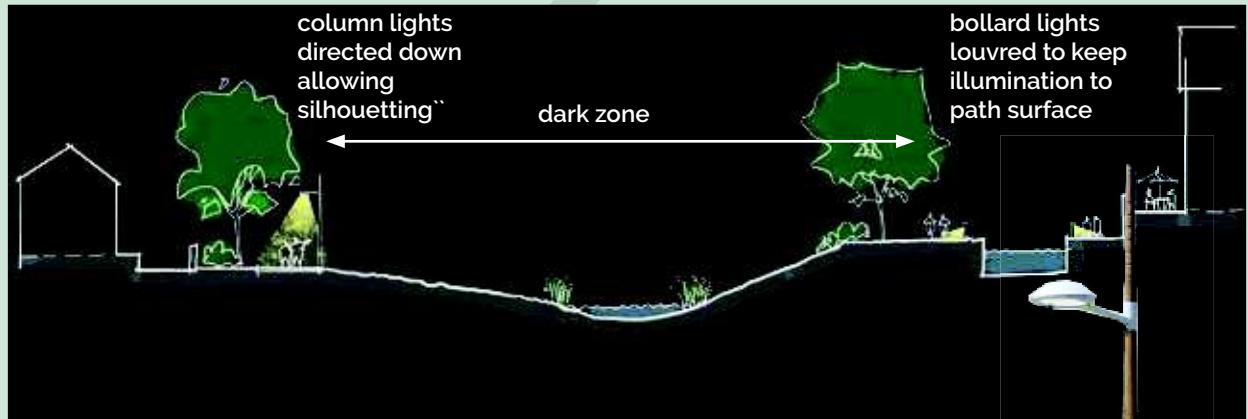


Photo: Lakeside Group



solar LED skid resistant 80mm dia. path indicator - Solareye80

Photo: Lakeside Group

Citea NG LED lamp
 on Nemus Life round
 tapered timber column
 by Urbis Schreder
 single bracket and
 extension acrylic spike
 final option
 -with movement sensor
 controller

illuminate bollard with louvre grill - Woodscap



Taunton illuminart

2.20.6

The use of illumination in an artistic or sculptural way is another method of revealing the hidden sub plots of a town and help re-imagine the nature of place after dark. A tree illuminated below reveals a new way of perceiving as so much of our environment is seen in daylight lit from above. Using public art both temporary through exhibits and permanent through commissions with developments, would bring a new life to the evening environment.

The Garden Town Illuminart will be a collaboration work with Taunton Arts and the Brewhouse to produce a sustained Illumination festival and permanent lightwork art pieces. These displays need create debate, dialogue and distortion, a slightly subversive undercurrent to the Garden Town that nevertheless ignite knowledge creation, that spark local self-managed industriousness which in turn will engage a new dialogue between institutions, commerce, people and place.

Gateway art and lighting

2.20.7

We will promote use of imaginative illuminated public art as part of articulation of the gateways to the garden town. (See also [Section 3.2](#) Gateways and Approaches).

Figure 72. | The simple uplighting of trees reveals place in a new way after dark.



Figure 73. | Revealing the urban fabric. 'Light a wish' by OGE Group, Amsterdam Light Festival 2018.



Figure 74. | 'Beacon' lightbox artwork by Mark Titchner



photo ©Luton Culture.

References

Protecting bats in waterside development, Waterspace Design Guidance, Bath and North East Somerset, 2018

[Bats and Lighting Research Project, 2019](#)

[Institute of Lighting Professionals, 2019](#)

'Technical Report Number 23: Lighting of Cycle Tracks, Institution of Lighting Engineers

BS 5489, Code of Practice for Road Lighting.

Sections 8.12 to 8.19 in TA91/05 Provision for Non-Motorised Users

TA49/07 Appraisal of new and replacement lighting on the Strategic Motorway and all purpose Trunk Road Network

3.0 APPLICATION TO PLACES



Our Garden Town's main streets will be gentle, quiet and slow spaces - full of vitality and showcasing our commitment to being the best a high street can offer.

town centre

3.1 Town centre street layouts

Illustrated examples

3.1.1

The following section shows a series of illustrative layouts for a range of urban conditions that demonstrate the application of these standards

These show design approaches for the streets marked in Figure 35 as being typical treatments of:

1. all vehicle street
2. pedestrian street
3. restricted access street
4. urban square



Note: All plans and street view sketches are of potential concept designs and are to be read as illustrative only. They are not intended as complete engineering designs (which will require full survey, analysis, relevant assessment and approvals) but of design approaches using the materials and concepts within this guide.

References

Taunton Town Centre Public Space Improvements Project, Stage 1: Project Scoping & Stage 2: Options, WSP for Taunton Deane Borough Council & Somerset County Council 2017

Conservation Area Appraisals - St Mary's and St James': Park Street: Castle Green & Bath Place; South Road; Stapolegrove Road; The Crescent, Thorn Falcon. Taunton Deane BC, various dates.

Local Air Quality Annual Status Report, Taunton Deane BC, 2018

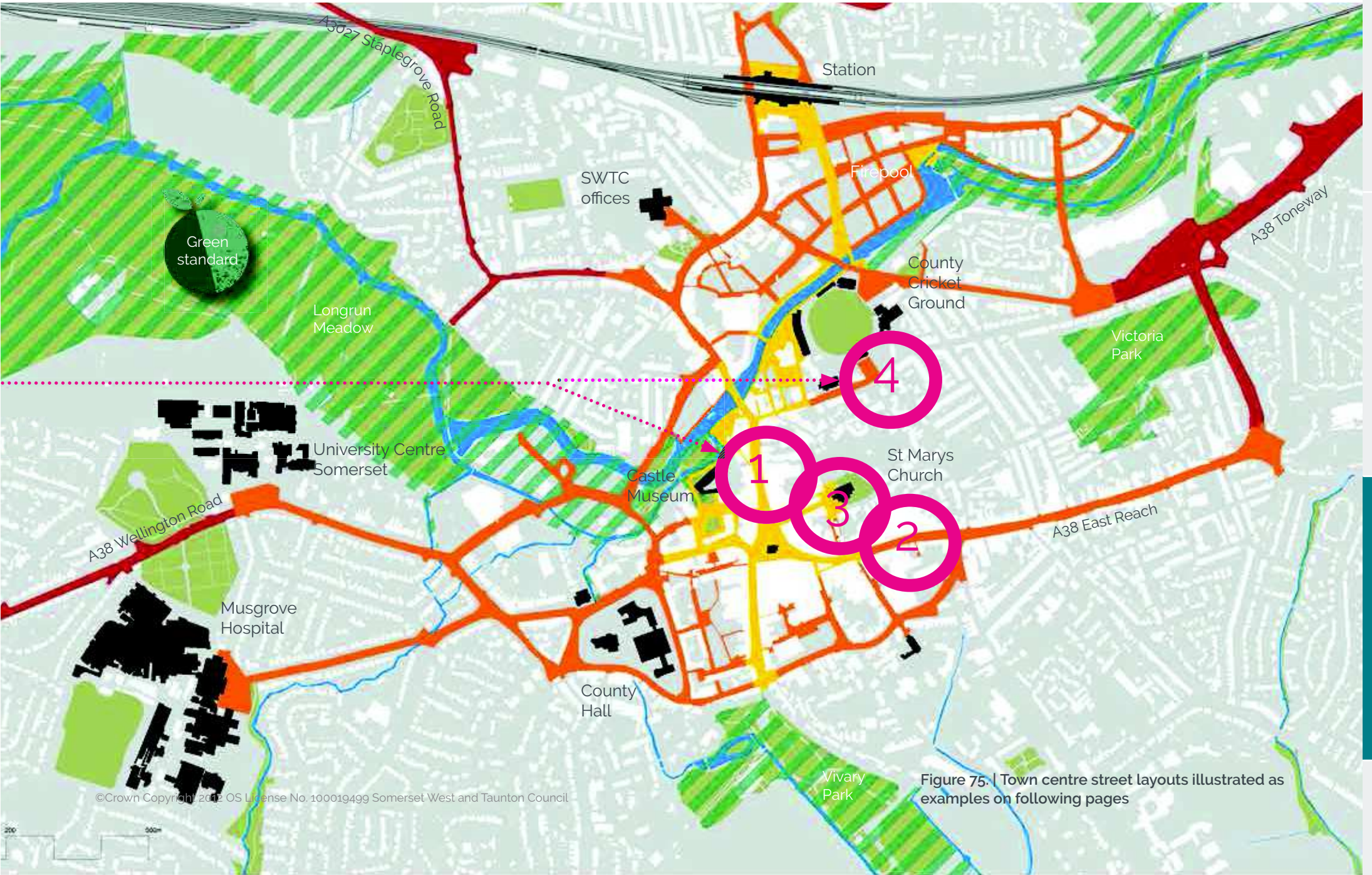


Figure 75. | Town centre street layouts illustrated as examples on following pages

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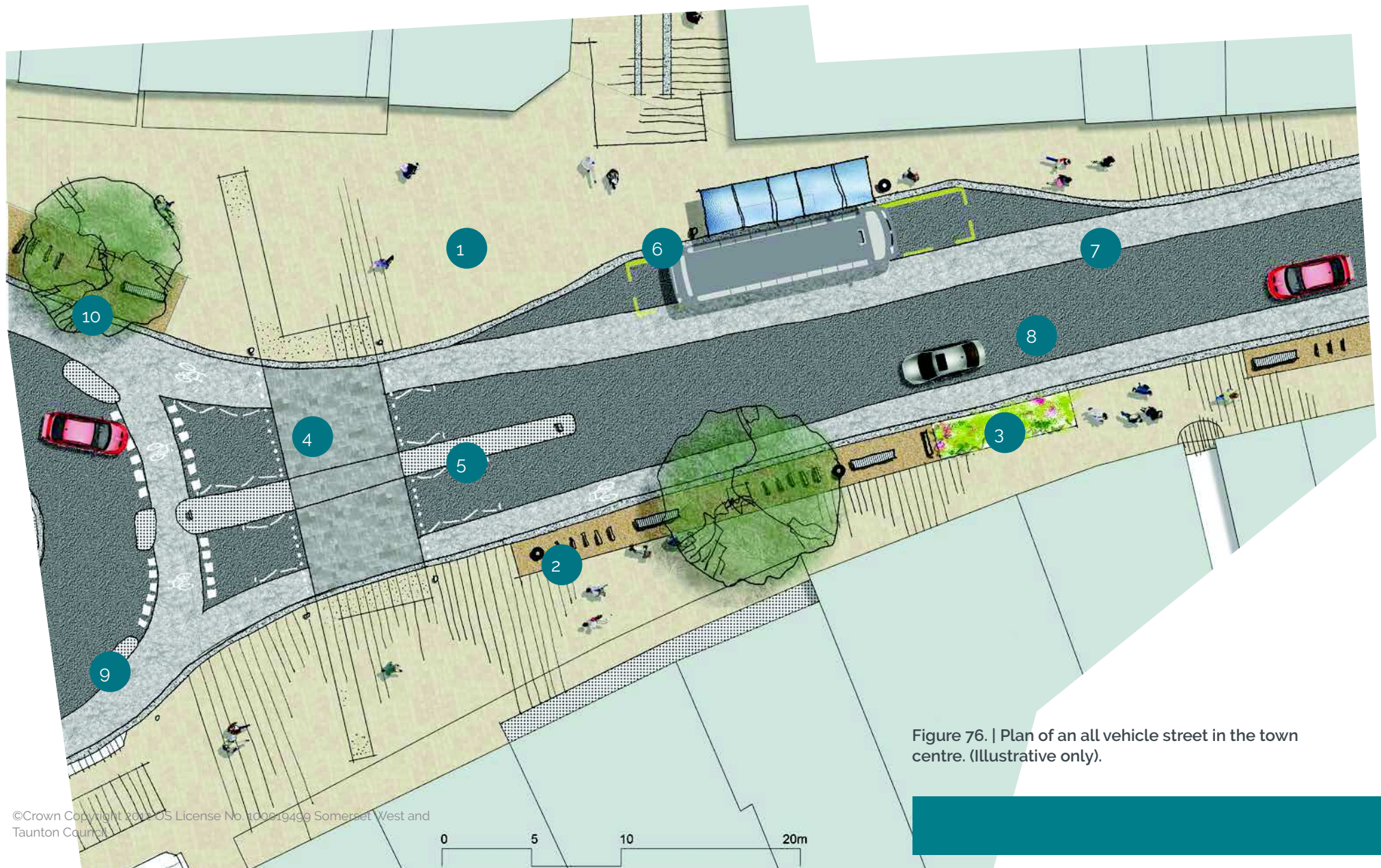


Figure 76. | Plan of an all vehicle street in the town centre. (Illustrative only).



1. all vehicle street



- 1 Decluttered footway clear zone in high quality natural stone slabs
- 2 furniture zone with seats, cycle racks, advertising and tree planting - in resin bonded gravel where space allows
- 3 street gardens taking surface water run off and planted with pollinators
- 4 raised granite sett paved crossing with minimal zig zags
- 5 flush or lightly domed central island in granite setts
- 6 bus stop in layby to avoid cycle lane interruption
- 7 generous width 2.5m cycle lane in distinguishing grey calcined bauxite bound surface
- 8 carriageway with no centre lines or yellow lines (restricted zone)
- 9 cycle lane around roundabout with separator islands in granite setts
- 10 street furniture including signal and telecoms boxes all painted black (cycle racks stainless steel)

Figure 77. | Illustrative street view of a town centre all vehicle street

- Additional ingredients
- 20 mph limit
 - Restricted Zone
 - hanging baskets and banners on lamp columns

all vehicle street

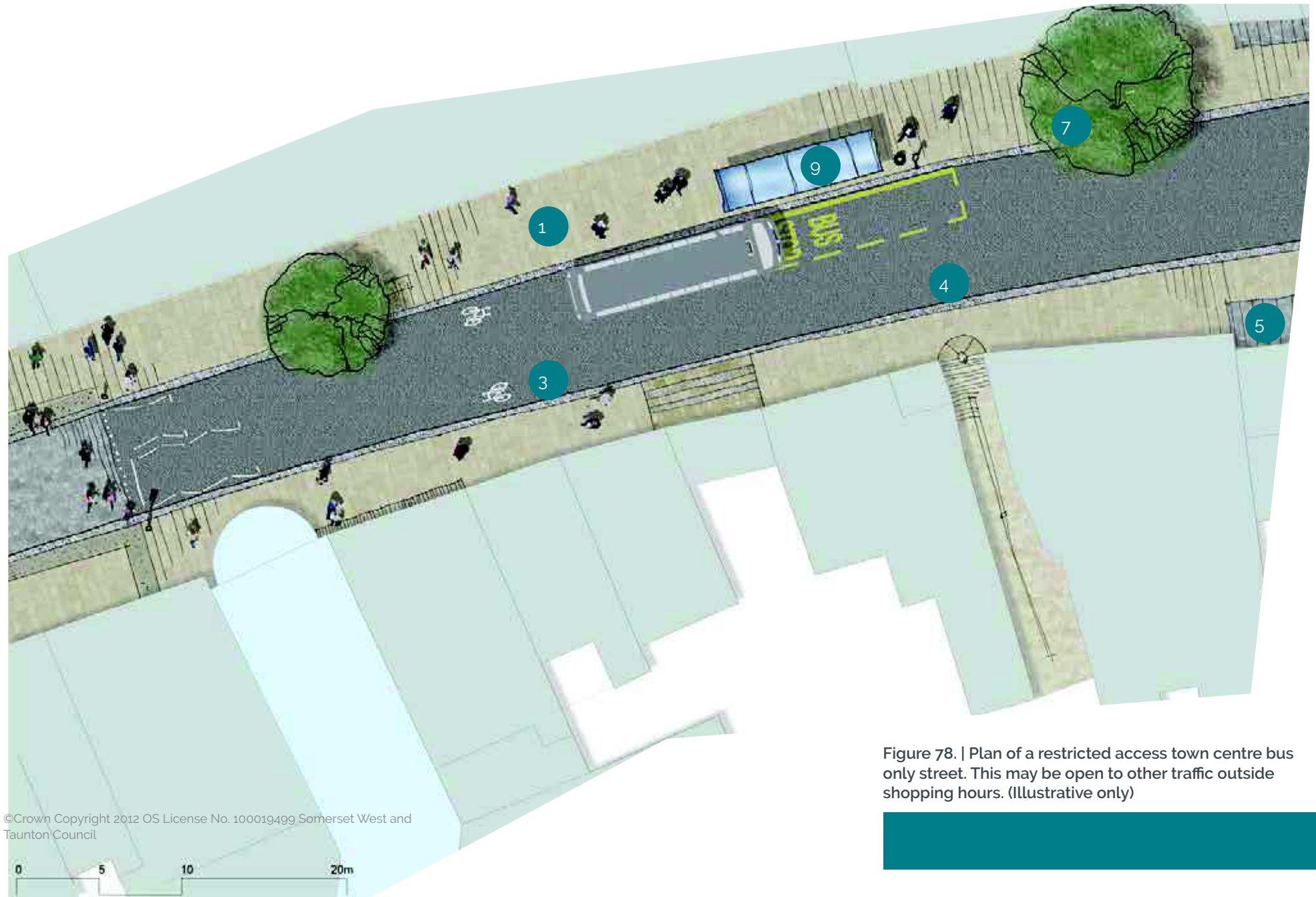


Figure 78. | Plan of a restricted access town centre bus only street. This may be open to other traffic outside shopping hours. (Illustrative only)



2. bus only streets



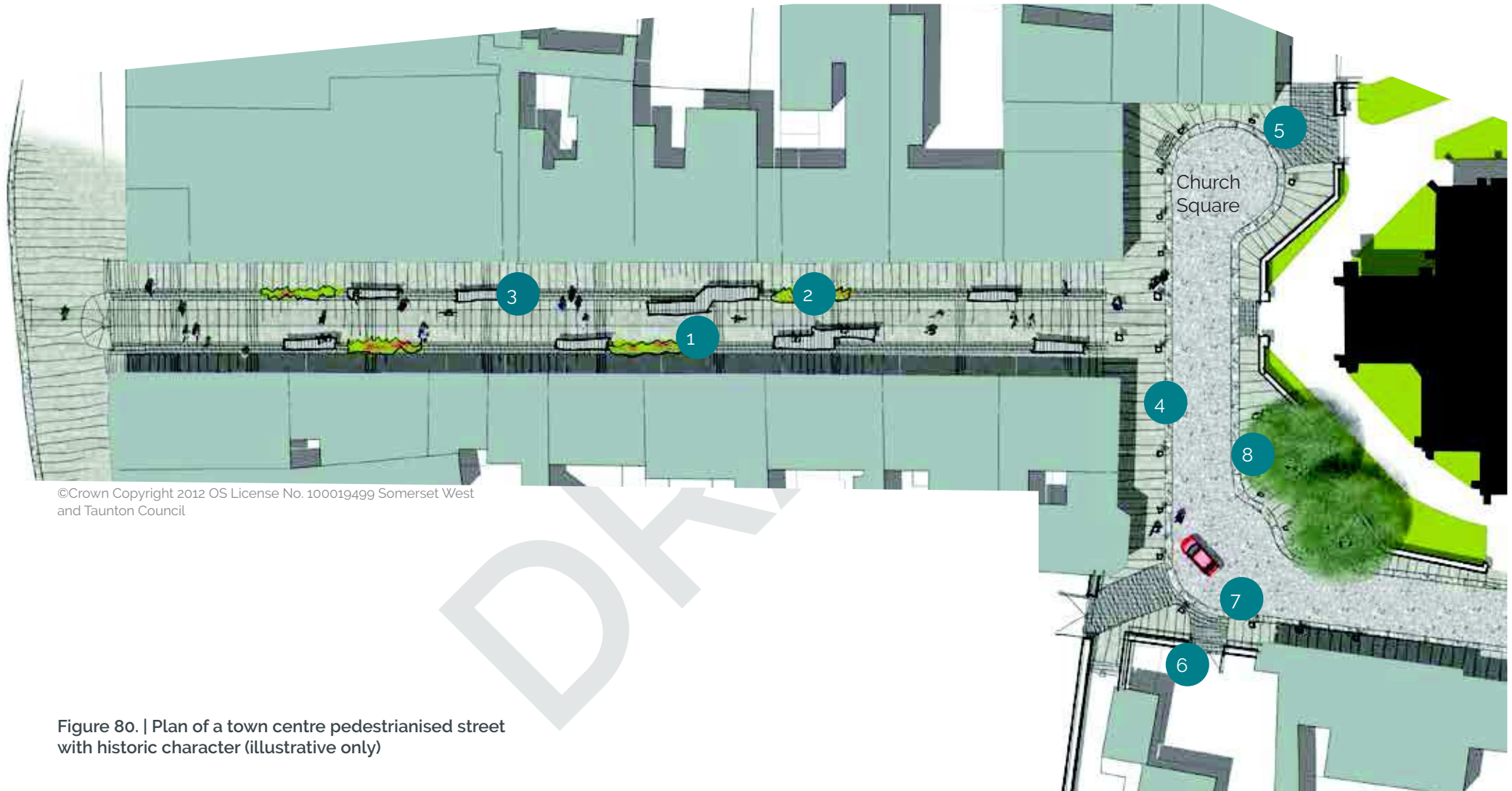
Figure 79. | Illustrative street view of a town centre restricted access bus only street

- 1 Decluttered and widened footway clear zone in high quality natural stone slabs (loading bays on shared footway)
- 2 furniture zone with seats, cycle racks, advertising and tree planting - in resin bonded gravel where space allows
- 3 generous width 2.5m cycle lane in distinguishing grey calcined bauxite bound surface
- 4 carriageway with no centre lines or yellow lines (restricted zone)
- 5 heritage buildings to have distinguishing scaled slabs paving apron to part of frontage
- 6 street furniture including signal and telecoms boxes all painted black (cycle racks stainless steel)
- 7 trees on north side of street provide summer shade
- 8 street lighting wall mounted and wayleaves maintained
- 9 high quality bus shelter with real time information
- 10 pavement tables and chairs licensed with requirement to provide planting

Additional ingredients

- 20 mph limit
- Bus, taxi and cycles only in daytime
- Loading off-peak only
- hanging baskets and banners on lamp columns

restricted access streets



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Figure 80. | Plan of a town centre pedestrianised street with historic character (illustrative only)



3. Pedestrian streets

- 1 paved natural stone shared surface with cycle lane marked in smaller sett units. Traditional kerb line may be marked with channel
- 2 street gardens taking surface water run off and planted with pollinators
- 3 furniture zone with seats, bins, and planting
- 4 repaved adjoining square with symmetry in kerb layout to match symmetry of buildings. Bollards to prevent pavement parking and emergency access to pedestrian area
- 5 sett crossover to side lane and church
- 6 walled and gated service areas to screen unsightly areas
- 7 sett crossovers to service yards
- 8 space for seating on south facing corner

Additional ingredients

- 20 mph limit
- Restricted Zone
- hanging baskets and banners on lamp columns

3.1.2

Pedestrian streets (including those only pedestrianised during daytime) will need to be well landscaped with high quality materials and well ordered street furniture to maintain a range of people activities and interest - sitting, strolling, lingering, walking rapidly and ambling slowly, easting, chatting are all part of what makes a pedestrian street work well.

Amenity not clutter

3.1.3

Pedestrian streets need to strike a balance between provision of seats and other furniture that allow the space to be active and well used, with clear space for movement and visual clarity. The proportion of furniture and features (such as planting) will depend on the scale of the street width and anticipated level of pedestrian activity, which any new design should expect to enhance significantly.

Maintain important vistas

3.1.4

Note that tree planting should not obstruct key views to important buildings and focal points such as St Mary's Church tower or the Burmah Cross.

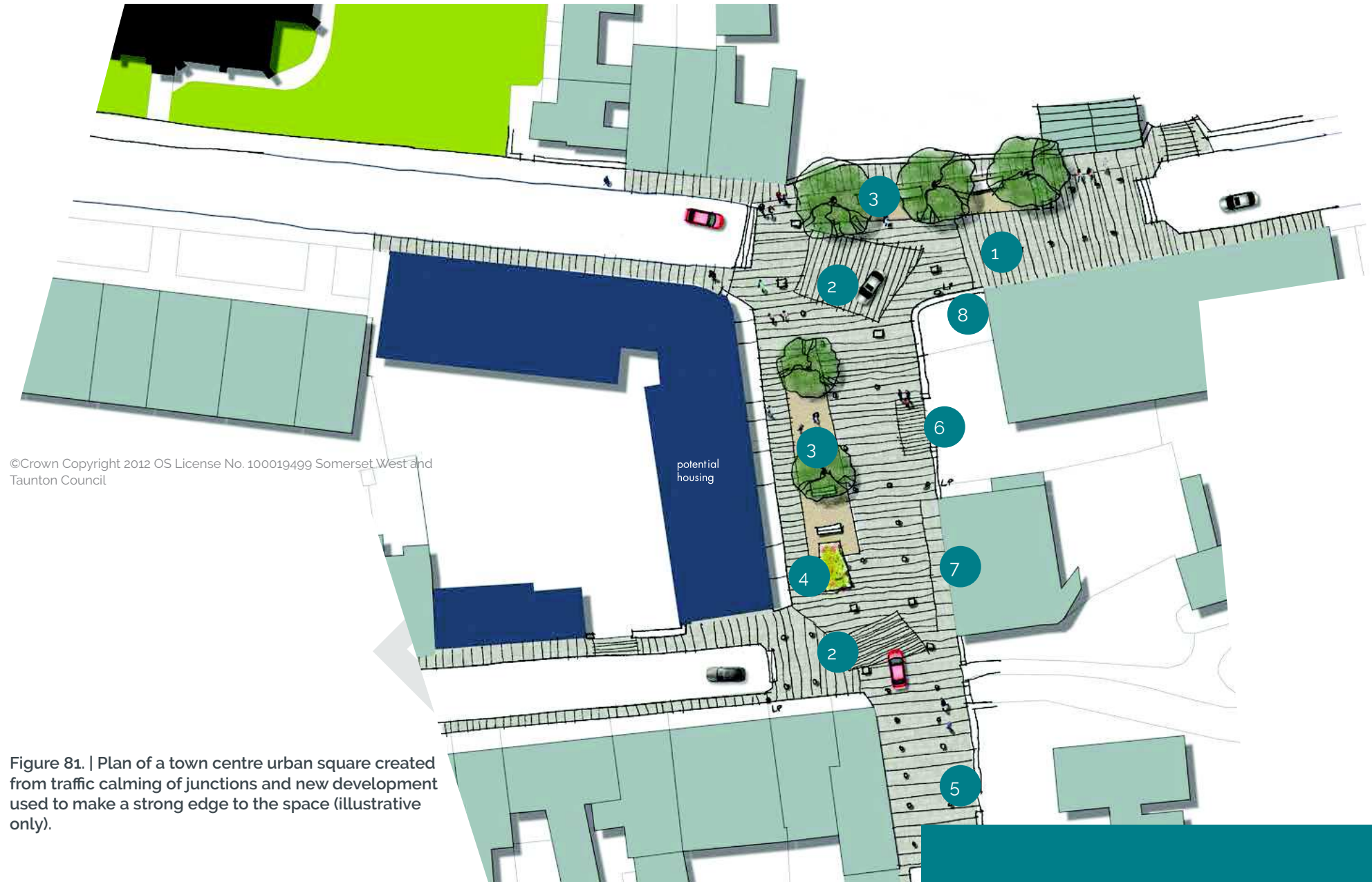


Figure 81. | Plan of a town centre urban square created from traffic calming of junctions and new development used to make a strong edge to the space (illustrative only).

4. Urban squares



- 1 raised paved square in smaller element conservation paving slabs and setts with vehicular over run delineated with bollards
- 2 sett rhomboid shape at large intersection areas to camouflage any vehicle tracks (whilst allowing for them)
- 3 seating and furniture zone surfaced in resin bonded gravel
- 4 street rain garden with sedges and pollinator plants
- 5 paving square extends in front of important adjoining buildings that contribute to the place
- 6 conservation sett 'doormat' indicate vehicular entrance
- 7 important local building to have larger paving slabs to immediate frontage to indicate its status
- 8 new lighting in sympathetic heritage style

Additional ingredients

- 20 mph limit
- Restricted Zone
- delineation of vehicular area edge with dished channel for visually impaired

3.1.5

Urban squares can be created from vehicular or pedestrian space and should be located where there is or will be some key interactivity between buildings and the street and usually at the meeting of movement routes. They are useful dissipaters of pedestrian activity and so will be found useful tools at school gates, transport hubs of various scales, or at key community buildings and facilities. They act as good social spaces and also form traffic slowing devices that will allow a place to develop where traffic might otherwise dominate. The form can follow any number of shapes and Manual for Streets has some useful guides on these.



Our town's front doors will be friendly for families, welcoming, green and easy to use for all users - with excellent facilities for buses, walking and people on bicycles, as well as vehicles.

gateways and
approaches

3.2 Gateways

3.2.1

The public realm at Gateways should act as the showcase for the Garden Town. There are 5 main gateways to the town by road and rail:

- the A38 Wellington Road at Stonegallows Hill;
- J25 on the M5;
- the A38 Bridgwater Road at Monkton Heathfield
- the A358 Staplegrove Road at Norton Fitzwarren (to Minehead).
- Taunton Station and environs

Preparing for welcome

3.2.2

These gateways are our Garden Town thresholds and should demonstrate this in their quality of paving, furnishing and layout relationship with the adjacent built form.

3.2.3

They should provide a clear welcome to the town for visitors and regular town users alike in materials used, in the amount of space and priority given to walking and cycling and in presenting the town's ethos in public art and lighting. The public realm in such areas is often forgotten as it is the place where traffic dominates and road infrastructure takes precedence over buildings and human scale. Cheap materials and large scale infrastructure erode identity and should not be used.

3.2.4

Often the town edge is a 'shatter zone' populated by large floorplate uses and are a nowhere land of employment, car sales, corporate advertising, barriers and highway paraphernalia which removes any distinguishing marks of it being a point of arrival at Taunton rather than at any other town. Modern road building has often left the backs of buildings and plots exposed and homes and historic buildings are hidden behind bunds, screens and fences so there is little sign of the character of the town evident.



Figure 82. | arriving at Taunton station should be a welcoming experience



Figure 84. | our J25 gateway is dominated by vehicles, belittles people cycling and walking to Henlade and says little about Taunton to people arriving here



Figure 83. | gateways should demonstrate our commitment to our culture, our climate and our character in the way they handle cycles, buses and walking

NW GATEWAY

NE GATEWAY

STATION GATEWAY

M5 GATEWAY

SW GATEWAY

Staplegrave Rd/ Grenway Rd A358

Piperswood Rd/ Yallands Hill/ A3250

Storogallows/ Wellington New Rd A38

East Recumb/ Chirkhard Way/ Tone-way A38

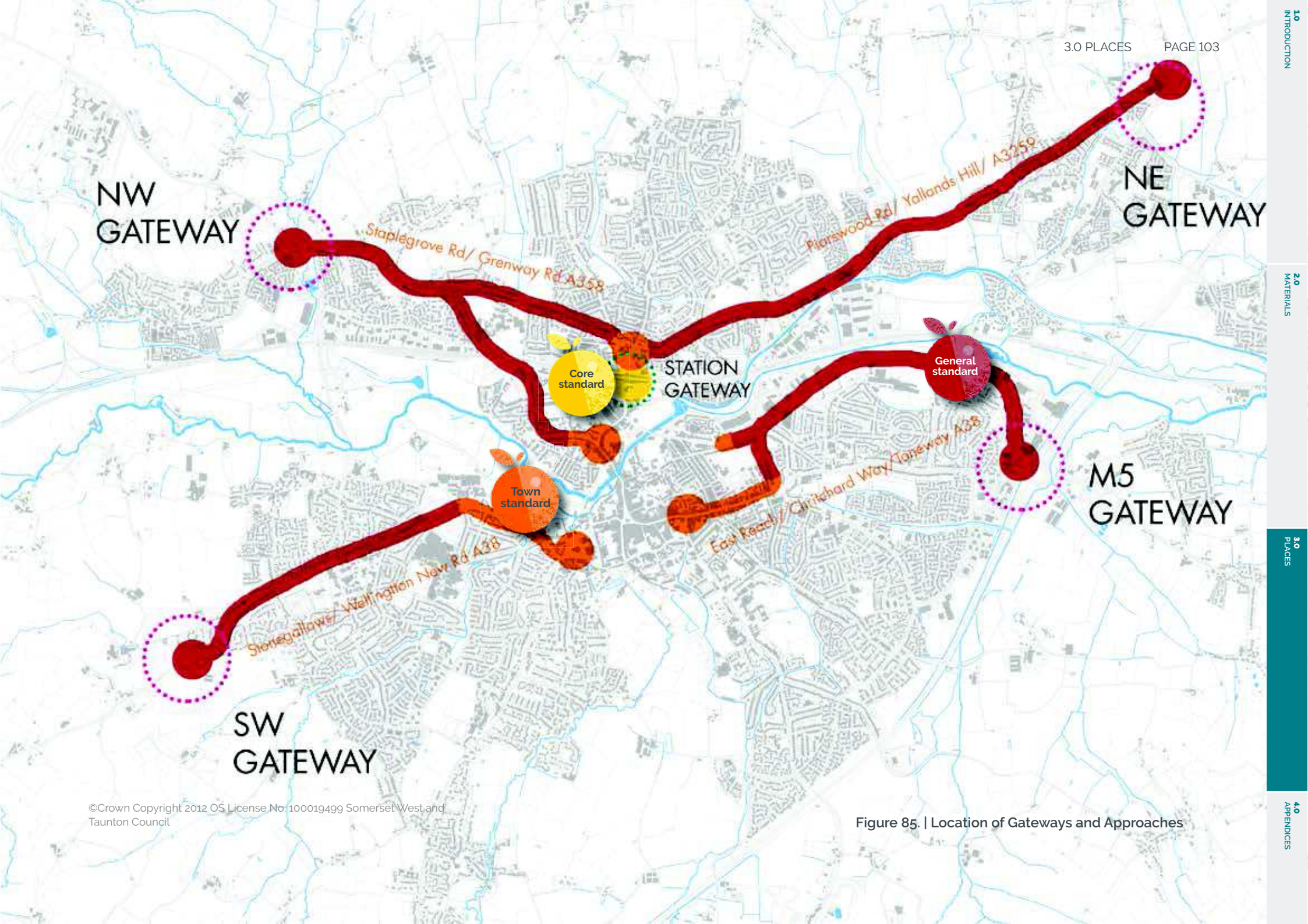
Core standard

Town standard

General standard

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Figure 85. | Location of Gateways and Approaches



Inner gateway



Station - inner gateway vision

3.2.5

The key factors in the vision for the station are

- Removing physical barriers to movement in and around it.
- Improving the image of a station and so leveraging wider development

Ingredients for success

3.2.6

The public realm therefore should facilitate this by providing high quality space for people:

- generous milling, seating and orientation space for pedestrians and paved and landscaped with the highest quality materials
- clear cycle rental and hire as an interchange priority
- comfortable and convenient bus stop facilities
- easy access to taxi rank
- kiss n ride placed away from main milling spaces
- quality of finishes and furnishings that demonstrates a warmth of welcome and a contemporary Garden Town style

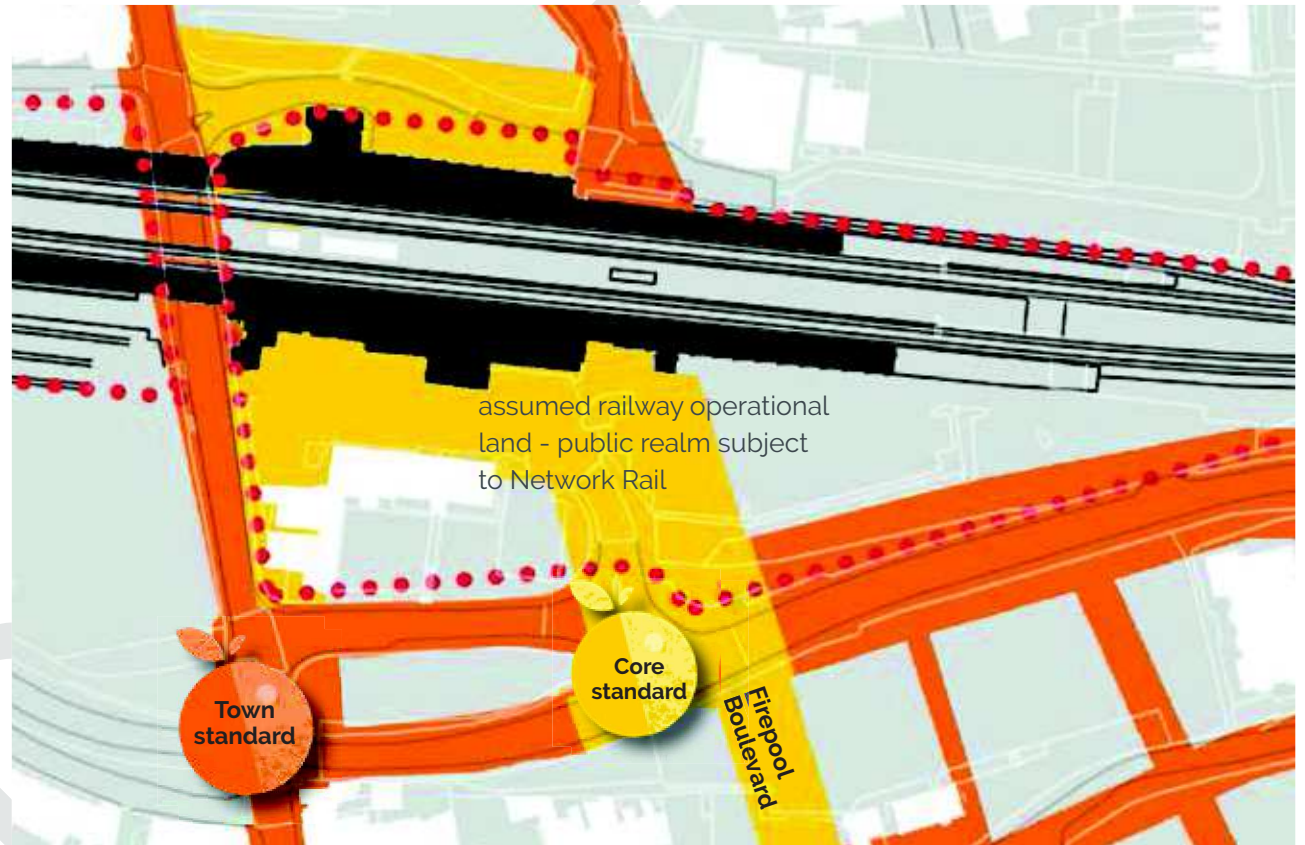


Figure 86. | Station gateway showing relationship to high quality Core and Town Standard public realm areas and how Network Rail land interacts with highways and especially the Firepool Boulevard



Figure 87. | North side station from Station masterplan, 2012

- | | |
|--|--|
| 1. New glazed entrance lobby ticket gates into the underpass | 8. Bus and taxi only access |
| 2. Existing station buildings refurbished | 9. Wide crossing |
| 3. Bus interchange | 10. High quality shared surface public realm |
| 4. Taxi drop off | |
| 5. Passenger 20 minute parking | |
| 6. Station deliveries and access to passenger parking | |
| 7. Remodelled road levels to shallower / safer gradients | |



Figure 88. | Station gateway north side from Station masterplan, 2012

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Outer gateways



Figure 90. | Plan illustration of Monkton Heathfield gateway as example of approach to public realm, cycle re-priority, and public art as orientation/wayfinding

Ingredients for success

3.2.7

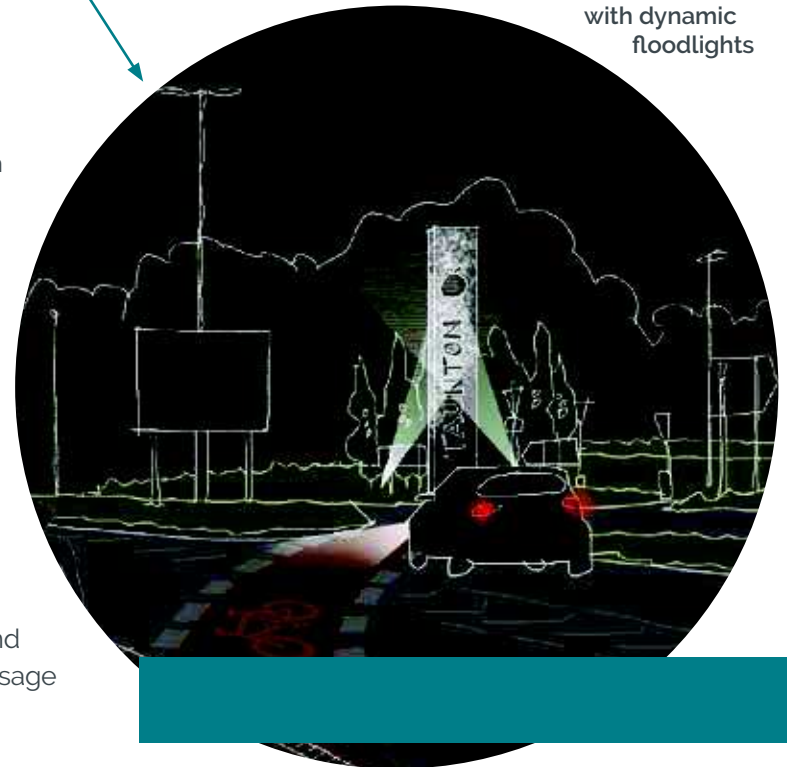
The public realm design must consider the following when restoring or altering these gateways or designing new infrastructure in these places.

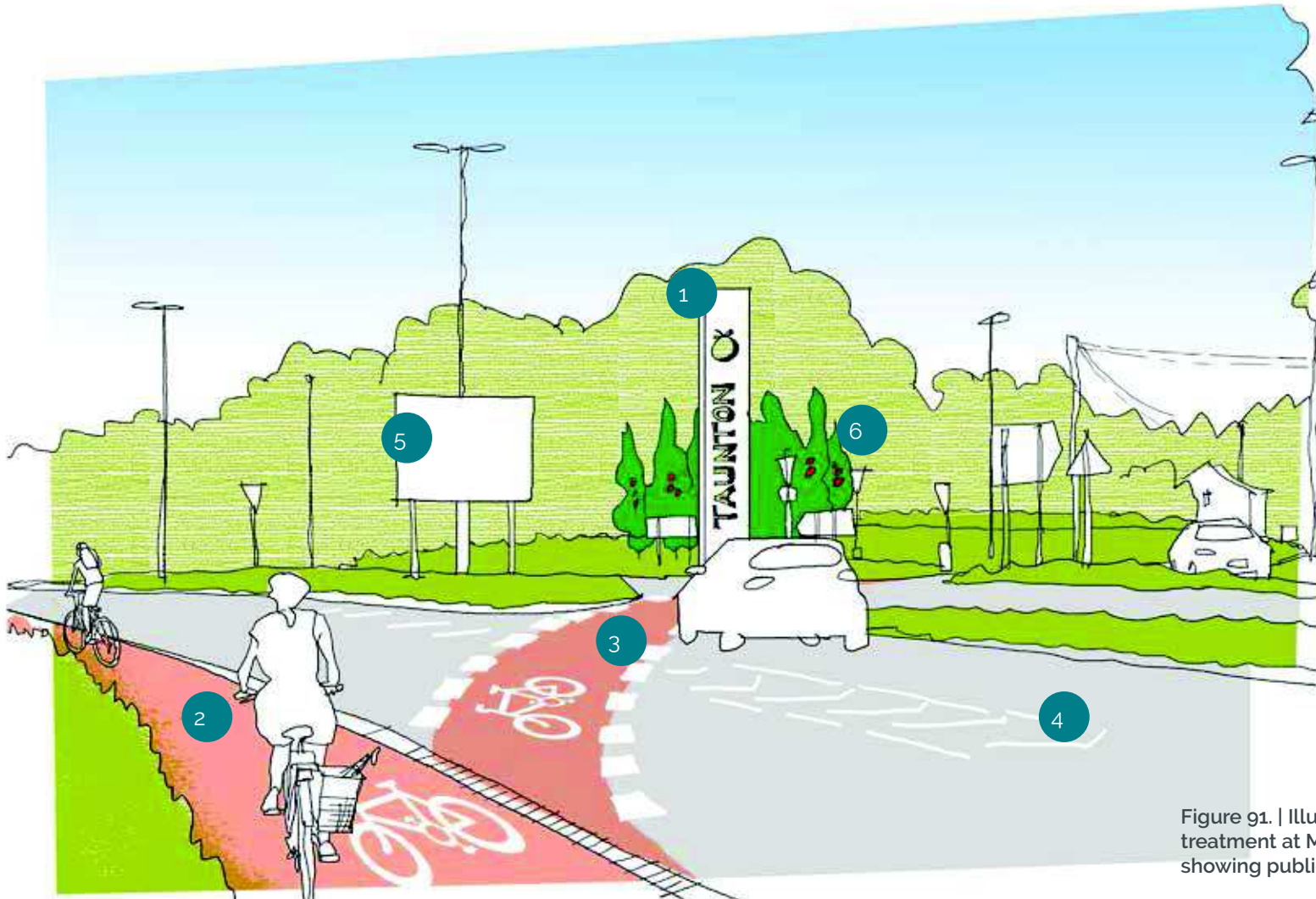
- provide welcome through public art, signage and lighting - clarify the threshold status of the place

by marking with locally distinctive and culturally relevant orientation devices that improve and wayfinding

- ensure buildings front the highway, even if they are set back behind secondary access roads
- ensure public realm fuses direct cycle and walking routes in priority to vehicular passage

Figure 89. | after dark the totem signs illuminate with dynamic floodlights





- 1 large scale Taunton timber totem with 3D lettering and apple brand - floodlit
- 2 safe segregated cycleway next to out of rural strategic dual road
- 3 clear cycle lane crossing markings providing quickest route into the town
- 4 signs, roadmarkings and lighting to provide safe speeds on approach to junction as locality will have more non motorised users as housing expands out to close by
- 5 direction signing to sign to Taunton, station and town centre
- 6 fastigate apple trees cluster to reinforce Taunton local identity

Additional ingredients

- reduced speed limit
- possible bridleway access and Pegasus crossing

Figure 91. | Illustrative street view of possible gateway treatment at Monkton Heathfield A38 Bridgwater Road showing public art and cycle improvements



Figure 92. | Wellington Road A38 approach has space to provide wide single 2 lane vehicle route, access to homes on foot, footways, tree planting, grass verge, parking and bus lay bys and right turn lanes but currently no cycle lanes. It is not a pleasant walking environment. The road is also the emergency motorway closure traffic route.

3.3 Approaches

Challenges

3.2.8

The most challenging streets and roads are those where demands for local and through movement are both very high. These particular occur where main roads pass through local communities and places of local activity. Some issues arise as what were previously roads between village communities has been engulfed by development. The following challenges are the result in Taunton where we have a legacy of using through traffic design standards where local movement has only been tolerated, not prioritised, by our town's designers.

- free flowing vehicles on gyratories, roundabouts and giant vehicle crossings allow vehicles to dominate movements
- scale of superwide streets with central reserves create severance, noise and intimidating environment for walking and cycling, and discriminate against pedestrians, especially mobility impaired.
- pedestrian and cycle routes diverted a long way from desire lines, sometimes blocked off or not provided for at all - with staggered pedestrian phases (if any)
- lack of local identity and distinctiveness in public realm as highway standard infrastructure dominates the scene

Design solutions

3.2.9

The idea of allowing a place to develop around where through movement is important is seen as difficult to achieve, yet cities have often achieved such places by good design. Boulevards, urban squares, parallel service roads, and wide footways are all tools at the designer's disposal and can be accommodated to current highways standards. The design approach in the Garden Town will be to:

- prioritise walking and cycling environment and ensure retain and follow all desire lines
- permit through traffic graciously - but acknowledging local movement need
- use space to segregate cycling and provide parallel crossings
- small element paving for footways
- make free flow gyratories 2 way, remove wide sweeping radii, long sight lines and roundabouts in favour of signals
- allocate space to fruit trees, swales, wildflower planting and amenity boulevard trees with walls and fencing using local materials to promote Garden Town and enhance local identity
- promote future development with active frontage abutting the street with generous width footways, cycleways and verges - place car parking to rear.
- provide direct frictionless walking and cycling through routes

Great places happen where through and approaching movement is subservient to people at their destination



Figure 93. | Maid Marion Way, Nottingham, improvements: formerly a dual carriageway roundabout with underpasses for pedestrians, made into a surface signalised crossing without detriment to through traffic

Area standard variety on Approaches

3.3.1

Approaches occur within both Town and General Area Standards and these standards will apply. There are places where the standards necessarily abut and here some interpretation of the standards - Figure 95 shows an example. When there is doubt the higher level standard specifications shall be used.

Ingredients for success

3.3.2

- Generous footways with side roads made less dominant with continuous footway table crossings Dutch style cycle roundabouts
- Slab paved footways in all but most remote areas
- Fully verge segregated and light segregated cycle paths completely connected along main approaches

- Boulevard tree planting

Illustrated examples

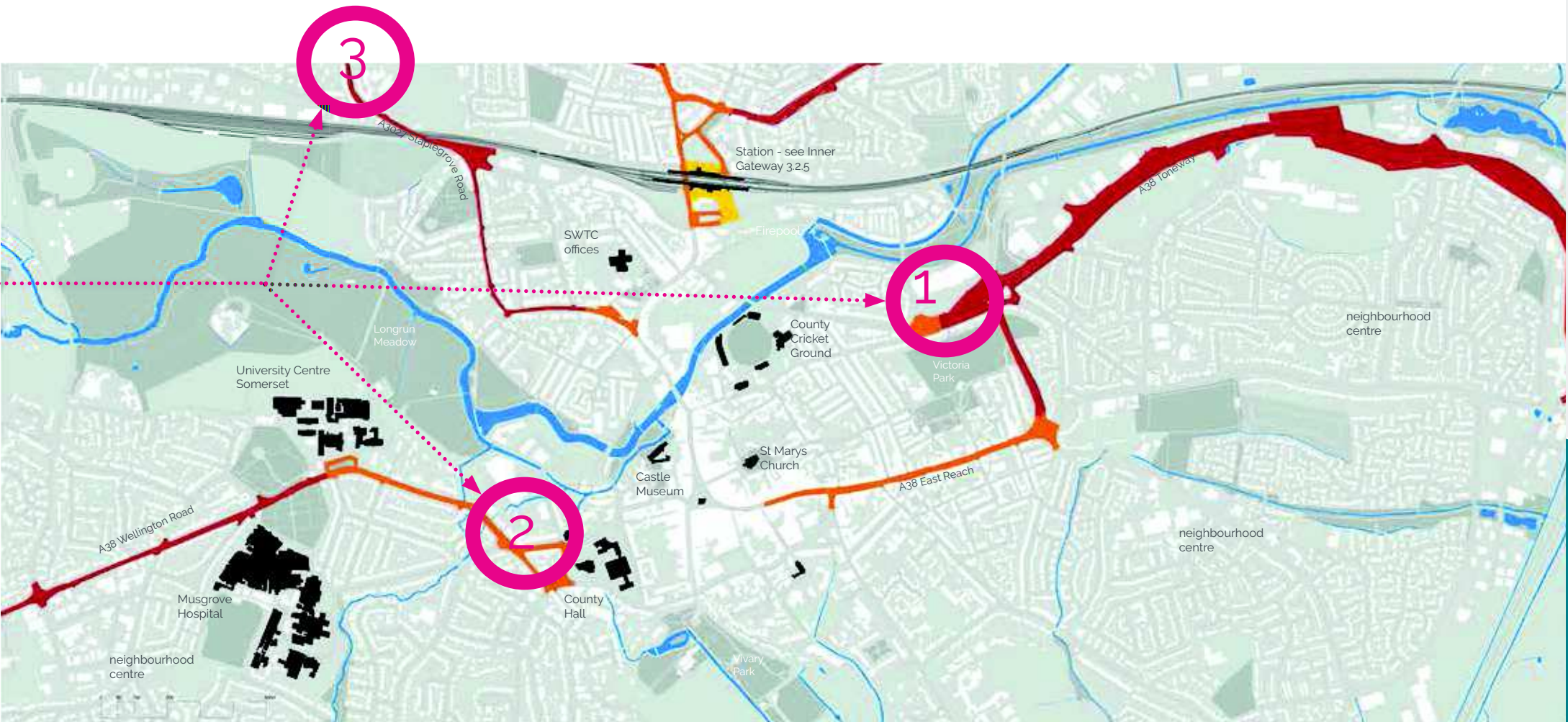
3.3.3

The following are illustrated by way of example of how Approach streets should be treated.

1. Approach street - dual
2. Approach street - mixed
3. Approach street- single

These are in the Town and General Standard areas with Priory Avenue being an example of where the area standards adjoin.

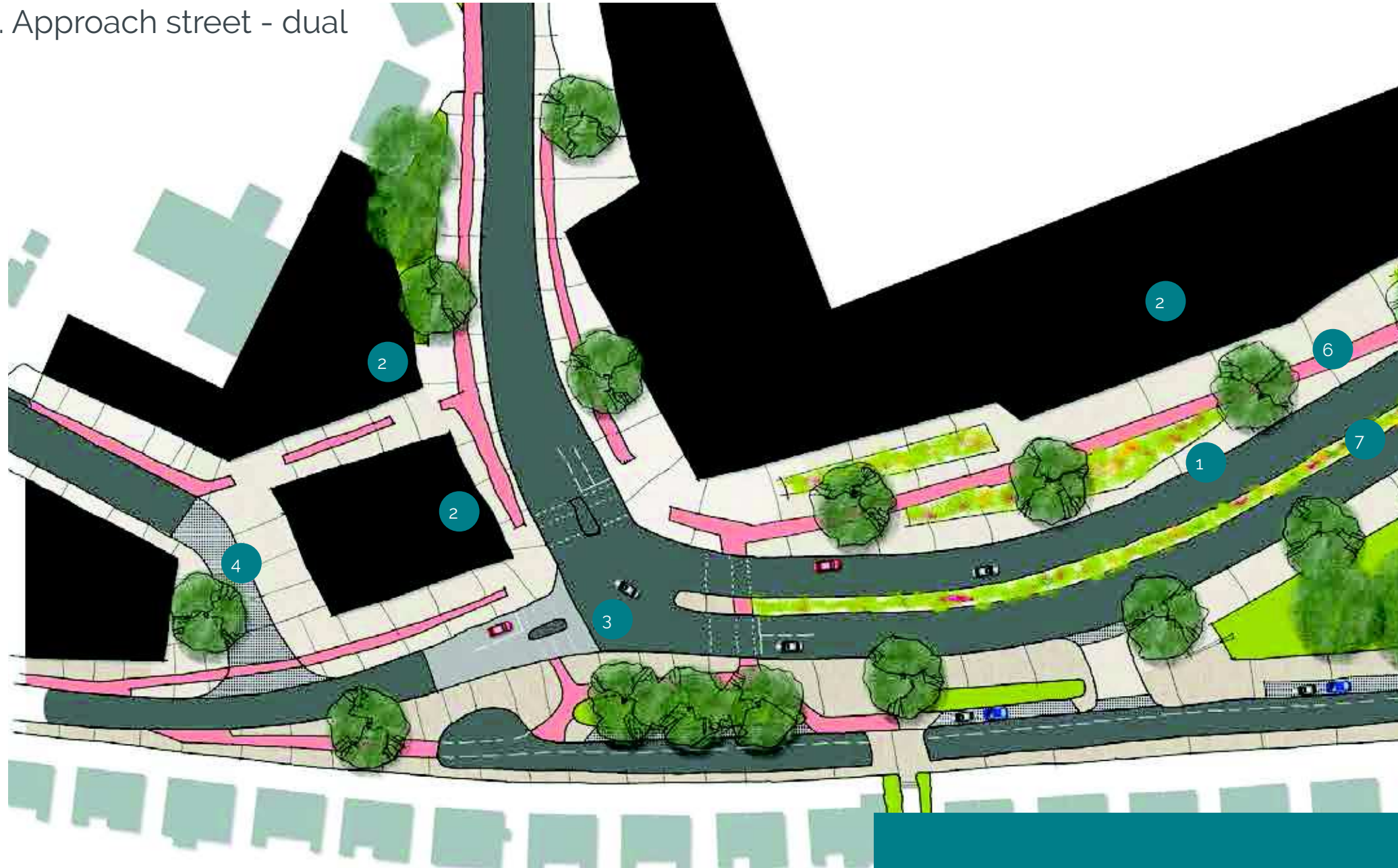
Note: All plans and street view sketches are of potential concept designs and are to be read as illustrative only. They are not intended as complete engineering designs (which will require full survey, analysis, relevant assessment and approvals) but of design approaches using the materials and concepts within this guide.



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Figure 94. | Approaches in the town centre: made up of both Town and General Standard Areas

1. Approach street - dual





- 1 dual street with wide paved footways, generous boulevard planting and regular street lamps
- 2 encouraging new buildings to form frontage to street and parking behind or beneath
- 3 turn roundabouts to signalised crossings to improve pedestrian and cycle access
- 4 secondary street junction with shared surface table to reinforce historic route priority and allow free flow pedestrian movement
- 5 street rain garden SUDS features with pollinator plants
- 6 comprehensive cycle path network prioritised over vehicles
- 7 central reserve with pollinator plant matting
- 8 new dual pedestrian and cycle (toucan) crossing

Additional ingredients

- 20 mph limit on inner urban roads
- underpasses replaced with surface crossings on desire lines
- clearer signing for through traffic and local traffic

Figure 95. | illustration showing how an approach street environment might be designed to accommodate the mix of goals of allowing through traffic whilst prioritising good movement for pedestrians and cycling

approach street



1. Approach street - dual

- 1 dual street with wide paved footways, generous boulevard planting and regular street lamps
 - 2 encouraging new buildings to form frontage to street and parking behind or beneath
 - 3 turn roundabouts to signalised crossings to improve pedestrian and cycle access
 - 4 secondary street junction with shared surface table to reinforce historic route priority and allow free flow pedestrian movement
 - 5 street rain garden SUDS features with pollinator plants
 - 6 comprehensive cycle path network prioritised over vehicles
 - 7 central; reserve with pollinator plant matting
 - 8 boulevard tree planting in wide footways and verges
- Additional ingredients
- 20 mph limit on inner urban roads
 - underpasses replaced with surface crossings on desire lines
 - clearer signing for through traffic and local traffic

Figure 96. | illustrative streetview of Approach road as it meets inner street system



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Figure 97. | Plan of a town centre inner main street with high through traffic level as well as local traffic (illustrative only)

2. Approach street - mixed

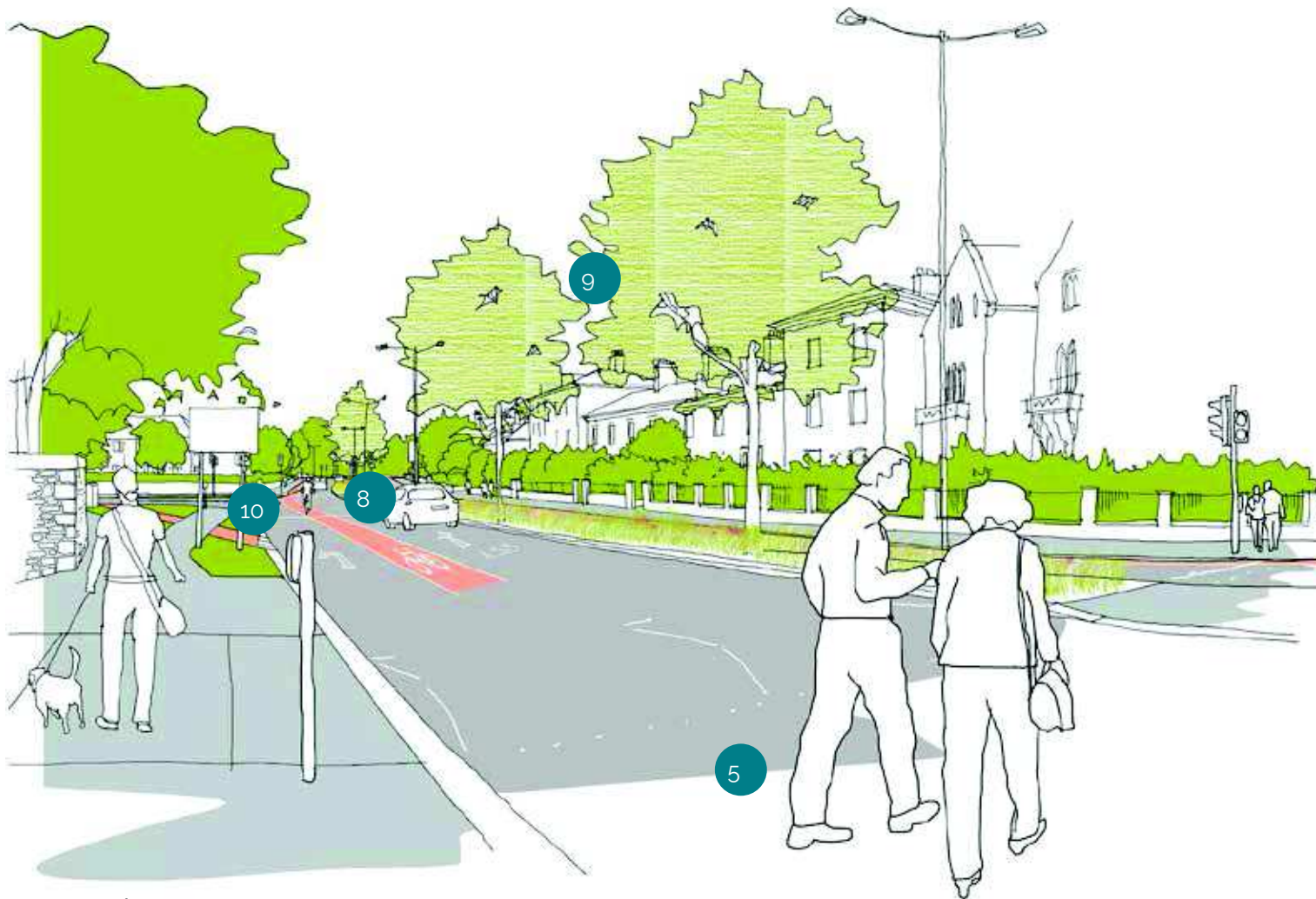


Figure 98. | Illustrative street view of a town centre inner main street with high through traffic level. Good quality direct walking and cycling connections and planting.

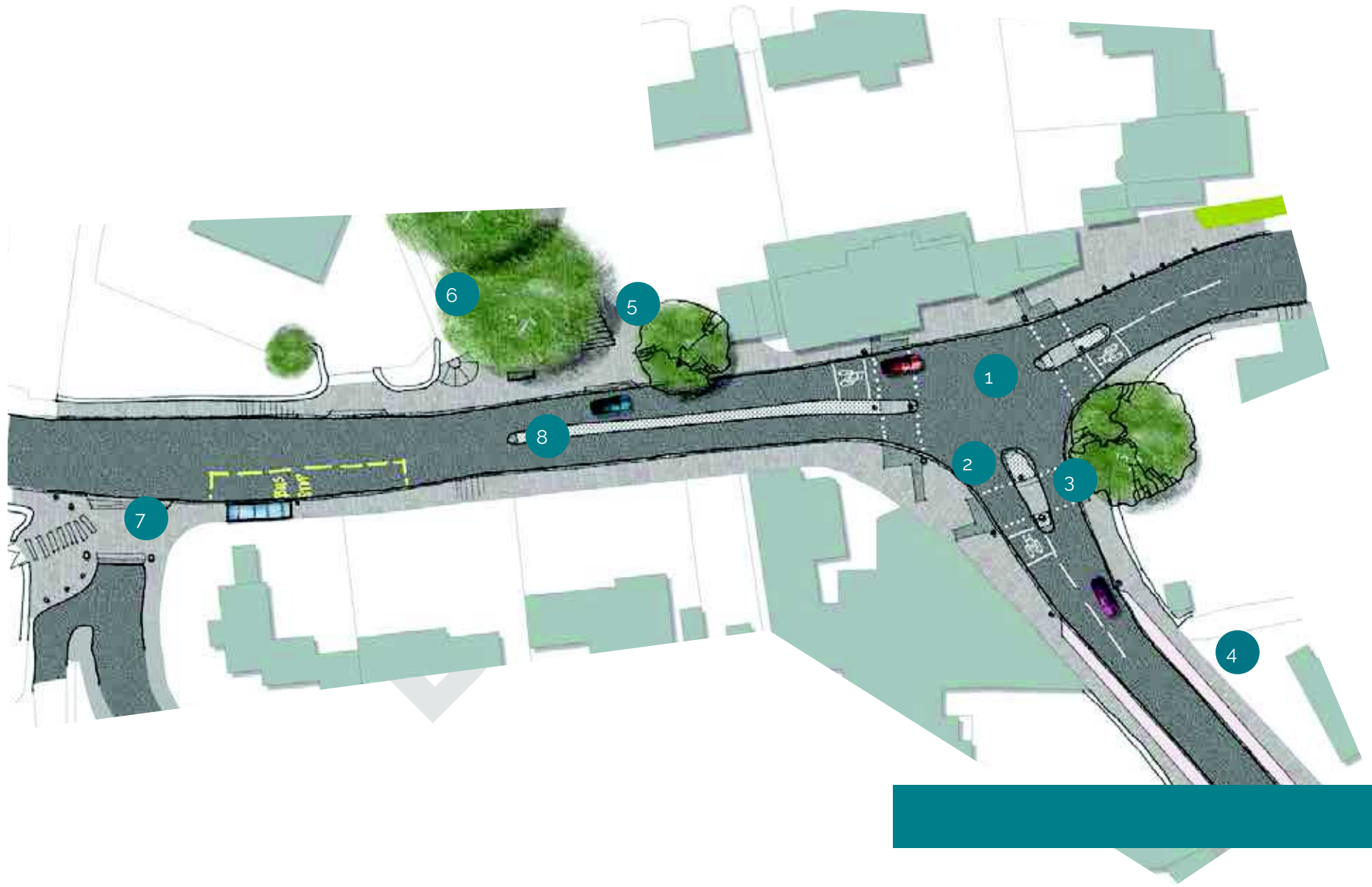


- 1 gyratory arm closed to through traffic and made into paved square with steps on slope, planting and places to sit. Cycle access
- 2 SUDS street garden with pollinator plants
- 3 streets made 2 way with bus lane retained and footways paved in slabs
- 4 street rain garden with sedges and pollinator plants
- 5 direct pedestrian crossing at junction to provide most direct walking and cycling access to hospital from town centre
- 6 improved junction layout for walking and cycling with wider central island and cycle paths through junction
- 7 continuous footway treatment to side road junctions
- 8 central reserve widened using spare road space - guardrail removed and planting added
- 9 boulevard tree planting an pollinator plants to central reserve
- 10 linked signalised junction Parkfield Road with Park Street
- 11 flush rounded central reserve in setts to improve shadow crossing and reduce scale of street

Additional ingredients

- 20 mph limit on Park Street and Parkfield Road
- Restricted Zone
- delineation of vehicular area edge with dished channel for visually impaired

inner major street



3. Approach street - single



- 1 signalised junction allows good pedestrian movement and safer cycle turning
 - 2 footways widened and paved indicating good pedestrian environment
 - 3 direct pedestrian crossings on junction arms - islands may be needed but should not be staggered where scale of pedestrian demand is lower than town centre
 - 4 fully segregated cycle lanes at footway level where road width is currently over generous to vehicles
 - 5 side entries and crossovers to be paved flush with footways to clearly indicate priority to pedestrians on footway
 - 6 routes to public footpaths clearly signed and paved with feature paving to indicate its threshold
 - 7 continuous footway with raised table at side road entrance junction
 - 8 flush edge rounded over sett paved central reserve
- Additional ingredients
- 20 mph limit on inner urban roads
 - roundabouts replaced with signals with good pedestrian phases and cycle crossings on desire lines
 - clearer signing for through traffic and local traffic
 - potential development sites next to junction to assist design intent

Figure 99. | illustration showing how a narrower part of an approach street might be designed to accommodate walking and cycling as higher priority whilst allowing through traffic



approach streets



Neighbourhood centres are places - places where vehicles are slowed and the public realm reflects that people walking and cycling have priority

neighbourhood centres

3.4 Neighbourhood centres

Challenges

3.4.1

Neighbourhood centres provide the local convenience shop and often other services like pub, vets, hairdressers, etc. They often have a 5 -10 minute walking catchment. The main challenges are

- parking dominating the functional infrastructure makes centres mono-functional and one dimensional
- access to bus services conveniently close to shops and schools

Ingredients for success

3.4.2

Providing space that is attractive and easy to get to and use on foot and cycle will encourage less car use, provide safer environments for children and elderly, and make neighbourhoods more socially cohesive. Basing centres around social space rather than shop and car park will also strengthen their role as service centres releasing pressure from travel to other areas of the town.

- social spaces as squares and pocket greens
- seating, cycle parking and bus stops made available in prime, well-overlooked locations
- tree planting, food growing spaces, and play will

enrich these spaces further

- level and convenient paved footways and social spaces
- traffic segregated or slowed to 15mph where mixed
- generous car free space for playing close to home



Figure 100. | Taunton older centres are now engulfed by later development but still operate as a focus for communities,



Figure 101. | neighbourhood centres based on car parking or through traffic alone have little sense of place.



Figure 102. | Play space for younger children close to the doorstep is easy to supervise and feels safer to use

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Figure 103. | neighbourhood centres are the heart of the community and should provide good quality public space available for social use with vehicle given secondary priority. Local square at Lightmoor, Telford.



Figure 104. | illustration showing how a neighbourhood centre street might be designed to provide a more benign environment for shoppers and users of local services and bus stops. Through traffic slowed and generous paving and amenity space provided.

neighbourhood centre



- 1 block paved carriageway with courtesy crossings or rumble strips in contrast bond direction. 20mph area with low kerb height to encourage a slow speed environment
- 2 parking bays in block paving allow passing traffic to stop
- 3 paving of footway extends across shopfront private forecourts (by agreement) and integrates with rest of street
- 4 seating, cycle stands and doorstep play furniture located close to shop fronts - steps and ramps allow access to shops on sloping ground and walls provide incidental seating
- 5 side road junctions with continuous footway treatments
- 6 mix of grass verges and street rain garden SUDS features with pollinator plants
- 7 bus stops paired across from each other with high quality shelters and real time information
- 8 new street tree planting in verges and paved areas to increase summer shading and improve biodiversity. Trees can be lit with fairy lights for festive occasions.

Additional ingredients

- 20 mph limit through neighbourhood centre
- priority parking for Car Share vehicles and EVs
- public electric vehicle fast charge points provided in off street car parks only
- crossovers to private drives flush with footway
- clearer signing for through traffic and local traffic



neighbourhood centre streets



Our river and canal corridor is the green heart of our Garden Town where the vale and its “opaque and sluggish stream” meet the castle, market and livelihoods of Tauntononians. A tranquil contrast to the town’s bustle

river and canal corridor

3.5 River and canal corridor

3.5.1

The River and Canal corridor is composed of meadows, riverside green space, towpath and canal edge, urban hard water edges and parkland. The Green Standard shall be used.

The public realm will reflect the green semi-natural environment by using timber and other natural materials for furniture and structures being careful not to suburbanise these spaces. Off road strategic cycle paths will use sealed bitumen surface paths (or resin bound gravel in the town centre area - see Figure 105) while other routes and paths will use unsealed hoggin or remain unsurfaced. See also Figure 12.

Challenges

3.5.2

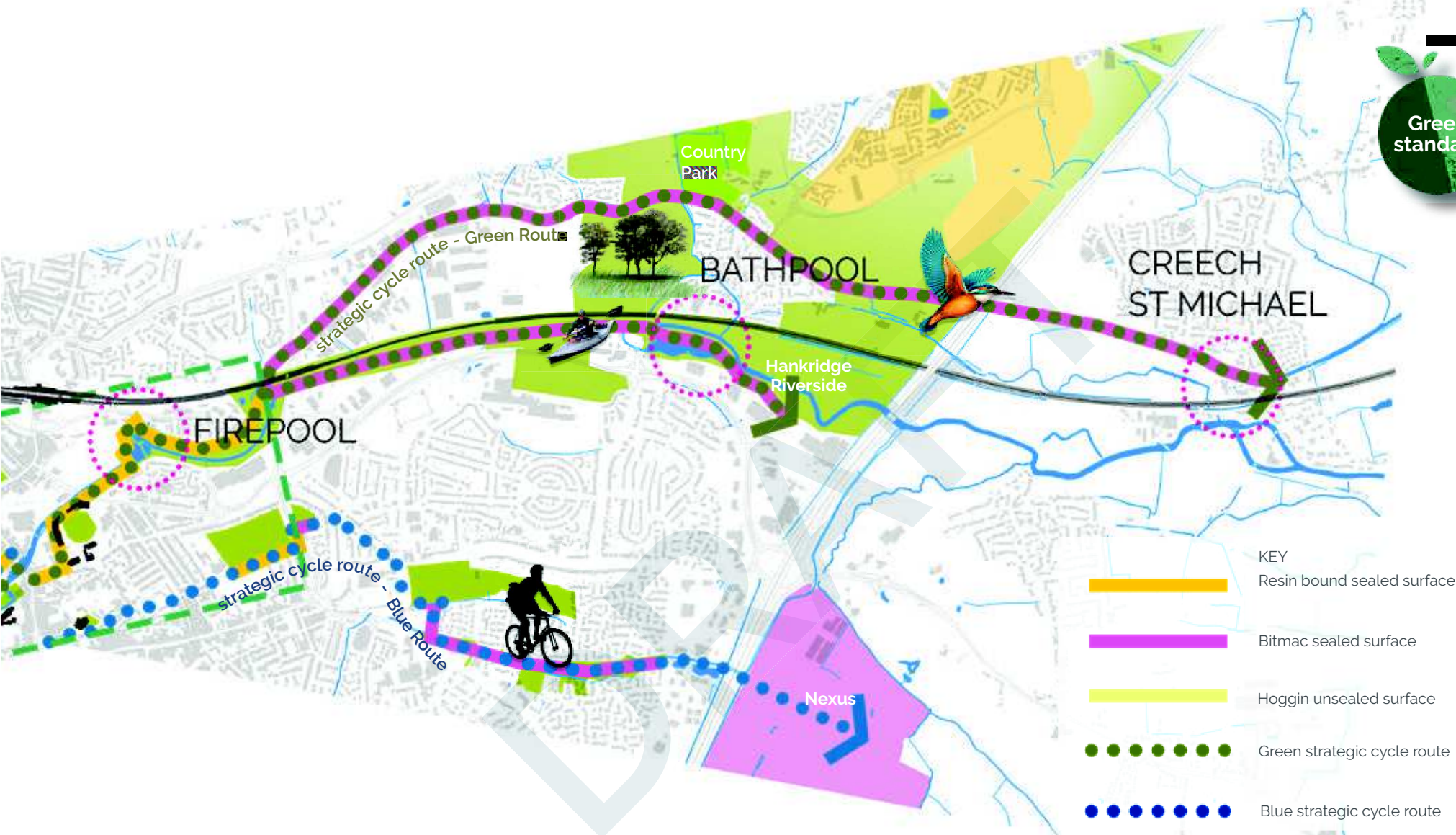
- mix of hard and soft landscapes
- severance of footpaths and cycle ways by roads
- walking and cycling routes difficult to orient around for visitors
- proximity to town centre and ease of getting there on foot or cycle not immediately apparent
- wildlife habitats under threat
- possible perceptions of safety due to remoteness of some areas

Ingredients for success

3.5.3

- enhance our connection to our waterways by water edge profile treatment
- good quality water access with slips, pontoons and steps for recreation
- well connected and legible off road routes
- maintain rural character using primarily natural materials
- well branded, signposted and appropriately





- illuminated strategic cycle routes
- create new marginal and wetland habitats to encourage new wildlife
- enrich area with reserve areas to conserve wildlife

- ensure water safety and design to avoid fear of crime is anticipated and designed into projects

Figure 105. | plan showing the river and canal corridor and the strategic Blue and Green (NCR) cycle routes/ paths that connect the town centre quickly and quietly to Norton Fitzwarren and Nexus and to Silk Mills, Bathpool and Creech St Michael.

River and canal corridor

water edges - hard



Figure 106. | river edges with retained wall edges, concrete construction slip access and steps

water edges -soft



Figure 107. | river edges with soft sloping edges, gabion construction slip access and steps

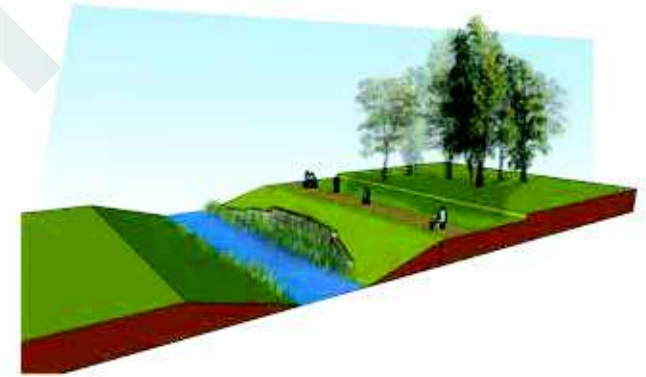


Figure 109. | river edges with soft edges, gabion construction reed wetland

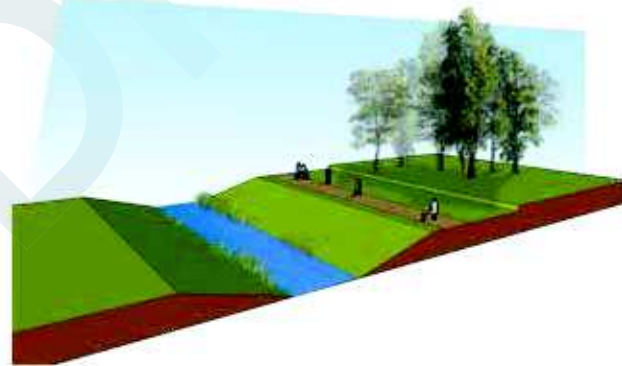


Figure 108. | river edges with soft edges and path



Figure 110. | River and canal corridor showing where hard and soft edges may be used

recreation and water access



Figure 111. | slips shall be installed at suitable places where leisure is appropriate and doesn't disturb wildlife

wildlife and wetlands



Figure 112. | reed edges are good for wildfowl, amphibians and pollinating insects

safe and secure



Figure 114. | rescue equipment shall be installed at intervals along river and canal



Figure 113. | scrub and reed edges to the river will be encouraged in areas to provide for wildlife



Figure 115. | good overlooking makes the watersides safer for all to use.

See also

Paving - see Section 2.4 Green Standard - paving

Signs - see Section 2.6 Green Standard signage

Furniture - see Section 2 Street Furniture

Lighting - see Section 2.19 Green Standard lighting



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- Somerset Rivers Authority
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