

Part Three: Coordination



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Coordination is of paramount importance. The public realm is delivered in parts yet perceived as a whole.

The complexities of delivery stem from the many agencies that are involved. Each has its own remit, budget and time scale. The result is that at any one time there will be change taking place to a part of the public realm.

Without increasing expenditure, but simply through greater coordination, the accumulated of the changes could be seen as being greater than the sum of the parts.

Key principles:

- Nothing in the public realm is seen in isolation
- Informal as well as formal procedures for coordination are needed

Methods to achieve coordination

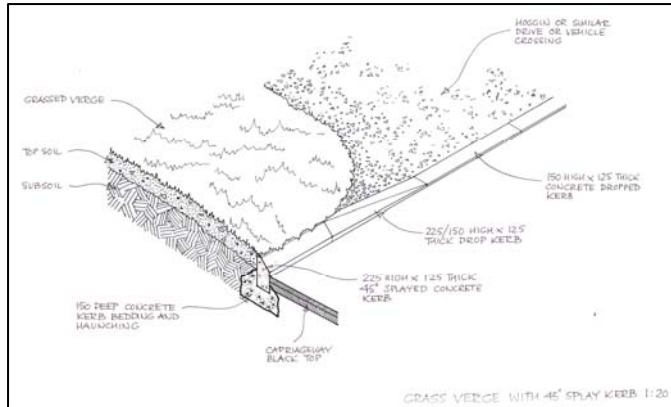
It is proposed that coordination is achieved by a pragmatic mixture of the following formal and informal procedures.

1. Regular meetings of relevant agencies – particularly for those engaged in regular work (at agreed intervals such as monthly or bi monthly) , at which forthcoming programmes are offered for comment and resolution eg. engineering, maintenance, highways, Conservation Officer.
2. All programmes put on a dedicated website, so that all agencies can see what the others are doing – particularly for less frequent 'one off' projects.

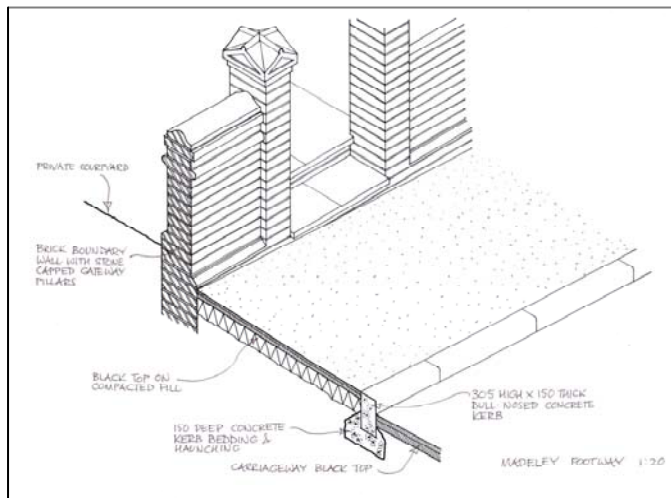
Part Four: Appendices

Appendix A : Construction details

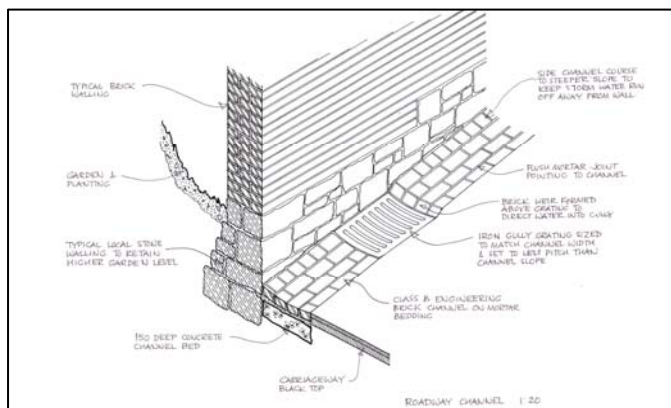
The following illustrations are included as a guide to the type of construction details which are both visually and structurally appropriate within the World Heritage Site. The precise application of details will differ according to different locations and contexts within the area. Information regarding their precise application can be found in the street feature / street character matrix on page 40.



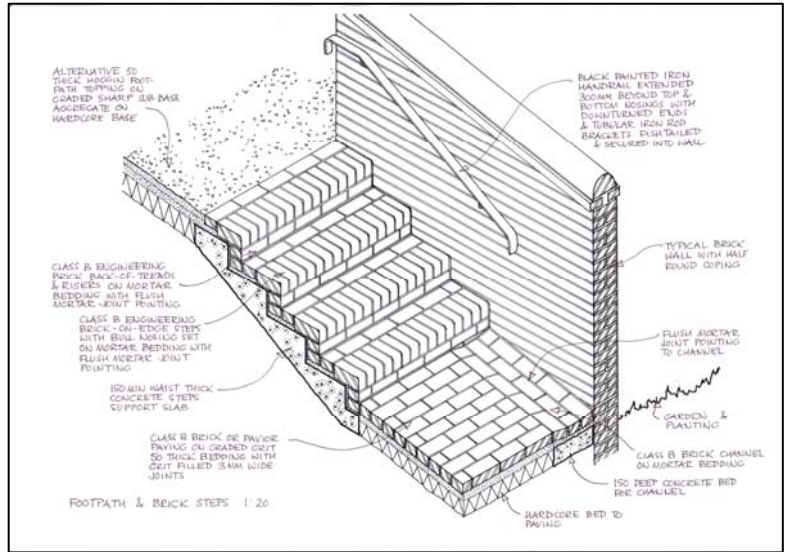
Grass verge with 45 degree splay kerb



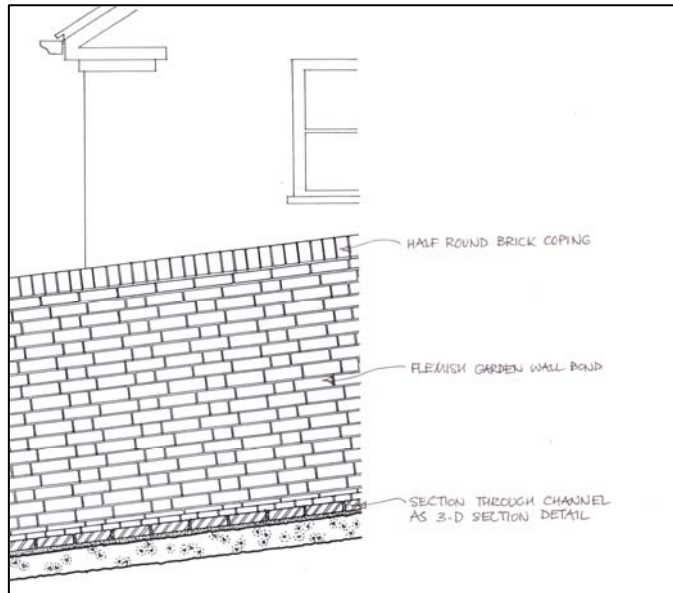
Town footway: blacktop and concrete kerb



Drainage channel with gully grating to fit exactly



Steps of engineering bricks and drainage channel



Boundary wall coursed to follow the contour

Appendix B : Action to reduce sign clutter

Because signs are such a significant proportion of unnecessary street clutter, it is necessary to deal with each type in some detail. Signs fall within a number of functional and legal categories. The action required to reduce sign clutter therefore varies according to the category of each sign.

Category of sign	legal requirement	Action to reduce sign clutter
Traffic signs		
<p>Regulatory signs One way street No entry, etc Traffic signals Belisha beacons</p>	<p>Needed by law to enforce traffic management orders</p>	<p>Reduce numbers by changing or simplifying traffic management orders</p> <p>Fix to walls and existing posts, if available. Otherwise use slim black post with no backing boards.</p> <p>Use most simplified option</p> <p>Reduce requirement by redesigning controlled crossings (zebra, pelican) and mini roundabouts as informal crossings and junctions (as Shrewsbury High Street)</p>
<p>Yellow lines (parking restrictions)</p>	<p>Needed by law to enforce parking restrictions</p>	<p>Consider “Restriction zone” with no lines. Though zone entrance signs and some repeater signs are necessary</p>
<p>Warning signs Keep left Roundabout Roundabout ahead Centre of road white lines Chevrons</p>	<p>Not required by law</p>	<p>Remove</p>

Direction signs

To town or locality
Status of road
(A, B, etc)

Not required by law
Though some are
expected by drivers

Simplify layouts
Reduce information
Reduce size

**Pedestrian direction signs
and way marking signs**

Not required by law
Though helpful to
pedestrians

Many alternatives to the standard
DfT pattern are possible.

Relate designs to the character of
the locality. Fix to walls and fences,
not to individual posts

Cycle way marking signs

Not required by law
Though helpful to cyclists

Many alternatives to the standard
DfT pattern are possible.

Relate designs to the character of
the locality. May be mounted at
low level, Fix to walls and fences,
not to individual posts

Car park signs

Not required by law
Though some
expected by drivers

Reduce the number of signs, their
size and their layout to the
minimum necessary to convey the
desired message.
Integrate thoroughly into the
street scene

Street name signs

Expected to be at every street

Use traditional cast iron style with
black letters on a white ground.
Fix to walls and fences, not to
individual posts

Private advertisement signs

Mostly subject to
Planning legislation

Integrate thoroughly into the
street scene

Information and interpretation signs

Signs relating to cultural,
institutions, etc
of 1.2 sq metres on the
premises, are exempt from
planning legislation

Reduce the number of signs, their
size and their layout to the
minimum necessary to convey the
desired message.
Integrate thoroughly into the
street scene