

Appendix 3: Schedule of Changes – Post Public Consultation

Streetscape Manual SPD3

Page	Paragraph	Amendment/Addition (shown as red text or red strikethrough)	Reason for Proposed Amendment
2	4	'Across the Borough there are areas of differing character – the town centre and central seafront (Southend's 'Central Area') both being high profile areas and a focus for retail, commercial and leisure uses; and the Borough's 14....'	Point of clarification to ensure the Manual reflects the terminology used within the Southend Central AAP.
3	5	'The NPPF constitutes national policy and guidance for local planning authorities... '	Point of clarification regarding purpose and context of NPPF.
5	8	Victoria Gateway: Phase One. The first phase of this scheme completed in 2011 and provides shared space linking the Civic Quarter of Victoria Avenue and the key transport hub of Southend Victoria Station with the town centre and seafront. Further Phases of the Victoria Gateway scheme will provide opportunity to enhance the public realm in this key gateway location.	Point of clarification to highlight the strategic importance of Victoria Gateway.
5	8	Additional text to list of public realm improvement schemes: Pocket Places. This project is seeking to find unused or poorly used pockets of spaces along Queensway and London Road (which lead to Victoria Gateway – Map 1) and to transform them into more welcoming, people friendly and vibrant community space through comprehensive community engagement and a collaborative design process.	To highlight the work being undertaken as part of the Pocket Places scheme, to enhance the public realm in Southend's Central area.
5	10	'The emerging Southend Central Area Action Plan (SCAAP), currently at proposed submission stage reflects...'	Minor amendment to reflect the status of the SCAAP.
6	13	'...and that materials and furniture styles specified are performing well in terms of wear and tear and offering value for money, particularly in terms of ensuring an efficient, cost effective maintenance plan. '	Amendment proposed to address consultation response from Burges Estate Residents Association, to further clarify the importance of ensuring value for money is achieved in accordance with a cost effective maintenance plan for street works.
7	15	'The manufacturer details for the materials and furniture specified within this	Point of clarification.

		Manual are intended...'	
9	17	'...using good quality and durable materials that are sustainably sourced and easy to maintain, acknowledging the needs of all users.'	Minor amendment to address representation received from Burges Estate Residents Association to highlight the importance of considering maintenance when sourcing materials.
9	18	'...promoting accessibility to all areas of the Borough in a safe, easily navigable setting.'	Minor amendment to address the findings of the SaMERU project.
9		New paragraph between 18 and 19 to read: The Pocket Places project is a positive example of how the Council, in partnership with Sustrans, is engaging with the local community to realise positive benefits to the public realm at London Road and Queensway in the Central Area of Southend. For further information on Southend's Pocket Places project: http://pocketplacessouthendonsea.wordpress.com/about/	Additional text proposed to highlight the work being undertaken in the Borough as part of the Pocket Places project, in partnership with Sustrans.
9	20	'The Southend-on-Sea Streetscape Manual...'	Minor amendment.
10	22 - 23	Change sub-heading to read: Value for Money – Products and Maintenance	Minor amendment to sub-heading proposed to highlight the importance of considering
10	23	'It will be essential therefore that works that works are properly coordinated, in line with the standards set out by the Manual and in agreement with the Council to ensure that the ability to maintain streets and spaces is a significant factor in the choice of design.'	Minor amendment to address representation received from Burges Estate Residents Association to highlight the importance of considering maintenance when designing a scheme.
11	27	'...it reduces space for pedestrians, and cyclists and other users, creates obstructions and is generally unattractive. The Southend-on-Sea Streetscape Manual is therefore based on the approach that, for streetscape, unless its provision is mandatory by law, less is more, and provides a neutral palette of materials to achieve consistency and clarity for designers, minimising future maintenance costs and issues.'	Minor amendment to address representation received from Burges Estate Residents Association to highlight the importance of considering maintenance when designing a scheme.
12	28	'..before any further works are undertaken. The Council's 5 Stage Design Process, as set out in Appendix One, can be utilised in order to ensure a 'best practice'	Additional text proposed to draw direct reference to Appendix One,

		approach is undertaken, including consultation with the local community and relevant groups (including mobility groups).'	which sets out the Council's example of a design process that can be utilised in other public realm and street design schemes.
12		Subheading amended to read: ' Objective 2: Creating 'Better Streets' . The rest of the sub-heading text is moved underneath this and put into italics, e.g. ' <i>Making the Borough's streets and public realm safe and accessible for all, recognising the needs of vulnerable road users, encouraging walking, cycling and other sustainable modes of transport.</i> ' This is applied to all 'objectives' sub-headings.	Minor amendment to sub-headings for layout purposes.
12	31	'It will be reporting in Spring 2013...'	Minor amendment to reflect progress the SaMERU.
13	32	Amend first sentence to read: 'The results of the SaMERU project highlight that the age group 65+ will find the following of great benefit in keeping mobile and active.' Please add these bullet points to read: <ul style="list-style-type: none"> • Giving due consideration in scheme design and layout to the need to accommodate wheelchairs and mobility scooters. • Avoiding complex designs that can cause confusion to the older road user – the simpler and more consistent the design, the better. 	Additional text proposed to address the finding of the SaMERU project final report 2013.
14		Change heading of Objective 3 to read ' Objective 3: Creating Sustainable and Cost Effective Streets' . With text move underneath to read: Streets and spaces that are easy to manage and maintain, by employing a simplified palette of high quality materials'	Minor amendment to sub-headings for layout purposes.
14	34	'What is acceptable suitable for the town centre or a Conservation Area is likely to be different to that of a typical residential street. Suitable m Materials for each area....'	Minor amendment to text proposed for clarification.
14	34	'The Council will seek to ensure that materials are locally and sustainably sourced where possible and will expect a of high quality of workmanship, with due consideration given to ease of maintenance. '	Minor amendment to address representation received from Burges Estate Residents Association to highlight the importance of considering maintenance when

			designing a scheme.
14	36	'Footways and cycleways will be maintained to provide even and well drained surfaces, and steps will be taken to minimise opportunities for flyposting, graffiti and antisocial behaviour, and remove it flyposting and graffiti quickly where it does occur.'	Minor amendment proposed to address representation received from Cllr Crystal as a point of clarification.
15	37	'Consequently the Manual should be read in conjunction with the Council's Local Development Framework (LDF), which contains planning policies and design guidance for development relevant policies and guidance contained within documents in the Council's local planning framework available at www.southend.gov.uk . For the Central Area, the emerging Southend Central Area Action Plan...' Final sentence in this paragraph which starts 'It sets out the opportunities for providing public art trails.....' to be deleted.	Minor amendment proposed to reflect changing terminology from Local Development Framework to Local Planning Framework, in accordance with other emerging local planning documents.
15	38	'The size of tree planted will be dependent on the location; further detail is set out within Chapter 11. ' Parklands hyperlink deleted from the end of this paragraph.	Minor amendment as point of clarification, drawing reference to Chapter 11: Tree Protection and Planting.
16	39	'...some areas will require a different approach than others for a number of reasons, so the following...'	Minor amendment as a point of clarification within text.
16	39	<ul style="list-style-type: none"> • Town Centre bullet point amend as follows: '...and a higher level of footfall addressed, with due consideration given to the long term maintenance of the design, materials and furniture' • District Centres bullet point amend as follows: 'the Borough's District Centres of the Broadway, Leigh-on-Sea...' • Seafront bullet point amend as follows '...and often higher level of footfall; and • Southend's Historic Environment (Conservation Areas): Streetscape work in the Borough's 14 Conservation Areas, and those affecting the historic townscape, must consider the context of the historic environment buildings and its heritage assets and be designed accordingly to sympathetically respond to and celebrate Southend's heritage. In these areas in particular, an 'audit' of existing streets design and furniture will enable be critical to informing a comprehensive understanding of existing 	Minor amendment to address representation received from Burges Estate Residents Association to highlight the importance of considering maintenance when designing a scheme; minor amendments to conservation area character area to highlight the importance of conserving and enhancing Southend's historic environment.

		<p>character to ensure local distinctiveness is conserved and enhanced, and should be carried out in consultation with the Council's Conservation Officers. Wherever possible, and the preservation of existing remaining historic street furniture (including lamp columns) and floorscapes (including paving, granite kerbs and drainage channels) and the reinforcement of local distinctiveness should be the starting point for all schemes. in Conservation Areas in terms of preservation and local distinctiveness should be promoted.</p>	
18		Map has been amended and replaced with new version.	Minor amendment to update location numbering order on Map.
19	42	<p>Section I title amended to read Section One, and 4. Signage + Wayfinding amended to read 4. Signage and Wayfinding</p> <p>Section II title amended to read Section Two, and 6. Bollards + Guardrail amended to read 6. Bollards and Guardrail, and 11. Tree Protection + Planting amended to read 11. Tree Protection and Planting</p>	Minor amendment to sub-headings to ensure uniformity throughout document.
20		Change the heading to Read Section One: Surfacing and Signage	Minor amendment to heading to ensure uniformity throughout document.
20	45	The sentence in brackets starting (note: where ordinary.....metric paving slabs should be used in cases where flag paving is deemed appropriate and necessary - consideration should also be given to alternative surface materials, such as bituminous surfacing, as appropriate) to be included as a footnote and the additions above have been made.	Minor amendment for purposes of clarification to ensure the txt on metric and imperial paving slab selection is clearly drawn out.
21	49	Paragraph on blister paving amended and reference to DfT guidance included.	Minor amendment to address representation received from Burges Estate Residents Association to clarify the use of tactile paving, including colours, across the Borough.
22 - 23	53	'There are other traffic attractors, such as schools, bus stops , railway s -stations, leisure venues and public buildings that should be provided with wider footways where feasible.	Minor amendment to Manual to include reference to bus stops as a 'traffic' attractor.

23	55 - 56	Amend subheading to read: Barriers, Guardrail and Crossing Points	Minor amendment to heading to reflect context of this sub section.
27	72	'...to maintain a coherent appearance and to minimise the risk of trip hazards. '	Addition to text to address findings of the SaMERU project final report.
41	Table (paving)	Product specification for the A13 added: Location: A13 ; Style: Charcon Appalachian paving – Grey ; Specification: 400mm x 400mm x 65mm with square edge	Additional text to address omission from draft version of document.
41 - 42	Table (paving)	District Centres Hamlet Court Road. Column 3 text added to include details of Charcon Moordale Paving; Grey, textured; to central reservation Detail of additional product added: Style: Charcon Appalachian, Silver Grey, Ground Finish ; Specification: 400mm x 400mm x 65mm ; Comments: Southern section of Hamlet Court Road only. To column 3 text associated within the 4 th image to read: Prismo Imprint, tegula pattern, oxide red To column 3, new text added to read: Prismo Imprint, Granite Sett pattern, Grey.	Minor amendments and additions to update the list of surface materials at Hamlet Court Road.
43	Table (Paving)	New row added to table to detail paving materials used at Elmer Square: The Forum, and Elmer Avenue.	Additional text to outline materials used at Elmer Square: The Forum, recently completed post-consultation.
44	Table (Paving)	New row added to table to detail paving materials used at London Road / West Road.	Additional text to outline materials used to the commercial/shopping area at London Road / West Road.
46	Table (paving)	New row added to table to detail materials used at Queens Approach / Farringdon Service Road.	Additional text to outline materials used as part of the recent resurfacing scheme.
49	83	'...and it is critical that this is addressed within the design and streetscene audit process.'	Addition proposed to highlight importance of the opportunities the Manual offers for auditing existing street and public realm schemes, in accordance with representations received.
51	89	New heading included above the sub-heading 'Raised tables and Build-outs' to	Minor amendment for purpose of

		read: Traffic Calming Measures.	clarification.
52	93	'Traffic calming in conservation areas' paragraph moved after 'Road humps and speed cushions'.	Minor amendment to the layout of the text, to ensure matters of traffic calming are dealt with together.
56	103	<p>Paragraph to be updated following discussion with Strategic Transport team: As a Cycle Town, Southend is committed to providing for and promoting cycling and will ensure that the movement of people of bicycles is catered for in every highways scheme. The following points should be taken to account for every scheme:</p> <ul style="list-style-type: none"> * due consideration should be given to integration and links with the existing cycle network, especially proximity to the main network routes and key destinations; * integration with streetscape improvements- cycling and walking to be prioritised in terms of hierarchy - dependant on street category – as identified within the Council's Local Transport Plan (LTP3); * provision of facilities to be appropriate to the street to achieve an increase in walking and cycling and associated benefits in terms of connectivity, safety, comfort, attractiveness, health and well-being; * Speed reduction, traffic demand, parking design and management schemes should be considered as part of the infrastructure mix; * Freeing up roadspace and re allocating for non-car modes should be considered as part of the overall plan to improve the streetscape. <p>The design of a scheme will be location dependent however each scheme will be expected to be designed to encourage more walking and cycling and to enhance quality of life for local residents. In order to achieve this there must be a dialogue and consultation with local residents, businesses, schools and so forth in order to define the characteristics of the area and to seek to resolve any potential conflicts.</p>	Amendments to paragraph to address representations received from Burgess Estate Residents Association and following discussion with the Council's Strategic Transport Team to remove reference to a hierarchy for cycle route design in highways schemes, setting out instead key principles, to address the current approach.
58	110	'...and their sighting siting needs to be carefully considered...'	Minor amendment – spelling error.
62	114	Replacement lighting in these areas will be sympathetic to the historic character, in accordance with the product specifications set out in Table 6: Lighting Specification. The Council's Conservation Officers should be consulted on any	Minor amendment to draw reference to Table 6 of the Manual, which sets out the specification for

		works that affect the historic environment, including Conservation Areas.	lighting in the Borough.
66	124	'Additionally, bus stops will be upgraded with improved infrastructure and information which will include ast key points locations, such as the A13 Public Transport Corridor, the...'	Minor amendments – spelling
66	125	'...to allow for easy access for pedestrians and giving due consideration to the accessibility of mobility scooters, wheelchairs and pushchairs , without being impeded by parked vehicles.....particularly where bus shelters are to be positioned. The SaMERU stakeholders also identified the need for bus shelters to be positioned to maximise protection from the elements.'	Additional text proposed to draw reference to the findings of the SaMERU project final report, 2013.
68	Table (Bus stops and Shelters)	Residential Area and seafront area (not including Conservation Areas)	For clarification to highlight that these products are not applicable to conservation areas.
69	125	<p>There are currently a significant number of different bollard styles installed in throughout the Borough, which are listed within Table 4. One of the aims of this document is to rationalise these to provide a more coordinated approach to street design, including the use of bollards, and the Table 4 will be updated accordingly as a rationalised palette the Manual is reviewed to reflect the rationalisation of bollards are used styles across the Borough.</p> <p>[create new paragraph here] Bollards will normally be black, although stainless steel bollards may be used in key areas and timber or green /timber bollards on grassed or planted verges where deemed appropriate although other options should be considered, such as raised kerbs or tree planting. The old style concrete and concrete filled galvanised bollards that have been installed in the past will be upgraded to more visually acceptable design or alternative solution as funds allow.</p> <p><u>In accordance with Objective 3 of this Manual, the Council is committed to finding opportunities to reduce energy consumption and create sustainable streets and spaces. Where keep left bollards are required therefore, low-energy options will be sought in accordance with BS 8442:2006 or the corresponding EEA Standard.</u></p>	Minor amendments for clarification, including update to include reference to minimising energy use when selecting keep left bollards for installation, addressing guidance contained within Traffic Advisory Leaflet 03/13: Traffic Bollards and Low Level Traffic Signs (September 2013).
70	Table – bollards and	Row one, column 5, 'To be used where funds allows; consider alternatives to bollards where their use is not essential to road safety. The Cannon bollard may be considered as an alternative product in Conservation Areas where necessary.'	Additional text proposed to address representations received from Burges Estate Residents

	guardrail		Association, clarifying that the canon bollard can be considered in conservation area where its use is deemed necessary.
71	Table – bollards and guardrail	Row two, column 5, ‘This is the preferred design for Conservation Areas, where bollards are an essential requirement. ’ Previous ‘option 2’ deleted, and delete the text in the first column that reads ‘option 1’.	Additional text and amendments proposed to address representations received from Burges Estate Residents Association, deleting the reference to Canon bollards (already included within general areas) clarifying that the canon bollard can be considered in conservation area where its use is deemed necessary.
78	Table – Bollards and guardrail	Updates to table to include reference to the use of self-righting, keep left bollards illuminated by use of retroreflective materials, conforming to BS 8442:2006 or corresponding EEA Standard, in order to reduce energy consumption and potential maintenance costs.	Updates to reflect guidance contained within Traffic Advisory Leaflet 03/13: Traffic Bollards and Low Level Traffic Signs (September 2013) and provide an energy efficient and durable option for keep left bollards in the Borough, in accordance with the Objectives set out within the Manual that seek to promote the creating of sustainable, easy to manage, cost effective streets.
86	139	New paragraph added: Due consideration should also be given to the installation of street lighting to ensure that, where possible and where there is not a conflict with other uses, it helps to illuminate other public facilities such as bus stops.	Additional text proposed to draw reference to the findings of the SaMERU project final report, 2013.
87	142	Reference added to the trial of LuxOnStreet 28 LED Luminaire from Low Carbon Lighting being trialled at Wakering Road and Terminal Close.	Additional text to reflect proposed trial of low carbon lighting within the Borough.

91	Table (lighting)	Conservation Area Side Streets – amendments to text proposed to reflect proposed use of DW Windsor Oxford Column, as determined in accordance with Highways Management.	Revisions to product specification to accommodate opportunity for a column, suitable for conservation areas, to be rolled out across the Borough as funds allow, in accordance with advice from the Highways and Traffic Management Section, and to reflect proposed works to Church Hill, Leigh.
102	Table (seating)	New row to be added to include details of benches installed at Campus Square, Luker Road and Elmer Square: The Forum.	Additional text to reference furniture used at the Elmer Square and Campus Square schemes.
107	152	‘Streets with trees provide a softer and more humanised environment than those without; research undertaken by I’DGO, highlighted by the SaMERU project, shows that the quality of the streetscene, including features such as trees, is a key factor in encouraging older people to go for a walk....	Additional text proposed to draw reference to the findings of the SaMERU project final report, 2013.
108	157	Addition to bullet point 3 to read: ‘The location of underground services (including sewers); Add to bullet point 6 the following: ‘...to reduce roof damage to the footway. Consideration should also be given to the location of underground services. ’	Additional text proposed to address representation received from Anglian Water.
Appendix 3		Additions to appendix three: Pocket Places: Southend on Sea www.pocketplacessouthendonsea.wordpress.com/about/SaMERU www.SaMERU.eu	Additions proposed to reflect the references made throughout the Manual to Pocket Places and SaMERU.
Appendix 4		Heading To read: Appendix Four – Bibliography and Useful Documents Additional references included: Inclusive Mobility, 2005, DfT https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf Local Transport Note 1/11: Shared Space, October 2011, DfT https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3873/ltn-1-11.pdf The Design of Streets with Older People in Mind, 2012, I’DGO	Additional references included to reflect publications and matters referenced within the document.

	<p>http://www.idgo.ac.uk/design_guidance/streets.htm Traffic Advisory Leaflet 03/13: Traffic Bollards and Low Level Traffic Signs, September 2013, DfT https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244067/traffic-bollards-low-level.pdf</p>	
--	--	--