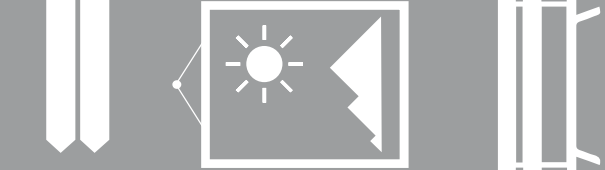


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Part E Footway amenities

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Streetscape Guidance

11.1 Vision

The immediate impression and character of any modern city is often determined by the quality and aesthetic appeal of its street furniture design. This can help to animate the public realm and signals to users what and where certain behaviour is desirable and appropriate. A specific location can often be recognised by simply referring to its street furniture design. However, poorly placed or excessive street furniture can create a cluttered environment resulting in obstructions, reduced legibility and a blighted character. Successful public spaces have had every piece of street furniture rationalised and creatively placed to achieve multiple aims.

There is no ‘one solution fits all’ when selecting and applying street furniture. Material selection and layout must be contextually appropriate. Some settings may require street furniture that quietly complements the character of the area, provides structure, or adds surprise and delight.

We value exceptional detailing to ensure that street furniture is beautiful, robust and maintainable, complementing the surrounding streetscape with ‘the right product in the right place, done right’.

General principles

The term ‘street furniture’ applies to any vertical piece of equipment placed within the highway, to provide a practical function. Most components

are located on the footway and provide functions relating to traffic management, safety and amenity. Products include signposts, signals and enforcement equipment to inform motorists, as well as pedestrian oriented elements such as seating, wayfinding signage and kiosks.

The palette of materials selected for the TLRN reflects our ambition to provide a consistent high quality streetscape. The street furniture components shown in this section emphasise design intent rather than prescribing specific products. Dimensional requirements are mandatory and have been specified based on advice from best practice.

Design teams should check specifications with manufacturers and select products that satisfy the criteria. Options are given where there may be an opportunity to reflect local character be it stylish and contemporary or historic. Design teams may recommend alternatives to the standard palette that are in keeping with the spirit of this guidance. Alternative street furniture will require SDRG approval for any TLRN route.

Figure 200: A street furniture zone of cycle parking and trees located at the back of the footway



Figure 201: A street furniture zone located at the front of the footway



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Streetscape Guidance

Coordinating street furniture

Streetscape Guidance advocates using a coordinated approach for designing and maintaining the layout of street furniture to:

- Minimise cluttering footways with unnecessary furniture
- Maximise unobstructed widths for comfortable pedestrian movement
- Satisfy network operational requirements
- Ensure that the product is appropriate for the location in function and style
- Merge or combine street furniture components on a single post where practicable to further reduce clutter

In identifying locations for street furniture within the footway, a number of related factors should be considered which will impact on appropriate placement. These factors determine how to integrate street furniture.

Designers should consider:

- **Footway and verge widths** – location, orientation and quantity
- **Vehicle speeds** – speed limits will govern minimum set backs from the kerb line
- **Pedestrian flows** – refer to Pedestrian Comfort Guidance for London (2015) to determine these

- **Parking and loading requirements** – street furniture should not be located where it is at risk of damage from vehicle movement or where access to the street furniture poses a safety risk to pedestrians except where street furniture has been placed to discourage vehicle movement

- **Street Types** – the material and layout of furniture should contribute to the function, performance and character of the street

- **Adjacent land uses** – furniture should satisfy a need as well as reflect the character of the setting without causing an obstruction or reducing the functionality of the surrounding buildings or land uses

- **Street furniture size and location requirements** – individual components should satisfy designated criteria to ensure a minimum standard is attained

- **Security** – furniture must not create a situation which compromises the safety or security of any user

- **Maintenance** – street furniture placement does not restrict standard cleansing regimes



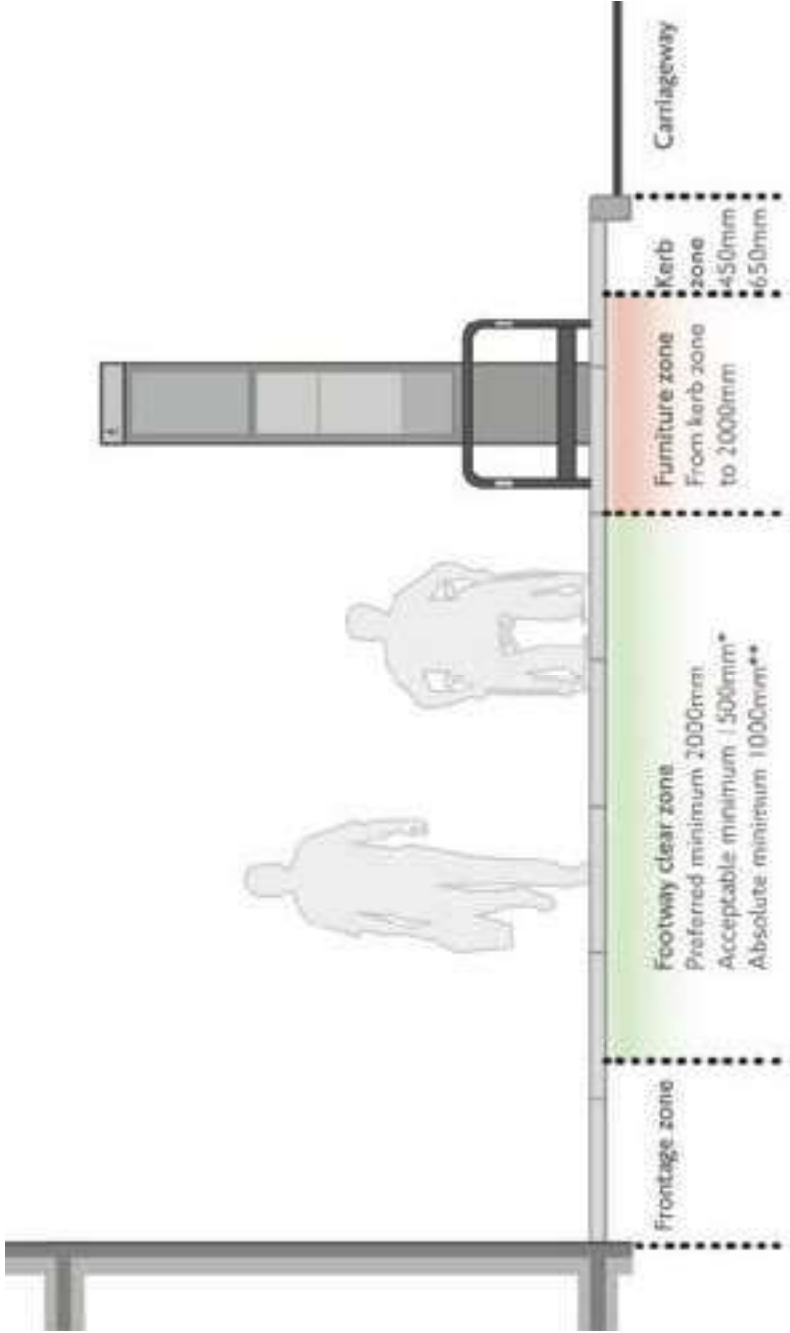
11.2 Footway zones

The area between the kerb line and the highway boundary can be divided into four zones, which serve distinct functions within the streetscape:

- Kerb zone
- Furniture and planting zone
- Footway clear zone
- Frontage zone

The relative importance, scale and treatment for each of the zones will vary according to the context.

Figure 202: Footway zones



* When two metres is not possible due to physical constraints.
** Where there is an obstacle. Maximum length of restricted width is 6metres.

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Kerb zone

A kerb zone should be kept completely free of street furniture to prevent damage from vehicles overhanging the carriageway edge. Each piece of street furniture and equipment has a minimum distance it must be placed away from the kerb edge. Please refer to each streetscape element to determine the specified distance from kerb edge.

It is essential to consider the camber of the road to allow for high-sided vehicles leaning over the footway.

Furniture and planting zone

The furniture zone is provided adjacent to the kerb zone to coordinate street furniture in a consistent arrangement which maximises the unobstructed width of the footway for pedestrian use. Features such as lighting and signage should be located in this zone, along with on-footway cycle parking, seating and other amenity elements.

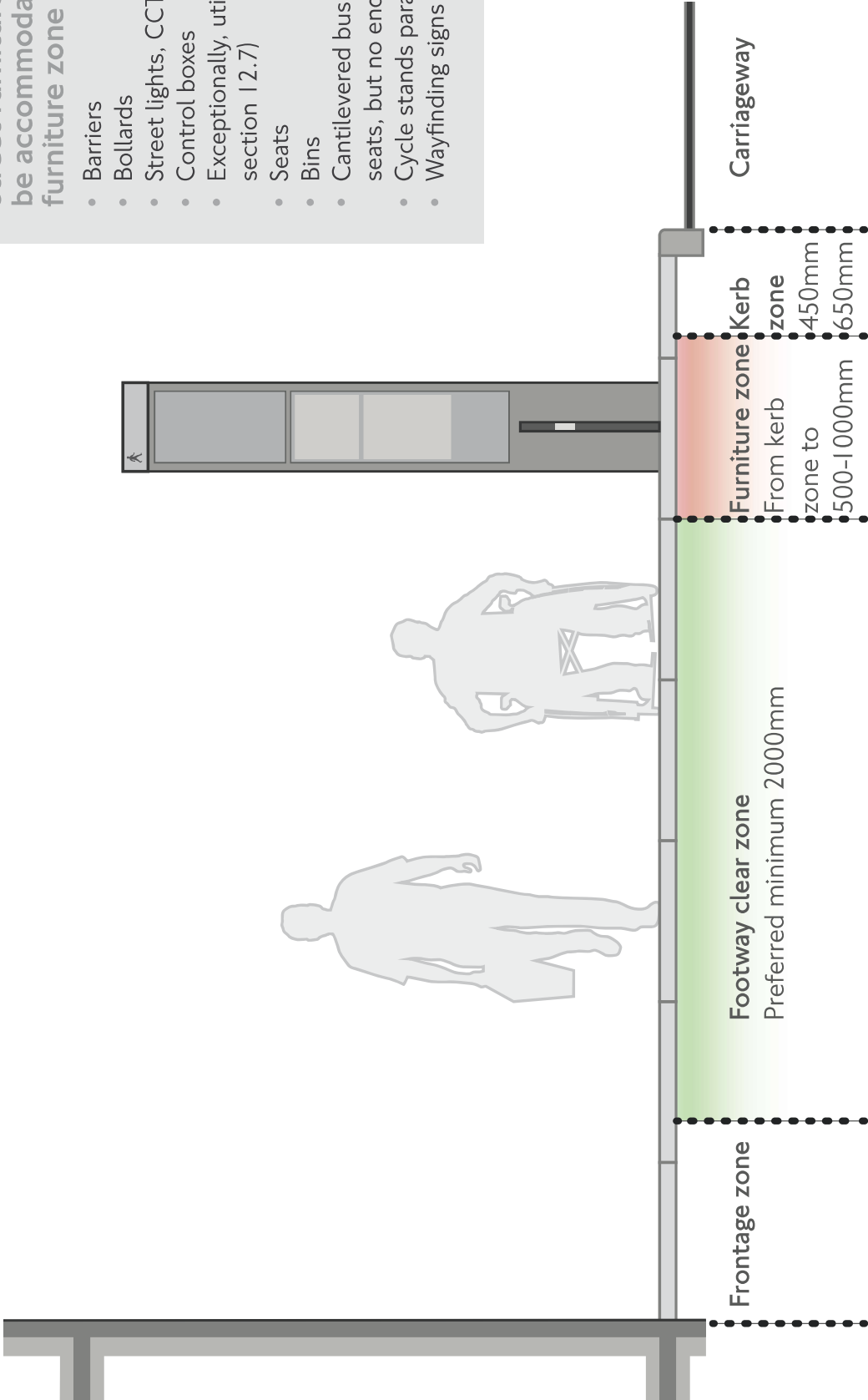
Furniture should only be provided where it serves a specific function and is appropriate for the location. A furniture zone should therefore not exist where there is no need for street furniture.

Design teams should acknowledge that the requirements for the footway clear zone will ultimately determine how much space can be afforded to street furniture.

A furniture zone should only be provided where suitable clear footway widths and kerb zone widths are deliverable. The width of the furniture zone should be selected based on the footway constraints, which in turn will impact on the street furniture that can be used:



Furniture zone design standards



Furniture zone width

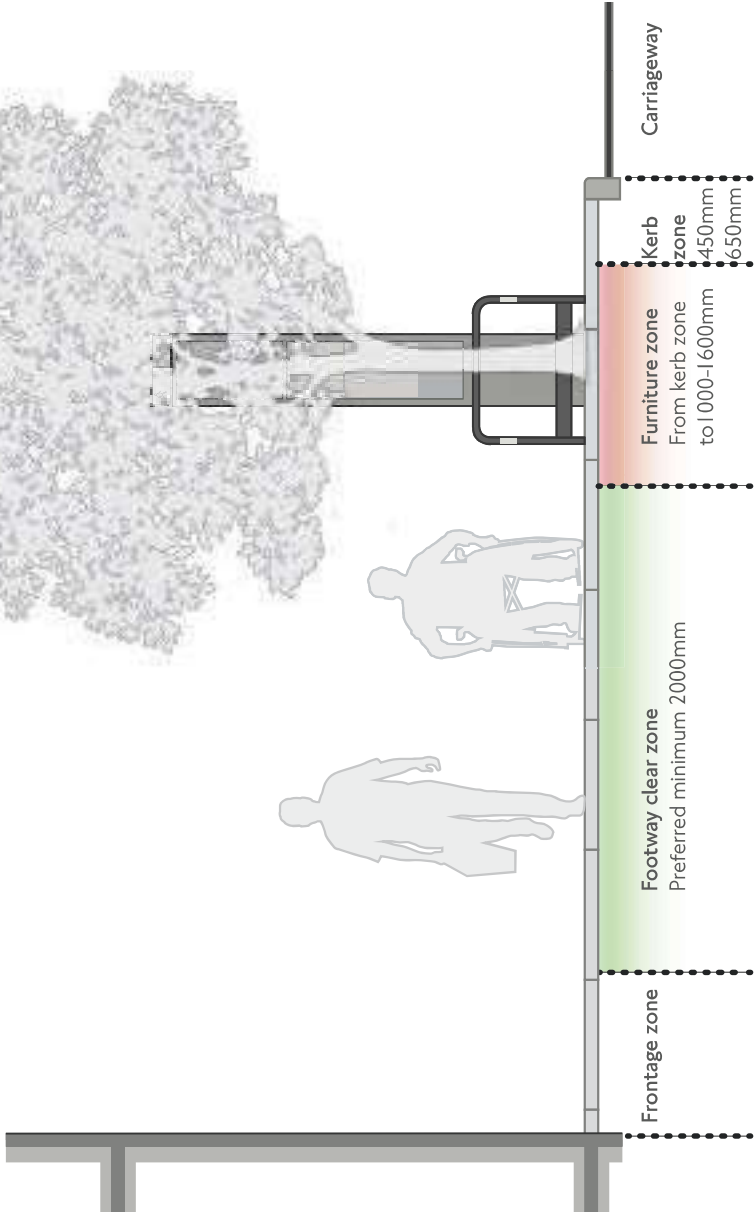
500-1,000mm wide

Street furniture that can be accommodated in the furniture zone

- Barriers
- Bollards
- Street lights, CCTV, traffic signals, signs
- Control boxes
- Exceptionally, utility cabinets (see section 12.7)
- Seats
- Bins
- Cantilevered bus shelters with perch seats, but no end panels
- Cycle stands parallel to the kerb
- Wayfinding signs



Furniture zone design standards



Furniture zone width

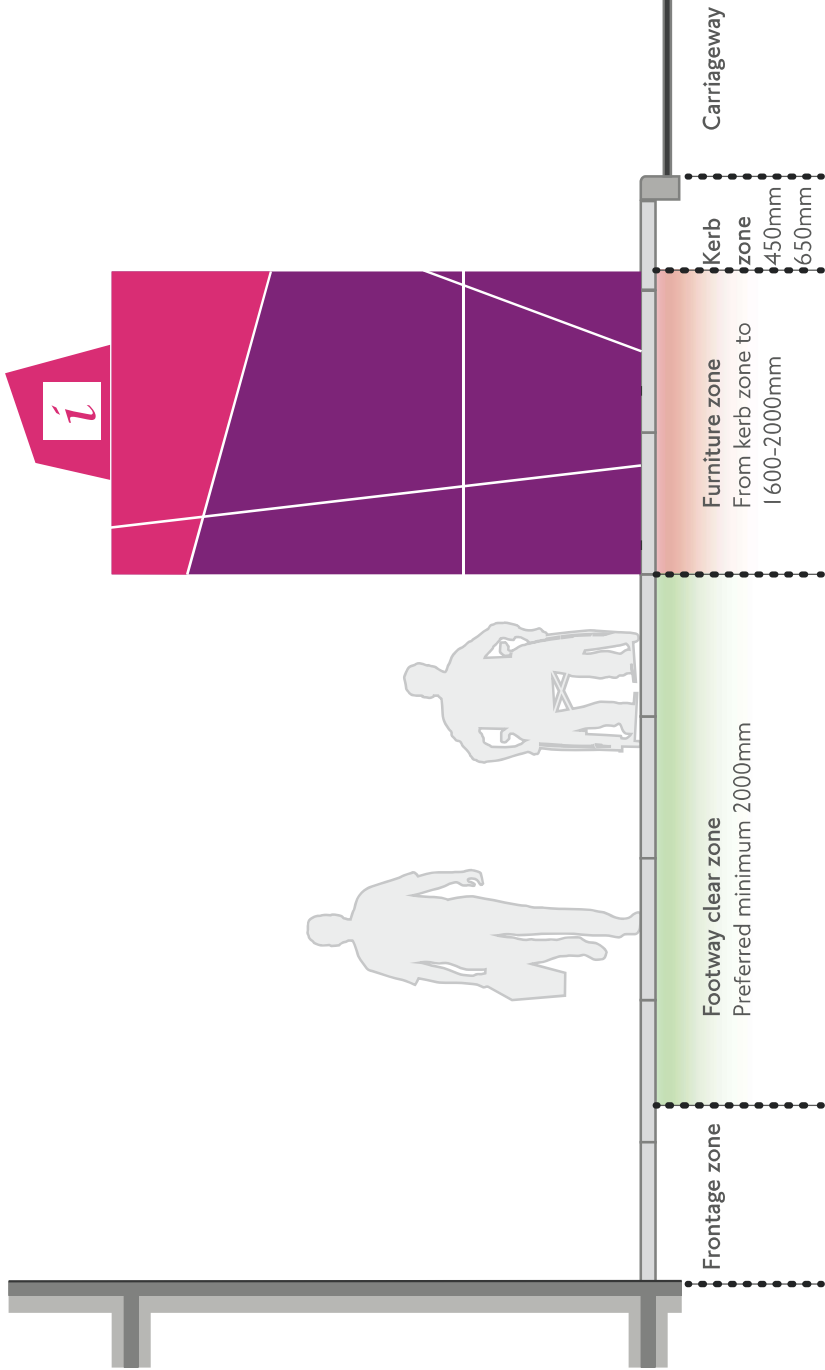
1,000–1,600mm wide

Street furniture that can be accommodated in the furniture zone

- Barriers
- Bollards
- Street lights, CCTV, traffic signals, signs
- Control boxes
- Exceptionally, utility cabinets (see section 12.7)
- Seats
- Bins
- Cantilevered bus shelters with perch seats, but no end panels
- Cycle stands parallel to the kerb
- Wayfinding signs
- Telephone boxes and other larger items
- Cycle stands angled at greater than 45 degrees to the kerb line (echelon cycle parking)
- Street trees



Furniture zone design standards



Furniture zone width

1,600–2,000mm wide

Street furniture that can be accommodated in the furniture zone

- Barriers
- Bollards
- Street lights, CCTV, traffic signals, signs
- Control boxes
- Exceptionally, utility cabinets (see section 12.7)
- Seats
- Bins
- Cantilevered bus shelters with perch seats, but no end panels
- Cycle stands parallel to the kerb
- Wayfinding signs
- Telephone boxes and other larger items
- Cycle stands angled at greater than 45 degrees to the kerb line (echelon cycle parking)
- Street trees
- Cycle stands can be provided at 90 degrees to the kerb line, although echelon parking remains the preference
- Kiosks and other large structures
- Bus shelters with half and full end panels
- Larger street trees

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Streetscape Guidance

Footway clear zone

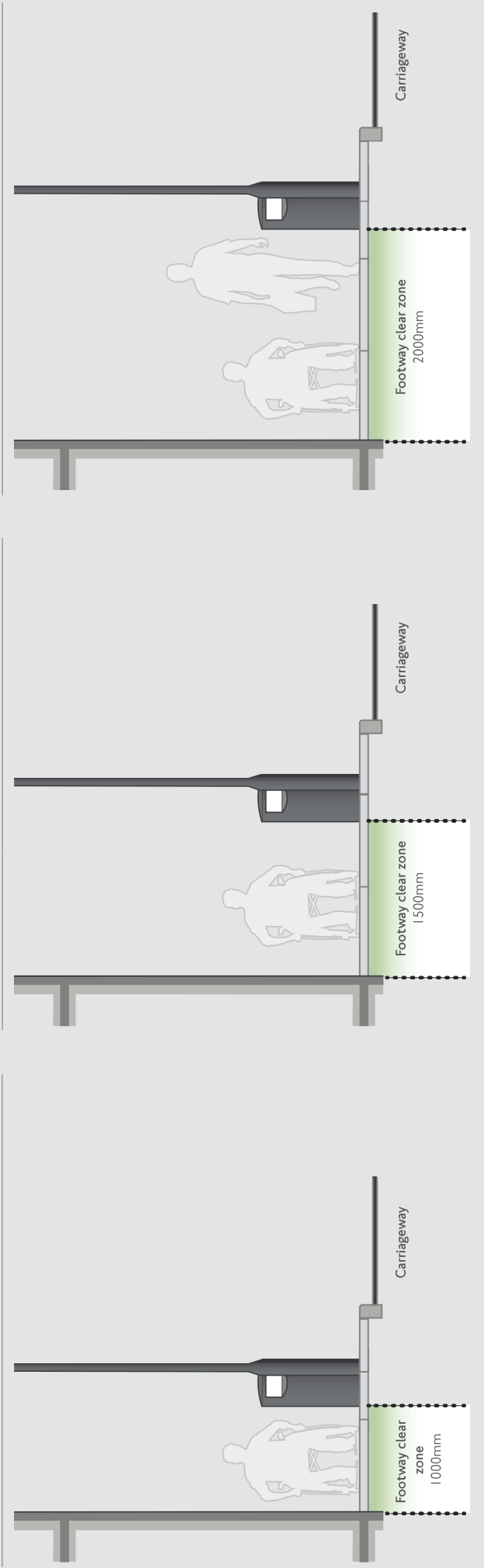
The clear zone should be entirely free of obstructions to allow for unhindered pedestrian movement along the footway. The width of the clear zone provided should relate directly to the

character and use of the street, and in particular the volume of pedestrians. The footway clear zone should be designed to comfortably accommodate peak pedestrian demand and satisfy acceptable levels of service (refer to DfT's

Inclusive mobility, 2005, and to our Pedestrian Comfort Guidance for London, 2010, for further information).

Footway clear zone design standards

Unobstructed width	Design criteria	Unobstructed width	Design criteria
1,000mm wide	- Absolute minimum unobstructed width - Where a minimum width is provided, it should not be continued for more than 6,000mm along the length of footway	2,000mm wide	Preferred minimum unobstructed width. Allows for two wheelchair users to comfortably pass one another



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Frontage zone

The frontage zone is the area adjacent to the property line and highway boundary. Wherever possible this zone should be kept free of street furniture to:

- Enable visually impaired people who use canes to navigate the street using the building line
- Minimise obstructing retail frontages to encourage window browsing

Where footway widths are narrow, essential street furniture may be located tight against the property boundary to minimise street clutter within the kerb zone. The maximum recommended distance is 275mm away from the building line for positioning street furniture within the frontage zone. Building overhangs, shop signs, awnings, banners, planters, and drain pipes may encroach upon this zone and require statutory approval from the highway authority.

Approval for extension beyond the frontage zone into the footway zone must only occur where minimum clear headroom of 2,400mm is maintained. A 2,100mm clearance below suspended signs is allowed where cyclists are not permitted on the footway.

In certain areas, the frontage zone may be occupied by café seating. In these instances it is important to ensure that clear boundaries are defined so that café furniture does not obstruct the footway clear zone.

Alternative solutions

If the existing situation and/or the scope of the project makes it difficult to create a furniture zone, larger furniture objects will be difficult to incorporate within the streetscape.

Alternative solutions may be to:

- Locate street furniture on side roads, with due consideration for operational requirements
- Locate service boxes, signal controllers or telephone kiosks in building recesses
- Integrate post boxes and cabinets, where practical, into the building structure with appropriate access (wayleaves required)
- Negotiate with adjacent landowners the location of street furniture beyond the highway boundary
- Consider locating specific furniture on the central median or carriageway, such as cycle parking



Figure 204: Street furniture placement

