

3.24 STREET FURNITURE AND LIGHTING

56: An integrated design of street furniture and paving can produce pleasing results. Cologne, Germany. (Photo: T. Pharoah)

57: Bollards can be removable to provide access, and can serve as meter posts. Cologne, Germany. (Photo: T. Pharoah)

OBJECTIVES

- To improve the functional and aesthetic qualities of the street
- To encourage the use of public space
- To enhance the safety and security of pedestrians
- To provide vertical elements adjacent to the carriageway (see 3.15)

DESIGN FEATURES

Bollards are used as an alternative or reinforcement to kerbs as a means of separating vehicle and pedestrian areas. To keep motor vehicles out, bollards have to be spaced about 1.5m apart. Lockable bollards can be provided where access exemptions are required. Bollards can serve other purposes, such as a resting post for the

elderly or frail, cycle parking, parking meter pole, power supply point for market stalls. Bollards can be attractively designed, and can sometimes help to improve the street scene. However, long lengths should be broken up with other items such as planters, light columns and seats in appropriate cases.

Functional elements including seats, litter bins, telephone kiosks, cycle racks, bus shelters, and information points can be designed and grouped to create attractive focal points within the street. The creation of such areas should be considered at all places where pedestrian traffic is generated or



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58: The siting of street furniture is important. In this example the telephone box, letter box, cycle rack, seat and tree are grouped together to good and practical effect. The Hague, Netherlands. (Photo: T. Pharoah)

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converges, including entrances to parks, public buildings and pedestrian crossings. In particular, seating should be provided at regular intervals.

The location and design of street furniture needs to take account of the requirements of people with a visual handicap.

In “living” and “mixed priority” areas, standard traffic furniture and road markings are generally inappropriate. Warning signs are mostly unnecessary in areas with a speed limit of 20 mph or less. Lighting requirements are also less stringent in low speed areas, allowing for more imaginative and attractive designs.

APPLICATION

Lighting and street furniture should be designed and located consciously to enhance the “living” character of streets in built-up areas, and thus to reinforce the effectiveness of traffic calming measures.

DIMENSIONS

The inclusion of street furniture, its location and design needs to be planned with other elements in the traffic calming scheme. Some important dimensions to help in this planning work are given in Diagram 3.24.1.

SUPPORTING MEASURES

Not applicable.

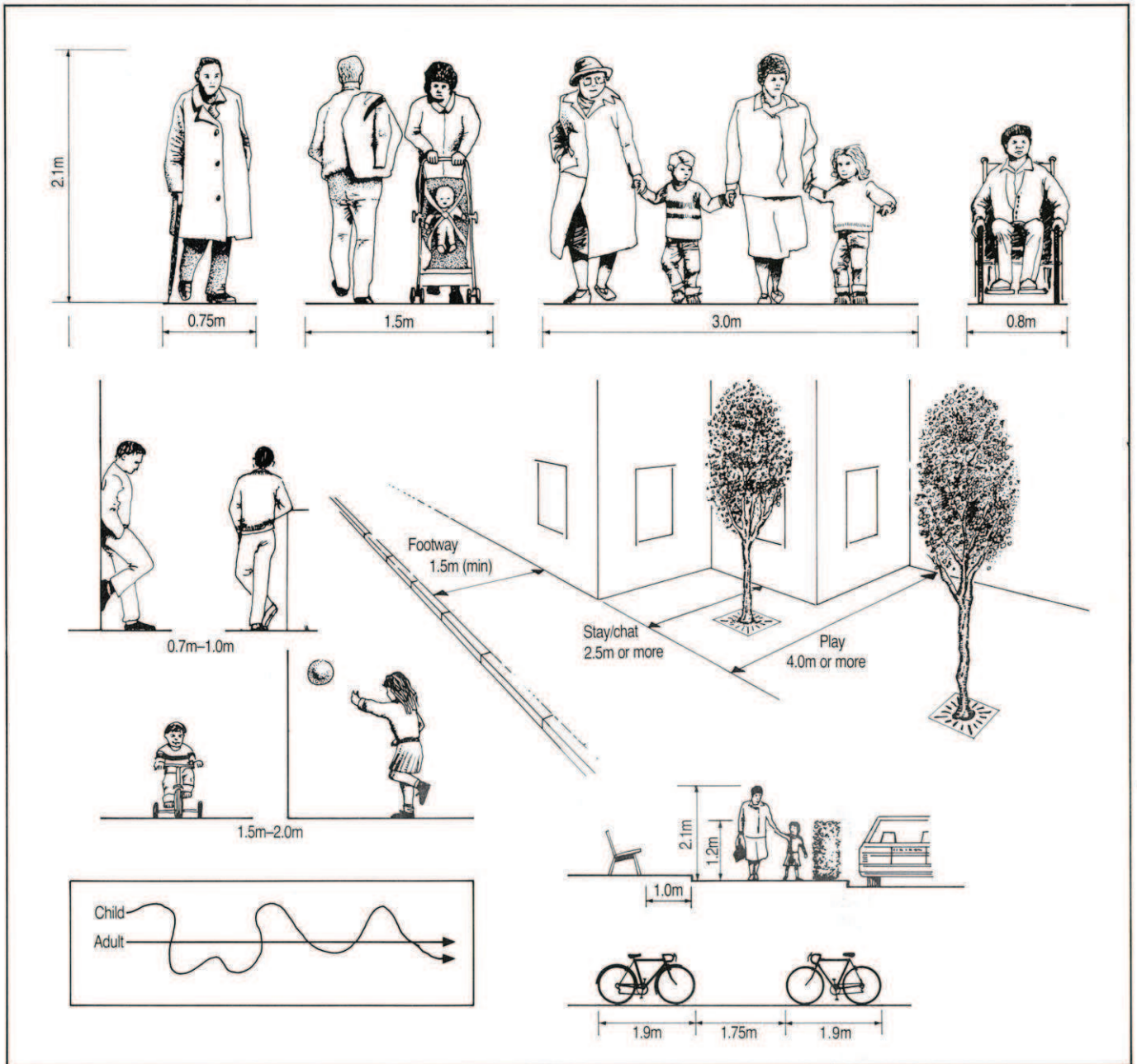


DIAGRAM 3.24.1 DESIGN OF PEDESTRIAN AND FOOTWAY AREAS



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59: Slow speed areas allow lighting solutions that are in keeping with the street.
Bain-de-Bretagne, France.
(Photo: T. Pharoah)

60: Here a single lighting feature is used also as a signpost, a bus stop and a seating area, and thus provides a focal point in the centre of Eyam village, Derbyshire.
(Photo: T. Pharoah)

POSITIVE FACTORS

- Helps to enhance the functional and aesthetic qualities of the street, and thus to reinforce its “living” character

NEGATIVE FACTORS

- None if properly designed and sited