



HIGH STREET SHOPS

STREET FURNITURE LAYOUT

A guide to the placement of furniture on the street.

Interim draft



Street Furniture Layout - Interim Draft

A Guide to the Placing of Furniture in the Street

Introduction There is an increasing demand by the general public for well designed public places that make use of materials of appropriate quality. This document is intended as a guide to engineers, planners and statutory undertakers who are involved in the positioning furniture on the public highway within the London Borough of Barnet.

These are guiding principles. Each site will be treated on its individual merits, but these principles will form the basis of any decision made. There already exists some legislation and standards relating to certain aspects of work on the highway. Largely, these relate to safety. Siting often relies on common sense, the location of any piece of street furniture is always a compromise between many factors.

English Heritage, the Pedestrian Association and the London Forum are soon to publish the London Streetscape Manual. The Manual intends to set out basic design principles and hopes to establish a benchmark of quality and consistency for streetscape and street furniture throughout London. This Barnet document is a local technical guide in advance of the publication of the London Manual.

General Principles

- ☐ Is the street furniture needed?
- ☐ Maintain smooth unobstructed pedestrian routes
- ☐ Consider visibility of and for pedestrians and drivers
- ☐ Avoid distracting drivers or pedestrians within the zig-zag area of pedestrian crossings
- ☐ Maintain visibility of traffic signals or traffic signs
- ☐ Maintain minimum 450 mm clearance from the carriageway
- ☐ Maintain a minimum headroom of 2.1 metres
- ☐ Consider the effects on the disabled (visually impaired, mobility impaired)
- ☐ Avoid trip hazards
- ☐ Avoid obstructing pedestrian or vehicle access to properties
- ☐ Coordinate colour and style with other furniture
- ☐ Consider the overall impact of the furniture in the street scene
- ☐ Consider placing furniture at boundaries
- ☐ Consider the quality of the furniture
- ☐ Consider private forecourts
- ☐ Consider the need of frontagers to maintain their property
- ☐ Group furniture together, for example cycle stands and litter bins placed in the "shadow" of telephone kiosks and trees

Bus Stops

- ☐ Consider movement of passengers
- ☐ Avoid blocking the visibility of approaching buses
- ☐ Avoid obstructing bus alighting and entry points
- ☐ Consider siting shelter and seats on exit side of stop

Litter Bins

- ☐ Liaise with Met Police on security aspects
- ☐ Avoid using cast iron
- ☐ Position away from seats

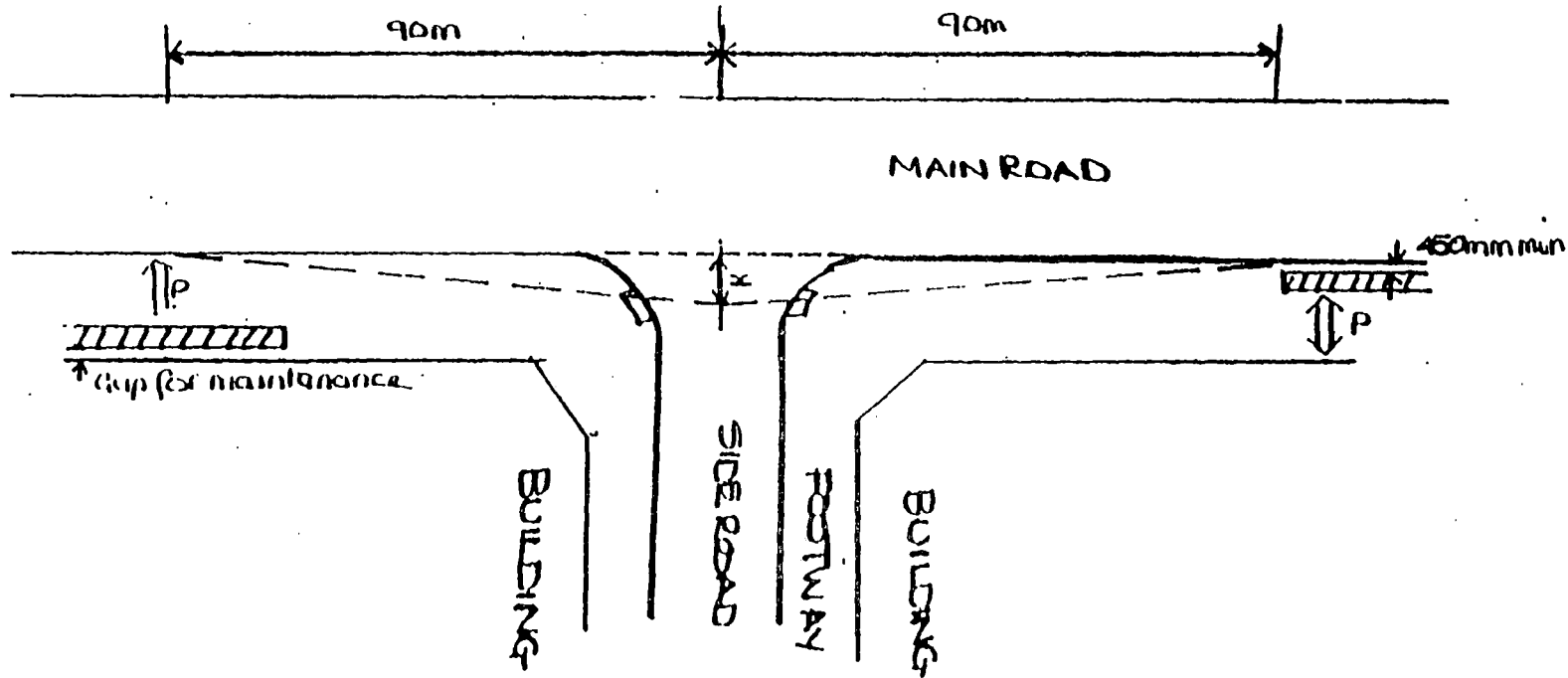
Cycle Stands

- ☐ Inverted "U" shape preferred
- ☐ Liaise with cycle groups

Telephone Kiosks, Cable Television Control Boxes, Free Standing Royal Pouch Boxes and Other Furniture

- ☐ The above guidelines generally apply but it is recommended that informal discussion and consultation be held with the council in advance of submitting formal notice

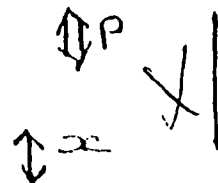
DESIRABLE VISIBILITY REQUIREMENTS FOR INSTALLATION OF STREET FURNITURE



Desirable zone for erecting street furniture



Lines over which unobstructed visibility should be provided



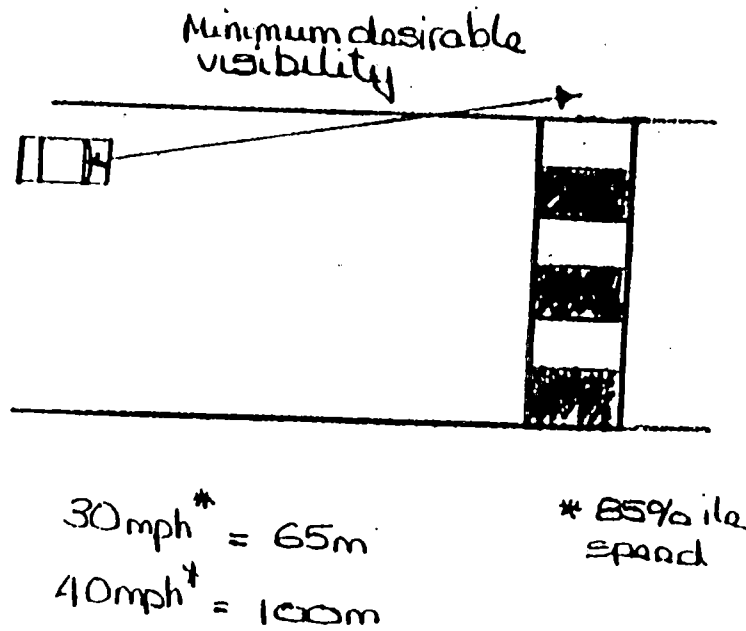
Maintain pedestrian path width if possible
(Minimum 2.0m to be increased when large flow or more space available)

9 metres (ideal)

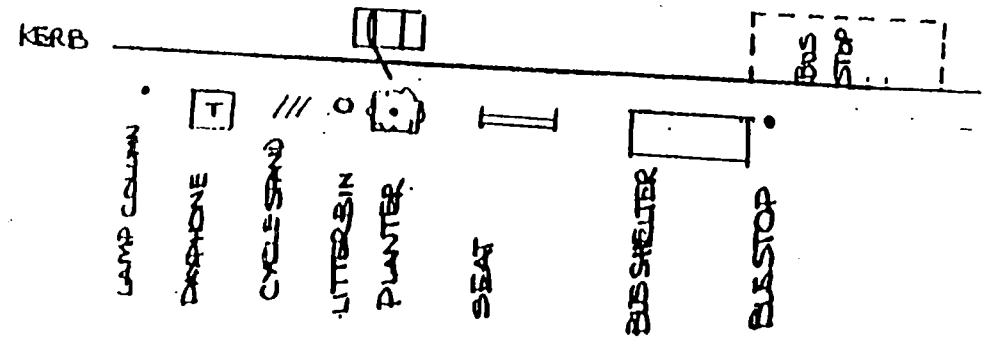
4.5 metres (lightly trafficked simple junction)

2.4 metres ('exceptional')

AT PEDESTRIAN CROSSING



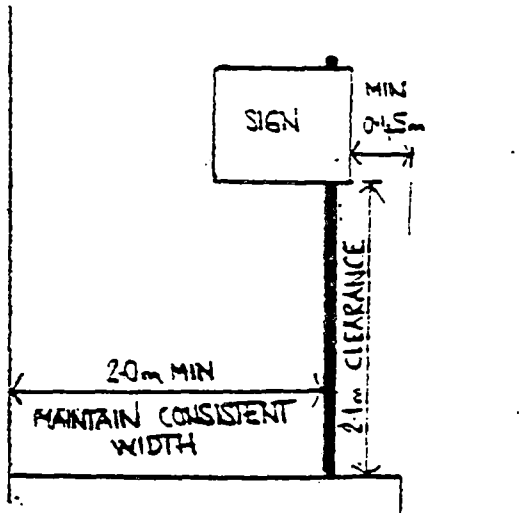
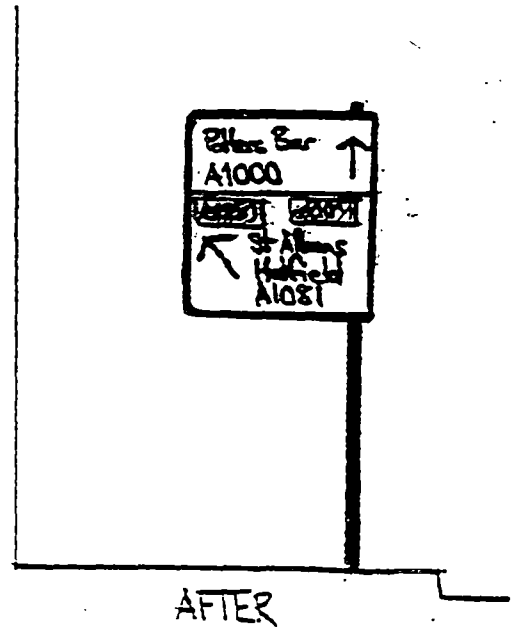
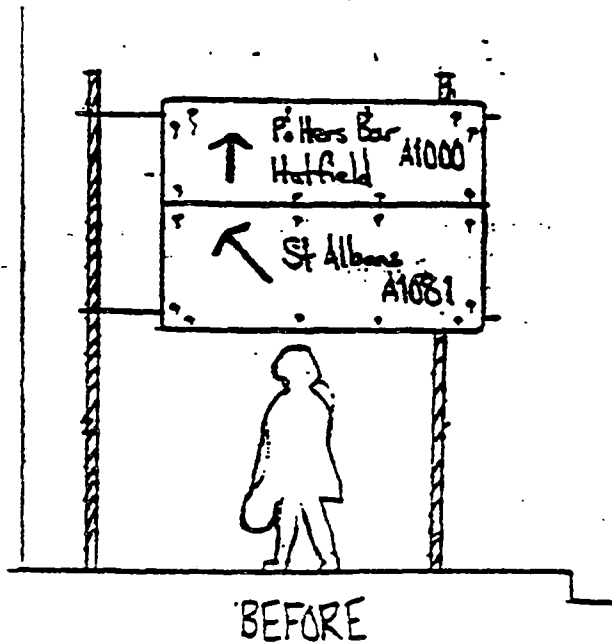
TYPICAL LAYOUT



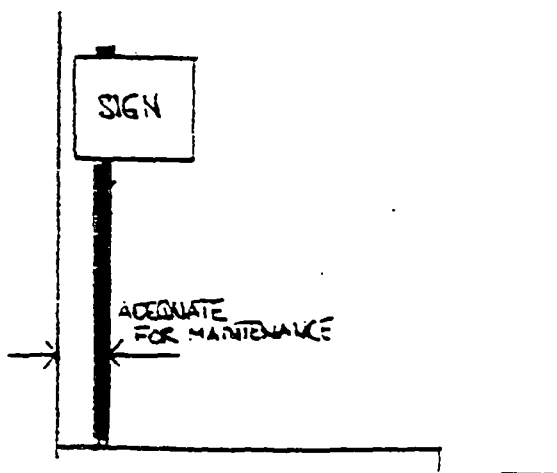
FURTHER ADVICE

Refer to "Transport in the Urban Environment"
 At grade pedestrian crossings para. 22.7
 Footways and cycleways para. 35.5
 Visibility para. 38.7

EXAMPLES IN REDUCING SIGN CLUTTER.



SIGN AT FRONT
OF FOOTWAY
(GIVES MAX. DRIVER/SIGN VISIBILITY)



SIGN AT BACK
OF FOOTWAY
(GIVES MAXIMUM FOOTWAY WIDTH)

Reduction of Sign Clutter

Signs have a significant impact on the street. They need to perform their function in respect of safety or information but their adverse impact can be minimal.

Consider

- ☐ is the sign really necessary?
- ☐ use minimum "X" heights where vehicle speeds are low
- ☐ combine old and new signs rather than adding new sign
- ☐ change the shape of the sign to a more efficient layout

Reduce Posts

- ☐ can the sign be fixed to a lighting column
- ☐ use bollards or columns for waiting restriction signs
- ☐ some signs can be incorporated into illuminated bollards or traffic signal aspects
- ☐ reduce the size of the sign to use only one post

Avoid Positioning Signs

- ☐ in the middle of the footway, use the front or back
- ☐ in front of shop or house windows, place them at boundaries
- ☐ where they are detrimental to the street scene such as in front of important buildings or views

Use Commonsense