



Healthy Streetscapes

Attractive Streetscapes

Engaging Streetscapes

Safe Streetscapes

Traffic Management

Vehicular Overrun

Public Realm Surfaces

Environmental Design

Public Realm Features

Streetscape Palette

Streetscape Design Guide

Colophon

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SECTION 1

DESIGN APPROACH

Approach

Haringey vision

The Corporate Delivery Plan 2022-2024 set out priorities for Haringey. Eight priorities were developed following significant engagement with residents and partners.

This guide contributes to the delivery of the below five items:

Theme 1. Resident experience, participation and collaboration, theme 2. Responding to the climate emergency, theme 6. Safer borough, theme 7. Culturally Rich Borough and theme 8. Place and economy all focuses on improving Haringey's living environment quality.

Residents have told the Council that their local environment is very important to them, and it is the reason that many people live in Haringey. They want Haringey to be a place of green open spaces that everyone can access; a place where the already excellent transport links get even better; where people are active and live longer, healthier lives and a place where people feel safe and secure in their own homes and neighbourhoods.

There is also an appetite for greater involvement of residents in decisions about the local area and this is reflected in our approach to engagement.

The way in which streetscapes across Haringey are designed, delivered, and maintained plays an important role in contributing to the successful delivery of the above themes.

In the past decade, cars have been taking over our neighbourhood roads, bringing with them

greater noise, air pollution and road danger. The use of technology has directed traffic through local streets when before they would have remained on main roads.

Yet 60% of Haringey households do not own a car. This means most of the traffic in our neighbourhoods is from vehicles which have not originated from or are destined for the borough.

We know residents want people-friendly neighbourhoods. We will reclaim local streets for the people living there, making them once more safe, welcoming and liveable spaces where people meet, chat, socialise and where children play.

The introduction of measures under our Haringey Streets for People project will cut road traffic and pollution, as well as improve the walkability and cyclability of the local area, creating active travel corridors between local amenities.

This initiative will be a key driver towards a safer, cleaner, greener, fairer and happier borough.

Introduction to the guide

To realise the vision set out in the Corporate Delivery Plan, we have produced this Streetscape Design Guide, which sets out design aspirations and general design principles for the delivery of new and refurbished streetscapes across Haringey. The guide is for use by all involved in the delivery and maintenance of streetscape

projects including those working within and on behalf of the council and private developers.

The aim of the Streetscape Design Guide is to:

- Secure design quality,
- Ensure consistency,
- Facilitate discharge of planning conditions,
- Help secure best rates,
- Simplify maintenance.

To enable easy use by project teams, design guidance is structured under the following sections:

- Design objectives to consider for every public realm project in the borough, to enable the creation of healthy, attractive, engaging and safe streetscapes for all,
- Design components to create quality public spaces (traffic management, public realm surfaces, environmental design and street furniture),
- Design palette to assist in the selection of an appropriate palette, depending on the location of the public realm project (standard, conservation or special area).

Links to relevant publications and technical papers prepared by Haringey Council and other organisations are provided throughout the guide and listed on pages 16-17.

Streetscape design principles

Haringey has seven overarching design principles that inform the design and delivery of all streetscape projects.

PRINCIPLES

01 Take a holistic approach

Haringey is diverse and vibrant, with busy streets and an interesting townscape. The design of Haringey's streetscapes by contrast should be simple, holistic and with minimal clutter, enabling easy use for all and complementing surroundings.

02 Protect and enhance the streetscape character

Every street in Haringey has its own unique character generated by a mix of townscape features. Care should be taken to identify and wherever possible, retain physical streetscape elements which make a positive contribution towards streetscape character.

03 Enhance the identity of Haringey

Haringey has an energetic and unique identity created by both community and place, which is reflected in our branding. Every streetscape project has the opportunity to further reinforce and facilitate this identity.

04 Design for easy access for all

Enabling easy and enjoyable access for all is one of the most important considerations for streetscape design in Haringey. The requirements of all residents and visitors, including those with mobility and sensory impairments, should be considered throughout the design process.

05 Prioritise sustainability

The consideration of sustainability is a priority in Haringey. Streetscape projects are no exception and should be designed and delivered, using wherever possible, sustainable and recycled materials as well as innovative approaches to saving energy.

06 Create safe places

Crime prevention and road safety is an essential part of our streets' design, ensuring all residents and visitors feel safe to walk on the streets at any time.

07 Ease of maintenance

As common across most London boroughs, Haringey's streets have high footfall and their effective maintenance is key to ensuring long term visual and physical quality. The ease of future maintenance and replacement is an important design consideration for all projects.

KEY OBJECTIVES

- Healthy streetscapes
- Attractive streetscapes
- Engaging streetscapes
- Safe streetscapes

Streetscape types

The individual character and function of streetscape varies greatly across Haringey.

To enable project teams to take an appropriate and consistent design approach, Haringey Council has identified three common streetscape types that exist within the borough:

- Standard streetscapes,
- Special streetscapes,
- Conservation streetscapes.

All streetscape projects fall into one of these three streetscape types.

The streetscape palette chapter at the end of this document presents a flow-chart to assist with the selection of the appropriate palette based on type of streetscape.

CONSERVATION

This streetscape type relates to all designated conservation areas and streetscapes, which affect the setting of listed and locally listed buildings within Haringey, all of which will be unique and as a consequence no set streetscape palette is set.

Streetscape audit techniques should be used to carefully assess the existing streetscape character and identify features of both historic and broader heritage value. The results of the audits should inform the design, which must maintain the identified character and key historic and heritage features that contribute towards that character. This will help to maintain the individuality of either the conservation area or historic building setting.

Haringey Council is in the process of preparing Conservation Area Appraisals and Management Guidelines for each of our conservations areas. Where these exist, they will inform the start of the design process.



Standard streetscape – Ranelagh Road



Conservation streetscape – Hillfield Road



Special streetscape – High Road (A10)

STANDARD

This streetscape type includes the majority of streets within Haringey including residential streets, arterial routes and streets with low levels of pedestrian activity. The design of these streetscapes should be simplistic and informed by the standard palette of materials and street furniture for use across Haringey.

SPECIAL

This streetscape type includes major pedestrian routes, public spaces and major shopping areas within Haringey. The design of these streetscapes should create distinctive and high quality public realm, which adds to the surrounding townscape character.

Project teams should aspire to create an individual and unique streetscape whilst adhering to each of the six Haringey streetscape design principles and all wider design guidance set out within this document.

Streetscape design audits

It is recommended that project teams undertake a streetscape design audit at the start of a project to enable them to design schemes that adequately address site specific opportunities and issues.

The exercise should be undertaken on site and not from plans or photography. The participation of local communities and stakeholders can bring added value to the process.

An audit of specific topic areas will enable easy identification of key issues for design consideration. An on site recorded discussion should take place, to identify improvements associated with topic areas where issues are identified. Topics can be varied to suit individual projects, but should typically include those listed in the adjacent text box. This list can also be used as a checklist by designers and decision-makers.

Designers should also refer to the 'Healthy Streets Check for Designers' tool developed by Transport for London.

PLACE CHECK

01 Site-specific current constraints

- What site constraints currently impact on user experience? What can be done to rectify or turn around the identified constraints (e.g. topography, water courses, listed buildings, trees)?

02 Placemaking and character

- How pleasing is the appearance of the existing streetscape? Is the street furniture palette consistent?
- Does the streetscape detract from townscape character?
- Does the streetscape enhance the local architectural, natural and cultural assets?
- Are there spaces for the local community to create and share their skills (e.g. bandstand, graffiti wall, community garden, community board)?

03 Legibility and wayfinding

- How easy is the streetscape to understand and navigate?
- Are pedestrian and cycling desire lines catered for?
- What are the features that limit legibility?
- Are signs clearly visible and well located?
- Are there any bespoke wayfinding elements such as landmarks, public art, water features and planting to help users to orientate?

04 Inclusive accessibility

- Is the streetscape easy for all to use and are local destinations easy to access by all (including impaired people, younger and older users and minority groups)?
- Does the streetscape design meet the objectives of the Equality Act 2010?

- Is there enough seating? Are public toilets available?
- Are there any social and recreational spaces for people of all age to relax, exercise, explore and socialise in?

05 Pedestrian movement and facilities

- Is there an adequate amount of pedestrian facilities i.e. crossing points, pavement widths and surfaces, resting points, shaded/sheltered areas, pick up points?
- Is the width of clear continuous walking space sufficient?
- Is the area/location in close proximity to regular heavy footfall?

06 Designing out crime

- Does the existing streetscape discourage crime and the fear of crime?
- Is there constant, intermittent or poor natural surveillance?
- Are busy spaces and facilities protected with counter-terrorism measures?
- Are key movement/waiting areas well lit?
- Can CPTED (Crime Prevention through Environmental Design) principles be applied?
- Is there any at-risk notable user groups located in the area for redevelopment?

07 Cycling movement and facilities

- Are there any conflicts existing between people cycling, pedestrians and vehicles?
- Are there any safety issues caused by interactions between people cycling and large vehicles?
- Is the effective width for cycling sufficient?

PLACE CHECK

- Is there sufficient cycle parking?
- Are cycle facilities integrated into the streetscape?

08 Public transports

- Are there any factors influencing bus passenger journey time negatively?
- Are bus stops and stations accessible for all?
- Is the connectivity between bus stop and other public transport services and cycling parking facilities optimal?

09 Road safety, air quality and noise

- How many motorised vehicles, including large ones, are passing per hour at peak?
- Does vehicular speed/traffic need to be reduced to provide a safer environment for pedestrians and cyclists?
- Is it quiet enough to sit and relax?
- Is the air clean enough for children to play on the street, the playground or school-yard if there is a school nearby?

10 Climate change

- Are there enough planting, trees and water features to cool the streetscape down in the summer?
- Are soils mulched or planted by cover planting to keep the earth moist?
- Is there any sustainable drainage system in place to prevent flooding?
- Can the paving be more permeable or of a light colour?
- Are there any water fountains available?
- Are pavements and cycle lanes free of ice/snow

in winter? Are snow and ice grit bins available and appropriately located?

11 Street furniture

- Is existing street furniture fit for purpose and appropriately located?
- Does the streetscape require less or more furniture?
- Where can street clutter be reduced?

12 Street lighting

- Does existing lighting adequately light the streetscape?
- Do any areas suffer from excessive or insufficient lighting?
- Is the lighting provision energy efficient?

13 Street planting

- Does the streetscape have an over or under provision of street planting?
- Is the existing street planting suitable and in good health?
- Is there any planting designed to create or improve social/recreational space or act as a connection between other green spaces?

14 Technologies

- Is technology used to optimise efficiency of movement (pedestrians, cyclists, buses, general motor traffic)?

15 Parking and loading provision

- Is there sufficient or too much parking for local needs?
- Does existing parking restrict pedestrian and cycling movement or safety?
- Is there enough space reserved for electric vehicle

charging and carclub vehicle parking? Is it well located?

- Are large vehicle and cargo-bike loading bays required or well located?
- Are there any 'Click-and-Collect' facilities in the open space and if so, are they well located and managed?

16 Interaction with businesses

- Is the public space quality and quantity supporting local businesses (e.g. outdoor sitting, market space, wayfinding, cleanliness)?
- Are businesses supporting the public space (e.g. quality of shop frontages, integrated advertisement, awnings and parasols coordination, night-time place activation, sitting provision, waste management, deliveries)?

17 Maintenance and management

- Is the streetscape, its materials and feature elements well maintained / maintainable?
- Are bins and mini-recycling centres well signposted, located and cleaned?
- Are uses such as street vending, business overspill on the public space, markets, temporary events well managed?
- Are rules and restrictions well indicated and enforced (e.g. waste, parking, advertising, anti-social behaviours)?

18 Outdoor dining

- What pavement licenses have been granted in this area/location?

Engagement

The Corporate Delivery Plan highlighted the community aspiration to be more involved in shaping their local area. This approach is reflected in the Council's 'Haringey Deal' which was published in November 2022. The Deal sets out a series of commitments that the council has made to working differently and building a different kind of relationship with residents and communities.

Effective engagement aids project teams to design and deliver streetscape improvements that respond positively to the needs and aspirations of the local community and affected parties. On larger projects, good engagement helps the creative process by generating original ideas that relate directly to the community and local context. Across all scales of project, well planned engagement can help raise local awareness and support for proposals, as well as generate a sense of ownership and responsibility for the good maintenance of the public realm.

Project teams are encouraged to use the flow chart on page 14-15 to identify the scale of engagement required and to identify affected and interested parties and engagement techniques to be used at project inception. This thinking should be brought together in the form of an engagement strategy, which is fully integrated into the main project programme. On larger projects it is recommended that the engagement strategy is developed by an experienced engagement professional.

The adjacent text box presents a series of recommendations to ensure successful engagement.

PARTICIPATION TIPS

Engagement techniques

- Accommodate ample opportunity in the main project program for the results of the engagement to directly influence developing proposals.
- On larger projects, use engagement as an effective way of informing the development of a design brief or the initial concept design.
- Use a range of interactive, hands on and enjoyable techniques to empower participants and stimulate meaningful and productive engagement. The undertaking of streetscape audits and visits with local community groups and affected parties can be a very effective approach.
- Balance engagement activity with the use of less interactive or personal methods of engagement to ensure the broadest possible audience is targeted.

Collaborative process

- Take care to manage the expectations of members of the community and affected parties to ensure an understanding of:
 - Realistic outcomes of the engagement exercise,
 - Existing funding status of the project,
 - Current stage of the project or proposal,
 - Potential length of time before works start,
 - Potential phasing of project implementation.
- Publish the results of engagement activity and display developing proposals regularly to sustain engagement and demonstrate how community feedback is being incorporated into the design process.

- Continuous engagement throughout detailed design and delivery helps to maintain interest and ensures those affected by the scheme are informed of any impact on their day to day life.

Local community

- The local community is anyone who has an interest in a particular place. It is made up of people who live nearby, own businesses or work in the area, provide public services (e.g. police officer), attend institutions such as schools or community centres in the area. The local community includes elected officials and community groups that organise activities as well.
- Every effort should be made to make contact with those sections of the community identified by social research as being hard to reach (i.e. youth, elderly and minority groups).
- Local businesses are a key part of the community but often time poor, and as a result, require a different engagement technique.
- It is best practice to realise a stakeholder mapping exercise at the beginning of any project and invite local interest groups to area and topic sessions (e.g. inclusive design, environment, cycling, culture, economy).

External stakeholders / statutory consultees

- Haringey Council has a standard suite of highway related external stakeholders that must be consulted (i.e. public transport providers, utility companies, emergency services). Details

PARTICIPATION TIPS

of these stakeholders will be provided by the Haringey project manager at project inception.

Political engagement

- The level of political approval required is influenced by the importance of the project, its value and location.
- Project teams are advised to make efforts to engage with and update Members and key Haringey Council teams throughout the design processes.
- Large or sensitive streetscape improvements may require an element of political approval. Where appropriate, project teams should seek advice on the level of political approval required from the Haringey Council project manager at project inception.

Internal engagement

- It is essential that Haringey Council's internal stakeholders (officers in the various council departments) are involved at the correct stages of the project life cycle. This is to ensure that the various elements of a scheme are considered at the outset of a project, in order to avoid last minute additions affecting the final product, program or scheme cost.

Citizen Assembly

- A Citizen Assembly is a representative group of residents with a time-limited, deliberative function on a specific issue.

- Their decisions can be advisory or binding depending on their formal status within local democracy.

Citizen Panel

- A Citizen Panels is made up of groups of residents with an interest in or lived experience of a particular topic, neighbourhood or service. They can offer regular insights or be invited into participatory initiatives.
- A Citizen Panel does not have the same formal decision-making status as a Citizen Assembly and members are not selected by lottery as in a Citizen Assembly.

Community or Peer Researchers

- These are residents from different communities (including geographical communities and communities of experience), who are trained to co-produce qualitative research within their community, with the aim of contributing to the improvement of resident outcomes.
- Community research is an effective way to hear the voice and insights of communities that experience barriers to engagement.

Co-design

- Co-design is a design-led method involving residents as end users of a specific product, service, or space in a design process.
- It is the design stage of the co-production approach but is also used as a standalone participatory method.

Co-production

- Co-production is a participatory approach to policy formulation, service design, delivery and evaluation that embeds the principles of diversity, accessibility, equality through genuine power sharing and reciprocity (for mutual benefit).
- Typically, it incorporates four stages: co-planning, co-design, co-delivery, co-evaluation.

Consultation

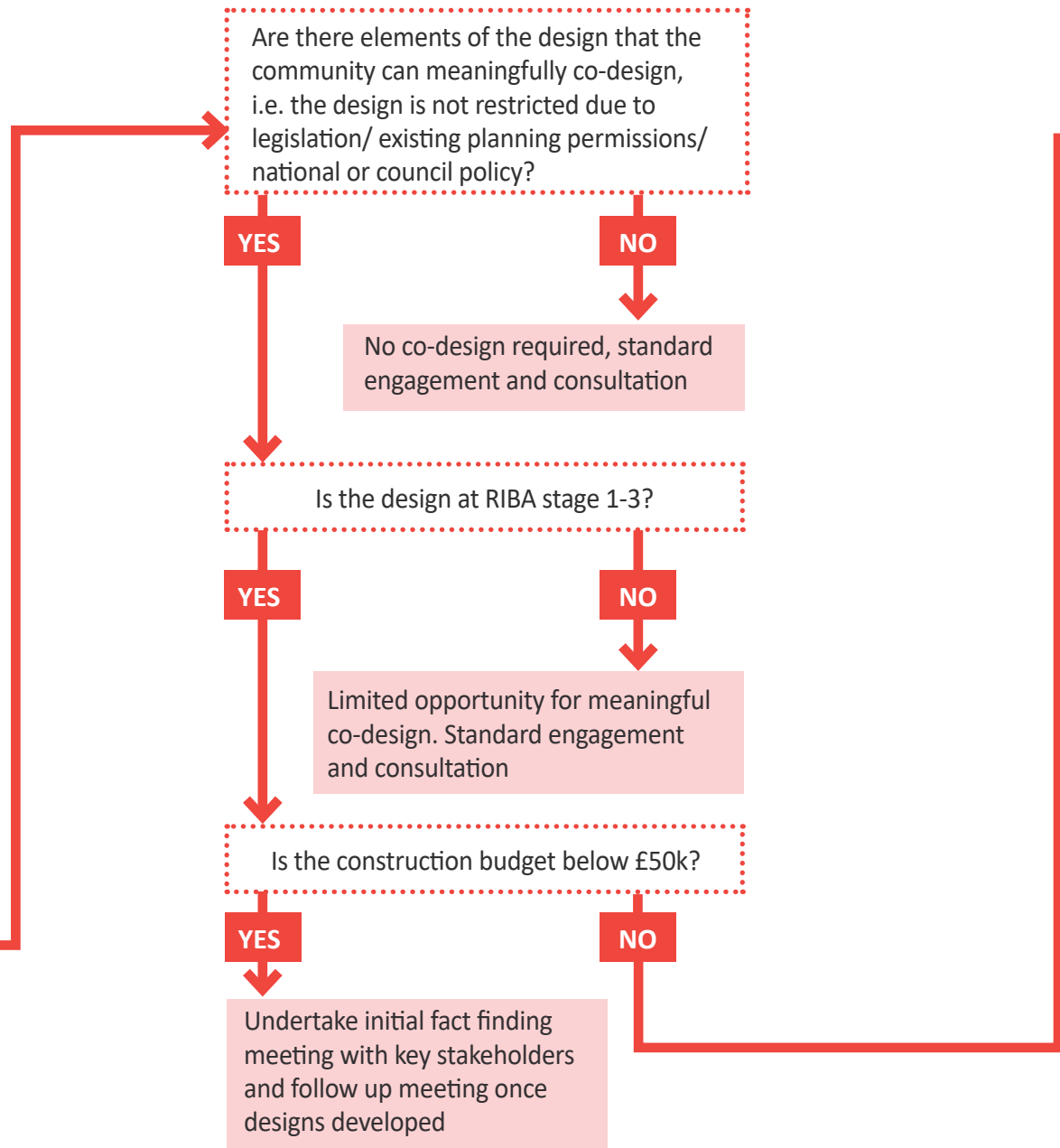
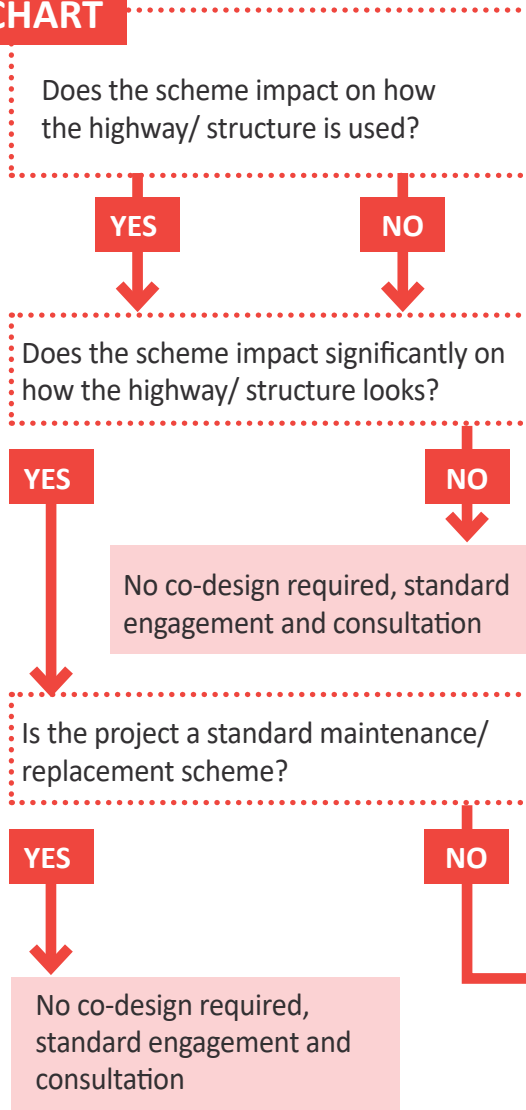
- Consultation is the structured process of actively seeking information or advice from residents and stakeholders to influence decision-making about the development of strategy, policy and the delivery of services.
- In some cases consultation can be legally required.
- The process is subject to the Gunning Principles so care must be taken designing and conducting consultations.

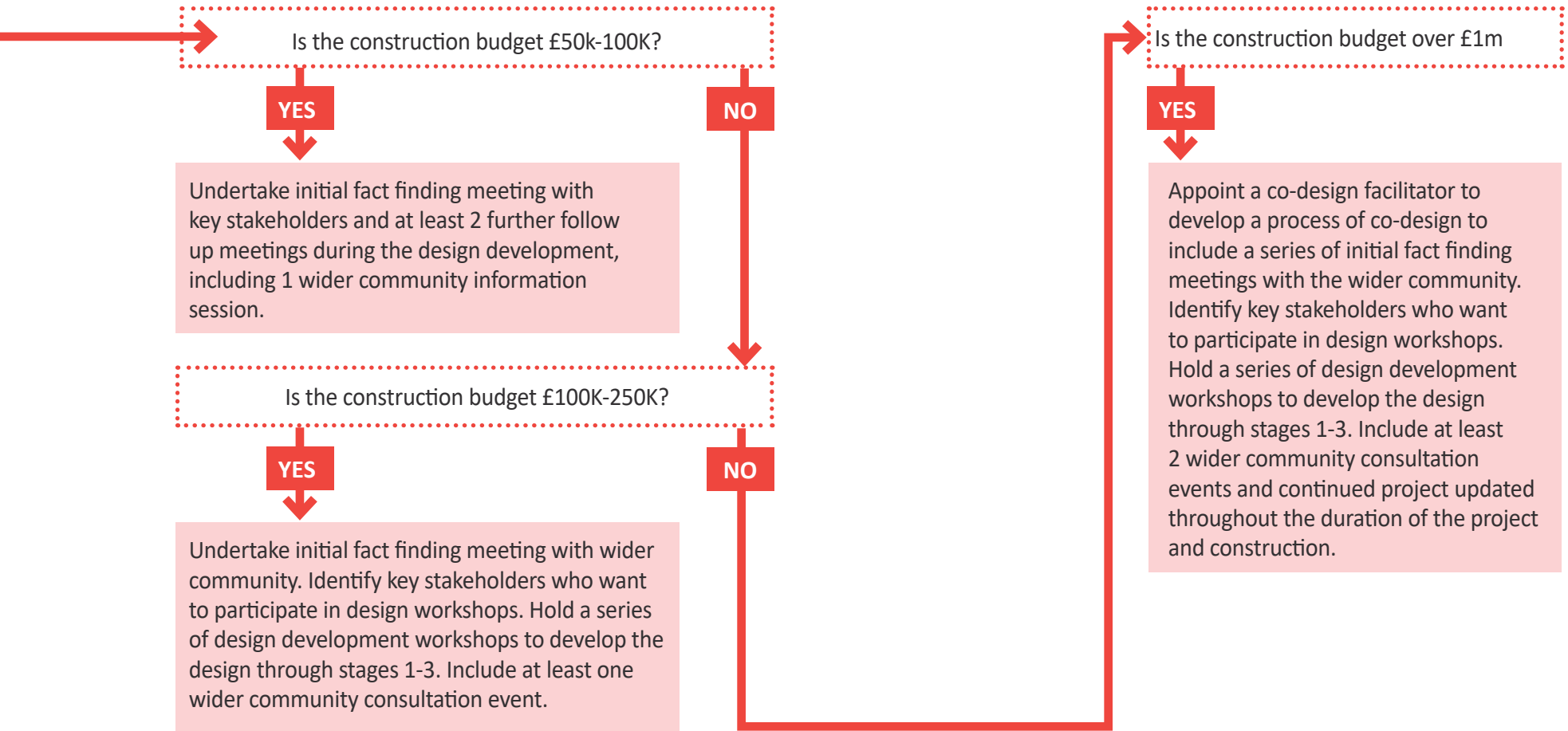
Engagement

- This is a general term for the ways in which an organisation actively communicates with and seeks to listen to diverse groups of residents and stakeholders across a range of topics. Engagement is sometimes used interchangeably with participation however engagement is organisation-led and participation is what residents do.

Co-design checklist

FLOW CHART





Guidance documents

This guide has been developed using a number of documents listed below. These are all available online and provide further aid for designers and decision-makers on the design, construction and maintenance of the streetscape in Haringey.

When referring to external guidance, always refer to the most up-to-date version equivalent of the guidance stated, where it exists.

Overarching London-wide and local strategies

- The London Plan 2021 (GLA, 2021)
- Borough Plan 2019-2023: Place (Haringey Council, 2019)
- Haringey's Transport Strategy (Haringey Council, 2018)
- Haringey Local Implementation Plan 2019-2022 (Haringey Council, 2019)

General design guidance

- National Planning Policy Framework (MHCLG, 2021)
- Streetscape Guidance (TfL, 2022)
- Healthy Streets for London (TfL, 2017)
- Small Change, Big Impact (TfL, 2017)
- Street Design for All (DfT, 2014)
- Manual for Streets 1 & 2 (DfT, 2007 & CIHT, 2010)

Haringey area-specific guidance

- Wood Green Area Action Plan (Haringey Council, draft)
- Tottenham Hale District Centre - Materials Palette Rationale (Haringey Council, draft)
- Urban Characterisation Study (Haringey

Council, 2015)

- Finsbury Park Town Centre SPD (Haringey Council, Hackney and Islington Councils, 2014)
- Haringay Green Lanes Corridor Scheme and Town Centre Improvements Booklet (Haringey Council, 2012)
- Lea Valley & Finchley Ridge Area Framework - London Green Grid (GLA, 2012)
- Conservation Area Character Appraisals (CACA - Haringey Council). They exist for the following areas: Myddleton Road, Bruce Castle and All Hallows, Clyde Circus, Crouch End, Highgate, Hillfield, Muswell Hill, Noel Park, Peabody Cottages, St Ann's, Tottenham Cemetery, North Tottenham, Scotland Green, Bruce Grove, Tottenham Green, Tower Gardens, Trinity Gardens, Wood Green Common.
- Haringey Corporate Delivery Strategy (2022-2024)

Walking and cycling guidance

- Walking and Cycling Action Plan (Haringey Council, 2022)
- Cycle parking implementation plan (TfL, 2019)
- The Planning for Walking Toolkit (TfL, 2020)
- London Design Cycling Standards (LDCS) (TfL, 2018)
- New cycle infrastructure on London's streets (TfL, 2018)
- Dockless Bikeshare Code Of Practice For Operators In London (TfL, 2018)
- Pedestrian Crossings at Bus Stop Bypasses (TfL, 2018)
- Handbook for cycle-friendly design (Sustrans, 2014)

- Cycle infrastructure design (LTN 1/20) (DfT, 2020)
- The Planning for Walking Toolkit (TfL, 2020)

Inclusive design guidance

- Inclusive Transport Strategy (DfT, 2020)
- Inclusive Environments CPD (Design Council, 2019)
- Creating Better Streets (CIHT, 2018)
- Inclusive Design Standards (LLDC, 2018)
- Accessible Bus Stop Design Guidance (TfL, 2017)
- Cities Alive, Designing for urban childhoods (ARUP, 2017)
- Guidance on the use of tactile paving surfaces (DfT, 2022)
- Inclusive Mobility (DfT, 2021)
- Equality Act 2010

Road safety and traffic calming guidance

- Vehicle crossover application guidance notes (Haringey Council)
- Traffic Signs Manual (DfT, 2020)
- Traffic Advisory Leaflets (DfT, 2007-2017)
- The Traffic Signs Regulations and General Directions (DfT, 2016)
- Local Transport Notes (DfT, 1994-2012)
- Road Danger Reduction Action and Investment Plan (Haringey Council, 2022)

Designing out crime guidance

- Secured by Design Homes 2023 (SBD, 2023)
- RIBA Guidance On Counter-Terrorism (RIBA, 2018)
- Designing Out Crime - A Designers' Guide (Design Council, 2015)
- Integrated Security: A Public Realm Design Guide For Hostile Vehicle Mitigation (CPNI, now NPSA 2014)
- CPNI HVM Schemes for the High Street (CPNI, now NPSA 2021)

- Protecting Crowded Places: Design and Technical Issues (HMG, 2014)
- Code Of Practice For The Design Of Road Lighting (BSI, to the current British Standards)

Parking management guidance

- Manual for Streets 1 & 2 (DfT, 2007 & CIHT, 2010)

Placemaking, heritage, art and wayfinding guidance

- Art in the Public Realm (Cross River Partnership, 2018)
- Streets for All - Advice for Highway and Public Realm Works in Historic Places (Historic England, 2018)
- Streets for All: London (Historic England, 2018)
- People, culture, place - The role of culture in placemaking (LGA, 2017)
- A Guide to Commissioning Public Art (BPF, 2017)
- Placemaking - What if we built our cities around places? (PPS, 2016)
- Legible London Yellow Book - A prototype wayfinding system for London (TfL, 2007)

Public transports & technologies guidance

- Pedestrian crossings at Bus Stop Bypasses (TfL, 2018)
- Accessible Bus Stop Design Guidance (TfL, 2017)
- Station public realm design guidance (TfL, 2015)

Designing for the local economy guidance

- City Centre, Past, Present and Future, (Centre for Cities, 2019)
- High Streets and Town Centres in 2030 (Centre for Cities, 2019)

- London Freight Consolidation Feasibility Study (WYG, 2019)
- Revitalising town centres - A handbook for council leadership (LGA, 2018)
- Walking & cycling: the economic benefits (TfL, 2017)
- Kerbside loading guidance (GLA, 2017)
- Rethinking deliveries - summary report (TfL)
- High Streets for All (GLA, 2017)
- Purple Flag Entrants Resource Pack - Excellence in managing evening and night-time economy (ATCM, 2016)

Responding to climate change guidance

- Air Quality Action Plan 2019-2024 (Haringey Council, 2019)
- Ultra-Low Emission Vehicle Action Plan 2019-2029 (Haringey Council, 2019)
- London Environment Strategy, (GLA, 2018)
- Sustainable Design and Construction SPG (GLA, 2014)
- Sustainable Design and Construction SPD (Haringey Council, 2013)
- Haringey Climate Change Action Plan 2021 (Haringey Council, 2021)

Sustainable materials and products guidance

- Circular economy in cities: project guide (Ellen Macarthur Foundation, 2019)
- Circular economy guidance for construction clients (UKGBC, 2019)
- Design for a circular economy (GLA, 2019)
- London Good Practice Guide: Noise & Vibration Control for Demolition and Construction (ARUP/AECOM, 2016)

- Designing out Waste: A design team guide for civil engineering (WRAP/Landscape Institute)
- The control of dust and emissions from construction and demolition SPD (GLA, 2014)

Trees and landscaping guidance

- TDAG Guides on Trees (TDAG, 2010-2019)
- Urban Tree Planting Design Guide (GBA, 2019)
- Haringey Tree Strategy (Haringey Council, 2008)
- Gardening Matters - Front gardens & Urban gardens (RHS)

Sustainable drainage guidance

- Sustainable Drainage - Design and Evaluation Guide (Haringey Council, 2018)
- SuDS in London - a design guide (TfL, 2016)
- The SuDS Manual (CIRIA C753, 2015)
- Non-Statutory Technical Standards for Sustainable Drainage (DERFA, 2015)

Maintenance and management guidance

- North London Waste Plan (NLWP, 2022)
- Veolia Environmental Services in Haringey (Veolia)
- Highway Maintenance Plan (Haringey Council, 2018)
- Planning Obligations SPD (Haringey Council, 2018)
- The Temporary Traffic Management Handbook (TfL, 2017)
- Commuted sums for Highway Adoption - A Guidance Note (LoTAMB, 2015)
- Collection of waste & recycling, street cleansing and other environmental services output specification (Haringey Council, 2009)

SECTION 2

DESIGN OBJECTIVES

Healthy streetscapes

Haringey Council is committed to delivering a healthy environment for the community to live, work and socialise in. Theme 2 of the corporate delivery plan, responding to the Climate Change Emergency, lays out Haringey's vision to be a borough which successfully meets the challenges presented by a changing climate. Haringey Council has an already established target for a net-zero carbon borough by 2041, set out in the Climate Change Action Plan, adopted in 2021.

The Corporate Delivery Plan identified the following outcomes that designs within the streetscape should be aware of:

1. A Greener and Climate Resilient Haringey- Haringey is a borough whose public realm and transport infrastructure is suitable for a changing climate.
2. A Just Transition - The transition to a low carbon economy is just, equitable and benefits everyone.
3. A Low Carbon Place - Haringey is a borough where the built environment supports carbon reduction and climate adaptation.
4. Growing the Circular Economy and Making Better Use of Resources - Haringey is a borough where resources are used efficiently, and excessive waste minimised.

We believe the way in which Haringey's streetscapes are designed plays a key role in achieving this vision. Project teams should consider the direct and indirect implications of their proposals on health and the opportunities that a scheme can provide.

Project teams can refer to the Landscape Institute publication 'Public Health and Landscape' and London Healthy Street Guidance for a detailed explanation of the health benefits a well-designed and considered scheme can bring to Haringey.

Based on a review of best practices and existing guiding literature, the following measures have been identified as key considerations to enable the design of healthy streetscapes for Haringey:

MEASURES

- Active travel and spaces
- Air quality and climate change
- Green infrastructure
- Water management
- Resource and energy efficiency
- Sustainable materials and street furniture
- Eco-maintenance and repairs

Active travel and spaces

The key focus of the Mayor of London's current Transport Strategy is on walking and cycling and our Corporate Delivery Plan sets a priority to make Haringey one of the most cycle and pedestrian friendly boroughs in London. Haringey Council plans to do that through implementing the Walking and Cycling Action Plan and several measures such as introducing a 20 mph limit, increasing dedicated cycle lanes, and encouraging sustainable modes of transport through a smarter travel campaign. In addition, we will ensure our green spaces, where people can

relax, exercise and socialise, are accessible for all. Reference should be made to TfL's Planning for Walking Tool Kit, this toolkit introduces the importance of the Healthy Streets approach and working with the local community to develop ideas.

There was extensive consultation during the development of the Walking and Cycling Action Plan. Key themes identified through this consultation were:

- Safety is a prime concern and a key inhibitor to more active travel in the Borough. Safety concerns expressed included speeding, dangerous junctions with a lack of pedestrian crossings and illegal double parking reducing visibility.
- A desire for more 'walkable' and 'cyclable' places as well as identification of current barriers to this including a lack of connected footpaths, dedicated routes, and poor surface conditions.
- Ensuring active travel is accessible to all users. Suggestions in this regard included improving road surfaces, widening of pavements, greater consideration of the role of public transport and electric bike hire schemes.
- The need for improved cycling/street infrastructure and other incentives to encourage active travel including more bike hangers, more street maintenance, benches, segregated cycle paths.
- The need for greater clarity about delivery and funding including what needs to be delivered, where and when.

Activate green spaces

The potential of the large number of green spaces in Haringey should be unlocked to provide a restorative, uplifting and healing environment benefiting both physical and mental health conditions of the local communities.

This can be done through, for instance, integrating furniture such as outdoor gym and play facilities, as well as a wider range of planting and water features. Where a green space deficit exists, street planting and pocket parks should be accommodated in the townscape to provide people with local 'green oasis'.

All green spaces should be accessible, well-lit and well maintained to prevent the creation of no-go and anti-social behaviour areas (see section on 'Designing out crime' for further guidance).

Green spaces should also be developed for all social groups including people with physical or cognitive impairments, people of all ages and all minority groups. Providing a range of complementary activities can help avoid any intimidating domination by 'monoculture' groups (see section on 'Inclusive design' in chapter 'Attractive Streetscapes').

Walking infrastructure

Walking is a free and simple way of getting around that is available to almost everyone. Walking produces no pollution, has no cost and it is a form of exercise. However, to generate a modal shift in favour of walking it needs to be seen as an appealing and safe method of travel. Ensuring the local area is easy to navigate, feels safe and is attractive will help encourage people to walk more often and spend more time outdoors.

The Planning for Walking Toolkit (TfL, 2019) defines seven key Pedestrian Network Design Principles to ensure the provision of a consistent, high-quality walking experience that is: Safe, Inclusive, Comfortable, Direct, Legible, Connected and Attractive.

Measures to consider when designing for walkability are:

- Accommodate pedestrian desire lines to improve directness and road safety;
- Provide attractive open spaces and interesting ground floors to give a quality experience to pedestrians;
- Consider road user hierarchy, not to give more importance to certain road users but to ensure that the needs of the most vulnerable and environment-friendly road users are fully considered and fulfilled;
- De-clutter pedestrian spaces to enable unhindered pedestrian movement. All street furniture and planting elements should be reviewed and only those that are functional should be retained and whenever possible,

- combined (e.g. cycle racks as bollards, electric charging point on lamp post);
- Sufficient safe crossings should be provided. Crossings should be step-free, as direct and short as possible, combined with traffic-calming measures, well-lit and with good visibility splays, and accommodating sufficient and protected waiting space;
- Optimal footway widths should be catered for - minimum 2m wide on primary routes and at least 1.2m on all other routes. Extra space should be provided around amenities.



Cycling infrastructure

The inclusion of cycling into Haringey's streetscapes promotes fitness and health in the community. Additionally, encouraging cycling rather than car usage reduces vehicle associated environmental impacts such as carbon emissions and noise levels.

General design considerations:

- Refer to London Cycling Design Standards (LCDS) and the Healthy Street Approach when designing cycling schemes.
- Do not plan new or realigned cycle routes in isolation but consider as part of a wider cycle network. Minimise street clutter and deviations to create a clear route for cyclists, following their desire lines.
- Consider street hierarchy when defining the need for cycle segregation. On primary streets with heavy traffic, protected tracks are usually required. On secondary streets, advisory lanes are generally sufficient. On tertiary streets (quiet residential/commercial streets) where the traffic is low, sharing the space is normally possible, but should be accompanied by traffic-calming measures.
- When an essential cycle route goes through a primarily pedestrian street or zone, a clear demarcation is essential and should include tactile paving and potentially vertical elements such as a level difference of at least 60mm or bollards/ planters to indicate the linear route the cyclist will use.
- Consider conflicts with other road users, particularly larger vehicles that may have limited

manoeuvrability and visibility. This is especially important at junctions and pedestrian crossing points.

- Cycle parking should be fit-for-purpose (mix of short and long stay parking), secure (lockable or with high levels of natural surveillance), and well-located (alongside cycle lanes, near destinations, away from pedestrian areas with heavy footfall) and when possible, sheltered.
- In terms of dockless bike parking, operators must follow the TfL 'Dockless bikeshare code of practice for operators in London' to discourage users from leaving bikes in unsuitable locations.



Footway and crossing - Dalgarno Gardens

Air quality and climate change

Greenhouse gases that prevent the radiation of heat into space, have continued rising since the beginning of the industrial revolution, causing climate change that is resulting in the increase of probability and severity of weather events.

The consequences for London and Haringey include:

- Spring/summer: unusually warm weather with flooding, overheating and drought conditions, which can lead to water supply shortfalls in summers.
- Autumn/winter: extreme cold weather with more frequent ice and snow increasing risks of injury, burst pipes and blocked drains.

Climate change has an impact on pollution levels as well because polluting gases dwell longer in the atmosphere when the weather presents more high pressure, less wind and rain (typically in the hotter summer months).

Greenhouse and polluting gases are mostly generated by the transport and energy sectors, and therefore the way public spaces are designed can have a significant impact on reducing gas emissions, as well as mitigating the negative effects of those on people, plants and animals.

Through extensive community engagement and input Haringey Council has developed a Climate Change Action Plan and a Low-Emission Vehicles Action Plan to tackle these issues. Reference to these documents should be made when designing any new scheme in the public highway.

In summary, key measures to take when

designing spaces to reduce the causes and mitigate the effects of climate change are:

- Reducing gas emissions
- Mitigating gas emissions
- Shading and cooling measures
- Protecting flora and fauna
- Ground ice and snow management
- Flood management and rain protection.

Reducing gas emissions

The most important measure to take is to do everything possible to reduce the amount of polluting and greenhouse gases emission through designing open spaces that:

- Encourage the use of sustainable transport through improving facilities for walking, cycling, public transport, electric cars
- Provide attractive local facilities so people do not need to travel far (culture, retail, work, entertainment, greenery)
- Reduce vehicular traffic and parking to discourage car usage (e.g. low-emission and controlled parking zones, traffic-calming measures, car-free areas)
- Reduce vehicular polluting behaviours (e.g. 'turn off your engine' signs, well phased traffic lights to enable constant traffic speeds)
- Minimise the need for maintenance, especially that, which is non-environmental and causing pollution
- Be built in a considerate way (construction methods creating no waste, using sustainable materials and products and renewable energy).

Mitigating gas emissions

A secondary measure is to mitigate the emissions of greenhouse and polluting gases produced locally. Using trees and plants is the most effective solution as they can do the following:

- **Pollution removal:** Trees can directly remove pollutants from the air, absorbing them through the leaf surfaces and by intercepting particulate matter (e.g. smoke, pollen, ash and dusts). Because filtering capacity is closely linked to leaf area it is generally the trees with larger canopy potential that provide the most benefits. Although at a site-specific level, some trees may cause issues (it is well known that some tree species also produce compounds that lead to ozone production), the overall effect of trees reduces the production of ozone through evaporative cooling.
- **Carbon sequestration:** Trees can help mitigate climate change by sequestering atmospheric carbon as part of the carbon cycle. Through photosynthesis, they absorb CO₂ during the day and release O₂ at night.
- **Carbon storage:** Since about 50% of wood by dry weight is comprised of carbon, tree stems and roots can store up carbon for decades or even centuries. In the London area, oaks, sycamores, ash and willow are the most effective trees in storing carbon. Trees also play an important role in protecting soils, which is one of the largest terrestrial sinks of carbon. Soils contain more carbon than the atmosphere and plants combined. Maintaining a healthy tree population will ensure that more carbon is stored than released.

Shading and cooling measures

Due to climate change and since 1983, the United Kingdom has been experiencing more frequent heat waves. In the last years, this trend has intensified as several heatwaves occur each year, causing the premature deaths of people, plants and animals. While most of the temperature raise is due to greenhouse gases in the atmosphere, there is another phenomenon that worsens global warming. This is the urban heat island effect. Again, trees and planting are the most efficient way to provide shade and cool down outdoor spaces as well as indoor spaces in buildings.

Urban parks, planting at street level and on green roofs, and water features also have an evaporative cooling effect on their surrounding areas.

'Cool pavements', porous and lighter-coloured surfaces, which reflect more sunlight and absorb less heat, can also mitigate the urban heat island effect.

Other measures to create shading include using permanent or seasonal shelters such as canopies, pergolas, awnings and parasols in vulnerable areas (e.g. at bus stops, school forecourts, stations, café seating areas, along shop parades, playgrounds). These shading elements should not replace good design that carefully considers the placement of such areas.

Using metal structures should be thoughtfully considered as these can become too hot for use during the summer months (e.g. metal benches or slides).

Drinking facilities such as water fountains are coming back to our cities and it is recommended that they are provided in busy pedestrian areas. Their design should be well integrated with the townscape.

Where possible, public spaces should include water features as these can provide cooling, visual delight, local interest and 'white noise' to mask traffic noise.

Protecting flora and fauna

Our urban fauna and flora also suffer from colder winters, dryer and hotter summers and reduced available water supply. To address these issues, the following measures should be considered:

- Sustainable Drainage Systems (SuDS) and porous surfaces that help rainwater to stay on-site, infiltrate slowly and keep soils moist for longer. See more details on SuDS in the section on Sustainable Drainage.
- Selecting draught-resistant plants and mixed grasses that do not need much water, using multi-layers of plants for shading other plants and the ground.
- Using mulching and cover plants to prevent water from evaporating.
- Harvesting rainwater, storing it and directing it through water saving, trickling irrigation systems.
- Providing sufficient shade, water and edible plants to sustain our city wildlife.

Ground ice and snow management

Due to climate change, we may experience more frequent extreme cold periods where snow or

ice accumulate on public space grounds. These can cause hazards to all road users especially pedestrians and cyclists, prevent services such as waste collection and emergency services to be delivered efficiently and impact businesses as well.

Local highway authorities are responsible for 90% of roads in the UK, National Highways covers motorways and major A roads, while Transport for London covers arterial trunk roads in London. They are under a duty to ensure that safe passage along a highway is not endangered by snow or ice. They often work together with community groups and follow a common 'Snow' or 'Winter Plan' to coordinate the provision of winter services.



Wild planting - Tottenham Green

Flood management and rain protection

Measures to deal with conditions such as heavy rains, hail falls and storms may include:

- Providing an adequate number of shelters throughout the area in the form of canopies, bus shelters, evergreen trees, etc.
- Introducing SuDS adapted to stormwater and that can store large quantities of water (e.g. retention basins). See more details on SuDS in the next section and chapters.

Green infrastructure

As previously mentioned, trees within the streetscape introduce numerous environmental benefits including adsorbing carbon dioxide, reducing effects of flash floods and increasing biodiversity. These benefits all contribute towards the creation of more sustainable streetscapes.

Quality green networks of natural and semi-natural areas combined with other localised environmental features, such as green roofs, planting beds and street trees, improve citizens' well-being and quality of life by providing:

- A local access to nature and water features for mental health and increased recovery
- Space for recreation and being active
- Landscape enhancement, local distinctiveness and area value increase
- Shade, shelter, vehicle barrier and quietness for comfortable open spaces
- Opportunities for green economy jobs and increased work productivity
- Space for education and social interactions.

Quality green infrastructures in urban areas should be multifunctional and multi-layered,

designed and managed to build on climate change resilience and deliver a wide range of ecosystem services:

- Water management and purification
- Air quality (cleaning and cooling)
- Local food production
- Biodiversity protection and increase
- Soil regeneration
- Energy conservation and wind effect mitigation.

Street trees are the most functional elements of a townscape. They add value, interest and shade to our streets, improve air quality and cooling and can play the role of informal landmarks for wayfinding, vehicle barriers, festive illumination support.

Further guidance on street trees and planting is provided in the Environmental Design section of this guide.

Water management

Sustainable Drainage Systems (SuDS) are key to reducing the risk of flooding and its consequences on cycling and walking comfort. Problems occur if the ground is impermeable, saturated or rainfall is particularly intense. In many areas, the existing network of sewers and drains is at or near capacity.

SuDS help manage and clean water runoff through mimicking natural processes and reducing the surface water amount entering sewer systems. Well incorporated into the public realm, they can deliver many benefits including an improved and more resilient environment,

better water quality, biodiversity, sense of place and liveability for its inhabitants.

It is best practice to have a holistic approach to providing drainage and planting amenities because plants can attenuate and filter water runoff while rainwater retention irrigates plants and leads to less maintenance.

Further guidance on SuDS is provided in the Environmental Design section of this guide as well as in the document 'Sustainable Drainage - Design and Evaluation Guide' (Haringey Council, 2018).

Resource and energy efficiency

To work correctly, some street infrastructure needs a continuous/regular supply of resources such as water, compost and energy. A commonly sustainable approach on using resources presents three levels of action:

1. Reducing resource need and use
2. Prioritising renewable resources
3. Sourcing renewable resources locally.

Reducing the need for resources is very much about choosing low-maintenance materials and plants and using energy-saving products such as LED lights. When using resources is inevitable, renewable and where possible, locally sourced resources should be prioritised. This includes the use of solar powered elements, local composting and rainwater harvesting systems.

Trees can also play a role in reducing energy consumption in buildings as they can help reduce air-conditioning usage in the warmer months and

heating in the colder months, through creating shade and blocking winds.

Haringey Council has explored and introduced practical methods of increasing energy efficiency at streetscape level. For instance, Haringey's lighting is controlled, monitored and faults are found by a central management system.

Haringey is one of six boroughs awarded funding from TfL and the Mayor of London to encourage the uptake of electric vehicles. Wood Green High Road has been chosen as the pilot 'Neighbourhood of the Future' scheme, which will offer businesses and residents free trials of electric vehicles, install charging infrastructure including a rapid charging taxi rank, provide businesses with free support to review opportunities to switch to electric vehicles, and electrify all car club bays in the area. Haringey Council's draft Ultra-Low Emission Vehicle Action Plan (2019-2029) sets out borough-wide actions and guidance on type and location of vehicle charging apparatus. Already, 38 new charging points in 14 locations have been introduced across the borough.

Consideration of the location of EV charging points so as not to impact on the use of footways by other users should be undertaken, the Council has planning advice notes for businesses, developers, residents, and Highway engineers on their website. How to support private EV charging and the associated issue of cables across the pavements should be considered. The Energy Saving Trust report from August 2019 "Positioning charge points and adapting parking policies for electric vehicles" provides some advice to address this issue.

Haringey Council is committed to reducing its carbon footprint and is actively exploring opportunities to do this through choice of materials and construction practices. This process is on-going and this design guide will be updated in due course to reflect any changes.

Sustainable materials and furniture

Sustainable materials are those that have been selected and manufactured with regard for the sustainability of the source and the energy required to produce them. The production and use of sustainable material usually means less energy consumption and less natural resource depletion and pollution.

When choosing materials and street furniture, project teams are required to consider resource efficiency and assess their selections made against the following:

- Natural, abundant or renewable – the use of wholly renewable materials is difficult to achieve but new and innovative ideas are welcomed
- Energy required in production - a comparison tool can be sourced from BRE Global - Green Guide to Specification
- Source location – locally or EU sourced materials are favoured as they avoid unnecessary transportation of goods over long distances
- Extent of recycled materials – whether the item can be recycled on or off site
- Longevity – with a view to reduce the need for future maintenance or replacement

- Ease of repair - to reduce the need for whole replacement
- Ease of replacement - should an item not be repairable.

The above have been considered when preparing the streetscape palette for residential and conservation areas, which contain some items made wholly from recycled materials.

Additionally, grouping functions within a single structure can help optimise and reduce both land and material use, as well as prevent street clutter and foster social interactions.

Eco-maintenance and repairs

Sustainability is about good choice of materials and good design of products, as well as sustainable construction and maintenance.

The installation and maintenance of street surfaces, structures, furniture and planting should have a minimal impact on people's health and the environment. Levels of nuisances (e.g. pollution, noise, odour and light) should be kept to a minimum. For instance, practices that are not recommended include: using chemical cleaning products and pesticides, cutting materials and spilling dirt into drainage systems, operating noisy cleaning machines or jack hammers during certain hours of the day.

Materials and plants should be chosen to minimise the need for maintenance and replacement and therefore the use of energy, water, equipment, labour and products.

Sustainable materials, in particular those that

are recycled or recovered should be used in streetscape repair. Avoiding waste disposal charges and reducing transportation costs means using recycled materials for highway maintenance can sometimes also reduce maintenance costs. Examples of recycled material based techniques currently considered for use within Haringey include recycled glass as sub-base for paving and crushed asphalt for carriageway surfacing. Haringey Council will also consider the use of contemporary approaches to the repair of potholes and cracks to carriageway surfacing.

Responsible procurement and construction

The use of locally based firms and staff during the design and delivery of a project has a positive impact on the overall sustainability of a project by reducing travel associated with the project and providing labour and training opportunities for the local community. These benefits can be further extended by facilitating opportunities for local small and medium providers to be involved in projects.

Haringey Council prefers the use of contractors with a proven environmental management system in place and who keep the quantity of waste created on site and sent to landfill to a minimum.

Attractive streetscapes

Haringey Council is committed to developing an attractive and welcoming environment for its residents and visitors. Theme 8: Placemaking and economy identifies a vision for Haringey to be a borough which is a fair, healthy, sustainable, and resilient place for all of our residents. To make this vision a reality, we will need to capitalise on Haringey's potential, deliver an inclusive economy that works for all; and an improved physical environment.

Based on this vision and a review of best practice and existing guiding literature, the following key measures have been identified to guide the design of attractive, inclusive and welcoming streetscapes in Haringey:

MEASURES

- Inclusive design
- Maintainable spaces
- Waste management
- Street cleaning

Inclusive design

Well-designed streetscapes successfully accommodate the accessibility needs of all age groups, whether able bodied, mobility impaired, a road user or pedestrian. Project teams should make every effort to create an environment which is both welcoming and convenient for all to use and compliant with the requirements of the Equality Act 2010.

Good design should reflect the diversity of the people who use it and not impose barriers of any

kind. Types of inclusion are as follows:

- Auditory inclusion, for people that are deaf or with hearing loss
- Visual inclusion, for people that are blind or with vision deficiencies
- Cognitive inclusion, for people with dementia or cognitive disorders
- Social inclusion, for all types of wages, household size or cultures
- Physical inclusion for people with reduced mobility or smaller/taller size
- Demographic inclusion, for all ages, genders and origins.

Key measures to consider when designing for all are presented below.

Focus group consultation

- Community consultation can be a useful tool to identify existing access and equality issues, which need to be addressed by a new streetscape design. It can include street audits and design workshops with focus groups.
- A full street access audit, that can take the form of an Equality Impact Assessments (EqIA), should inform any street refurbishment or improvement project. Project teams should clearly demonstrate how a design mitigates access and equality issues identified as part of the audit.
- Doing a walk of the proposed area for change with a variety of users, elderly, disabled, the young will enable the designers to understand the challenges faced by different user groups and ensure that their design, wherever possible

seeks to mitigate these challenges.

- On larger and more complex projects, enlisting the assistance of a qualified access officer maybe appropriate. Haringey Council has its own access and equality team that can directly assist project teams or advise on the commissioning of a suitable professional.

Clear pedestrian routes

- Simply designed streetscapes with level and uninterrupted paving surfaces offer a greater level of flexibility and usability for all.
- De-cluttering and the use of street furniture corridors reduces potential risks for partially sighted or blind pedestrians, as well as making it easier for mobility impaired users to manoeuvre along footpaths.
- On-street activities such as markets, kiosks and cafés can cause hazards for partially sighted pedestrians. Where such activities exist, or are proposed, streets should be designed to ensure a safe, uninterrupted, clear pedestrian route can be maintained.
- Provision of well-designed pedestrian crossings on key pedestrian desire lines greatly aids people's ability to safely move around and reduces the need for pedestrian barriers and railings, which can clutter streets and reduce freedom of movement. All direction signal-controlled crossings can be confusing for visually impaired people, and should be considered only in areas of exceptionally high footfall.

Step-free access, dry and non-slip surfaces

- Vehicle crossovers, overgrown tree roots, broken and loose paving can impede pedestrian movement, especially for wheelchair and pushchair users and people using canes and crutches. Glossy or impermeable surfaces during wet conditions can blind people, especially at night due to artificial light reflection. Surfaces should be firm, slip-resistant and matt, both in wet and dry conditions, at day and night-time.
- The number of crossings must be sufficient and level access must be provided, by dropped kerb (max 6mm bullnose) or providing raised tables, including across side-roads and driveways. On pavements where crossovers are provided for access into private

properties, the transition from the dropped kerb to the movement zone of the footway must be as short as possible to ensure a sufficiently wide level surface for pedestrian and wheelchair movement.

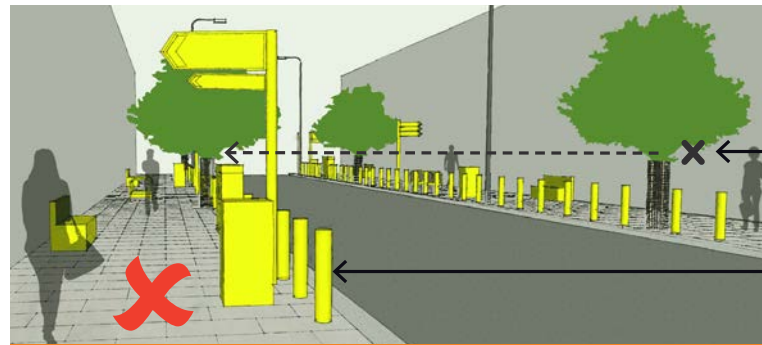
- The minimum crossfall for a footway to ensure good drainage is 1:40 and maximum permissible is 1:20, to prevent making it difficult for wheelchair users to navigate.
- It is recommended by focus groups that whenever possible, footway slopes go towards the kerb as they

are used by visually impaired pedestrians to locate the carriageway. Reversed slopes can be misleading.

- On shared surfaces, a kerb of 60mm or greater upstand is recommended to ensure it is detectable by blind and partially sighted pedestrians using tapping sticks and guide dogs.

Space and time to walk and stop

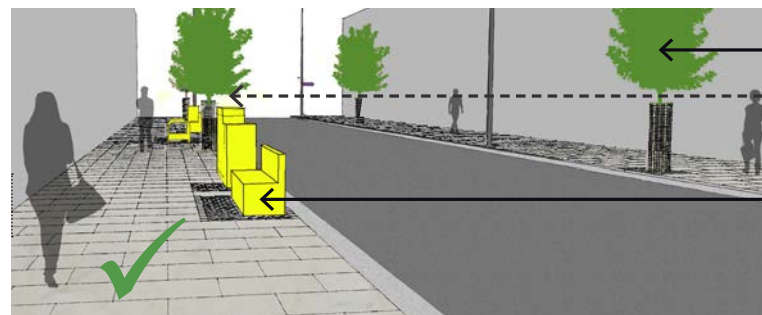
- In busy pedestrian areas, creating pocket spaces with standing and sitting amenities, both formal (including with backs and armrests) or informal (e.g. planters, walls or steps), provide refuges for people to stop walking and rest, away from the pedestrian flows. These become essential 'oasis spaces' for people with cognitive issues and impaired mobility.
- Frequent resting spots with well-placed formal seating are particularly important for walking stick users that can usually walk comfortably without a rest for about 50m only.
- Median strips or central refuge islands located within the carriageway enable pedestrians to cross wide roads in two stages, providing a safe standing area to wait or rest if needed. Signals indicating the remaining time to cross allow people with reduced mobility to adapt their speed to cross safely.



Cluttered streetscape

Consider sightlines and natural surveillance

Remove unnecessary items of street clutter which reduce visibility and create potential hiding spaces



Uncluttered streetscape

Select tree species with high canopies which do not obscure visibility along the street or from surrounding buildings

Group, align and combine items whenever possible

Tactile, visual and audible references

- Retaining certain existing distinctive streetscape features can assist those with visual impairments or cognitive conditions by providing reference points to enabling easier

navigation of the street.

- Street furniture and different use zones should be made clear through visual contrast that is apparent when both dry and wet. In pedestrian areas, two colours (or textures) can be used to help people detect areas with obstacles and the clear movement path. Lower structures such as planters should have an upstand edge to guide visually impaired pedestrians.
- The appropriate tactile paving surfaces should be installed at all pedestrian crossings, at the top and bottom of steps and ramps, at the start of shared footways and cycleways and at bus stops. Project teams should refer to the Department for Transport (DfT) Guidance on the use of Tactile Paving Surfaces, and should be aware of emerging updates.
- Two types of device can be provided at crossings controlled by traffic lights - either audible 'beeping' signals or tactile signals, such as rotating cones. Rotating cones (fixed to the bottom of call button box) are preferred when two crossings are located close to each other to ensure visually impaired pedestrians are not confused by beeping from the wrong signal.

Information and wayfinding for all

- Signs, displays and community boards play an important role in keeping communities informed on neighbourhood events and activities, especially for those without access to the internet. Signs can be fixed or with variable messages and should ideally encompass all facilities within the area (e.g. community and transport amenities).

- Essential facility signs must be in forms that can be accessed by disabled people. It is particularly important to take account of the needs of visually impaired and hard of hearing people and to make information as simple and easily understood as possible.
- The placement of signs is also important: low enough for people in wheelchairs to view clearly and reasonably close to, but not impeding pedestrian movement areas. Ideal spots include waiting areas by community and transport amenities.
- On tactile signs, characters, whether letters or pictograms, should be embossed, not engraved.
- Additionally to signs, wayfinding elements such as bespoke artwork and planting should be used to help people to orientate and locate themselves. These are particularly useful to users with cognitive disorders or those with reading difficulties. Public art should be properly delineated and accessible to all. For instance, creating podiums with steps will exclude those with mobility impairments.

Accessible facilities

- Buildings with ground floor levels that are different from street level should provide access ramps for mobility impaired users. These might impact the public realm and should be developed in collaboration with the Council.
- Features that aid access (e.g. ramps to buildings or higher street levels) should be discretely integrated into the design of the streetscape so as not to draw attention to mobility impaired

users.

- Wheelchair ramps should follow the Equality Act. Guidelines generally recommend a maximum gradient of 1:12 or 1:15 for public use, with 10m as maximum length for a ramp before including a level resting platform of 1.5m length minimum.
- Transport facilities such as bus stops and train stations should be made accessible for all following TfL design guidances. Further information about this topic and connectivity in general is provided under chapter 'Engaging Streetscapes'.

Designing out crime and road danger

Good places ensure the equal use of open spaces by a whole range of people, including all identities and backgrounds, at all times of the day and night, individually and in groups. Key urban design principles to create such safe and secure places are related to 'designing out crime' and 'road safety design'. They are further developed in this document under chapter 'Safe Streetscapes'.

Space for young people

Quality open spaces are for people of all ages, including children and teenagers. Child-friendly urban design improves young people's development, health and access to opportunities, moving well beyond simply providing playgrounds. This topic is further developed under chapter 'Engaging Streetscapes'



Maintainable streetscapes

Maintenance is a key aspect in ensuring the long term visual quality and physical condition of the streetscape. It is important that streets are clean and in a good state of repair to ensure a safe and attractive environment. Effective maintenance of the streetscape is particularly important in town centre areas where inadequate maintenance can cause a poor image and impact the success of business activity.

The way in which a streetscape project is designed and delivered can make a real difference to how it is maintained and managed in the long term. Small changes to a design in the project planning stage can make a substantial improvement to the ease and standard to which a streetscape will be maintained in the long term. Haringey Council requires project teams to give careful consideration to future maintenance and management.

All routine and reactive maintenance tasks are described in Haringey Highway Maintenance Plan (2018)

Key measures to consider when designing maintainable streetscapes include:

- Stakeholder coordination
- Whole-life cycle approach
- Commuted sums
- Protection and prevention
- Accessibility for maintenance

Stakeholder coordination

- Project teams should work with relevant internal Haringey stakeholders to establish and agree maintenance responsibilities for all scheme components as part of the design and planning process.
- A schedule of agreed responsibilities and requirements should be included in the Construction Design Management (CDM) project file.

Whole-life cycle approach

- Design teams must take time to research maintenance requirements of any non-standard paving and street furniture. Maintenance requirements above that of a standard specification must be clearly identified to the Haringey department taking responsibility for that element before project sign off.
- Specify materials and street furniture with a long predicted life span and without maintenance requirements above that already undertaken, unless additional funding can be provided.
- Identify the likely future maintenance regime for the streetscape and whether street cleansing techniques are likely to disturb the finished scheme i.e. impact of street cleaning machinery on paving mortar joints.
- Whole-life costing provides a tool to quantitatively assess and compare design proposals in order to identify the most economically advantageous option over a defined period. However, only options which meet the performance requirements for the

asset should be considered. A whole-life costing exercise needs to be systematic, and it is important that all costs, revenues and savings, initial and management/maintenance-related, direct or indirect, are considered for all options being compared.

Committed sums

- Commuted sums are financial contributions made by third parties to Highway Authorities as compensation for taking on the future maintenance responsibility for newly created highways or highway improvements. They are typically, although not invariably, secured through legal agreements made with developers and landowners under Sections 38 and/or 278 of the Highways Act 1980 (“the 1980 Act”).
- Commuted sum costs will be calculated in accordance with the London Council Guidance. For new areas of highway the full costs including cyclic maintenance activities will be applied. Where a higher specification than the borough standard is applied, the commuted sum will be applied to the difference in costs from the standard specification.

Protection and prevention

- Consider suitable techniques to protect paving, such as stain repellents, especially for high quality paving materials in special and conservation streetscapes. Areas of paving around the bases of litter bins and seating are particularly susceptible to staining and can benefit from a protective treatment or an



alternative paving treatment onto which stains are less visible, easier to clean or naturally repealed.

- Identify surfaces that may be at risk from graffiti during the design process and consider the specification of an anti-graffiti coating.
- Avoid the use of tree grilles which collect litter. Instead compacted hoggin, low planting, or other permeable tree surface finishes are preferred.
- Whilst arguably unsightly, consider the installation of bird deterrents on elements adjacent to or over the streetscape to reduce unpleasant areas of droppings.
- Utility elements such as control boxes, feeder pillars, grit bins and refuse storage units should have angled tops to prevent the deposition of litter.

Accessibility for maintenance

- Locate street furniture appropriately to enable sweeping, vacuuming and cleaning around and underneath elements if there is potential for litter to accumulate.
- Street furniture should ideally be detailed to enable a broom to pass alongside or if off the ground surface, beneath the unit.
- As part of maintaining a streetscape, consider the removal of redundant materials and street furniture such as unused columns, redundant sign fixings and ties. Highway related elements will not be removed without consultation with Haringey Council's Highway Service.
- Utility-elements are not attractive but essential. Locate these elements to provide easy

access for utility companies whilst limiting visual impact and obstruction to pedestrian movement. Where repeat units are required, units should be positioned in a consistent and ordered fashion.

- When designing larger schemes, consider how maintenance and refuse vehicles will move through and function within the space, with special consideration given to accessing adjacent properties.

Waste management

A regular collection of refuse and recyclable waste is provided by the council to households across Haringey. A low cost collection service for bulky items is also offered to all households.

Rubbish bags left on pavements for long periods of time create a poor visual impression and can split causing contents to spill onto the pavement surface. This issue occurs when households and commercial premises put refuse on the highway outside the specified collection times. Collection times are detailed on small signs secured to litter bins and lighting columns on main roads.

In areas where residents have limited storage for refuse within their property Haringey Council provides secure containers on the highway for refuse to be stored until collection.

Street cleaning

- The boroughs high streets, shopping areas and main roads are cleansed daily. All residential roads are currently swept once a week.

Haringey's output specification for collection of waste & recycling, street cleansing and other environmental services requires current street cleansing service provider Veolia to maintain standards of cleanliness in line with targets which are set in accordance with national guidelines and indicators from the Department for Environment, Food and Rural Affairs (Defra).

Unfortunately, like many other London Boroughs, Haringey does experience incidents of rubbish being dumped illegally within the public realm. Such activity has a negative impact on the look and feel of the streetscape and is costly to clear away. Haringey Council is working hard to control such activity. Haringey Council's street cleansing service provider will aim to clear dumped rubbish as soon as possible after it has appeared on the street. Dumped rubbish on council land will be cleared within 24 hours of a report reaching the service provider.

Further details on supervision and enforcement can be found in chapter 'Safe Streetscapes'.



Mechanical street sweeping - Station Road

Engaging streetscapes

Haringey Council is committed to providing a culturally engaged environment for its residents and visitors and the following objectives have been set out in theme 7 Culturally rich borough with a vision for Haringey to be a place where arts, culture and heritage is celebrated, inspiring our residents and visitors, and connecting them to our place and each other. Arts, culture, and heritage will be woven through everything the council does through from place making, to how we invest in and maintain our cultural assets, to the way we work with our schools, businesses, and communities.

Based on these objectives and a review of best practice and existing guiding literature, several key measures have been selected to guide the design of attractive streetscapes:

MEASURES

- Child and youth-friendly places
- Placemaking and wayfinding
- Designing for local economy and cultural life.

Child and youth-friendly places

Quality open spaces are for people of all ages, including children and teenagers. Child-friendly urban design improves children's development, health and access to opportunities, moving well beyond simply providing playgrounds. It recognises the fundamental importance, not just of play, but of the built environment as a whole, in helping to shape a child's and young person's development. Outcomes of the Mayor's young

Londoners Fund - Haringey Community Gold project (2019-2022) highlighted the importance of activities and safe spaces for teenagers and young adults to support them to stay safe on the streets.

Key measures to create child and youth-friendly places:

- Safe and calm routes and areas. It is important to provide spaces where freedom, independence and interactions are possible for young people. This means creating safe and healthy environments and routes, particularly in residential areas and between home and school. Low-cost materials such as movable planters can be used within trial schemes to slow down and reduce the volume of vehicles. Creating such safe environments encourages walking and helps children and adults to test cycling in their neighbourhoods. Pedestrianised areas are also ideal for people, both children and adults, to learn to cycle safely and in a low speed environment.
- Places to explore alone. Quality pavements outside the home can be the first opportunity for unsupervised exploration by pre-teen children, while local parks and public spaces become more accessible as they grow older.
- Spaces to meet and play. Play provision should be inviting, imaginative and stimulating. Street furniture can be designed to double-up as play equipment. Natural objects and planting should be integrated into play space so children are given the chance to enjoy their shapes, colours and textures. Play spaces that

appeal to children of all ages should be designed to provide a variety of play opportunities from the more physically demanding to the more gentle and educational.

- Spaces to exercise. Providing equipments such as outdoor gyms, running trails, skateparks, chess tables and ping-pong tables are successful solutions to encourage teens and young adults to exercise and meet.
- Spaces to learn. Play areas may incorporate educational elements related to local heritage and natural resources. When designing horizontal surfaces in the public realm, patterns can be used to enable playing chess and other board games in order to encourage people of all ages to spend time outdoors, socialise, have some fun and gain some mental stimulus.
- Child-friendly events. Programmes such as 'PlayStreet' enable children to play out in their own streets through organising stewarded monthly road closures. PlayStreets provide a great chance to bring a real sense of community spirit to streets.



Square with play features - Kings Cross

Placemaking and wayfinding

The Legible London Yellow Book sets out London signage that has been developed to help both residents and visitors walk to their destination quickly and easily. The signs offer a consistent experience and information about distances between areas. They are also integrated with other transport modes to enable people to quickly identify the route to their destination from the London Underground or rail station and even key bus stops.

But wayfinding is not only about good signposting. It is also for people to know intuitively where they are and where they should go to find local destinations. That is why wayfinding is very much linked to creating special 'places', for instance by using landmarks and art, creating vistas and routes, offering a mix of essential and exceptional activities. This is about 'placemaking'.

According to leading place makers from Project for Public Spaces (a global non-profit organisation dedicated to helping people create and sustain public spaces that build strong communities), placemaking is about creating an attractive and vibrant environment for residents, workers and visitors, building on its character and distinctiveness. More than promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

To explain placemaking without technical words, we can say that good places are just like 'outdoor

living-rooms'. They have both a domestic feel and space to welcome guests. They are well-maintained and decorated by their residents, sometimes with the help of designers. They have all the practical furniture and equipment required to make their users' daily life easy and comfortable, as well as to accommodate special events, during the day and at night-time. They are open rooms but enclosed spaces for everyone to meet and relax in a safe and comfortable environment.

Key measures for Haringey when designing for placemaking and good wayfinding are:

- People-friendly design through understanding what users really need in terms of both space functionality and character to make sure public spaces are accessible to all and users have a sense of connection with them.
- Community input and active citizenship to facilitate the above point, through observation and engagement activities.
- Local identity and heritage should be enhanced through urban design projects to contribute to the identity and pride of a place by building on what is distinctively positive in a local area.
- Comfort, experience and sociability are key ingredients to create successful places. To do that, places should be designed for three types of activities: necessary/essential activities, optional/recreational activities and exceptional/social activities.
- Landmarking and landscaping through using a number of consistent elements or design language throughout the area to give a

recognisable identity to neighbourhoods, as well as through introducing landmarks and recognisable focal points that make every place unique and memorable.

- Active management and maintenance are key to ensure places are well used over time. Developing the ability to effectively manage a space, including with communities, can be more critical to success than a large one-off financial investment.



Mural on a blank facade - Tottenham



Water feature as focal point - Utrecht

Designing for local economy and culture

Town and district centres are the heart of communities, as well as historic places for local exchanges and trades and the creation of local jobs and wealth. Despite online concurrence, they continue to be important for communities. The reason is that centres can offer certain things that internet cannot replace: convenient retail, locally made or sourced products, wellness services, sensory, cultural and recreational experiences (e.g. food, play and music), social interactions.

Quality open spaces and well-designed streets have proven to be key elements in supporting town centre economies and cultural life. Re-imagining urban spaces to help revitalise high streets also contributes to making neighbourhoods more sustainable, socially and environmentally. When they buy locally, people reduce their carbon footprint as well, as they can usually walk and cycle to their destinations and buy locally sourced or produced products.

Key measures for Haringey Council when designing open spaces that are good for creating the conditions for a vibrant local economy and cultural life are:

- Easy access for walking and cycling customers. It has also been found that pedestrians and cyclists spend 40% more than motorists (TfL research - Walking & Cycling: The Economic Benefits). The slower visitors move around, the higher the chance that they might stop and

buy.

- A public realm supporting economic activities. Urban spaces and pavements can be more than a path along which to hurry from A to B. They can boost economic performance if they offer spillover space for shops such as outdoor seating for hospitality businesses, and an attractive environment for people to spend

time in.

- Good conditions for an evening economy and cultural life. At the heart of every successful town centre is a great evening and night-time economy. Benefits include: a more diverse offer, increased visitors and expenditure, lower crime and anti-social behaviour due to natural surveillance and an improved public image.



Alfresco sitting in Crouch End

Minimum standards are necessary to create positive customer experiences after dark. Beside extending facility opening hours and providing active surveillance (e.g. policing, street pastors and taxi marshals), it is important to ensure open spaces are safe and welcoming at night by providing well-lit and signposted pedestrian and cycling links and areas, including atmospheric lighting for greater place appeal, locating night bus stops and bike racks in active areas, including good traffic-calming measures and sufficient space for potential crowds near venues, closing certain 'no-go areas', providing special parking measures (Purple Flag principles).

- Space for events and community initiatives. Some spaces in the centre should be designed to be multifunctional to enable temporary activities. Incidental art galleries, pop-up cafés and market stalls can add colour and energy to the streetscene, encouraging people to move along from one part of the street or town centre to other less frequented parts.
- City marketing. Well-designed shop fronts sell businesses and add positively to the streetscape while respecting both building and street character. It is important to guide and control where advertising should take place, so signs and boards do not cause visual and physical clutter in the public space. Local businesses and organisations can also join forces to create a unique brand to promote their area and its specialties.
- Convenient business servicing areas, for now

and in the future. Many town centres are already organising last mile logistics centres and greener servicing vehicles (e.g. cargo-bikes and small electric vehicles), as well as circular economy strategies to reduce waste and the use of collective bins and automated

underground waste collection systems. Streets and open spaces should support these eco-friendly services, as well as practices that are still in use at the moment, including an infrastructure that allows (often large) business delivery and waste collection vehicles to be able to get around safely and efficiently.



Proximity cycle parking - Crouch End

Safe streetscapes

Theme 6 of the Corporate Development Plan seeks to create a Safer borough with a vision for Haringey to be 'a borough where all residents and visitors feel safe and are safe.

Based on these objectives and a review of best practices and existing guiding literature, the following key measures have been identified for consideration during design development to deliver safer streetscapes in Haringey:

MEASURES

- Designing out crime
- Road safety and traffic calming
- Supervision and enforcement
- User engagement
- Event management

The Council is committed to designing safe streets through aligning highways projects and transport planning projects under a unified vision for improving road safety, sustainable mobility, and quality of life. This requires taking a holistic, integrated approach when designing projects and aligning specific projects with the broader goals and vision laid out in the Walking and Cycling Action Plan, Transport Strategy, Climate Action Plan and other relevant policies.

Designing out crime

The design and appearance of a streetscape can reduce both actual crime and the associated fear of crime. If a streetscape looks untidy, is uncared for and shows signs of neglect, members of the public will often believe the space is unsafe to use.

Project teams should give special consideration to the personal safety and security of those who use the streetscape as well as those who live and work around it.

Stakeholder and community engagement

- Consultation with local Police Architectural Liaison Officers and Haringey's crime prevention team throughout the design process will enable design teams to understand and design out existing crime issues.
- For advice on Hostile Vehicle Mitigation (HVM) within the public realm, liaise with the local Metropolitan Police Service CTSA (Counter Terrorism Security Advisor).
- When involved in the process of designing open spaces, communities develop a sense of ownership that materialises in a higher care for these spaces. Communities can also be given the opportunity to take up ownership of disused spaces and use them for planting or/and art. Giving a clear purpose and ownership to a space is an important tool to crime prevention.

Natural surveillance and human activity

- Placement of street vending or play/exercising facilities at key locations can generate human presence in usually passive spaces and improve safety and perception of safety. Crime can be deterred through the 'eyes on the street' of people going about their everyday business.
- Locate seating in areas that have high pedestrian footfall and receive good levels of natural surveillance.

- Avoid the introduction of alleyways or pathways which take pedestrians away from the view of passing vehicles or to the rear of buildings and dense vegetation.
- Avoid bare, purposeless dead spaces/corners where anti-social behaviours can take place, by filling them with low and dense planting (sometimes defensive) or light structures such as food kiosks or parklets.

Good levels of visibility and lighting

- Select tree species with high canopies and plant in locations that do not obscure visibility along the street or from surrounding buildings.
- Remove unnecessary items of street clutter, which reduce visibility.
- Avoid separating cars, pedestrians and cyclists with visually obstructive streetscape features, such as dense shrub planting, railings and walls.
- Provide good levels of lighting. Lighting should be sensitive to the needs of residents and users and should provide security without resulting in glare, compromised privacy and light pollution.

Counter-terrorism

- Hostile Vehicle Mitigation (HVM) measures should be installed in suitable locations (e.g. civic spaces, stations, pedestrian zones, event locations). Alternative street furniture and artwork solutions with integrated HVM features (rated 'PAS 68') should be considered if appropriate. These can be planters, seating or public art, such as the ARSENAL lettering.
- Other HVM measures include topographical

changes, such as steps, landscaped surfaces as well as traffic management and road geometry changes, such as introducing restricted zones to certain vehicles and creating staggered street sections.

- The guiding principle should always be to ensure HVM strategies and measures are fully integrated into the public realm design in a holistic manner, which ensures the appropriate level of security while avoiding the creation of hostile urban environments.
- Public bins with transparent compartments as well as locked private bins may be considered for vulnerable and crowded spaces such as civic squares and train stations.
- Further details are provided in the 'Integrated Security Guide' (CPNI, now NPSA).
- When considering closing the road for the purposes of terrorism, a Counter-terrorism Traffic Regulation Order is required. An ATTRO provides a statutory basis under the Road Traffic Regulation Act 1984 (RTRA) for regulating traffic and implementing physical security measures. ATTROs may be permanent or temporary and can only be made by a traffic authority on the recommendation of a Chief Officer of Police. Preferably liaison with the local CTSA for long term ATTROs, and CT SecCo's for events is required to proceed with an ATTRO; When discussing HVM there should be a consideration whether an ATTRO may be required.

Digital control

- CCTV should not be considered as an

alternative to getting the design right in the first place but retrospectively can be used to compensate for poor design.

- There should be collaboration between lighting design colour temperature and CCTV operation to ensure facial recognition without deterioration of the sense of place.
- The placement of CCTV and trees should be carefully considered so tree canopies do not obstruct camera views.

Road safety and traffic calming

Creating streets that are resilient to human mistakes and that limit travel speeds is critical in achieving road safety.

The Council has developed the Road Danger Reduction Action and Investment Plan February 2022 with a focus on contributing to the Mayor of London's Vision Zero Strategy and this action plan should be referred to when designing within the Highway.

With a decrease in speeds comes an increase in safety for all road users as drivers have more time to react to potential hazards and collisions are therefore less likely, and in the event of a collision, the severity decreases. The human body has a limited physical ability to tolerate crash forces – any impact greater than 20mph increases the risk of dying.

Additionally, lower speeds can help foster a sense of community; people are more likely to participate in outdoor activities and make use of active travel modes if they feel the risk of

collision is minimal.

Using physical traffic-calming measures has been proven to be more efficient than using signs and markings only, especially if continuous, combined or repeated. It is best practice to introduce traffic-calming solutions every 60-80m to prevent speeding. They are best designed when they also add to a place's character and attractiveness rather than being road improvement works only. Special measures should be taken when traffic-calming solutions are located on cycle and/or bus routes. They may need to be combined with cycle and/or bus bypasses or modal filters.

Recommended traffic-calming measures include the following solutions:

- Street narrowing and horizontal deflections
- Vertical deflections
- Supporting traffic calming solutions
- Restricted access and speed zones

Street narrowing and horizontal deflections

Width restrictions aim to reduce vehicle speeds by narrowing the road and increasing the perception of 'side friction'. Streets can be narrowed on their whole lengths or at key points. Solutions include reducing the carriage lane widths; turning two-way streets into one-way streets; creating pinch-points with pavement buildouts; tightening junctions through reducing corner radii; creating chicanes with staggered elements such as planters and parking bays; integrating central islands and compact roundabouts.

Vertical deflections

Vertical measures disrupt the comfort of the driver and passengers when driven over at speed and therefore encourage drivers to slow down upon approach.

By introducing level crossing points, vertical traffic calming measures can be combined with pedestrian (and potentially cycle) crossings. Raised tables with crossings are particularly useful in environments that need to accommodate both relatively high vehicular traffic and a high number of pedestrians (e.g. on a busy high street and around facilities such as schools and stations).

Elsewhere, speed humps can be considered, however, they might integrate less well with the character and landscape of an urban context.

Supporting traffic calming solutions

Psychological traffic calming solutions can multiply the impact of vertical and horizontal deflection traffic calming measures by increasing driver awareness.

Solutions include: placing vertical objects such as trees and lampposts in the visual periphery of drivers to break up sight-lines; creating streetside activity and using vertical restraint measures such as bollards and planters to increase 'side friction'; minimising road signs and markings and using contrasting surfacing and symbols to capture drivers' attention.

Restricted access and speed zones

To create restricted access and speed zones, the

following traffic calming means may be used:

- Locating median diverters in the centre of intersections, to prevent through movements into a residential area.
- Converting an intersection into a cul-de-sac or dead end, with opportunities to create pocket parks or squares for residents.
- Introducing modal filters allowing through traffic to authorised modes/vehicles only - such as pedestrians, cyclists and/or buses, but restricting access for general traffic such as cars and lorries into residential streets. Typical methods of filtering traffic include using bollards and planters as a barrier, pocket parks and conventional road signs.
- Closing of streets to create pedestrian zones. Pedestrianisation schemes convert existing carriageway space to pedestrian only or shared space with cycles. Street furniture and greening elements can further increase the attractiveness of an area encouraging users to spend time in the area, thus increasing economic activity when adjacent to retail units.
- Organising timed closures on streets with uses that generate high pedestrian movement, such as market streets and streets with schools. Timed closures can be introduced by using enforceable road signs and ANPR cameras to restrict traffic movement to specific times of the day.
- Introducing 20mph zones in residential or shopping areas and on cycling quietways and promoting these through e.g. banners and road symbols.

- Using vehicle activated signs, which react with a message if they detect a vehicle exceeding a pre-determined speed.
- Introducing green waves, that occur when a series of traffic lights are coordinated to allow continuous traffic flow at a chosen speed (e.g. 20mph).
- Signposting alternative routes for through traffic.

Supervision and enforcement

No matter how well spaces and management systems are designed and operated, there will inevitably be issues with usage (both accidental and deliberate) and failure of certain components (e.g. due to wear-and-tear, extreme weather conditions or damages). These can considerably impact the quality and safety of the public realm.

Material failure

Issues related to material failure may include potholes, non-functioning lamps, broken street furniture, damaged tree branches hanging over the public space.

Haringey Council undertakes regular inspections of its assets, and if repairs are required works to ensure that corrective action is prompt. Where possible all street lights which are not working will be repaired within three working days of being reported. Haringey Council also undertakes night time inspections once a week.

Inappropriate usage

Issues related to inappropriate usage by users may include: unsanctioned parking, vehicle

speeding, noise and gas emission, bike theft and abandonment, littering and fly-tipping, cigarette butt and chewing-gum dropping, begging and rough sleeping, illegal street vending and fly-posting, graffiti, public urination, street alcohol drinking, night noise disturbance, bird/vermin feeding, vandalism.

Haringey Council has a well-established street enforcement team operational across the borough. This team works to fight environmental crime including illegally dumped rubbish, graffiti and vandalism. Since being established, the team have achieved excellent results, helping to maintain clean, uncluttered and more attractive streetscapes.

Closed Circuit Television (CCTV) systems are in use throughout Haringey to improve public safety and to enforce highway regulations in town centres, outside stations, along major routes and in some residential areas. Further details are provided in section 'Street Furniture' on how to place them in the streetscape.

User engagement

Additionally to supervision and enforcement, communication and engagement activities should be carried out to provide users with both guidance and means for reporting issues.

Fully accessible multi-channel guidance communications and signage should be provided to users to prevent anti-social behaviour and guide them to legal and civic alternative solutions.

For instance, clear and up to date signs and/or

markings, well located in the public space, can help users to find:

- Where and how long they can park their vehicles, if they need to pay, the penalty they risk in case of non-payment
- How and where to lock their bikes to prevent thefts, the penalty they risk if they abandon damaged bikes on the street or park them where pedestrian movement is hindered
- Where, how and when to dispose of household and commercial refuse and recyclable waste, bulky waste, litter including dog waste, and the consequences of non-compliance including fixed penalty notices
- Authorised market stall or busking spot locations and if a license is required
- Where public toilets are located
- Vehicular speed limits and variable message signs that encourage motorists to reduce speeds.

The good signposting of CCTVs, as well as means and contact details for users to report issues, help in discouraging and investigating anti-social behaviours.



Enforcement signage – Selbourne Road

Event management

Temporary public realm use for vending or entertainment should be well managed to ensure user safety at all time.

Street traders with market stalls, food trucks and trade bikes can be very effective at activating spaces and increasing the perception of safety. However, uncontrolled street trade can create road congestion and clutter. It is the role of the Council to manage these activities, what they are, where they operate and at what times, through the provision of trade licenses.

Both casual street traders and regular street traders can be accommodated in parallel with permanent land uses. This could include the management of a specialist market, for example, focused on seasonal produce, as well as careful provision for other vendors to support special events. Haringey Council issues both annual licenses and licenses for casual traders.

In addition, programmes of events, activities and temporary uses are often developed to improve the vitality of local centres and improve the sense of community in Haringey's neighbourhoods. Such programmes may include activities such as dance, music and theatre events, art and exhibitions, sporting events and street parties, activities aimed at children such as playstreets, and other entertainment activities.

While they may improve safety perception thanks to an increased human activity level and natural surveillance, these events require the provision and good management of safety measures such

as: emergency access, crowd management, special lighting, trade vehicle management, temporary structures, temporary controlled parking, safe energy and water provision, Hostile Vehicle Mitigation measures.

Temporary traffic orders management may be required, and just as for roadworks, temporary designs should preserve cycle and pedestrian access and facilities even when the carriageway is closed to motor vehicles.

The management of large numbers of visitors needs to be considered in the design of the highway. There are some key visitor attractions that invite significant crowds and the need for crowd management within the Highway. Any changes to the permanent streetscape needs to take into account the need for temporary crowd management and consultation with the event venues should be undertaken at the early stages of the design process to ensure that the streetscape design doesn't inhibit any current or future crowd management requirements of the venue.

SECTION 3

DESIGN COMPONENTS

Traffic management

This section does not intend to replace existing guidance but highlights key aspects designers should have particular regard to when designing public realm projects. It offers street geometry solutions regarding:

- Pedestrian movement
- Pedestrian crossings
- Cycling movement and parking
- Vehicular movement
- Traffic-calming measures
- Vehicular parking and loading

Levels of interventions

To improve traffic movement of all users, different types of interventions may be required. Based on the London 'Better Streets' staged approach, levels of interventions/investments may be (from low to high):

SCALE

1. Tidying up and de-cluttering the street/space through removing any unnecessary marking, furniture or planting, surfacing or paving,
2. Adding, relocating or merging functions, street furniture and planting,
3. Amending traffic management (e.g. changes to user priority, traffic direction, pavement and lane widths, traffic signals, signs and markings)
4. Recreating the street/space through the complete remodelling of the open space (e.g. new surfacing, tree pits, raised beds, etc.). This requires extensive consultation and civil works.

The level of intervention required to achieve optimal public realm quality depends on a series of parameters. These parameters include:

- Initial place quality (e.g. according to Healthy Street Approach scoring system),
- Wider network role (e.g. street part of a cycle or bus route),
- Special area requirements (e.g. historic or central area),
- Innovation risk management (e.g. use of trials).
- Meanwhile uses (e.g. temporary solutions in development areas).
- Future-proofing (e.g. solutions adapted to future behaviour change and climate change).
- Resource management (e.g. quick, light and locally-sourced solutions may be sufficient).
- Community involvement (e.g. bespoke solutions where creating a sense of community/belonging is key).
- Urgency level (e.g. quick and light solutions to solve issues while more permanent solutions are being developed).

Pedestrian movement

Design tools should be used to create environments which will encourage people to use outdoor facilities and shift towards sustainable modes of transport.

Haringey Council is committed to inclusive design in accordance with the London Plan: public realm should be accessible to all regardless of age or ability.

Inclusive mobility and widths

In compliance with the 2010 Equality Act Haringey's public realm should not be unreasonably difficult for disabled persons to make use of it.

Footway width of 2m should be regarded as the minimum, particularly for primary routes so that two wheelchairs can pass one another comfortably.

An absolute minimum clear footway width of 1.20m should be maintained in areas of space restrictions, to allow unobstructed pedestrian movement.

Positioning of street furniture, planting and lighting

Street furniture, both public and private, and lamp columns should not be positioned in the pedestrian movement zones.

The TfL Streetscape Guidance (2019) defines the following four footway zones, which serve distinct functions within the streetscape::

1. The footway clear zone to allow unobstructed and comfortable pedestrian movement,
2. The furniture zone, between the pedestrian movement zone and the kerb zone, to accommodate benches, bus shelters, boards and signs, cycle racks, bins, lighting, telephone booths, planting, trees, kiosks, etc. It can vary between 50mm and 2000mm according to the size of the items to be integrated. It is usually recommended to place utility boxes alongside building frontages rather than within the furniture zone to visually integrate them as



Pedestrianised area - Old Clapham Town (PCL)



Continuous footways - Old Clapham Town (PCL)

much as possible with the built form.

3. The clear kerb zone (450-650mm wide) between the furniture zone and the carriageway that should be maintained to prevent damage from/to vehicles overhanging the carriageway edge.
4. The frontage zone, along building/fence edges, to accommodate business spill out activities, sheltered waiting under building canopies, ATM queuing, window-shopping. This zone often accommodates utility boxes as well so that these are visually integrated with the built form. In case of businesses, it is important to mark boundaries in the case of private forecourts, to prevent overspill onto the clear footway zone.

Pedestrian comfort

Pedestrian comfort levels on footways are linked to the relation between pedestrian movement zone width and number of people per metre per minute. See more detail in the Pedestrian Comfort Guidance for London (TfL, 2010) on choosing an appropriate footway width.

Levels, crossfalls and kerb height and shape

The design of public realm and buildings should support social inclusion. The guidance in Inclusive Mobility (DfT, 2021) should be applied. Pedestrians should have a possibility of at grade movement, without clutter and architectural barriers e.g. in the form of steps, stairs, or poor quality surfaces. This may involve replacing subways with at-grade crossings. Level access must be provided at all formal crossing points by dropped kerb or through

providing raised tables, including across side-roads and driveways (crossovers).

Vehicle crossovers, overgrown tree roots, broken and loose paving can impede pedestrian movement, especially for wheelchair and pushchair users and people using canes and crutches.

On pavements where crossovers are provided for access into private properties, the transition from the dropped kerb to the movement zone of the footway must be as short as possible to ensure a sufficiently wide level surface for pedestrian and wheelchair movement.

The minimum crossfall for a footway to ensure good drainage is 1:40 and maximum permissible is 1:20, to avoid making it difficult for wheelchair users to navigate.

Where the vehicular carriageway is levelled with the footway, or when the footway zone is shared with cyclists, pedestrian routes should have defined edge treatments such as planting, a change of texture and the use of kerbs (minimum 60mm upstand) and/or tactile paving to help indicate the extent of the path, particularly for people who are blind or partially sighted and long cane users.

In general, for all street types, kerbs demarcating trafficked areas from pedestrian areas should have upstands of 60mm or greater to ensure the kerb edge is detectable by blind and partially sighted people. Standard trafficked streets generally have kerb upstands of 125mm to 115mm. Kerb levels along public transport facilities may need to be elevated in order to enable level access to vehicles

and for ramp deployment. London bus ramps can only be deployed if the kerb is between 125mm and 140mm.

Low or angled/battered kerbs allow comfortable access to people with mobility scooters, prams or buggies to cross at multiple points. See chapter on construction in the London Cycling Design Standards guide (TfL, 2018) for further details.

Dry and anti-slip surfaces

Glossy or impermeable surfaces during wet conditions can blind people, especially at night due to artificial light reflection. Surfaces should be firm, slip-resistant and matt, both in wet and dry conditions, at day and night-time. Further detail on this is provided in the next document section 'Public realm surfaces'.

Pedestrian crossings

Crossings and desire lines

Pedestrian crossings allow the safe movement of pedestrians across the highway. Install crossings on desire lines, linking the streetscape on either side of the road. Pedestrian crossings should not divert pedestrians away from desire lines except on safety grounds, where the safety issue cannot be designed out.

If directness and convenience is not provided for, it is likely that people will follow their own preferred desire lines, increasing road safety risk as well as the potential for damage to existing infrastructure (e.g. pedestrians might create their own paths through planters or cross around guardrails). Aligning with desire lines would locate most crossings at or near

junctions to maximise convenience for pedestrians.

Consider reduced carriageway corner radii and continuous footways to provide more direct pedestrian routes especially at side road junctions. Review guard-railing for removal wherever possible.

Controlled crossings points and informal crossings should be supported by interventions such as kerb buildouts or pedestrian refuges accompanied by traffic speed reduction measures where appropriate.

Crossing types and user conflict prevention

Regardless of their type, all pedestrian crossings should have the following features:

- As straight as possible
- At grade
- Accompanied by traffic-calming elements
- Appropriate lighting
- Clear sightlines
- Appropriate drainage
- Protected and sufficient space to wait
- Comfortable length and timing

Two groups of crossings are currently permitted by TfL (Streetscape, 2019):

- Controlled crossings – Pedestrians have the right of way over oncoming vehicles. These include signal controlled crossings located on busy routes where pedestrians need a formal pedestrian phase (Ped-X, Toucan and Pegasus) and non-signal controlled or 'protected' crossings (Zebra and Zebra with parallel cycle crossing). The Ped-X layout appears similar

to a pelican crossing and usually includes a countdown timer. Toucan crossings are shared signal controlled crossings designed for use by pedestrians and cyclists. Pegasus crossings are similar to Toucan but for pedestrians and horse riders.

- Uncontrolled crossings – These do not give priority to pedestrians. However, just as with controlled crossings, they must be fitted with dropped kerbs to assist those with mobility impairments. Suggested priority crossings such as raised tables legally fall under this category as they are considered as road humps (Highways Act, Section 90), while continuous pavements give pedestrians the priority because vehicles are effectively crossing the pavement.

To note, pedestrians or other vulnerable users such as cyclists do not have full right of way over vehicles outside of controlled crossings in the UK, contrary to most European countries. They have to use their own judgment to determine when it is safe to cross. Uncontrolled crossings as well as informal carriageway crossing often cause road user conflicts in the London area because its international residents and visitors are unaware of this Highways regulation.

Providing a higher number of controlled crossings in its simple form (zebra type) could be considered on heavy-trafficked routes to clarify priorities and reduce conflicts, to adapt to London pedestrian needs and to increase their safety as, in addition to being vulnerable, pedestrians are also the most environment-friendly road users. Continuous

footways could also be considered across side roads as part of new or renewal projects, particularly in retail/high streets and for other important pedestrian routes.

Crossing design recommendations

Further recommendations are available in London Streetscape Guidance (TfL, 2019) and key measures for Haringey are:

- Consider the need to use guard railing only where pedestrian safety would be compromised or adjacent to buildings with specific security needs.
- Straight across crossings provide a more direct cross for pedestrians and are preferred to staggered crossings as crossing times for pedestrians are less.
- Where staggered crossings are necessary, detail the surface finish and kerbs to identify the central island to pedestrians and vehicles. Street furniture on the island should be kept to a minimum unless specifically required for safety reasons.
- Provide 'Ped-X' crossing signals when installing signalised crossings. These give pedestrians a countdown timer, showing how much time is left to cross the road before the signal changes.
- Zebra crossings must be fitted with 6mt Modu post Belisha beacon sign post c/w with mid post LED beacon and post top extension enabling floodlight fitting.

Colourful pedestrian crossing

Designers should refer to the TfL 'Interim guidance on the use of colourful crossings' which states:

A recently conducted TfL research has indicated that deployment of colourful crossings within the street scene could present barriers for people with different visual, cognitive or neurodivergent characteristics.

Therefore, TfL position is to pause the installation of colourful crossings until further research and guidance has been provided at both controlled and uncontrolled facilities on the Transport for London Road Network (TLRN).



Pedex crossing signal - Bruce Grove



Pedestrian crossing control unit

Cycling movement and parking

Designers should refer to the London Design Cycling Standards (LDCS) and the Cycling Level of Service (CLOS) Assessment when designing cycling facilities. Below is a summary of key measures to consider in Haringey.

Direct and continuous routes

Coming in second position in typical road user hierarchy systems (related to levels of vulnerability and environment-friendliness), cyclists should be provided with clear and consistent, prioritised routes while making sure pedestrians are safe in any circumstance.

Once the most significant trip origin and destination points have been mapped, direct desire lines should be plotted between them to identify the principal routes to be provided by the cycle network and then categorised.

Wherever possible these cycling routes need to be logical, direct, continuous and well connected to the wider cycle network. They need to match desire lines as closely as possible, including across junctions and heavily trafficked streets.

Separation adapted to street type

Cycling away from heavy and fast traffic

Where 85th percentile speeds are above 30mph, either calming or a higher degree separation is required. Dedicated tracks provide a high level of protection for cyclists on primary/main roads that carry high volumes of traffic and that also provide convenient direct routes for cycling. They can be

entirely segregated with a physical barrier or semi-segregated with intermittently spaced objects (e.g. planters, flexible posts or armadillo road bumps). A marking only (continuous line/mandatory lane) is not considered safe enough on heavy traffic streets.

Mandatory cycle lanes may be continued through priority and signal-controlled junctions using a dashed diagram 1010 marking or 'Elephant footprints'. This is to raise motorists' awareness of crossing another traffic lane, to which they should give way, as directed by the Highway Code.

The level of separation can be increased by a step or the integration of parking spaces or a planted strip in between, especially if there are two-way tracks and cyclists ride in the opposite direction to the traffic. LDCS recommends a 0.5m wide separation strip for optimal safety. Consider increasing this width further if vehicular speed and flows are very high.

Cycle awareness on distributor/secondary street

Shared or 'advisory' lanes with advanced stop lines are easy solutions to implement on less heavily trafficked connecting streets (secondary roads). They are areas intended for, but not legally restricted to, cyclists' use. Other vehicles are permitted to enter or cross it.

Advisory lanes help other vehicle drivers to keep a safe distance from cyclists as instructed in the Highway Code (drivers should give cyclists "as much room as you would when overtaking a car"), and enable cyclists to move forward in case of congestion and line up ahead of other traffic at junctions. Their surface can be coloured to increase

their visibility, on their whole length, or at specific locations that have higher risk of conflict (e.g. junctions).

Advisory cycle lanes should be at least 1.5m wide. They can be used on both sides of quiet or narrow two-way roads or streets, leaving a central traffic path in the middle, without a centre line marking. Research has shown that the centre line provide drivers with a sense of confidence that no other drivers will "encroach" on their side of the road. Removing it makes motorists drive more slowly - cutting average speeds by 13% (Centreline Removal Trial, TfL, 2014).

Integration on residential street and quiet high streets

Mixing cycling and vehicular traffic is only possible when appropriate traffic calming measures are put in place to force all road users to drive/ride at less than 20mph.

When residential or quiet high streets are located on key cycle routes, these can become 'quietways' or even 'cycle streets' in the future, where cyclists have assumed priority over motorised traffic, and where vehicles are guests.

Cycling in pedestrian areas

Where a pedestrian space provides an important link in the cycle network, and excluding cyclists from it would lead to longer, less comfortable cycle trips and more exposure to risk for cyclists, designers should seek ways of accommodating both users while minimising conflict. This can be realised through providing a dedicated cycle track, and/or cycle-calming techniques (see p75, LDCS). These areas are also ideal for people, both



children and adults, to learn to cycle safely and in a low speed environment.

Design requirements

Cycle lanes must accommodate comfortable passage by any cycle, which means sufficient width and suitable geometry (to account for non-standard cycles and for current and projected cycle flows), flush longitudinal transitions and avoidance of vertical deflections other than sinusoidal or shallow ramps.

Effective width of a one-way cycle facility allows ample space for overtaking (2m wide or more – absolute minimum 1.5m). Low or angled kerbs on the side of the cycle track and the use of two-way lanes can help to maximise effective width. When not used on long sections, for instance as cycle highways, two-way cycle lanes are generally not recommended, because they can be confusing to motorists and dangerous for pedestrians, requiring them to look in both directions before crossing. To prevent ‘dooring’ by motorists, a 500mm safety zone is desirable where a cycle route is located along parking spaces. High cycle flows will require lane widths of 2.5 metres one-way or 4m two-way.

Cycle tracks on major cycle routes should avoid instantaneous changes of direction and too tight corner radii. Curvature on links should be based on a minimum radius of 14m (London Design Cycling Standards) and should allow a good level of visibility. An appropriate level of lighting is also important for all cycle routes.

A maximum crossfall of 1:40 is recommended for paths used for cycling (as for pedestrians, see

previous chapter). The minimum height clearance for cyclists should be 2.4 metres.

A special attention to junctions

The use of different colours, surfaces and levels help users to distinguish their allocated space. Where a cycle route crosses a road, it is possible to give it a visual priority by introducing raised table and/or different surface colour. Segregated and mandatory cycle lanes may be continued through priority and signal-controlled junctions using a dashed diagram 1010 marking or ‘Elephants footprints’. This is to raise motorists’ awareness of crossing another traffic lane, to which they should give way, as directed by the Highway Code.

Signal-controlled junctions

At signalled junctions, when cyclists share space with vehicular traffic, key design measures include:

- Dedicated lights for cyclists (with an early release),
- Advanced stop lines (ASL) to wait safely ahead of other traffic and out of traffic air pollution,
- Whenever possible, a separated and protected cycle gate to turn to the left, and
- A possibility to turn to the right at any time if the junction is free from pedestrians.

Pedestrian crossing integration

Pedestrian crossings through bike lanes should preferably extend from footway to footway. In that way, the cycling facility is included within the controlled area of the crossing.

When separate pedestrian and cycle routes meet to cross a road, a parallel priority crossing

may be appropriate. This is especially useful in places where there are relatively high cycle and pedestrian flows across the road.

The careful design of the areas on either side of the crossings is important.



Cycle lane protected by parking bays - Camden



Advisory lanes with dooring buffer - Islington



Cycle street where vehicles are guests - Utrecht

Contraflow cycling on one-way streets

Contraflow cycling is the permission of cycling in the opposite direction to general traffic flow thus increasing cycle permeability.

There are opportunities on one-way streets to introduce contraflow cycling as well as cycling in the same direction as general traffic flow. Many one-way streets may not have sufficient width for two-way general traffic lanes but can usually support cycle lanes in both directions.

'No entry' signs should be fitted with 'Except cyclists' plates.

Creating safe mixed mode conditions for cycling

Where cyclists share the space with general motor traffic, a safe vehicular lane dimension is either:

- More than 4m (enough space for a motorised vehicle and a cyclist riding in secondary position to pass one another comfortably); or
- Less than 3.2m (dangerous overtaking is not possible and cyclists ride in primary position, in the middle of the lane).

Where vehicular lane widths are between 3.2 and 4m due to existing constraints and other priorities, consideration should be given to discouraging dangerous overtaking through segregation design and other speed management measures.

Cycle bypasses

It is best practice to provide alternative routes or bypasses for cyclists at locations where vehicular traffic or vehicular traffic-calming measures cause delays to cyclists. These locations include bus stops, roundabouts, speed humps, and

potentially at signals when cyclists want to turn to the left. Bypasses support cycling as a quick and comfortable transport choice.

This approach should be considered for key cycle routes going through pedestrian areas as well. Providing well-marked cycle tracks, sometimes accompanied by cycle-calming measures, can enable cyclists to pass without compromising pedestrian safety.

Where ramped access to tunnels or bridges is unavailable, steps can be fitted with light wheeling ramps/rails to ease access for cyclists.

Where bollards or kerb upstands are used across a pathway to prevent access to motor vehicles, the distance between two bollards, or gaps between kerb upstands, should be 1.5m to allow cyclists to pass through easily.

Secured cycle parking solutions

Cycle parking should be:

- Fit-for-purpose – meeting identified current and future demand, with an appropriate balance of short-stay (racks) and longer-stay provision (e.g. cycle hangars and interchange hubs) and accommodating all types of bikes.
- Secure – stands should be located in secure, private or indoor spaces, or in visible, well-lit places that have high levels of natural surveillance.
- Well-located - convenient, accessible, as close as possible to the destination, and preferably sheltered.

An inclusive approach to cycle parking is recommended and should include: step-free

access, signs to accessible parking facilities where those are not evident, available spaces for larger models including for the disabled (e.g. cargo-bikes, handcycles, tricycles, tandems and e-bikes requiring electric charging points).

A variety of options for cycling

Cycle hire provides a way of increasing cycling amongst those who don't own a bike. Cycle hire also plays an increasingly important role in facilitating choice in access to and for onward journeys from a transport interchange.

While London Santander Cycle scheme is not yet operating in Haringey, there are privately operated 'dockless' cycle hire facilities already available, providing a variety of cycle types for hire, including electric bikes, at very competitive rates.

The operators of such schemes should adhere to the currently published TfL 'Dockless bikeshare code of practice for operators in London', which requires them to manage their bike fleet to avoid parked or abandoned cycles in areas where they can be disruptive and dangerous for people, particularly those with impairment.

Good use of trials

Cycle links and parking may well be needed to serve a demand that is currently suppressed. Analysis of trip generators can help inform this projection of future demand, but trials can also be effective ways to test people's appetite.

Experimental projects can provide temporary cycle lanes and parking, especially through broader public realm improvement trials such as

those described in the 'Small Change, Big Impact' guidebook from TfL.

Low-cost materials such as hay bales and movable planters can be used to slow down and reduce the volume of vehicles. Creating such safe environments help children and adults to test cycling in their neighbourhoods.

Ready-to-use products exist to facilitate trials. Mobile parklets, bike-rack planters and types of temporary, easy to install seating can provide different ways to create temporary public spaces.

Temporary traffic orders management

Active travel should be encouraged under all conditions, including during roadworks and temporary traffic orders.

Routes and schemes put in place must take account of how users behave and facilitate their movement patterns/habits. At roadwork locations, the lack of directions and dedicated space provision for cyclists could cause them to take risks.

Traffic management designs should therefore consider:

- Preserving cycle access even when the carriageway is closed to motor vehicles.
- Preserving or introducing exemptions, contraflows and cycle gaps to maintain cycle accessibility during works.
- Creating temporary dedicated cycle facilities where necessary (lanes and parking).

Vehicular movement

The geometric design of carriageways is generally based on the curvature of the street, the wanted traffic composition, volume and speed, on-street parking requirements and zone demarcation types (e.g. kerb, bollards, planters, trees).

Speed is a key factor to consider when selecting a carriageway width. In urban areas, highway space is shared between motor traffic, pedestrians, cyclists and public transport, and keeping speeds low has been demonstrated to have significant safety benefits. That is why speed limits of 20mph are now becoming commonplace.

The Draft Circular 1/200646 encourages highway authorities to introduce 20mph zones or limits gradually and primarily in:

- Streets which are primarily residential in nature; and
- Town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds.

In the past, speed has tended to be fixed along a route, but it is now recognised that designers should

also consider the potential for reducing design speed locally because streets can have different Movement and Place values along their length. It is recommended to use the London street matrix or a similar system to understand Movement and Place values for streets. For example, a street with two or three bus routes would have an average to high Movement value, and the presence of a primary school or a park would result in sections having a high Place value as well. It is appropriate that the traffic travels more slowly when passing through a section with high Place value.

The Manual for Streets 2 gives further guidance on preferred speed, carriageway width, lane width and corner radius, to accommodate all road user needs depending on the context, including large vehicles such as refuse vehicles, and with a special attention for pedestrians and cyclists. Where cyclists share the space with general motor traffic, it is best practice to provide a safe vehicular lane dimension of either more than 4m or less than 3.2m (so overtaking is comfortable or impossible). The London Healthy Street Checklist for Designers helps to control carriageway design quality as well.



Plantlocks on Exmouth Market - Islington

Traffic-calming measures

Traffic management schemes are an opportunity to create streetscapes that are safer for all users and to create a comfortable and attractive environment, which encourages walking and cycling. Haringey Council has introduced the following types of traffic calming management schemes.

- Raised tables
- Side street entry treatments
- Modal filters
- Shared spaces.

These traffic calming solutions should be designed in conjunction with each other to control vehicle speeds and reduce accidents. When designing traffic-calming measures, the project team will take into account the relevant guidance and legislation, including but not limited to:

- Department for Transport (DfT) Traffic Advisory Leaflets, a summary of which can be found in the Traffic Advisory Leaflet DfT T2/05 Traffic Calming Bibliography.
- DfT Local Transport notes 1/07 and 1/08.

The type, material, colour and finish of the traffic management feature and its component parts should complement the context of the surrounding streetscape. This is especially important in conservation areas and special streetscape schemes.

These physical measures can be accompanied by supporting traffic-calming solutions such as:

- Vehicle activated signs, which react with a

message if they detect a vehicle exceeding a pre-determined speed.

- Introducing green waves, that occur when a series of traffic lights are coordinated to allow continuous traffic flow at a chosen speed (e.g. 20mph).
- Signposting alternative routes for through traffic.
- Introducing low-speed or restricted vehicle zones (e.g. London Lorry Control Scheme)
- Organising timed closures on streets with uses that generate high pedestrian movement or for special events such as street parties or markets.
- Introducing streetside activity and vertical elements and restraint measures such as trees, lampposts, bollards, perpendicular parking bays and planters to increase 'side friction',

Raised tables

Raised tables or speed tables function in the same way as road humps except the raised section of surfacing extends across the entire width of



Raised table – Rutland Gardens

the highway. It should be considered that raised table are road humps legally and therefore do not provide any right of way to pedestrians or cyclists. Continuous pavements and cycle lanes or zebra crossings should be envisaged to give a greater level of clarity and legibility to every road user.

General guidance when designing raised tables include the following recommendations.

- The preferred table top length should be between 4m and 6m. When located on a bus route the table top length should not be less than 6m.
- Ramp gradients should be between 1:10 and 1:30, subject to vehicle speed and type and the default ramps should be sinusoidal.
- Construct the surface finish and substructure used for the up and down ramps from suitable and durable material type. Material finishes such as block paving will be discouraged as impact loading from larger vehicles often leads to damage on the ramp. Asphalt ramps are generally used throughout Haringey. The use of pre-cast reinforced road humps available through a range of manufacturers are also acceptable.

Side street entry treatments

Where there is a change in streetscape character, project teams are encouraged to consider the introduction of an entry treatment. An example of this could be on the entry to a residential side road from within a town centre or to identify the start of a 20mph zone.

Entry treatments should be designed to:

- Improve pedestrian movement, with tactile paving being considered at uncontrolled crossing points where practicable.
- Provide a level footway where appropriate between each side of the road by creating a raised crossing point, helping to reduce vehicle speeds and discourage parking close to junctions.
- Provide a level crossing to ease pedestrian movement when navigating along Haringey's main streets.
- Reduce the need for bollards and railings, which will only be installed when absolutely necessary.
- Have a minimal impact on cyclists - separate cycle tracks or cycle bypasses around traffic islands should be considered.

The choice of surfacing and marking is key to providing legal clarity on user right of way. A raised side entry treated as a continuous pavement/lane (also called blended or Copenhagen crossing) or zebra crossing gives right of way to pedestrians and cyclists while a raised side entry treated as carriageway (as per the figure and photo on the next page) does not give any priority to pedestrians and cyclists. For this reason, it is important to be considered if it is appropriate for the side entry design to establish a suggested visual priority only, or a clear legal priority.

Further design recommendations on designing raised entry treatments:

- Entry ramp of the raised entry treatment should start in line with the main road kerb line. Where possible, tighten the entry kerb radius to provide a more direct desire line for pedestrians

crossing over the raised treatment.

- Consider surfacing the table top with block or sett materials, which match the material type and colour of the adjoining footway in conservation areas and special streetscapes.
- Asphalt can be used on the table top in standard or residential streetscapes, although an alternative material finish to the carriageway is preferable to highlight the crossing point.
- Install blister tactile paving on either side of the entry treatment, in case of non continuous/blended pavement.
- The preferred table top length for raised side road entry treatments should be between 4m and 6m, when located on a bus route the table top length should not be less than 6m.

Narrowing the road width at the entry into a residential road – by extending the footways of the main road at the junction - is another side street entry treatment that can alert drivers to the fact that they are entering a different environment while also forcing them to slow down at the turn. The extended footways also improve the pedestrian environment, reduce the crossing distance and in some cases, provide opportunity for placemaking elements such as street furniture and planting.

Extended footways/kerb build-outs can be combined with raised tables to optimise the environment for pedestrians and provide increased accessibility.

Additionally to being used at street entry locations, pinch-points can be introduced along a street section to create chicanes. Chicanes are physical barriers that break up straight sections of the



Continuous pavement - Deptford



Street narrowing - Walthamstow

road and slow down traffic. They are created by pavement buildouts that can include planting, bollards or street furniture, and are often installed on alternate sides along a road. Chicanes are frequently paired with a priority system, awarding priority to vehicles in one direction.

Arranging on-street parking bays that are staggered on alternate sides also encourages lower speeds by forcing vehicle drivers to navigate around the parked vehicles and by breaking up long sections of straight road. This measure works well on narrower roads where there is only enough width for parking on one side of the road.

Modal filters

Modal filters restrict motorised through traffic through a street whilst still allowing cyclists and pedestrians. Modal filters can be created by using a combination of road signs, road markings and physical restrictions. Removable bollard within the design can prevent disruption to emergency services.

General design guidance on modal filters includes:

- Use kerb types and surfacing materials that match the connecting footways.
- The spacing of bollards should prevent vehicular passage but still allow cyclists through.

Modal filters can provide an opportunity for pocket parks with tree planting, street furniture, motor cycle parking and other street features if the space is available.

General design considerations when integrating modal filters are:

- Do not obscure driver, cyclist or pedestrian sight lines.
- Required space for the use of the feature should not negatively affect the adjacent highway or footway. An example of this would be to review the space required to manoeuvre a bicycle into the space if cycle stands are considered. No part of the bicycle will protrude into the footway or highway.
- Position should not direct movement of pedestrians away from the main walking route through the streetscape.

Shared space

The concept of shared space works through physical alterations to the streetscape, that encourage motorists to drive with greater care.

The use of shared space may be appropriate within some areas of Haringey where the aim is to provide streets with a greater Place value, such as in residential, commercial and historic streets, and should only be used where lower speed limits and effective traffic-calming measures are in place. Careful consideration must be given to the needs of vulnerable road users and how they will interact with shared space schemes (e.g. their need for tactile and visual references).

When considering the implementation of these types of streetscape it is favourable to engage with the local residents, surrounding community and local disability groups. The designer should be aware of the emerging guidance in relation to the design and installation of these types of scheme and should consult road safety specialists during their design and implementation.

Vehicular parking and loading

One of the main objectives of public realm improvement schemes is to provide more convenient, sustainable transport alternatives to the community, so people can reduce their car needs and enjoy healthier streets, where they can walk, cycle or use public transports in a convenient way.

Where good and sustainable alternatives to car use are available, the amount of parking spaces and car parks should be reduced. Indeed, the availability of car parking needs to be controlled because it can prevent modal shift from happening and can reduce the effects of public investment in these more sustainable modes of transport. Cars parked on-street or in public open spaces create visual clutter for all and an inefficient public landuse as well, since it is considered an average car is used only 5 percent of the time and parked 95 per cent of the time.

For people living in less accessible areas and for certain groups of people, owning and parking a car close to their homes and facilities (especially the ones related to the transport of goods and materials, children and older/impaired persons) is still desirable. There is a real dilemma between these individuals' needs and the collective desire to enjoy safe and attractive streets. A balance between the two may be found when parking is integrated as a key component of urban design.

When removing parking spaces is not possible, or where parking removal induces undesirable consequences - such as illegal and inconsiderate parking on pavements and open spaces or

concreting over of front gardens - design solutions should consider mitigating the negative impact of parking on the streetscape and the environment.

Car parking design recommendations

Key measures when designing car-park retrofit projects and well-integrated parking solutions are:

- Stakeholder coordination, to mutualise public and private carparks and free up sites for community uses, and parking bays for parklets or footway widening. The Blue House Yard in Wood Green, temporary redevelopment of a council-owned carpark, is a good example of such approach.
- Optimal standard bays dimensions: When designing parking bays, space utilisation should be minimum. Haringey Council's current recommendations for standard bays are: a minimum of 5.5m length for intermediate bays and a minimum of 5m length for end bays. When possible, 2m width is recommended, while 1.8m width is minimum required.
- Optimal blue badge bay dimensions: The Streetscape Guidance (TfL, 2019) recommends an absolute minimum of 6.6m length and a preferred width of 2.7m to 3.6m.
- Safety: A 500mm wide safety zone to prevent 'dooring' by motorists is desirable where a cycle route is located along parking spaces.
- Aesthetic and subtle design, to better integrate parking spaces in the landscape (e.g. through including greenery between every 3 or 4 bays,

mixing several parking typologies, providing minimal but clear parking space definitions, replacing markings by controlled zone signs or by surface contrast, choosing quality materials for carparks and parking bays)

- Parking space multi-functionality and adaptability, to use the land efficiently and prepare for a future where parking needs will decrease through, for example, using staggered parking bays as traffic-calming and street activation elements, landscaping carparks so they look like squares, groves, sport courts or playground when not in use, using parking surfaces as SuDS elements (e.g. through the use of reinforced grass or permeable paving),
- Controlled parking zones (CPZ) use, to reduce car presence and traffic management signs and markings and to prioritise local residents,

businesses or special users (e.g. impaired) over visitors. Sustainable transport alternatives for visitors should be easy to use, well sign-posted and promoted.

The Footway Parking policy 2023 has two main policy positions Haringey:

- Will not introduce new footway parking anywhere in the borough that does not meet Government guidance.
- That all existing footway parking not meeting current Government guidance will be removed.

Resident and stakeholder engagement developed during the development of the Footway Parking policy identified the following elements to be considered during the re-design of any footways with existing footway parking:



Well integrated on-street parking - Acer Road, Hackney

- Remove/ partially remove footway parking
- Introduce permit capping in Haringey
- Maintain damaged footways
- Maintain shrubs and foliage
- Remove waste
- Introduce breaks within footway parking

Loading bays and restrictions

We can expect servicing and freight practices to change greatly in the near future as eco-friendly practices become more popular. Many town centres are already organising last mile logistics centres and greener servicing vehicles (e.g. cargo-bikes and small electric vehicles) for businesses. 'Click & Collect' hubs for individuals reduce the number of delivery points when businesses work together to consolidate servicing trips (e.g. through BIDs).

But currently, businesses still need an infrastructure that allows (often large) business delivery vehicles to be able to get around and park efficiently.

Loading bays should be designed so that businesses are supported in their duty to ensure deliveries and commercial waste collections happen at the right time, place and frequency to prevent any hindrances to other users, particularly residents, cyclists and pedestrians (noise, air pollution, congestion, safety issues at the kerbside).

Key design measures to consider when designing loading bays include:

- Where possible and appropriate, inset parking and loading bays in the pavement, ideally

through the narrowing of the carriageway with pavement build outs. In primary walking areas, particularly where the bays are not in constant use, consider the construction of the bays in a material to match the footway.

- A minimum width of 2.5m for loading bays located both in the carriageway or as pavement inset.
- If legends are associated with parking bays (i.e. LOADING ONLY) the minimum permitted character height is to be used to conform to the Traffic Signs Regulations and General Directions (TSRGD).
- Single transverse markings at the end of bays unless they are in a lay-by or the end of the bay is delineated by a kerb. In these circumstances the transverse lines should be omitted. If

echelon parking bays are used there should be double transverse markings at the end of bays. Loading and waiting restrictions should be included to prevent parked loading/delivery vehicles from obstructing other traffic. Haringey's preferred loading restriction measures are:

- Parking and waiting restriction markings should be 100mm wide except in conservations areas where 50mm should be considered.
- 'No waiting and loading' restrictions should be the default position at all junctions, absolute minimum length on residential roads is 6m and on main roads is 10m.
- Double yellow line restrictions in all locations should have complementary loading restrictions unless there are reasons to exclude or reduce them.



Parking information

School Streets

School Streets are relatively simple traffic management schemes which, in their most basic form, can be communicated via one traffic sign (as per TSRGD).

In Haringey, the Council goes further than this in an attempt to achieve the highest possible level of compliance: two Zone signs are installed at each School Street entrance point, along with a variety of (advisory) map-based advance warning

signs, text-based information signs and camera enforcement warning signs. In addition to traffic signs, we inform the public via letter drops, statutory notification, social media, updates to navigation apps (Google maps etc.), messaging and newsletters from the schools, on-street banners and posters.

All of the above is designed to help communicate the existence of the traffic restriction and far exceeds what is required by way of the Regulations.

Notwithstanding the above, when we review School Streets with the public and stakeholders, a frequent theme of feedback is that:

- Motorists don't always notice the traffic signs
- Respondents would like to see the gateway into the School Street more clearly defined
- In view of this feedback, this guide proposes that School Street gateway features could be considered when designing new School Streets, such as trees in the carriageway as gateway features.



School Street- Haringey

Vehicular Overrun

Vehicles overrunning and illegal parking on pavement is a major concern for the public and a frequent reason for complaints to the Council.

Examples and impact

EXAMPLES

Instances might include:

- Residents and visitors illegally parking on footways
- Delivery vehicles mounting pavements to load / unload in areas lacking loading bay
- Vehicle overrun of pavement during turning movements

This can damage the pavements and other assets and may place the safety of pedestrians at risk. Vehicles overrunning or parking on the pavement may undermine the confidence of more vulnerable people to use particular streets and public spaces

Exceptions might include:

- Emergency vehicles
- Maintenance vehicles



Private vehicles parking on pavement



Delivery vehicles mounting pavement



Emergency vehicles mounting the pavement



Damaged paving

Typical measures

It really helps to have a thorough understanding of the specific area of study. This includes the different typologies of streets and the way they are used.

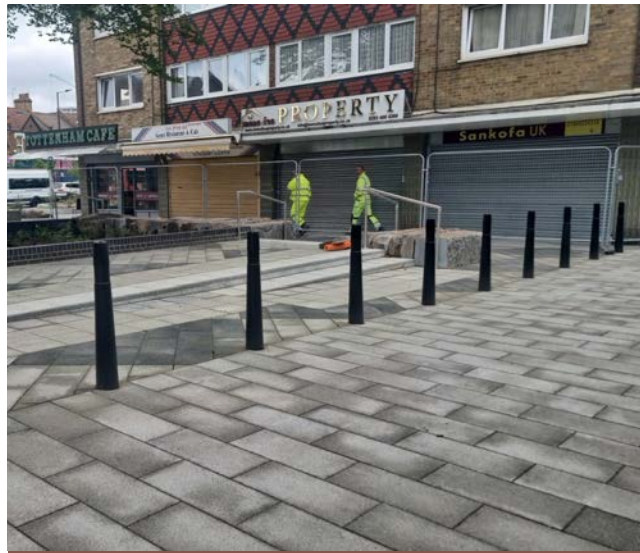
A comprehensive assessment should be undertaken to evaluate the requirements and the constraints of each specific area. Historically a series of measurements have been put in place to avoid vehicles overrunning the pavements. Some of these includes :

- Bollards
- Planters
- Litter bins
- Cycle stands

Other measurements have recently been used to avoid damage to the pavement in cases when it's unavoidable for some vehicles to overrun the pavement (i.e. emergency vehicles and so on) this is typically a layer of reinforced concrete to be laid underneath the pavement slabs.

Enforcement is also an option to be considered. The implementation of red routes and the subsequent CCTV enforcement of parking on the route should be considered. This does however result in the need for additional signage which can add additional clutter to the streetscape

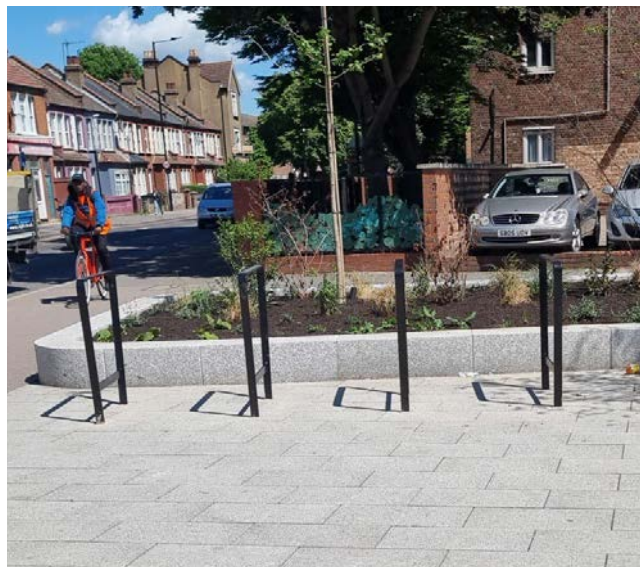
Alongside this document the Council has developed a Footway Parking Policy in 2023. This policy provides a framework for assessing the suitability of footway parking against a series of typologies to ensure footway parking is only allowed in suitable locations.



Bollards in Broad Lane



Planters in Broad Lane



Cycle stands in Broad lane



Reinforced concrete under the paving layer

Bollards

Historic use

One of the most common tools that have been constantly used over time to protect pavements and prevent vehicle overrun is the use of bollards.

Recently developed alternatives

However, currently many London Boroughs such as Kensington and Chelsea or Southwark, are aiming to replace bollards with street furniture corridors wherever possible as a measure to improve and protect pedestrian environments.

Bollards should be treated as a last resort solution and should only be used when all the alternatives have been exhausted.



Correct use of street bollard in Ferry Lane



Excessive use street bollard

Pros

- Discourage vehicles from encroaching onto pedestrian or cycle spaces
- Prevent damage to footway surfaces
- Bollards can offer some deterrence factor from a hostile vehicle, and if rated and tested HVM they can protect pedestrians from accidental or intentional collision

Cons

- Bollards pose a potential hazard to blind and partially sighted people
- Get frequently hit
- Costly to replace
- Cause vehicular damage
- Create clutter if inappropriately placed
- Limited value to local character



EXAMPLES



Alternative to bollards

Street furniture, trees, planters, litter bins, signposts or cycle stands can replace the bollards to deter vehicles from overrunning the pavement, helping to protect and support the public.

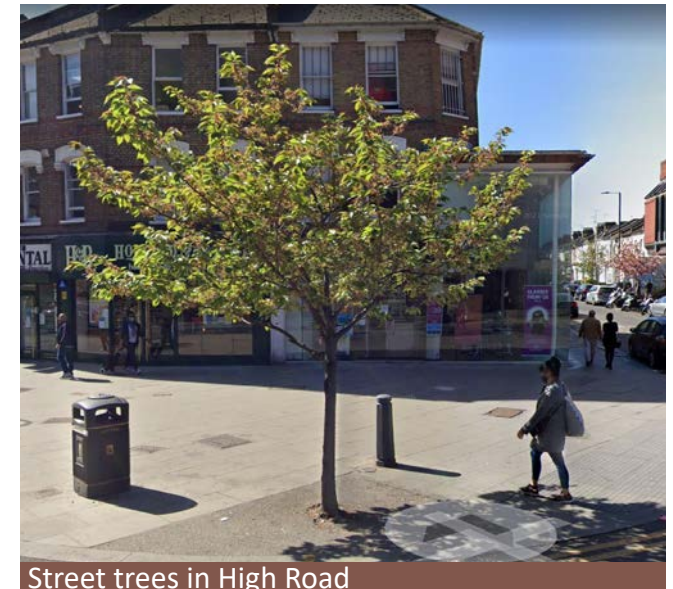
Street furniture should only be provided where it serves a specific function and is appropriate for the location.



Street furniture zone in High Road



Seating and planters in Broad Lane



Street trees in High Road

Seats

Pros

- Improved pedestrian experience
- Provide comfort and place to rest
- Encourage socialisation
- Enhance character of the area

Cons

- Should be placed in adequate space and away from pedestrian desire lines
- Maintenance
- Placing should consider air quality and safety from vehicles
- Could attract anti-social behaviour



Seat in Whymark Avenue

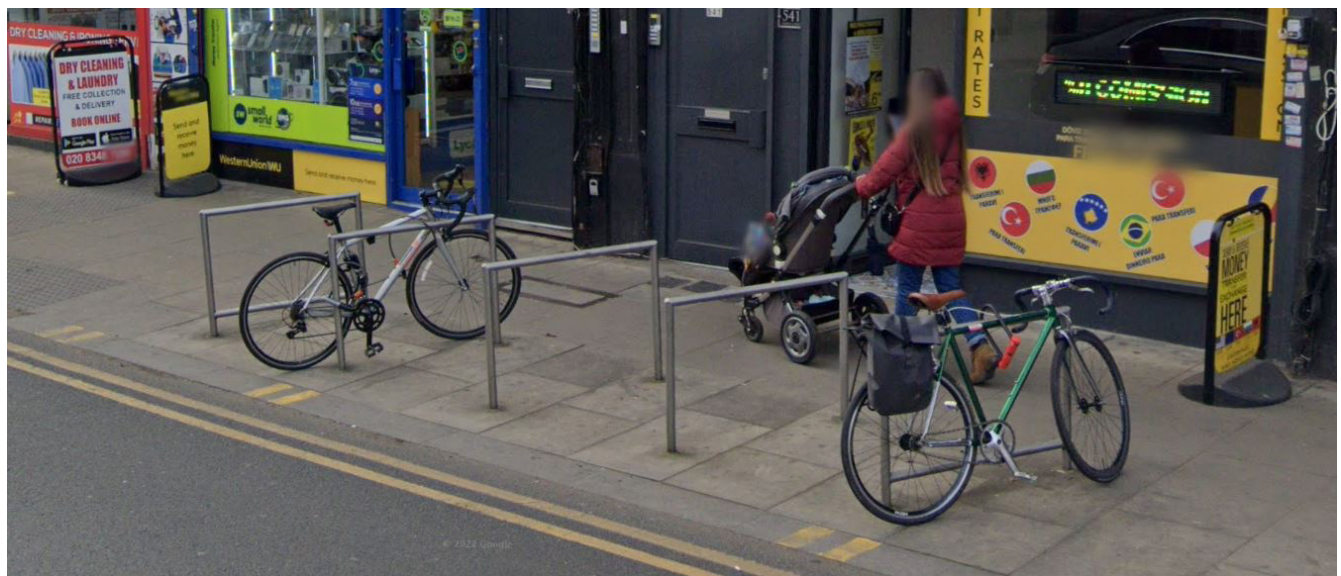
Cycle stands

Pros

- Encourage healthy lifestyle
- Create buffer between pedestrian and carriageway
- Fulfil another function (bicycle parking)
- Provide see-through view when not used
- Well readable for partially sighted street users

Cons

- Must be located in safe, well surveilled and convenient locations
- Must have sufficient space and be placed off the pedestrian desire lines



Cycle stands in Green Lanes

Trees

Pros

- Improve air quality
- Improve street scene and pedestrian experience
- Screen street noise
- Enhance character of the area
- Increase biodiversity
- Establish a sense of place

Cons

- Suitable locations at appropriate distance from underground services
- Routine maintenance
- They need to be installed in consideration with any existing CCTV cameras in the area, as growth and foliage can block camera coverage. A robust pruning regime maybe required

Planters / Planting

Pros

- Improve street scene and pedestrian experience
- Create buffer between pedestrian and carriageway
- Enhance character of the area
- Increase biodiversity
- Screen street noise
- Enliven and soften the built environment

Cons

- Maintenance
- Pedestrian overrun should be considered for flush beds
- They could potentially create a concealment opportunity for weapons and drugs



Trees in High Road



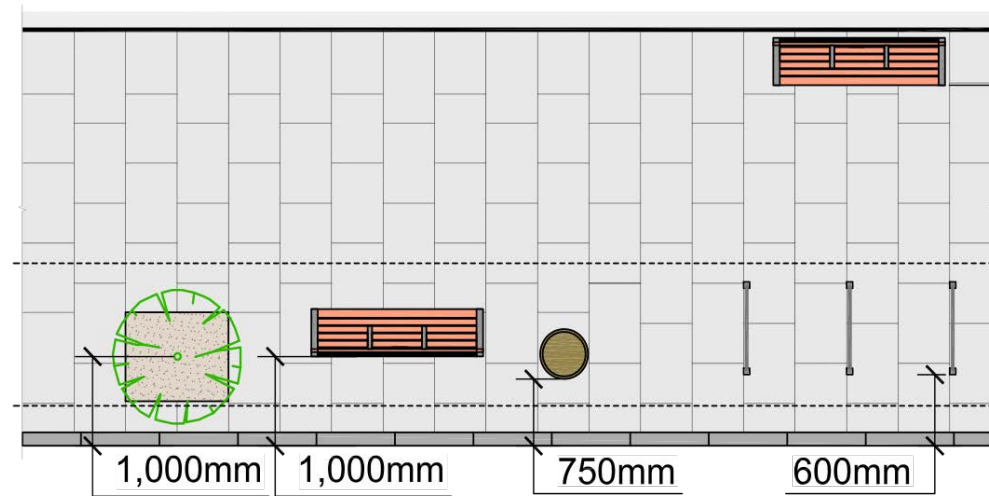
Planting bed in Ferry Lane

Guidance

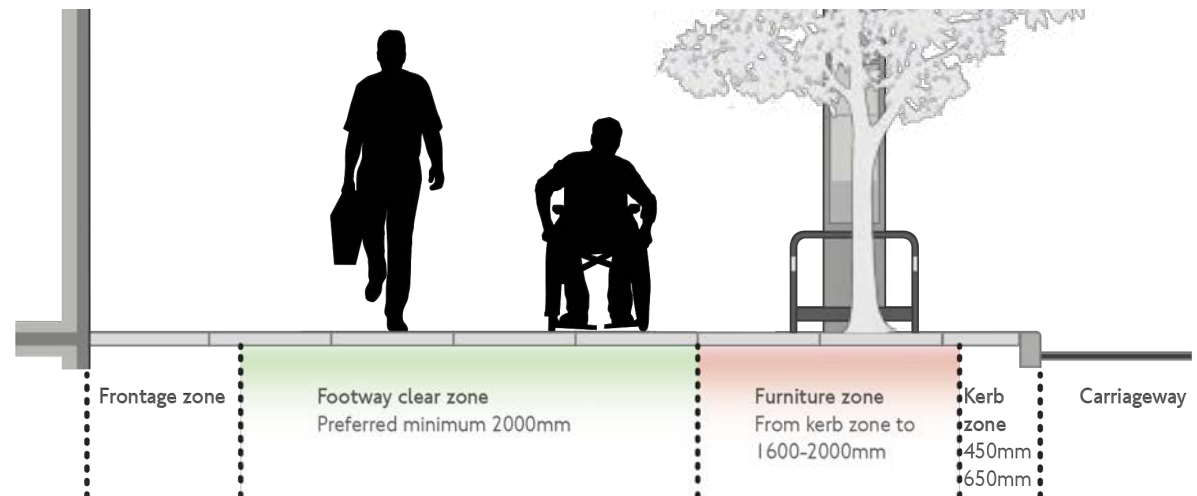
TfL Streetscape guidance

“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”

Source: TfL Streetscape Guidance 2019 - Revision 1



Furniture zone - Plan (Source TfL Streetscape guidance 2019 edition - Revision 1))



Furniture zone - Section (Source TfL Streetscape guidance 2019 edition - Revision 1))

Narrow Carriageway

Residential streets

In narrow streets, in particular residential with narrow carriageway, cars are more likely to park on the pavement due to limited space (i.e.. Engaging with a vehicle coming from the opposite direction).

Bollards are unlikely to be the best solution with narrow pavements as they will impede pedestrians and create unnecessary clutter.

Assessment

The Council's on-footway parking policy identifies a framework for the assessment of the suitability of on-street parking. If on-footway parking is identified as suitable, or there is an on-going specific problem that cannot be addressed through enforcement, it is recommended that a 1m reinforced strip is installed to protect the footway from vehicle over-run.



Car parked on the pavement



1m stronger base pavement

Narrow Footway

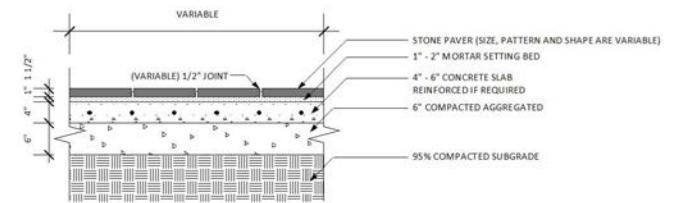
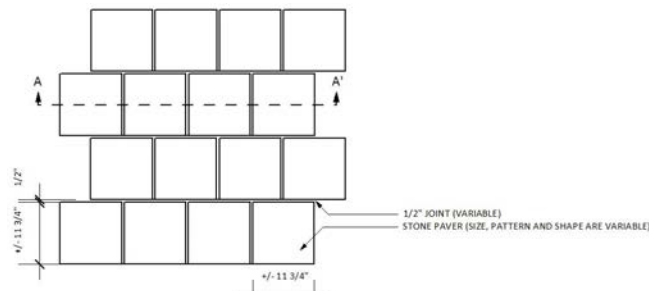
Accessibility

In streets where the pavement width is particularly narrow, bollards or any other street furniture are also unlikely to be used as they will impact accessibility and create unnecessary clutter.

This is another case where it would also be advisable to use a 1m wide reinforced base for the pavements to avoid damages to the pavements and discomfort to the more vulnerable users.



Furniture causing accessibility issues



Reinforced concrete under paving

Reinforced Pavement

Solution

Likely solution for narrow residential street is to reinforce the footways.

Reinforced concrete sub-base can be introduced for 1 metre off the kerb to reinforce the pavement structure too prevent paving slabs from cracking.

Reinforced concrete base

Pros

- Provide robust and solid foundation bearing the load of vehicles
- Prevent damage to footway surfaces
- Provides durability to pavement structure
- Long lasting
- Low maintenance

Cons

- Less permeable
- Potential utility clash
- Expensive to install



Damaged pavement slabs at 471 High Road - 2015

Recommendations

Street typology	Key characteristic	Suggested solution
Residential street	Narrow footpath Kerbs used for parking	Assessment of parking requirements Assessment of loading bay requirement Assessment of c/way and f/way width Reinforced footway
High Streets	Social space to be provided Accessible	Assessment of loading bay requirement Street furniture zone Trees and planting
Mixed use I.e. offices, commercial units, clubs, halls, churches	Loading Accessible	Street furniture zone Trees and planting Reinforced footway

Public Realm Surfaces

General guidance

Surface materials should be seen as an integral element of creating, regenerating and revitalising places and spaces, ensuring cohesion and continuity. In order to achieve this, a limited palette with materials that are simple, robust, appropriate to the local character and fit for purpose should be used.

Recommendations set out in this section are for the following types of surfaces:

- Pedestrian paving
- Alternative footway materials
- Cycling surfaces
- Carriageway surfacing
- Road markings
- Drainage components
- Kerbs.

General surface selection and design guidelines

The selection of surface material should support a place's local identity and choice should take into account safety, maintenance regime and coherence with a wider public realm context. General guidelines on surface selection for all types of uses are:

- Where possible, significant historic surfaces should be refurbished and retained and replaced surface materials should be reused on site or recycled. Efforts should be made to retain and neatly pave around existing items of heritage and local interest such as historic metalwork and locally distinctive paving.
- Loading bay and crossover surfaces should be integrated with the footway surfacing to

maximise pavement widths. However, in areas where overrun might happen, reinforced materials and adequate technical solutions should be applied.

- Creating visual and/or tactile contrast between different zones (e.g. carriageway, cycle lanes, bus lanes, clear pedestrian movement zone, frontage and furniture zones, event or play areas, parking bays) is key to preventing road user conflicts and difficulties, especially for blind or partially sighted individuals and long cane users. Depending on the context, surface delineation can be done using different surface colours, patterns and/or texture, surface level difference (min 60mm), corduroy tactile paving, clearly visible kerbs, studs and/or vehicle barriers (bollards, planters, racks, trees, etc). However, overly contrasted surfaces can have a negative effect on the cohesion and character of a townscape.
- Where appropriate, skid resistance should be assessed, for example when using natural stone on trafficked areas.
- Resurfacing schemes should include areas of private forecourt where the public are able to walk across freely (in dialogue with the relevant landowner). This will ensure footway materials are unified from the back of the kerb to the building edge. Where this happens, the boundary between public and private space should be subtly marked.
- Painted markings should be kept to a minimum to prevent visual clutter and may be replaced by more subtle markings made of setts in contrasting colour, controlled zones or zone

surface delineation, especially in residential, commercial and historic areas that have a high 'Place' value for communities.

- Paving is always laid perpendicular to the kerb line. Surface paving grain/scale and kerb width may be reduced on narrow streets and alleyways.

Pedestrian paving

Carefully selected and well maintained pedestrian paving can tie a whole streetscape project together as well as provide clarity on how spaces should be used. To achieve a consistent quality finish across the whole of Haringey, we have set a policy for all footways to be finished in paving rather than tarmac.

Simplicity and consistency

- Haringey Council requires pedestrian paving to be simple and consistent in terms of materials, colours, patterns and finishes. Wherever possible use a single material across the whole width of the pavement.
- This approach will help a scheme to age better and will aid delivery, management and ongoing maintenance. It will also help tie together the wide range of architectural forms and other streetscape elements within Haringey and reinforce our identity. To ensure a simple finish minimise paving cuts and use mortar specified to match the colour of the paving.
- For greater consistency pedestrian crossing islands should be detailed to be in keeping with surrounding paved areas.

- Avoid coloured surfacing of non-natural tones as the colour finish can fade and be challenging to match after lifting for maintenance purposes.
- Mastic infill may be needed against building edges to avoid gap formation with adjacent surface material but infill width should be kept to a minimum and may be replaced by alternative materials such as natural stones or planting.

Quality workmanship and maintenance

- Paving should be laid to a high standard of workmanship. Poorly laid and maintained pedestrian paving has a negative impact on the visual quality of the streetscape as well

as the user experience. Most serious is the introduction of trip hazards which can put the safety of pedestrians at risk.

- Consider future maintenance requirements as well as the cost and availability of replacement materials at a later date. When refurbishing and maintaining an existing streetscape, infilling existing areas of paving with asphalt surfacing is not acceptable. Replacement materials should match surrounding materials and be laid to a high standard, especially in conservation areas.
- In the interest of longevity, the full width of the paving will be installed on a ST4 concrete sub base.
- Use paving slabs with squared edges to reduce the width of paving joints and opportunity for

dirt to collect and weeds to establish.

- Where areas of paving are vulnerable to high levels of vehicular overrun, large concrete slabs and standard kerb blocks risk to be damaged. Smaller modular concrete blocks, setts, reinforced or thicker paving slabs, widened kerb units, alternative bedding and jointing type, mesh reinforcement or grass cells are more appropriate. For instance, in smaller areas, such as mountable overrun area of compact roundabouts, 200 x100mm concrete blocks or Tegula paving would be appropriate while for larger areas, such as pedestrianised streets, 400mmx400mm modular paving blocks can be considered.



Pedestrian paving and agglomerate - Wood Green Town Centre

Gradients

All footways should ideally have a gradient crossfall of between 1 in 40 and 1 in 60 to allow for drainage. On any pedestrian route, gradients should not exceed 1 in 20 (5%). In exceptional circumstances over relatively short lengths ramps can be as steep as 1 in 12 (8%).

Pedestrian paving palette

A general summary of paving requirements is provided below:

PALETTE

- Standard streetscapes: Concrete paving slabs (600mm x 450/600/750mm), Artificial Stone Paving (ASP) or Fibre Reinforced Paving (FRP).
- Conservation area streetscapes: As standard streetscapes however, in the case of high profile conservation areas, York stone paving slabs or other forms of natural paving may be considered if more appropriate for the setting.

Paving materials selected by project teams must be agreed by our highway team, in addition our conservation team must agree paving materials if the scheme is in a conservation area and/or in the setting of a historic building.

Installation of standard concrete paving slabs

- Lay paving on a new 30mm sand cement bed. Where vehicular overrun may occur the base is to be renewed with ST4 concrete to a minimum depth of 100mm.
- Where localised changes in gradient occur it

may be necessary to cut slabs to achieve a smooth change in gradient. Cuts should be kept to a minimum and in a single straight line. Numerous smaller cuts are to be avoided.

- Cut paving slabs neatly around the back of the pavement adjacent to buildings, around items of street furniture, and along kerb lines to leave joints as narrow as possible (30mm maximum).

Alternative footway materials

Vehicle footway crossovers and overrun areas

Where area of paving may be vulnerable to high level of vehicular overrun, and the use of concrete asphalt is not appropriate, modular concrete blocks or paving may be used.

For small areas such as within the radius of a

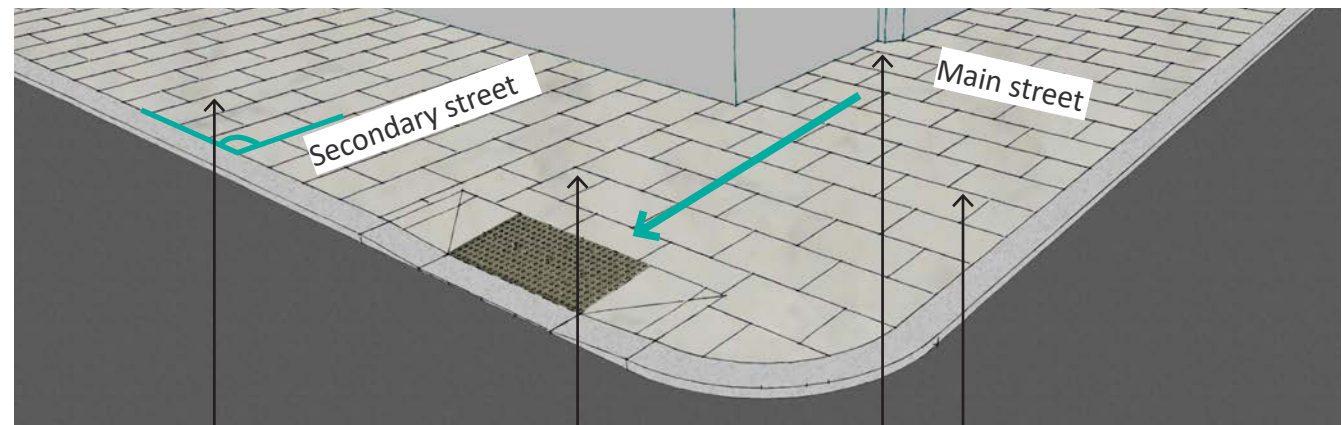
junction, 200x100mm concrete block or regular paving may be appropriate (see palette). For larger areas, 400x400mm modular paving slabs would be more suitable.

For complex vehicle crossovers along an extended section of highway, asphalt concrete shall be used to the following specifications:

- 25mm (AC6 dense 100/150 rec.) surface course
- 50mm (AC20 dense 40/60 rec.) binder course
- 150mm ST4 concrete.

Design guidances on the integration of crossovers are:

- The footway materials used at general footway crossovers must match the materials used on the surrounding footway to maintain a seamless appearance.



General design guidance for slab paving

Paving to be laid at 90° to the kerb

Paving pattern hierarchy to run with main/primary street first

Whenever possible, cuts should be at the back of footpath

600mm x 450/600/750mm Slabs laid in stretcher pattern

- Use reinforced or thicker versions of the paving slabs either side of the crossover where deemed necessary to prevent flag breakage.
- Maintain as much of the width of the footway as possible, with a minimum of 1.2m being used (2m on primary routes).
- The ramp to the carriageway should have an upstand not greater than 25mm adjacent to the carriageway. The ramp gradient should be a maximum of 1:12.
- Some crossovers will have to be designed for heavy duty loads, to cater for heavier vehicles, a stronger surface material than paving slabs will therefore need to be used. In instances such as this either blockwork matching the colour of the adjoining footway or an asphalt surface course, designed to an appropriate construction with edge kerbs should be used. Tactile paving must be provided on either side of this type of crossover.

Vehicle access to properties via the pedestrian footway must be properly accommodated for in the form of a suitably planned and constructed vehicle footway crossover. Informal crossing of vehicles without suitable planning and construction can have a negative impact on the visual appearance, function and safety of the streetscape. No vehicle footway crossover should be introduced without formal approval from Haringey for which set criteria exist.

The process and criteria for applying for approval is set out on Haringey Council website:

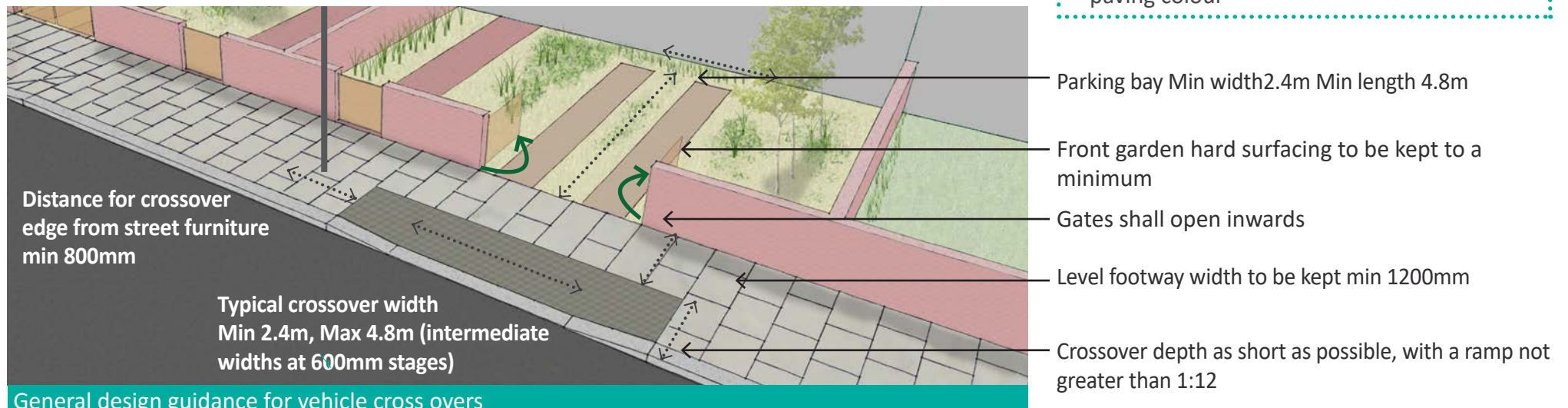
- **Applying for a vehicle crossover**
- **Vehicle Crossover Application**
- **Guidance Notes**
- Should an application meet the criteria set by Haringey, one of our highway engineers will specify the final location and specification of the vehicle footway crossover. This will ensure

consistency of approach across Haringey and a suitable fit within the streetscape.

- The installation of impermeable hardstanding in existing soft landscaped front gardens for parking and other purposes will require separate planning permission. In the interest of the environment and the appearance of the streetscape, the amount of hardstanding introduced to front gardens should be kept to a minimum. Examples of how to accommodate vehicle parking whilst keeping hard standing to a minimum can found at the Royal Horticulture Society website (Front Gardens Designing).

PALETTE

- Refurbishment of whole street:
Footway crossover ramps shall be charcoal grey PCC blocks (65mm – 85mm depth)
- Singular cross overs: Footway crossover ramps shall match the existing surrounding paving colour



General design guidance for vehicle cross overs

Private forecourts

- In the interest of visual consistency along the streetscape in most instances it is desirable for private forecourts to be paved in the same material as the surrounding footway. This is dependent on the forecourt land owner being able to fund or willing for works to be undertaken to the forecourt.
- In some locations the existing forecourt paving may provide an attractive and historic reference and therefore is best retained.
- Install new footway paving at the same level as adjacent existing private paving to remove potential trip hazards.
- To enable easy identification of land ownership and associated responsibilities an integrated demarcation of the ownership boundary is required. This can take the form of either a steel edge detail or steel insets.
- Project teams should take special care when detailing and implementing paving works adjacent to properties with cellars.



Tactile paving - High Road (A10)

Tactile paving

The appropriate tactile paving surfaces should be installed at all pedestrian crossings, at the top and bottom of steps and ramps, at the start of shared footways and cycleways and at bus stops. The layout of all tactile paving will be in accordance with the DfT – Guidance on the use of tactile paving (2007). However, over-provision of tactile paving will cause confusion and discomfort, disbenefit streetscapes and increase cost. Where possible, the street environment should be designed so that minimal tactile paving is required. The project team should be aware of emerging guidance updates and shall engage with operational road safety specialists.

- Use blister tactile paving at all controlled and uncontrolled crossings across Haringey. Use red blister paving at all controlled crossings regardless of the streetscape type. Use charcoal grey blister paving at uncontrolled crossings. However in conservation areas and special streetscapes project teams may consider alternative methods of demarcation in the interest of reducing visual impact on the



Alternative footway material – Ranelagh Road

streetscape.

- Use corduroy tactile paving at the top and bottom of steps and ramps, at the start of shared footways and cycleways and at bus stops.
- Cut tactile paving units on the diagonal to allow for changing gradient, and sit square with the drop kerb.

Tree roots

In areas where paving slabs are not appropriate, such as areas affected by existing or expected lifting by tree roots, alternative materials may be used.

Porous and flexible surfacing smooths over trip hazards and protects exposed roots. Types include porous asphalt, concrete, resin-bound aggregate or rubber surfacing, laid on a sub-base of free draining granular material to allow water to infiltrate.

Service covers

- The use of inset paving type service covers is required in special and conservation



Service cover – Bruce Grove

streetscapes. Inset covers are not required in standard streetscapes.

- In special and conservation streetscapes inset covers should also be used to allow continuation of tactile paving.
- Align service covers with the direction of the paving line.
- When areas are repaved, re align existing service covers, that are five degrees or less out of alignment with the direction of the kerb line.
- Minimise joints around service covers and paving cut to overlap the service cover frame to provide a pointed joint not greater than 30mm.

Asphalt surfacing environment

When there is presence of surrounding asphalt surfacing and the need for consistency, paving slabs may not be appropriate and asphalt concrete shall be used to the following specifications:

- 25mm (AC6 dense 100/150 rec.) surface course
- 50mm (AC20 dense 40/60 rec.) binder course
- 150mm ST4 concrete.

Cycling surfaces

The London Cycling Design Standards (TfL, 2018) should be used for every scheme including cycling infrastructure in Haringey.

Basic requirements

Good surface riding quality is essential for cyclist safety and comfort, whether cycling is on- or off-carriageway. Cyclists need a smooth, flush and skid-resistant riding surface:

- The surface should be machine-laid, avoiding changes of level or 'steps' of more than 6mm, as these destabilise cyclists and are a significant factor in cycle safety;
- Inspection covers and transitions between on- and off-carriageway must be flush, within a tolerance of 6mm;
- The surface should be laid on adequate, well compacted base materials so that subsequent settlement does not occur;
- Pot-holes, rutting and other defects must be rectified immediately through patching, resurfacing or deeper trench reinstatements as necessary;
- Where anti-skid surfacing is used, it should continue over ironwork particularly where cyclists are likely to be changing direction.

Major considerations for surface selection

A standard carriageway construction is appropriate for all cycling infrastructure on carriageway. Some modifications to the surface may be required to incorporate cycle lanes, advanced stop lines, or traffic speed control

measures (traffic calming).

Off-carriageway, cycle tracks and zones shared with pedestrians will have a similar construction to footways or footpaths. But the riding quality of any segregated cycle track should be at least as good as that of the adjacent road to discourage cyclists from using the carriageway instead of their track. Surface materials should be chosen to fit the context. Different construction approaches may be considered in locations where there is occasional use by motorised vehicles, (e.g. loading or maintenance), and where the environment is sensitive (reserves, parks and commons).

In all cases, consideration should be given to:

- The impact of construction and the choice of materials on sustainable drainage (porosity level of surface, binder and base - depending on material grain). Porous asphalt concretes (open-graded) and paving help reduce surface water run-off, spray and ponding. When paving blocks and setts are used, these could be laid on a porous sand or granite dust bedding.
- Responsible sourcing and re-use of construction products, such as recycled and natural materials (crushed rocks, natural sands, gravels, inert waste, railway ballast, incinerator bottom ash, recycled asphalt, concrete glass, plastic and tyres), bearing in mind that certain types and colours of aggregate, for example, may not be local and will need to be transported over a long distance.
- In case of asphalt, reducing use of bituminous materials away from the highway by applying a

surface dressing, or using alternative materials such as resin-bonded and rubber-bonded gravels. In case of concrete, selecting an Environmentally Friendly Concrete (EFC), which minimizes the use of Portland cement.

- Local character and selection of materials appropriate to the context, as covered in local design or streetscape guidance.
- Maintenance of the riding surface should be easy and should repair/replacement be required, the new surface should match the original standard and colour after construction to ensure the facility continues to deliver a high level of service.
- Other surface properties to consider are skid resistance, durability, wheel tracking, cracking/loading resistance, ride quality, structural contribution, tyre noise level, spray control, laying conditions and time of the year.

Surfacing materials

Asphalt surface is the typical choice for cycle lanes in carriageway, and for some footways. Different products are available, each with their own properties. Negative Texture Surfaces (NTS) are preferred and comprise a family of modern asphalt materials which have been developed to provide safe, durable and quieter highway surfaces.

- Asphalt Concrete: In conservation or other sensitive areas, natural stone-coloured asphalt concrete can be used.
- Thin Surface Course Systems (TSCS): TSCS is a generic term covering proprietary surface

course materials that are laid at a thickness less than 50 mm and include SMA (Stone Mastic Asphalt) Surface Course and TAC (Thin Asphalt Concrete), that can come in a variety of colours and texture depths.

Paving may be used to mark short stretches and control cycle speed when required. It may also be used on shared spaces or in special and conservation areas. Suitable types of paving for cycling are:

- Brick or Block Paving
- Natural Stone Blocks
- Granite Setts.

Surface-applied treatments

These are applied to a surface that is already well constructed and in good condition. They seal the surface, improve skid resistance and restore visual/ride quality.

- Micro Asphalt Surfacing, covering the carriageway with a veneer of cold laid surfacing material. For low-used areas.
- Surface Dressing, covering the carriageway with various stone chips (e.g. coloured granite and pea shingle stones), embedded in bitumen or emphasised with a clear binder (synthetic or vegetable-based binder). For higher-used areas.
- Cycle Track and Path Veneer, specialist coloured surfaces in blue, green, red, etc.
- High-Friction Surfacing, often used on raised tables. These bright coloured anti-skid surfacing are not recommended across roads at informal pedestrian crossing points.

Surface materials to avoid

Types to be usually avoided for general cycling use include:

- Ungraded aggregate such as shingle, ballast or scalping - poorly graded materials will be too rough and cycle wheels will sink in.
- Paving slabs/flag, cobbles and pebbles in concrete - poor skid resistance and risks of trips and rocking. Where cobbles need to be retained as a heritage feature, it may be possible to lay 'paths' in different surface material through such areas in order to enable better access for cycles, wheelchairs and other mobility aids.
- HRA (hot-rolled asphalt) is not recommended for cycle infrastructure. Its use has been in decline due to its positive texture, which means it generates more noise than some other treatments, and time and complexity of construction. Additionally, it has a very low porosity.
- Slurry sealing - cheap maintenance layer, suitable for temporary cycling use only.
- Self-binding surfaces are not recommended but may be suitable for environmentally sensitive areas where a bound surface would not be acceptable. They include limestone fines to dust, Coxwell gravel (which has a reddish colour) and hoggin (a well-graded mixture of sand, gravel and clay).

Coloured surfacing

LCDS recommends that coloured surfacing should be used selectively to emphasise road markings, such as the cycle symbol. It may therefore highlight

for all road users the likely movement of cyclists at locations where motorised vehicles may encroach upon or cross their path. It should be reserved for marking and not used for wayfinding purposes.

In London, where colour is used for marking cycling facilities, it should be deep chrome green (No 267 BS381C: 1988) or blue on Cycle Superhighways (RAL5015). However, some boroughs use their own colour palette. For instance, in Walthamstow, a Dutch cycle lane-like red colour is used to highlight main cycle routes and tracks.

The colour of asphalt and bound surfaces depends largely on the colour of the aggregate used. This can be emphasised by using a clear binder – often a synthetic or vegetable-based binder. Coloured pigment can also be added but the colour of the aggregate endures much longer than any added colour, which tends to fade over time as the bitumen is worn from the riding surface. Coloured aggregate may cost up to twice as much as the standard shades of black/grey.

Marking and outdoor sport court paints may be creatively used to draw street patterns in the case of temporary projects and trials reclaiming highway space for pedestrians and cyclists.

Carriageway surfacing

The carriageway has a clear function and therefore must comply with relevant highway standards. However in the interest of making Haringey streetscapes more pedestrian friendly

opportunities to reduce the dominance of the highway should wherever possible be taken.

A tidy and consistent approach to design and specification of the carriageway and all associated elements will go a long way to reduce the dominance and benefit the look and feel of the wider streetscape.

Materials and colours

All carriageway surfacing materials should provide a textured, durable and rut resistant wearing course. It should be smooth, flush and skid-resistant riding surface when shared with cyclists.

- All carriageway surfacing within Haringey should be black. In areas of special interest such as town centres and areas of high pedestrian footfall, other carriageway surface treatments may be acceptable.
- Where existing granite setts exist efforts should be made to retain these. Efforts will also be made to retain and work around existing items of heritage interest such as historic metalwork and locally distinctive paving.
- Asphalt surfacing will be dependent on circumstance but will generally be:
 - 40mm depth of 10mm Stone Mastic Asphalt (SMA) surface course, or
 - 40mm depth of Hot Rolled Asphalt (HRA).
- The use of bright coloured anti-skid surfacing across roads at informal pedestrian crossing points is not recommended as it may create confusion in terms of user priority.
- The use of coloured surfacing with the crossing

area of signal-controlled crossings can be considered as it helps raise awareness of crossing point

Road markings

A consistent standard of road markings is required, as described in Section 4 and Schedule 6 (Road Markings) and the Traffic Signs Manual 2003 – Chapter 5 Road Markings. Further details on markings for cycling are available in the LDSC [Chapter 6] Signing requirements.

For cycle symbols such as the diagram 1057, pre-formed markings are preferred. Inlaid symbols and bright-coloured paving units might be used when surfaces are paved (e.g. for cycle bypasses or shared spaces).

Excessive road markings, can detract from the surrounding pedestrian environment. This is particularly relevant in conservation and special streetscape areas, where road markings might spoil efforts to create a higher quality streetscape. Consideration should therefore be given to the way in which the extent of road marking can be reduced.

In addition to decreasing visual intrusion and saving on materials, removing or reducing markings can help to visually accentuate the width of cycle lanes and reduce the risk of cyclists skidding on road markings in wet conditions.

Yellow lines in conservation areas will be 50mm wide in primrose yellow and in standard and special streetscapes, they will be 100mm wide. TfL may be asked to consider a similar reduction

in the width of red route lines in conservation areas.

Colourful pedestrian crossing

Designers should refer to the TfL 'Interim guidance on the use of colourful crossings' which states:

"A recently conducted TfL research has indicated that deployment of colourful crossings within the street scene could present barriers for people with different visual, cognitive or neurodivergent characteristics.

Therefore, TfL position is to pause the installation of colourful crossings for a 12-month period at both controlled and uncontrolled facilities on the Transport for London Road Network (TLRN)".

Kerbs

General kerb design guidance

Recommendations for the design and installation of kerbs include the following:

- Ensure a consistent and high quality approach across Haringey. All kerbs will be granite, typically 150mm x 300mm with a 125mm face.
- Retain existing granite kerbs that are in good condition, especially within conservation areas where possible.
- Consider the selection of an appropriate kerb height to suit the location within which it is being laid as well as the needs of all road users.
- Use dropped kerbs at all crossings and transition kerbs and flush kerbs to manage the gradient neatly and use the same footway material as the surrounding footway..

- Where space allows, re-align existing kerbs on streets with limited footfall to accommodate partial footway parking, subject to a minimum of 2m of unobstructed footway being retained.
- The absence of a kerb upstand is essential for people using wheelchairs but is potentially hazardous to visually impaired pedestrians who rely on a kerb upstand as a warning that they have reached the edge of the footway. The Accessibility Research Group's studies in 2009, at University College London (UCL), concluded that heights below 60mm could not be detected by some visually impaired users and therefore, the suggested minimum kerb height for delineating footway and carriageway or cycle track is 60mm.

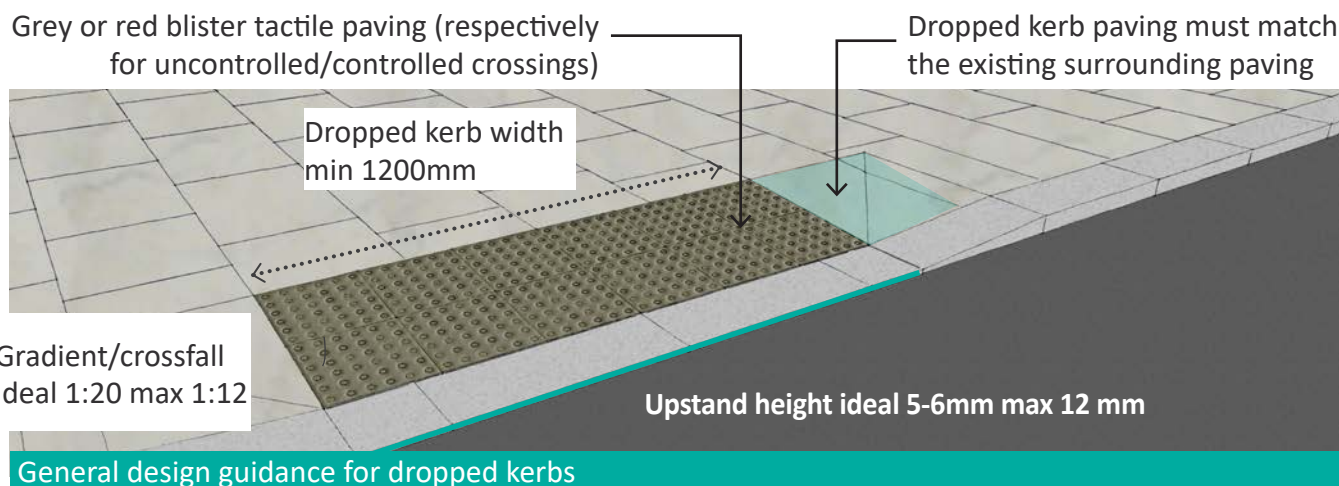
Dropped kerbs

The Disabled Persons Act 1981 requires that all crossing points are step-free. Therefore, dropped kerbs should be fitted at every crossing

point (controlled and uncontrolled) where the carriageway is not raised up to footway level, even in case of low kerbs (min 60mm upstand height) that can still be an obstacle for people with mobility scooters, prams or buggies.

The Disabilities Discrimination Act 1995 requires Councils to install or alter dropped kerbs at every pedestrian crossing point, such that gradients are as shallow as possible. Therefore, it is important that ramps are designed appropriately:

- Do not exceed a maximum gradient of 1 in 12 (8%), and where space allows, a gradient of 1:20 (5%) should be achieved. Do not install very steep dropped kerbs, and amend or remove any existing steep ones as part of new schemes.
- Dropped kerbs should have a standard 5-6mm upstand height, with a maximum of 12mm to assist with surface water drainage. However, upstands of anything over 10mm, parallel to the direction of travel, can destabilise cyclists



and upstands cannot be safely and comfortably traversed by all cyclists when approached at right angles if more than 15mm high, or by wheelchair users if more than 6mm high.

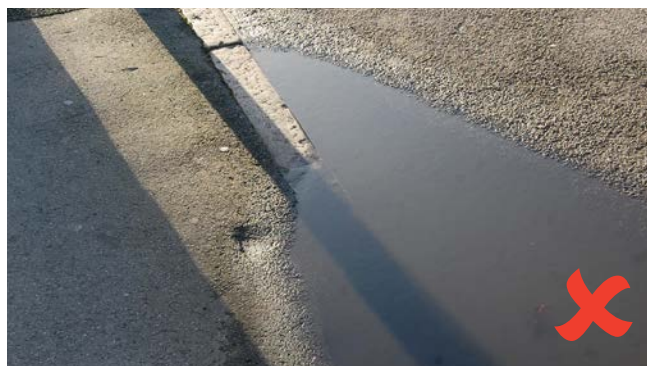
Angled and low kerbs

Along cycle lanes, the use of low or angled kerbs also help maximise effective cycle width, allowing cyclists to travel closer to them without risk of catching pedals on the kerb edge and stop on the edge of the pavement to reach cycling facilities without obstructing cycle movement.

Such kerbs also provide a more comfortable access to people with mobility scooters, prams or buggies.

Drainage components

Inconsistent and poorly maintained kerb lines and drainage channels look unattractive and generate hazards for both pedestrians and vehicles. A consistent, high quality and well maintained kerb line and drainage channel can have a positive impact on the visual and



Prevent ponding at crossing points

functional quality of the streetscape.

Drainage component design

The use of SuDS (Sustainable Drainage Systems) elements such as porous surfaces, rain gardens and swales delay water flow and decrease the peak flow but the infiltration capacity of SuDS and soils have limits, especially in the occurrence of heavy rains. Therefore water overflow needs to be considered. Appropriate crossfalls should be provided and drainage components - such as drains, gutters, kerb, inlets, manholes, grids and gullies - should be well integrated in the public realm and not cause hazard for users.

Considerations for the good design and installation of drainage components include the following:

- Surface water drainage will most likely be affected by road layout changes, particularly footway build-outs and raised entry treatments. If new drainage components are required as part of a scheme, the use of channels and gully pots with grates is the preferred method of drainage in Haringey. Channels and gully grates should be flush with the footway along their entire length.
- Provide safe and accessible drainage access for cleansing and maintenance. Where possible, locations for drainage should be chosen to avoid the need for traffic orders or parking suspensions when carrying out cleaning operations.
- Vertical kerb inlets can be used instead of gully grates to prevent creating hazards for cyclists and other wheel users. Where gully grates

are used, the grating slots should be aligned perpendicular to the direction of travel to avoid cycle wheels from getting trapped in the slots.

- Manhole covers on roads should be aligned so that a vehicle striking a hinged cover in a partially open position shall push that cover towards its closed position.
- Aesthetic linear water drains and channels can be used to mark different zones in open spaces, while open conveyance channels can provide aesthetic planting and play in a townscape.
- Recessed tray covers, sometimes referred to as “inset covers”, can be used to disguise the presence of manholes, inspection chambers and access fittings.

Channels

In the interest of visual consistency, wherever possible, construct new channels from the same material as the carriageway. Efforts should be made to retain and refurbish existing granite sett drainage channels, especially within conservation areas.

Wherever possible, design footways so that



Dish gully replacement - Chesnut Road, Tottenham

run-off drains directly into a channel. Particular care is needed with channel levels to ensure that ponding does not occur especially at crossing points.

Where this is not feasible, include a drainage system within the footway. This should take the form of either:

- Flat channel (preferred to prevent trip hazards),
- U-shaped channels under the footway covered with a metal grating,
- Conventional footway channel or smaller 'yard channel',
- Shallow open channels should be avoided as these can cause trip hazards, especially for the visually impaired.

All drainage components must be designed to prevent trip hazards or accessibility issues.

Gullies



Dish gully replacement - Chesnut Road

Project teams should assess the feasibility of discharging footway surface water into carriageway gullies to avoid the requirement for footway gullies. Consider the alignment of gully grates to avoid danger to cyclists. Cycle friendly gully grates should be used on carriageways and cycleways. Where possible, place gullies away from pedestrian desire lines in the footway. Gullies should not be positioned within the crossing area of a pedestrian crossing point. Footway gully grates should be an appropriate material, design and finish for pedestrian use and should visually complement the surrounding paved surface.

Preferred gully components and dimensions include:

- Carriageway gully covers should be 'Double Triangular D400 Ductile Iron', 500 x 500 x 150mm.
- Footway gully covers should be 'Ductile Iron Hinged D400', 300 x 300 x 100mm.
- Connecting pipe work must be 150mm diameter; laid to a minimum pipe gradient of 1:60, manufactured from vitrified clay. Do not use plastic piping.

During all drainage works, carry out investigations to assess if the connections to the main sewer system have adequate capacity to cope with the additional water run off generated by the scheme. All new gully connections require Thames Water Authority approval.

In terms of gully pots, recommendations are:

- Use trapped gully pots in all circumstances. Gully pots must be made of concrete, 1050mm

deep, and 450mm diameter with a 150mm outlet. They must also be surrounded in 150mm concrete.

- Do not connect new gullies to old gully systems if the distance is more than approximately 5m. Longer distances require a new direct connection to the sewer system.
- With distances less than 5m, connect the new pipe to the existing outlet pipe with a Y-pipe junction, not directly into the pot.
- As the position of the grate is critical for cleansing purposes, place gully frames directly over the gully pot so cleansing and access to the rodding eye is possible.

Catch pits and chutes

- Where there is not enough depth to install a pot, catch pit or chute gullies can be used, but must not connect to another catch pit.
- Do not install chutes in areas subject to excessive leaf fall or areas prone to flooding.



Drainage gully - Boyton Road

Environmental Design

Sustainable drainage systems (SuDS)

Sustainable drainage systems (SuDS) are collectively regarded as a sequence of management practices, control structures and strategies which enable surface water to drain in a manner that replicates the natural environment.

SuDS typically achieve this by mimicking natural drainage techniques and managing rainfall close to where it falls. As well as reducing pressure on conventional drainage systems SuDS introduce many environmental and sustainability benefits including:

- Reducing the risk of urban flooding after periods of heavy rainfall
- Enhancing or protecting water quality (reducing pollution from run off)
- Protecting natural flow regimes in watercourses
- Improving local wildlife habitats and biodiversity
- Encouraging natural groundwater and aquifer recharge
- Creating more attractive and greener spaces
- Enabling better opportunities for climate change adaptation.

In the interest of both the environment and reducing flood risk, explore opportunities for SuDS on all streetscape improvement projects. Haringey Council acknowledges that site and project constraints may restrict the introduction of SuDS on some streetscape improvement projects. Where a project is not suitable a robust justification may be required. Haringey Council insist on the inclusion of SuDS for all streetscapes designed and delivered as part of a wider

development, subject to a planning application.

A successful SuDS scheme will typically use a combination of approaches to achieve the best results. A list of some of the most typical techniques is provided below:

- Wetlands
- Porous surfacing
- Permeable paving
- Naturalised swales
- Wet basins / ponds
- Dry basins
- Dutch tree pits
- Rain gardens
- Green roofs
- Bio retention areas
- Rills and channels



SuDS – Boyton Road

Retrofitting SuDS

SuDS should not be limited to new developments. Existing streetscapes can be successfully retrofitted with SuDS, project teams should explore techniques including:

- Permeable paving surfaces retrofitted around existing streetscape layouts and features.
- Rills, channels and bio retention areas introduced to slow, store and treat surface water.
- Street trees and rain gardens introduced to capture surface water runoff and introduce biodiversity and shade.
- Underground water storage either temporary or long term, as a last resort, without negative impact on streetscape appearance or usable streetscape space.

General guidance for the design and construction of SuDS

Project teams should carefully evaluate site opportunities and constraints before committing to a design. During design development there are many different sources of advice and guidance available to project teams. To demonstrate its commitment to the reduction of flood risk and SuDS Haringey Council has recently invested in the following relevant publications:-

- London Borough of Haringey Flood Risk Management Strategy – Identifies flooding issues within Haringey and makes recommendations for future management.
- London Borough of Haringey Sustainable Drainage Guide – Reinforces Haringey's

commitment to SuDS and provides technical guidance for delivery within Haringey. In addition to Haringey specific publications project teams are also encouraged consult the following sources of guidance during the design process:

- The SuDS Manual (CIRCA C793) - Contains best practice guidance on the planning, design, construction, operation and maintenance of SUDS to facilitate their effective implementation within developments.

- Site Handbook for the Construction of SuDS (CIRCA C698) - Provides guidance on the construction of SuDs to facilitate their effective implementation within developments. In addition to the identified publications project teams can access useful guidance at the following organisations websites:

- Interpave – The precast concrete paving and kerb association provides guidance on the selection and specification of permeable paving. [Website Link](#)

- Environment Agency – Contains various research and guidance publications about SuDS. [Website Link](#)
- Susdrain – Community which provides a range of resources for those involved in the design and delivery of SuDS. [Website Link](#)

Designing for drainage exceedance

It is not economically or sustainably possible to build drainage systems large enough to manage all possible types of extreme rainfall. Drainage exceedance is the term used to describe an occurrence when the rate of surface water runoff exceeds the capacity of a drainage system. When this situation occurs excess water is typically forced above ground, introducing a risk of flooding.

Through careful and forward thinking of surface design it is possible to detail a streetscape in such a way that it sustains or redirects exceedance related water. Subtle modifications to the design of surfaces, kerb heights, property thresholds and other streetscape elements can all be used to better manage drainage exceedance. Interventions to provide additional extreme event capacity for surface water flooding can be identified and considered, for example the use of car parking for temporary flooding.

The flowing of excess water along a streetscape is typically a difficult concept for communities and businesses to accept, and therefore designing for exceedance requires buy-in from project stakeholders. Due to the potential impacts on the whole of the townscape, it is likely to



SuDS – Boyton Road

require input from a range of streetscape related disciplines and professionals.

Guidance on designing for exceedance is provided in the following publications:

- Designing for exceedance (CIRCA C635)
- Managing urban flooding from heavy rainfall (CIRCA C738)

Street trees and planting

Street trees are an integral and often historical component of the urban landscape and as such are valued by local residents. Haringey has a street tree population of approximately 11,500 trees and is increasing the total year on year. These trees provide a range of environmental, economic and social benefits.

Benefits of street tree planting include:

- Enhancing quality of life through promoting a sense of well-being and so promoting health.
- Providing shelter, shade, colour and scale to the built environment.
- Linking areas of green space and supporting green infrastructure.
- Improving air quality by filtering airborne dust and pollution, including PM10 particles that pose a long-term threat to health.
- Framing key views within townscape.
- Providing shade and reducing temperature extremes at street level by absorbing heat as energy for transpiration.
- Providing a buffer between the footway and the carriageway.
- Acting as a screen, increasing privacy in

residential roads and gardens and giving the perception of reduced traffic noise.

- Providing a 'carbon sink', converting carbon dioxide into oxygen and organic matter, increasing the quality of the air on a local basis.
- Providing food and habitat for a broad range of wildlife, increasing the nature conservation value of the area.

The London Borough of Haringey Tree Strategy details our approach to the management and enhancement of tree stock and provides guidance to other parties in Haringey that have a responsibility for trees. The strategy is there to ensure trees within Haringey are managed in a pro-active and systematic manner. This approach will lead to improvements in tree health and provide a more sustainable tree population. Haringey Council also has its own arboricultural team who can provide direction to project teams on suitability of tree species, location and maintenance requirements for street trees.

Planting the 'right tree in the right place' is one of the principal objectives of the Mayor of London's Tree and Woodland Framework for London and the Government's Strategy for Trees, Woods and Forests. The careful selection of appropriate tree species and planting location is essential to minimise future nuisance issues and unnecessary maintenance costs.

The selection of street trees is guided by their mature size, water demand, crown shape and future management requirements. Appendix 7 of the London Borough of Haringey Tree Strategy contains a list of tree species suitable for streets.



Tree planting – Sussex Gardens

The list is not definitive and additional species should be considered to mitigate predicted increased temperatures and where they have shown to be appropriate for street tree planting.

General guidance for designing with street trees

The design and specification of tree planting proposals will vary according to site conditions and constraints. To ensure the suitability of design proposals project teams are required to review Haringey's tree strategy and consult with our arboriculture team at both concept and detailed design stage.

Species and form can be selected to complement the surrounding streetscape by taking the following into consideration:

- Trees can play an important role in framing and creating new and existing views and vistas.
- The relationship between tree species and style of architecture, e.g. Haringey's London plane and lime trees were planted in the Victorian era.
- Not all streets are suitable for the introduction of trees. They may have a negative impact on the character of a street, conservation area requirements, the relationship between the form of the streetscape or obstruct locally significant views and vistas.
- Pest and disease resistance of tree species. It is likely that the impact of pests and diseases will be heightened if a single species is used throughout a scheme. The overuse of monocultures can allow diseases to spread faster and should be avoided if not required for

heritage/character.

- Biodiversity value of individual trees (birds, insects etc.) and also connectivity of habitat networks.
- Do not plant trees where they are likely to obscure lampposts, street signs, CCTV cameras or sight lines at junctions and pedestrian crossings.
- Practical and seasonal constraints on maintenance (bird breeding etc.).
- Smaller plant material establishes better than large material often introduced for instant impact.

- Select trees with an appropriate size and form to help to reduce future maintenance issues and ensure that the tree can remain in the chosen location long into the future without harming its surroundings.
- Smaller growing or more compact and fastigate varieties of tree genus, commonly grown as larger trees can provide the desired effect without introducing site constraints associated with traditional varieties.
- Consider trees in relation to species that are susceptible to dropping excessive debris that cause increased street maintenance,



Tree planting – Green Lanes

When specifying larger trees the following should be given special consideration:

- Level of shade the tree will introduce
- Future pruning requirements
- Ability to carry out likely maintenance requirements given the proposed location
- Future conflict with highway sight lines and high sided moving vehicles, e.g. buses, HGVs
- Likely root impact on surrounding paving and built form

The following criteria should be considered for species selected for street tree planting in close proximity to built structures:

- Low water demand
- Non-aggressive root system
- Small or compound leaves
- Upright form
- Tolerant to urban stress and pollution
- Small fruits

Tree layout considerations

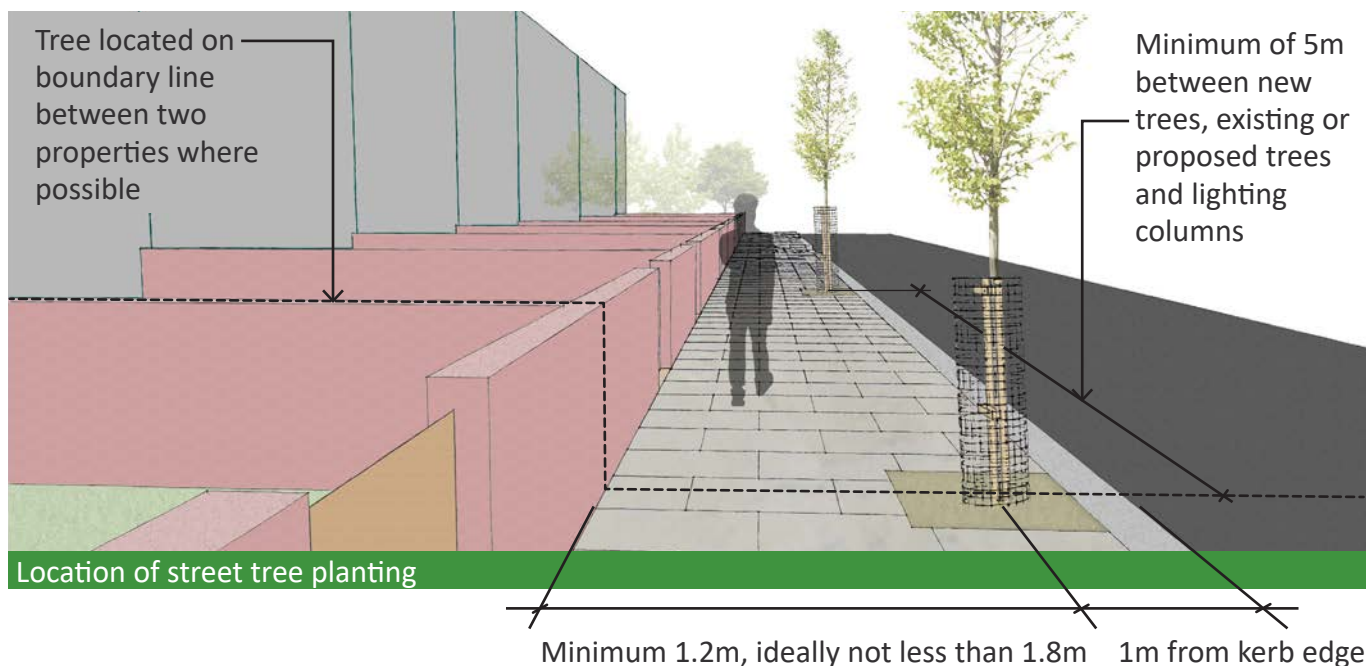
- Trees should be located and selected so that tree pits do not cause damage to underground services. To inform species selection and suitable location undertake a full assessment of local underground services including trial pits.
- Where utilities equipment restricts planting locations, ensure tree planting proposals retain coherence and do not result in a scattered approach. Revisit the planting proposal following a trial pit assessment to identify alternative locations which support the integrity of the original proposal.
- Specify species and layout to sustain future

contextual changes, such as increased traffic and surrounding built form.

- A minimum footway clearance of 1.2m adjacent to the base of the tree is required to retain accessibility.
- Where practicable site tree trunks at least 500mm away from the face of the kerb and located so that planted trees do not interrupt key vehicle sight lines.
- Allow a minimum distance of 5m between new tree pits and existing or proposed trees and lighting columns.
- Locate trees adjacent to the boundary between two properties, where practicable so not to interfere with any existing or future access requirements.

Tree specification and planting

- Haringey Council's preferred planting size for street trees is 12 to 14 cm girth heavy standards with a 2m clear stem.
- Consider specifying larger stock where immediate impact is required, or space for a larger tree pit exists.
- Design and specify tree pits in accordance with the diagram provided.
- Tree pits for heavy standard trees should be 1m³, 750mm to 1m in depth where practicable. This can be reduced to 800x800x800mm in grassed areas.
- Back fill material should meet the relevant British Standards:
 - Top soil – BS 3882.2007



- Compost – Composting Association PAS-100 Accreditation Scheme and the Quality Protocol for Compost (2007)
- Consider the use of specialist tree soils capable of being compacted to sufficient strength to support pedestrian and light vehicular traffic as a way of extending the size of the effective tree pit volume beneath the paved surface.
- The inclusion of a perforated, black coloured, irrigation / aeration tube and a simple drainage layer in the base will assist tree roots to take water.
- Include root barriers and containment techniques when planting in close proximity to services, to prevent root development from interfering with underground services or nearby structures.
- Trees should be double staked. Stakes to be round chestnut, 500mm below ground and 1.5m above. Secure stakes to the tree at two locations and secure in the ground so not to cause damage to tree roots.
- Surround tree trunks with 1.5m steel mesh protection secured to tree stakes.
- Any alternative staking or steel mesh protection would be considered subject to agreement with the arboriculture officer.
- Consider a bare earth finish or compacted hoggin in residential streets and areas of low pedestrian activity, Consider bound gravel in areas of high pedestrian activity, limited footpath width or in high profile and special streetscapes Lay tree pit finishes flush with the footway and the base of the tree. Metal tree grilles should be avoided.

- Never install paving to the base of the tree. Leave a non-paved area of at least 0.5m either side from the base of the tree.

Existing street trees

- Establish whether any existing trees are subject to a Tree Preservation Order (TPO) at project inception. Such an order will normally prevent the removal of the tree and have a restriction on the works that can be carried out around the tree.
- Similarly when working within a conservation area removal of, or works to, existing trees may be restricted.

- Contractors should plan and undertake their works in accordance with the requirements of NJUG 4 guidelines 2007 or BS5837:2012 Trees in relation to design, demolition and construction.
- When a tree is at the end of its useful life it should be assessed as to whether it should be replaced like-for-like. Sometimes a like-for-like replacement is essential to maintain character, however, it could have been the wrong choice originally, either badly placed or wrong species or size. Haringey Council's arboricultural team will be able to advise.

Minimum tree girth 12cm

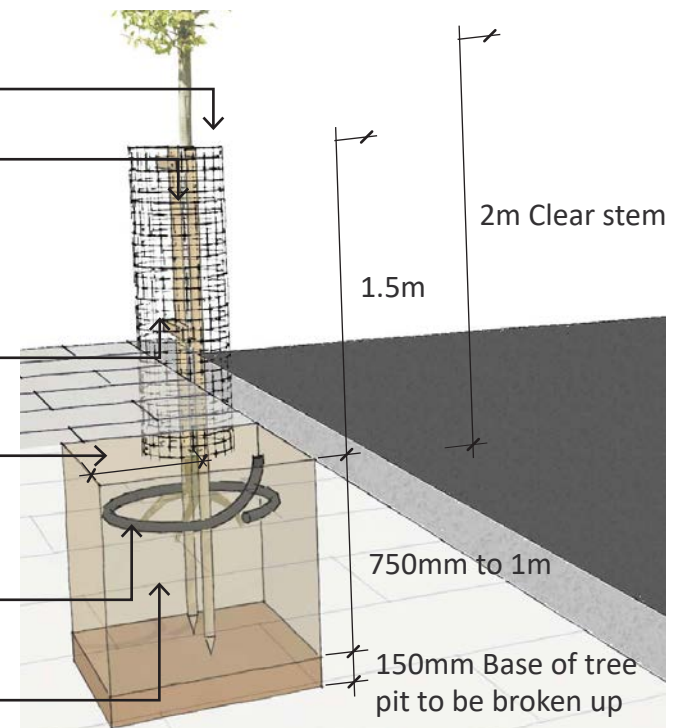
Two chestnut tree stakes, secured to tree at two locations, 1.5m above ground and a minimum of 500mm below ground

1.5m high steel mesh protection, securely fixed to tree stakes

500mm non-paved area around base of tree where practicable

Perforated irrigation /aeration tube, colour black, to be placed around tree roots, top of tube to be flush with surface finish

1m³ tree pit where practicable



Tree planting detail

Ornamental planting

Whilst tree planting is preferred by Haringey Council for streetscapes, as part of high profile and special projects it may sometimes be appropriate to introduce areas of ornamental planting.

Ornamental planting has a different effect on the functionality of the streetscape and requires a different approach to maintenance. It therefore requires strong justification before inclusion in a scheme. Should ornamental planting be justified

it should be designed so that it:

- Requires minimal maintenance and can ideally be cared for as part of an existing maintenance program.
- Is not reliant on the introduction of an artificial irrigation system.
- Provides structure and interest throughout the year.
- Does not have a negative impact on pedestrian or vehicular visibility.
- Will not make the collection of litter difficult for

street cleaning teams.

Streetscape planters

Haringey Council recognises the aesthetic benefits that temporary and permanent planters bring to the streetscape. Planters and others elements such as hanging baskets or window boxes can be used, where appropriate, to highlight significant buildings and provide seasonal colour. They should be sensitively located, particularly in the vicinity of historic buildings, and are an integral part of the streetscape design. All planting will require ongoing maintenance, including regular litter picking, watering as necessary, weeding, pruning, thinning and replacing dead plants and should only be installed if there is an absolute commitment to their ongoing maintenance. Therefore on maintenance grounds we do not



Mature avenue – Princes Avenue



Litter collecting in planting

actively encourage the use of planters and hanging baskets unless there is community support to take ownership of them.

General design guidance for the use of planters

- Locate planters away from pedestrian desire lines or areas of high pedestrian footfall.
- Do not obstruct vehicle sight lines. Project teams should take the estimated mature height of the proposed planting into account when reviewing the impact of planters on sight lines.
- The planter material must be suitably robust for use on the public highway.
- Select the material, shape and finish of the planters to be in keeping with the surrounding streetscape and buildings. Consult the Haringey Council conservation/planning team if planters are proposed in a conservation area.
- Consider replanting operations if temporary planting is used for seasonal interest, including the aesthetic quality of the planters between seasons when not planted. If the planters are temporary, agree and programme their removal date prior to installation.
- Only fix or support planters to structures that are structurally suitable. Project teams shall therefore consult with a structural engineer prior to the installation of all planters that have loading implications on surrounding structures.
- Do not fix planters to or support by other items of street furniture unless they are structurally suitable. The manufacturer of the item of furniture which the planters are to be fixed to and/or a structural engineer shall therefore be consulted prior to installation. If fixed to an

item of street furniture the planters should not impact the use of the item.

- Examples of this include:
 - Reduced visibility for drivers when placed on guard railing adjacent to the highway,
 - Constrained lighting levels or spreads when planters are placed on columns under lighting units.
- Project teams should explore the opportunity for sponsorship to mitigate the costs associated with the maintenance of planters.
- The ease of maintenance;
 - Planters are susceptible to drying out, therefore locate planters in a position that allows safe access for watering of the planting, which includes a suitable place for maintenance vehicles to park during these operations.
 - Consider drought tolerant species to reduce the number of watering visits required during the summer months.
 - Consult Haringey Council's parks and

maintenance teams to ensure the planting material is suitable and to plan the on-going maintenance implications of the planters.

Alternative use of planters - To support hospitality

To support Haringey's hospitality businesses, alfresco dining, aimed at helping businesses re-start trade quickly and safely whilst social distancing measures remain in place is actively supported. However, tables and chairs placed on footways by businesses can reduce the space available for pedestrians and negatively impact on accessibility, particularly for more vulnerable road users moving along the footway. Also, where there is no room on the footway, some pedestrians are stepping out into the road putting themselves at risk of a collision with a motor vehicle travelling along the road

Some forms of barriers are therefore required



Street planter – Church Road

to protect pedestrians, a common option of which is using planters. The adjacent picture shows examples of this use of planters. In these circumstances planters will be dealt through either direct discussion with the council and or via the tables and chairs licensing process.

The following should be considered as outline specification for this use of planters to support hospitality. But could still be subject to risk assessment, safety audit and approval of the Highway Authority.

- Min weight of planters 30kg when filled with soil to protect from vehicles (and provide deterrent against hostile vehicle attack, where appropriate)
- End planters should be min 50kg to protect from vehicles
- Reflective strips on end planters to ensure visibility at all times
- Size of planters should be between 250-500mm wide and 800mm-1.2 high
- Planters should be sustainable and robust
- There should be no gaps between planters
- Plantings should not impact on visibility

Public Realm Features

General design approach

If successfully designed and co-ordinated, street furniture can complement a scheme and encourage positive pedestrian activity. Without a co-ordinated approach, street furniture can clutter a streetscape, detracting from the visual, architectural and landscape character of an area. It can also create an environment, which is difficult and unpleasant to use.

Maximise the amount of footway space available

- 2m of clear footway width should be maintained generally. Exceptionally, an absolute minimum of 1.2m might be acceptable in areas of low levels of pedestrian activity and where there is an obstruction, over a maximum length of 6m. For guidance on footway widths and

pedestrian comfort levels, refer to TfL guidance 'Pedestrian Comfort Levels for London'.

- Locate street furniture within a 500-2000mm wide zone, which is set at least 450mm back from the kerb line, to prevent potential damages caused by passing vehicles.
- Minimise the number of obstacles on the footway that may be hazardous to pedestrians, particularly the vision and mobility impaired.

Rationalise the location and overall number of elements

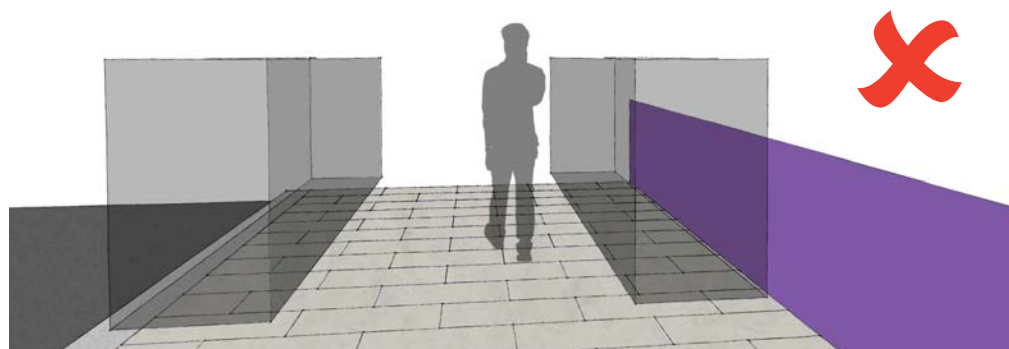
- Street audits are a useful tool for identifying items suitable for relocation, removal and replacement.
- Consider attaching street lighting to buildings where feasible.
- Combining elements of street furniture can

prevent duplication of posts and structures.

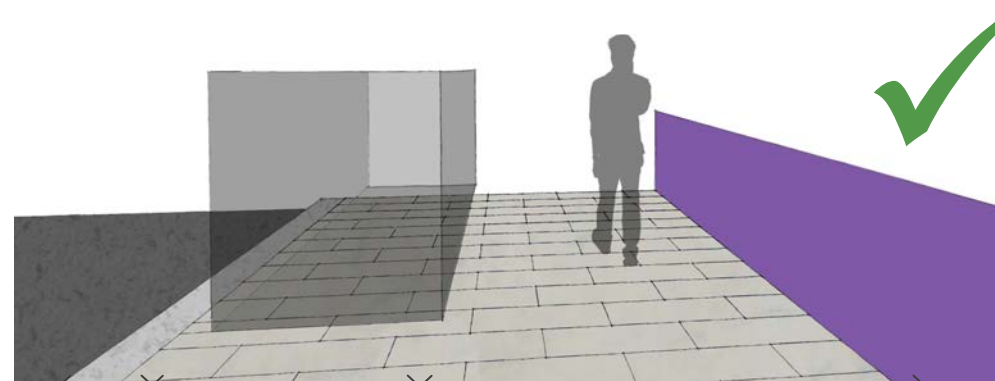
- Remove redundant elements of street furniture.
- Control and remove unauthorised elements.
- Avoid placing street furniture in the queuing zone of ATM machines.
- Ensure alfresco dining and A-boards do not obstruct the clear footway area by clearly demarcating spillout spaces and private forecourts (e.g. studs).

Reduce amount of guard-railing and bollards

- In consultation with Haringey Council's Highways Service.
- Consider using other forms of street furniture as way of restricting vehicle movement.
- Use reinforced kerbs in place of bollards as a way of managing occasional vehicle overrun.



Use of a single street furniture corridor reduces potential risks for visually impaired pedestrians, as well as making it easier for mobility impaired users to manoeuvre along footpaths.



Kerb zone 450-650 mm	Furniture and planting zone 500-2000mm	Clear pedestrian movement zone ideally \geq 2000mm min 1200mm
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Introduce a sense of visual order

- Use one consistent style of furniture unit.
- Consider selecting furniture types from one manufacturer's range.
- Where possible street furniture is to have a black finish.

Integrate into the wider streetscape

- Avoid interference with pedestrian desire and sight lines.
- Consider the relationship with surrounding street furniture and highway features.
- Avoid street furniture that will be affected by short term design fashions.
- Where possible retain and refurbish historic items of street furniture that contribute to local distinctiveness.

Consider security implications

- Consider the potential for anti-social use of street furniture and associated impact on adjacent residents and business.
- Protect civic and crowded places and spaces with rated and tested hostile vehicle mitigation (HVM).
- Rated and tested HVM also requires a Vehicle Dynamics Assessment (VDA) to be completed to determine what standard of HVM can mitigate the threat.
- Avoid locating street furniture in locations that may aid unauthorised access to adjacent properties.

New schemes and refurbishment or maintenance

- For new footways, or adjustment to existing footway, footway width should be maintained at 2m minimum (1.2m acceptable absolute minimum on low activity footways and over a maximum length of 6m on approach to an obstruction that may narrow the footway width on primary routes.
- To ensure consistency, when an item of street furniture is being replaced as part of a new scheme, all of the surrounding items of street furniture within the streetscape should be replaced to match.
- Where a single or small proportion of street furniture is in need of replacement, during refurbishment and maintenance works, it is acceptable to replace these items with products to match the surrounding existing retained street furniture.

Guardrails

- Traditionally, guard-railing has been used to channel pedestrians to a safer section of road, where they can cross safely, and to stop pedestrians from spilling onto the road in areas of high activity, such as outside stations and in town centres.
- However, guard-railing can potentially lead to pedestrians crossing the road at difficult locations to avoid walking additional distances especially at staggered crossings. Guard-railing also decreases the effective width of the crossing and can lead to pedestrians queuing onto the carriageway. Guardrails can be especially hazardous for cyclists as they block a potential escape route in the event of collision.

- When installed in incorrect locations, pedestrian guard-railings can introduce the feeling of severance along sections of road. In addition, they may reinforce the feeling that these sections of the road support high speed traffic and therefore discourage pedestrian use. Do not use guardrail as a means of discouraging footway parking, footway overrun or in single standalone panels.
- Pedestrian guard-railing has been installed for a number of incorrect reasons in the past, and can significantly detract from the quality of the streetscape. Seek opportunities to remove redundant guard-railing in locations where it is not essential as long as removal does not compromise pedestrian safety.
- Local Transport Note 2/09 Pedestrian Guard-railing provides an assessment framework that includes a road safety audit, starting from the assumption that all the guard-railing is to be removed.
- Project teams should explore alternative methods of traffic and pedestrian management before reverting to the installation of guard-railing. Examples of locations where guard-railing should be considered include:
 - Near the entrances to schools, parks, play areas, sport centres and other youth facilities.
 - At the ends of alleyways where pedestrians, particularly children, could inadvertently walk/run into the path of vehicles.
 - On streets with a high vehicular speed where pedestrians are deflected from their desire line to a safer crossing point.

- Where pedestrians need to be protected from a significant change in level.
- Where guardrails need to be retained, they should be kept clear of all obstructions such as planters, banners or signs, which impact on visibility and therefore create a road safety hazard, especially for more vulnerable users. Introduce a greater level of consistency by using a standard guardrail type and where replacement guard-railing is required.
- Standard sections of galvanized steel guardrail:
 - Should be black powder-coated finished, unless local conservation restriction requires the use of an alternative colour;
 - Must contain offset verticals to enhance visibility of pedestrians.
 - Must be screw-fixed to posts, not welded, to facilitate replacement, with all fixings to be countersunk and flush.
- Removal of guardrail does however, reduce opportunities for informal cycle parking and at least an equivalent number of stands should be re-provided in the vicinity, while creative parking solutions such as the re-use of guardrail as cycle stands may be considered.



Railings - Crouch En

Street lighting

Street lighting is an essential part of the streetscape and should provide a statutory level of illumination in accordance with the classification of the road or streetscape where it is installed.

Street lighting should reflect the functional use of the street. The height and form of lighting should respond to the route hierarchy, width of street, land uses and the urban character. Traditional styles of lighting may be appropriate within some conservation areas, whilst more contemporary forms can respond to the vibrancy of special streetscapes.

All illuminated equipment proposals should be agreed by the Haringey street lighting team.

Illumination's levels shall be as per Haringey's Lighting strategy.

Multiple benefits

As well as fulfilling the statutory levels of illumination, lighting schemes can:

- Provide a functional level of light for pedestrian way finding;
- Increase actual and perceived levels of safety and security;
- Emphasis streetscape character and features;
- Create a sense of place and seasonal change.

Design considerations

Project teams are required to consider the following when designing lighting schemes within Haringey:

- Use of lighting to enhance townscape and provide route definition;
- Opportunities to highlight local features and characteristics, especially landmark buildings and town centre gateways;
- Lighting of public open spaces adjacent to key pedestrian routes to provide a feeling of security.

During the design process, the day time impact of lighting units and columns should also be considered. This should include:

- Visual impact of lighting units and columns during the day, which should be minimised. If possible lighting columns should be sited so that they do not interfere with scenic views and views of buildings or monuments of architectural or historic interest,
- Use of lighting columns for attachment of additional equipment (such as signage, CCTV, wifi, etc.), to reduce street clutter. Attaching equipment to existing columns is subject to appropriate structural testing and agreement by Haringey's lighting team. Attaching equipment to new columns is as per Haringey's Lighting Strategy.
- Provide higher specification of columns at key junction points to allow for the attachment of banners, signage or additional pedestrian light fittings.

Lighting locations

Away from the public highway additional illumination may be required in areas where there is a high level of pedestrian activity, such as:

- Public transport waiting areas
- Around public buildings
- Along busy pedestrian footpaths
- In public amenity and recreation areas
- On routes or places that the public may perceive to be unsafe
- On narrow footpaths the preferred location for new lighting should be at the back of the footway to maximise clear footway width. Exceptions to this include locations where the column would obstruct windows or compromise security of the adjacent property.
- On narrow footways, which are primary pedestrian routes, or in high profile pedestrian areas, consider attaching wall-mounted pedestrian lighting to existing adjacent buildings and/or structures. However, this will require the agreement of the building owner. This may also be considered in locations constrained by the presence of, or access to underground services.

Lighting positioning

The layout of street columns should generally be in accordance with the current edition of BS 5489-1 Code of Practice for the design of road lighting, for the road type and geometry.

- The selection of opposite, staggered or single sided column layouts should take account of the needs of pedestrians and cyclists to achieve the required luminance on footpaths or cycle tracks as well as the carriageway itself.
- Position lighting uniformly along a street or within a space. Light fixtures and columns should be similarly uniform in type and

spacing.

- Provide a gap of 75-100mm between the column and any adjacent structures. Where columns have to be located at the front of the footway, set back from the kerb edge to the minimum standards stated in the current version of BS 5489-1 Code of Practice for the design of road lighting.

Lighting types

- All new street lighting will be LED. In most locations a standard street lighting column with a height of 6m, 8m or 10m will be used, with an Axia LED or TRT Aspect lantern.
- A lower column height with an Axia or TRT Aspect lantern will be used in some circumstances where there is an issue of light spill into adjoining properties.
- There are some locations within Haringey where exceptions to the standard street lighting columns will be required e.g. some town centres and conservation areas. In these exceptional circumstances, a different style will be used.

The Streetscape Palette presents examples of the type of street lighting that should be used on Haringey's streets.

Lamppost protections

- Paint columns black unless local conservation restrictions require the use of an alternative colour.
- Visibility bands may be required in areas of high pedestrian flow or where columns are positioned on pedestrian desire lines.

- Lighting units should also meet the latest standards for power, crime reduction, pollution prevention and ease of maintenance.

Energy supply

The preference for all illuminated equipment on the highway is for it to have a direct electrical board supply. In locations where this may not be practical, like on a traffic island, an indirect supply should be used. This should be via an existing street light (or other appropriate equipment) if within approximately 10m. For distances further than this, a feeder pillar should be used. The feeder pillar should be suitable for purpose and should be fitted with a hinged door and anti-vandal locks. Ensure the tops of feeder pillars are angled to prevent litter being deposited.



Standard street lighting unit - Russell Road

Wayfinding

General guidance

- Signage should provide clear and unambiguous information which is easily understood by all road users, whether they are residents or visitors to Haringey.
- Review all signage as a whole, when undertaking any scheme, with the overall strategy to use the fewest number of signs, the smallest sized signs allowed and to minimise the use of illuminated signs (as opposed to reflective). Remove unnecessary or duplicated signs and posts.
- The design and installation of traffic and some pedestrian signage is governed by the Traffic Signs Regulations and General Directions (TSRGD) and the Traffic Signs Manuals. Project teams should also apply good practice principles so to avoid introducing unnecessary physical and visual clutter.
- Position signs so that they are clearly visible.

Use a minimum post mounting height of 2.15m on pedestrian routes and 2.4m when shared with cyclists. Where possible mount signs on existing columns/posts, and back-to-back where structurally sound.

- Mount signs a minimum of 1.5m high and secure permission from the owner when attaching signs to walls, fencing or similar structures,
- All sign posts should be black powder-coated finished, cut and capped so they do not extend beyond the top of the sign.
- Set posts and signs 450mm back from the carriageway kerb edge and where possible use a singular post to minimise footway obstructions.

Pedestrian signage

- Haringey Council will be continuing the TfL 'Legible London' signage strategy for some streetscape schemes in town centres and areas of transportation interchange. Legible London is a system of pedestrian signs that locates

users, maps surrounding facilities and points of interest and estimates journey walking times. This is presented in a recognisable format that helps achieve a consistent signage strategy for the whole of London.

- Use 'Legible London' Finger Post units where 'Legible London' Totem is not suitable:-
- To introduce a greater level of consistency a standard finger post signage unit in a black finish has been identified for use in all areas except for some town centres where alternative styles may be used.
- Locate posts so not to cause obstruction or create pinch points and maintain a minimum unobstructed footway width of 2m.
- To reduce street clutter locate signs on other structures such as lighting columns or walls.

Gateway signs

- Gateway signs define the entrance to Haringey and provide a clear image and identity. Where feasible, install gateway signs on all roads when entering Haringey.



Pedestrian finger signage - High Road (A105)



Gateway sign – Wood Green



Street name plate – Sussex Gardens

- Haringey Council can provide specifications for gateway signage and should be consulted prior to installation.

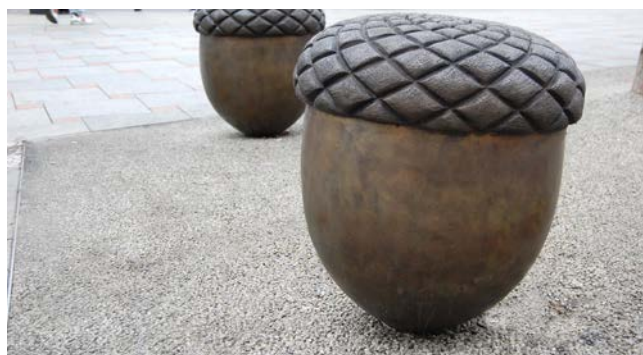
Street name plates

- It is important that street name plates can be seen and easily read by all road users, but particularly the emergency services, those making deliveries and visitors to the areas.
- To introduce a greater level of consistency and legibility a standard design of street name plate exists for use on all streetscape types except for conservation areas where care should be taken to retain and restore those with historic association.
- The standard design incorporates black text on a white background, post code shown in red and can be adapted to incorporate a 'No Through Road' symbol.
- If there is a suitable location and to prevent clutter, street name plates mounted on buildings are preferred following guidance set in the code of practice for affixing signs and street lighting on buildings (London Councils, 2015). Alternatively, street name plates should be mounted on a double fixing arrangement and single post and lamp post arrangement should be avoided.
- Ensure that street names plates do not obstruct the footway and are located where they are not obscured by tree planting or vegetation.
- Always remove redundant street signage promptly after installation of the new street name plates.

Bespoke elements

Integrating bespoke elements into the landscape is key to creating people-friendly places that are recognisable, reinforce a neighbourhood's identity and history, reflect communities' creativity and generate a whole range of social and recreational activities. They are efficient tools for both wayfinding and placemaking. They may include bespoke lighting, planting and surfacing, public art, utility decoration and community interventions, feature furniture and fencing, as well as the integration of activating elements such as painted murals, dressed frontages, kiosks, shelters and podiums, informal play facilities and parklets.

The council is in the early stages of developing policies on how best to use our streets including a Parklets Policy, the policy will complement the Council's Adopted Transport Strategy (2018) and the recently adopted Walking and Cycling Action Plan (2022), this policy will complement any future kerbside policy and wayfinding strategy. This emerging policy will



Street art acorn seats – Wood Green

have to be read in conjunction with the adopted Streetscape Guidance document, as they aim to deliver cost-effective initiatives to activate our streets and residential neighbourhoods to enable play, increase foot traffic, enable commercial activity and provide infrastructure for cycle parking and electric charging bays

Using temporary, light touch and low-cost solutions designed with communities, to change the way a street looks and feels, can have a big impact on people's lives (Small Change, Big Impact, TfL, 2018)

Public art

The introduction of well integrated public art can benefit a space in many ways including strengthening the identity, character and distinctiveness of a space. Successful delivery of well integrated public art takes time and careful planning alongside the design of the wider streetscape. Project teams are encouraged to give consideration to the potential inclusion of public art at an early stage of a project.

General guidance for the incorporation of public art within streetscape schemes:

- Identify opportunities for the introduction of new public art commissions in the early stages of project development.
- Early identification will ensure that any commission can be developed alongside the development of the main scheme design and not in isolation.
- Commissions can be either standalone pieces or pieces that integrate into the form of the

streetscape, on walls, footpaths, or hung from buildings, and can be permanent or temporary installations.

- Public art needs to be robust, well located and delivered in a way that will reduce theft or damage to the installation.
- Public art should be properly delineated and accessible to all. For instance, creating podiums with steps would exclude those with mobility impairments.
- In the aim of optimal use of land and materials, art can be integrated into functional furniture.

Historic street furniture

There are many different items of historic street furniture across Haringey. These include items such as drinking fountains, cattle troughs, monuments, plaques, railings, memorials, bollards and lamp columns. Larger features include the Crouch End clock tower, and the 18th Century well-house outside the Holy Trinity Church in Tottenham. Items of historic interest can be present both inside and outside of conservation areas with some elements having their own listed status. These important historic elements make an important contribution to the



Historic drinking fountain trough - High Road

character and distinctiveness of the streetscape. Wherever possible, these elements will be preserved in situ and in certain cases brought back into use.

Haringey Council holds a comprehensive schedule of historic street furniture, containing details of condition, any protected status and details of any necessary works required to conserve or protect the feature. Project teams are required to consult with Haringey's conservation and heritage team before undertaking any works which impact a piece of historic street furniture. Haringey's conservation and heritage team will be able to advise if any works require special measures including the notification of English Heritage.

Good practice principles for historic street furniture:

- Retain or reinstate historic furniture that reinforces local character.
- Retain features in their original location where appropriate.
- Ensure new or replacement elements are sympathetic to the historic character of the area.
- Enhance features through appropriate lighting.



Street lighting – Lordship Lane

Feature lighting

Providing feature lighting in areas can help define a difference in character and prominence from a typical neighbourhood street. These can be traditional or modern in style. Examples of places with feature lighting in Haringey are: Lordship Lane, Wood Green and Tottenham Hale.

Street furniture

Seating

- Provide seating as a resting place for people with restricted mobility and to introduce social activity within the public realm.
- Introduce seating primarily in town centres, in scenic locations and in places where there are steep gradients.
- To introduce a greater level of consistency, use a standard bench type with a black frame and timber seat in all areas except for some town centres and conservations areas.
- TfL Streetscape Guidance recommends a setback of 1,000mm from the kerb edge for seating.
- It is preferable to provide armrests as they aid



Standard bench

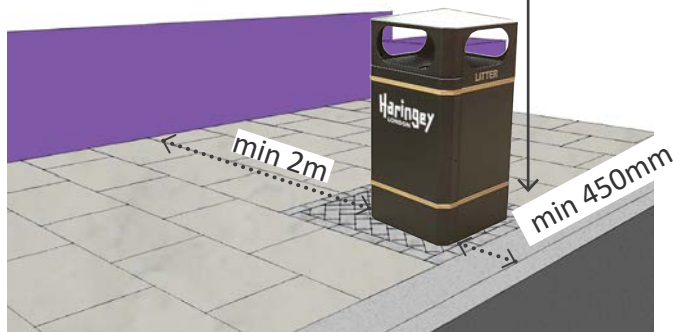
movement for those with restricted mobility.

- In areas that have wider footways, consider using a cluster of single seats creating a place for social interaction and placemaking

Litter bins

- Only provide new litter bins where there is a defined need such as in town centres and in the vicinity of public transport facilities. Superfluous litter bins add to visual clutter and attract fly tipping.
- Install at least 450mm from the kerb, maintaining a continuous clear footway width of 2m.
- To introduce a greater level of consistency a standard litter bin type in a black finish has been identified for use in all areas except for

Consider use of smaller contrasting paving to demarcate bins and reduce impact of staining. However also consider laying paving in patterns that can easily adapt to different needs in the future.



Placement of litter bins

some town centres and conservation areas where existing litter bin styles will be retained.

Bollards

- Bollards are generally used to prevent vehicle access to the pavement, protect pedestrians and buildings, and to prevent damage to the pavement. Whilst offering a practical solution, bollards can clutter a streetscape and therefore project teams are encouraged to consider alternative techniques.
- Consider using street tree planting and other forms of more usable street furniture such as seating as an alternative for restricting vehicle movement. Kerbs and pavement edges can be raised and reinforced to withstand occasional vehicle overrun.
- To introduce a greater level of consistency a standard bollard type in a black finish has been identified for use where required in all areas except for some town centres and conservation areas where existing bollard styles shall be retained. If no existing bollard style exists on site, the Gladson Manchester bollard is recommended for conservation areas.
- To aid visibility for pedestrians and motorists, provide a white reflective band at the top of bollards installed in standard, residential and special streetscapes.
- An effort should be made to remove bollards that are no longer required. Where it is necessary to replace individual damaged bollards that are part of a larger group, consideration should be given to replacing the whole group using the identified standard

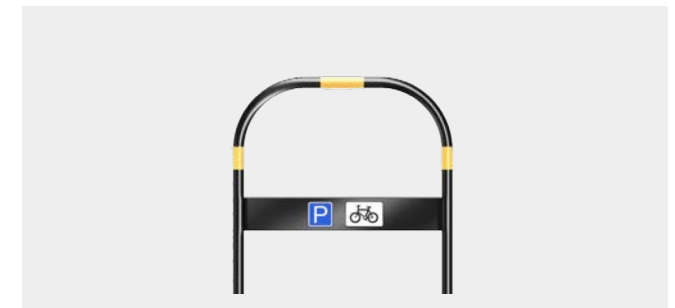
bollard type.

- PAS rated bollards can be used as counter-terrorism measure.

Transport facilities

Cycle stands

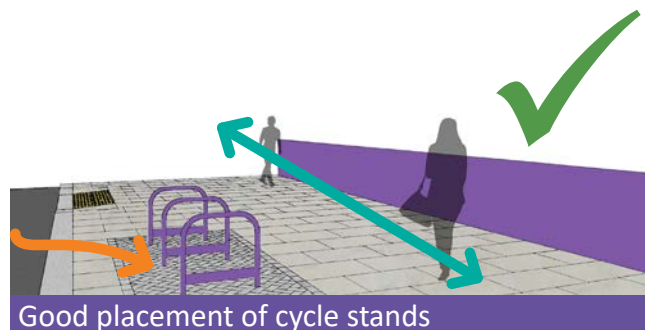
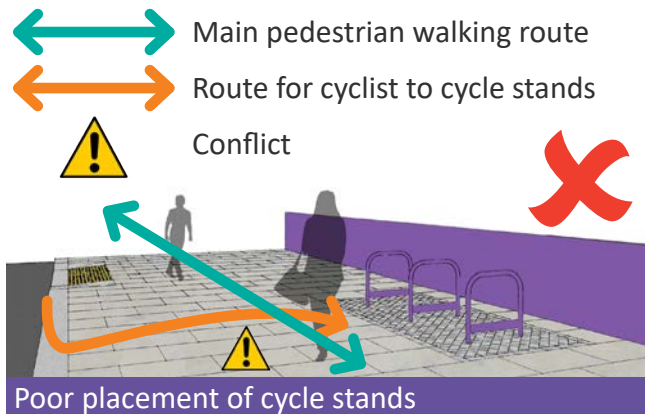
- Use LCDS guidance to ensure quality cycle parking for all.
- Provide cycle parking facilities in all town centres and close to other popular destinations such as public buildings, supermarkets and rail stations. Well designed and located facilities will deter cyclists from parking informally, which can often obstruct pedestrian movement and add visual clutter.
- Install cycle parking in areas where there is a good level of passive surveillance and where it will not obstruct pedestrian movement (minimum continuous clear footway width of 2m must be maintained).
- When there is sufficient space, install cycle stands 600mm from and perpendicular to the kerb to allow for the bike wheels to overhang



Sheffield cycle stand

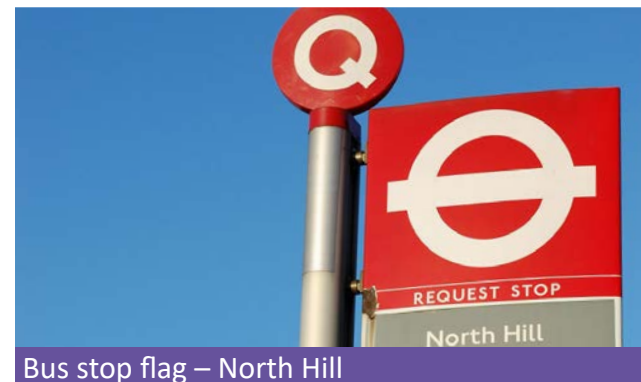
the stand.

- Sheffield style cycle stand is the preferred type. Tapping rails should be provided on end stands to help visually impaired pedestrians to detect cycle parking areas.
- To aid visibility for pedestrians and motorists, include a reflective band on cycle stands.
- Where possible, integrate cycle parking signage into the unit rather than introducing additional signage.
- In high activity areas, defining cycle parking areas with a different material/texture may help blind and visually impaired users to identify the area.



Bus stops, shelters and flags

- London Bus Services Ltd has powers to erect bus shelters on the public highway with the consent of the highway authority.
- A default style of shelter and flag exists for use across the network with two possible colours.
- Red colour surfacing of the bay at bus stops is optional.
- Specific styles of bus shelter can be selected to better integrate bus stops into the wider design of a streetscape. This is typically achieved in town centres by matching the design with existing or proposed street furniture.
- Carefully consider bus stop locations in the interest of ensuring adequate waiting areas for bus passengers and sufficient footway width for free pedestrian movement. A cantilever shelter is preferred where the footway width is restricted.
- Consider the impact of the bus stops/shelters on commercial and residential land uses.
- Position shelters to take into account any visual impacts on sensitive streetscape locations and listed buildings.



- Do not install advertising panels in narrow footways or crime 'hot spots' areas as they block views down the footway.
- Bus shelters and bus stop furniture should be black in colour. Bus stop flags should be in accordance with Transport for London's standard design.
- Consider additional seating adjacent to bus shelters where required. Provide litter bins in proximity to all bus stops, carefully placed so as not to obstruct access.
- Kerbs at bus stops should be 125mm high.

Telephone kiosks

- Telecom operators are responsible for the installation and maintenance of telephone kiosks and individual operators will have their own design styles.
- Encourage operators to select a design of kiosk that is in harmony with other items of street furniture.



- Group kiosks together and locate where they are least likely to obstruct pedestrian flow or create pinch points.
- Wherever possible locate kiosks adjacent to the kerb and not at the back of the footway.
- Maintain a minimum distance of 500mm between the kiosk and the edge of the kerb.
- Maintain a minimum continuous clear footway width of 2m.
- Take care to avoid detracting from the setting of listed or landmark buildings.
- Seek opportunities to remove redundant kiosks whenever possible.

Parking equipment

- Pay and display machines are used across Haringey where parking is paid for.
- All new pay and display machines should be solar powered and to be consistent with street furniture coloured black.
- Guidance for the provision of appropriate



Electric charging point - Moreland Rd, Islington

signage to inform motorists of the extent of parking controls and the location of machines is set out in the TSRGD.

Electric vehicle charging points

Haringey Council has special guidance for locating Electric Vehicle Charging (EVC) points, which should be referred to in the first instance. In summary, the location of EVC points in Haringey should be considered in the following order of priority:

1. Within the road space (build-outs between parking bays),
2. Integrated in lamp columns/street furniture
3. On pavement (ensure minimum 1.2m clear movement space for pedestrians).

Utility amenities

Recycling bring sites

The council continues to expand the number of materials collected through its household recycling services. Where materials cannot currently be collected directly then on street facilities are provided for customers to deposit items such as small electricals, clothing, shoes and textiles for reuse and recycling. In addition, The London Environment Strategy dictates that boroughs will need to provide all households including flats with the option to dispose of separated food waste for recycling where 'practical and cost effective' by 2025. For flats above shops this will mean communal on street food waste bins.

For these or any other future required waste collection points the following design principles should be considered:

- Facilities should be easy to reach, clean and attractive to encourage the recycling of materials that would otherwise end up in our landfills. Site in areas where the risk of vandalism, impact of noise and likelihood of complaints is minimal.
- Position sites on the public highway so that they are accessible to the public and refuse collection vehicles.
- Installation to be set back from kerb by at least 450mm with a continuous clear footway width of 2m.
- Proximity of existing litter bins. Where absent and more than 2 banks/collection points are being sited, identify a location for a litter bin to help minimise general waste being thrown into recycling facilities.
- To introduce a greater level of consistency, where possible a standard bin/bank/housing unit type in black should be identified for use at all sites. Recycling livery, iconography and colour palette should be consistent with the Recycle Now brand guidelines.

Utility cabinets

- Utility cabinets are typically installed by highway authorities and utility companies.
- Place cabinets at the back of the footway where possible. If not installation should be set back from the kerb by at least 450mm with a

continuous clear footway width of 2m.

- Paint the surface black where possible and treat with an anti-graffiti coating to allow for the easy removal of graffiti and fly-posting.
- Make allowance for cabinet doors to be opened without obstructing the clear pedestrian path.
- Position cabinets so they do not obstruct vehicular or pedestrian visibility at junctions or crossings.
- Consider screening cabinets with hard or soft landscaping.
- Select utility cabinets with angled tops to prevent rubbish being deposited.
- Cabinets can be support for community art



Utility cabinet – Tottenham Hale

programmes.

Grit and salt bins

- Specify yellow grit and salt bins in the majority of locations apart from within conservation areas and other sensitive areas, where the installation of black units is required.
- Treat the surface with anti-graffiti coating to allow for easy removal of graffiti and fly-posting.

Closed Circuit Television (CCTV)

CCTV systems are in use throughout Haringey to improve public safety and to enforce highway regulations.

CCTV systems are located in town centres, outside stations, along major routes and in some residential areas. Where CCTV is used it must be clearly advertised. Either the Metropolitan Police or the highway authority is responsible for operation of CCTV. Where multiple authorities require CCTV surveillance, it may be possible to arrange shared use of equipment through an open protocol agreement. If feasible, this would require fewer cameras to be installed and therefore achieve a reduction in physical and visual street clutter.

CCTV cameras should normally be mounted on dedicated poles. However, mounting cameras on structures or buildings may reduce the visual impact of CCTV equipment. A further way of reducing clutter and overall visual impact is to consider location and specification of equipment that can combine CCTV, lighting and signage.



CCTV camera – Muswell Hill

Commercial elements

Advertisement

- Temporary advertisement boards are a prevailing feature in Haringey, especially around Seven Sisters Station on Tottenham High Road. The boards are a variety of sizes and colours and are often installed in a haphazard fashion without any thought for pedestrians. They are also detrimental to the visual quality of the streetscape. The Highways Act 1980 provides legislation against obstructions on the highway and our street enforcement team will take action against unauthorised advertisement boards.
- A-Boards can also provide obstructions on the Highway and the Council can seek enforcement action through the London Local Authorities Act 1990 to deal with A-Boards if they become an issue.
- Commercial billboards and hoardings can dominate the walls and streets and are detrimental to the visual quality of the streetscape. Our street enforcement team will take action against unauthorised billboards and hoardings.
- Numerous estate agent signs installed on private property also add visual clutter to the streetscape. Although Haringey Council recognises the practical role these signs play, we are committed to minimising the adverse effect they have on the quality of the streetscape. The signs have a 14 day approval period and our enforcement team will take

action against those real estate agencies that do not remove their signs after 14 days.

Business furniture and frontages

- Tables and chairs can add life and interest to the streetscape however may not be positioned on the footway unless the highway authority has granted planning permission. The Highways Act 1980 provides legislation against obstructions on the highway and our street enforcement team will remove any unauthorised tables and chairs. The Business and Planning Act provides the mechanism to license tables and chairs on the pavement and our licensing team should be contacted if eating

is proposed on the Highway.

- Trading from frontages can add colour and identity to the streetscape, for example in Green Lanes, where a multitude and array of different goods are displayed outside shops. Active frontages help define the individual character of town centres but can reduce the width of the footway and provide an obstruction for pedestrians. Traders are prohibited from displaying goods outside their shops unless they own the forecourt land or gain a street trading license under the London Local Authorities Act 1990. Our street enforcement team will take action against illegal street trading from frontages.



Advertising on lighting unit - Fortis Green Road



Commercial advertising board - High Road(A105)

SECTION 4

DESIGN PALETTES

Streetscape Palettes

How to use the palette

This section sets out a selection of furniture and materials for public realm schemes delivered in Haringey. It also gives a methodology on how to select and position these in the public realm. This is critical to achieving a consistent, high quality and well-maintained public realm in Haringey.

The furnishing of the public realm, from its paved surfaces and its distinctive furniture livery, to the provision of trees and art, should support a place's local identity taking into account functions (place and movement), maintenance regime and coherence with a wider public realm context.

This palette seeks to build upon the recent and ongoing public realm enhancement projects and ensure that Haringey's public realm continues to present a safe, inclusive and welcoming sense of place, respectful of ancient heritage and befitting a city looking toward a bright future.

Haringey presents several street/space typologies, area types and public realm project scenarios that all need to be taken in consideration when choosing a suitable palette. The flow chart opposite identifies case scenarios and sets out the steps for selecting a palette or a bespoke element according to the context and life stage of the project.

The flow chart also lists the relevant Haringey teams to be consulted and each stages.

P Planning and Building Control
H Highways
M Maintenance and Refurbishment
A Arboriculture

A. Assess quality and area type

Identify if the scheme area is:

1. Within a conservation area?

The palette created for the conservation area should be used or a suitable palette should be developed. See Haringey conservation area map p 73.

2. Within a special area?

The palette developed for that particular area should be used. Currently special areas that have specific design codes are Tottenham Hale and Wood Green. See Haringey special area map p 89.

3. Within a standard area?

The standard palette should be used.

4. Including elements (public realm surfacing, features or trees) legally protected, of historical importance, of high quality or value?

These elements should be retained, protected, restored and/or reused.

P **H** **M** **A**

FLOW CHART

B. Identify the level of intervention

Determine if the level of intervention required is:

1. Replacement?

- When some elements are to be replaced, replace like for like to ensure continuity with retained elements.
- When all elements are to be replaced, apply the relevant palette when choosing new elements.
- If the elements to be replaced are legally protected, of historical importance, of high quality or value, it should be repaired and reused.

2. Decluttering, relocating or merging elements?

- Any unnecessary markings, surfacing, furniture or planting should be removed or relocated to an appropriate location, unless legally protected, of historical importance, of high quality or value. In that case, it should be restored, retained and reused.
- Where possible, elements should be combined to reduce clutter.

3. Adding elements, amending traffic management, (re)modelling a street layout?

- The relevant palette should be used and for new or remodelled schemes, bespoke palettes and elements (e.g. art, play) may be considered following criteria set out under 'C. Create bespoke elements and palettes'.
- If the elements to be replaced are legally protected, of historical importance, of high quality or value, it should be repaired and reused.

P **H** **M** **A**

C. Create bespoke elements and palettes

Check if the new bespoke element/palette proposals consider:

1. Contextual character?

New elements should complement or enhance surrounding buildings and public realm (materials, colours, forms, dimensions, details, vistas...)

2. Inclusive design, practicality and safety?

They should be safe and practical to use, accessible by all and adapted to current and future use of space.

3. Whole life cycle?

They should be of suitable durability, well protected and easy to replace and maintain.

5. Environmental footprint?

They should be sourced locally, use renewable resources, have a low carbon footprint, be of low maintenance and adaptable/reusable/recyclable.

6. Social value?

Bespoke elements can reflect the local culture and be developed with/by local communities.

P H M A

D. Track quality up to construction

Steps to ensure material quality during project development stages:

1. Feasibility and detailed design

Project teams should ensure the criteria listed under C. are considered by designers at all time and be reflected within specifications and schedules. , especially in the case of elements and palettes having to be adapted (e.g. for technical, financial or political reasons)

2. Manufacturing

Project teams should supervise off-site manufacturing quality and ensure the criteria the criteria listed under C. are considered by manufacturers and suppliers at all time, especially in the case of elements and palettes having to be adapted (e.g. for technical, financial or political reasons)

3. Procurement and construction

Project teams should ensure considerate on-site construction and solve design queries as they arise. They should make sure that the criteria the criteria listed under C. are considered by contractors at all time, especially in the case of elements and palettes having to be adapted (e.g. for technical, financial or political reasons)

H M

E. Ensure element quality over time

How to ensure maintenance of quality of the elements over time at the following stages:

1. Handover

Project teams should inspect sites, solve defects, complete a maintenance contract and provide all details to the relevant Haringey teams to assist future maintenance and repair work

2. Maintenance

Area managers should control the quality of maintenance and management services.

3. In-use

Area managers should collect user feedback and monitor site data, undertake 3-year reviews, consider potential improvements and report on lessons to learn for other similar projects.

H M

In addition, Haringey Council encourages consultation with all other relevant departments throughout the lifespan of the project.

Conservation areas and historic settings

Conservation palettes

In most cases, the standard palette will apply however Haringey Council acknowledges the need for a non-standard approach when designing for high profile conservation streetscapes. For example, natural stone paving and historic style street furniture may be more appropriate for the setting.

For schemes within high profile conservation areas, if a specific palette does not exist, project

teams should consider developing palettes which are suitable for the setting. Haringey Council considers it essential that projects teams follow the flow diagram on pages 102-103 when developing non-standard palettes. The importance of all seven Haringey Streetscape Design Principles and supporting general design information set out within this guide is heightened when designing a streetscape located within a conservation area.

This process should extend through the lifespan of the project, including feasibility, detailed design, procurement, construction and



Crouch End



Bruce Grove

maintenance.

Haringey conservation areas

There are 29 conservation areas in Haringey including Highgate, parts of Crouch End, Muswell Hill, Tottenham High Road and Stroud Green. The location of all 29 conservation areas is shown in the adjacent figure. Each conservation area is unique, varying greatly in age, size, character and style and as a consequence there is no set palette for conservation area streetscapes.

Conservation area character appraisals

Haringey Council has prepared Conservation Area

Character Appraisals (CACA)-and Management Plans for some conservation areas and will be completing the remaining in the future. These define the 'designated heritage assets' and other features of interest that give each conservation area its special architectural and historic character as well as any features that detract from the character of the area.

Conservation area management plans contain proposals aimed at protecting the special architectural and historic character of the area where it is seen to be under threat, and enhancing the character of the area where there are opportunities to do so. Appraisals contain

useful background information on a conservation area's history and form, as well as policies and proposals to conserve and enhance an area's character and appearance.

These are available on the [Conservation Area section](#) of Haringey Council website.

Beside Conservation Area Character Appraisals, Haringey Council has developed an Urban Characterisation Study as well as some area-specific Supplementary Planning Guidances (SPG) that should be taken in account when developing or selecting a new palette or public realm element in conservation areas that have no palette. These are available on the [Local](#)



Bowes Park



Noel Park

Plan Evidence and **Supplementary Planning Documents** sections of Haringey Council Website.

Setting of historic buildings and structures

In addition to conservation areas, there are more than 400 listed buildings and more than 1100 locally listed buildings within Haringey. Listed buildings have statutory protection and Haringey Council has a statutory duty to preserve their setting. Streetscape materials make an important contribution to the building setting and therefore a sensitive approach should be adopted.

Locally listed buildings and other important historic buildings and structures such as war memorials, which may not be listed, also contribute towards Haringey's distinctive and unique character. Streetscape improvements affecting their setting also require the adoption

of a sensitive approach.

General guidance for designing within conservation areas and in the vicinity of historic buildings and structures

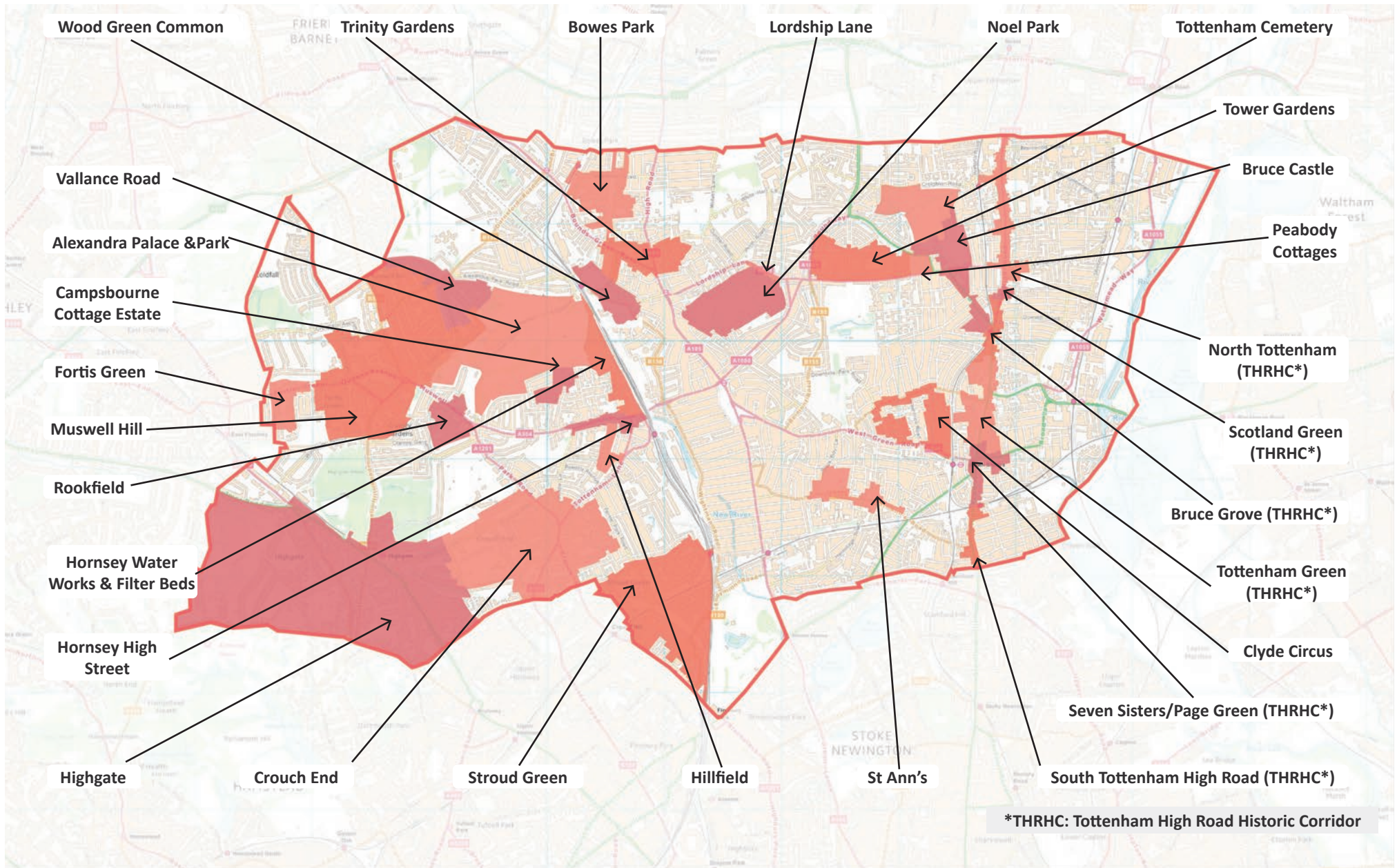
- Where in existence, consult CACAs and SPGs combined with a completed streetscape audit at the start of any streetscape design process following diagrams p 9 and 70-71.
- The choice of materials, paving patterns and street furniture all need to be carefully considered to ensure the sense of the place is not eroded and that proposals fully meet the guidance identified in the CACAs and SPGs.
- The protection and, if necessary, restoration of all historic and heritage elements, including street furniture and surface detailing, is of

particular importance within a conservation streetscape. It is also critical to protect the distinctive character of the area.

- The creation of a minimal and holistic streetscape, which does not distract from surrounding built form, is even more important in a conservation area.
- New pedestrian paving should ideally be a natural material. Whilst York stone paving slabs are typically specified, project teams can also consider other forms of natural paving in locations where this would be more complementary with the surrounding townscape.
- Select new street furniture that is simple, high quality and maintainable. A deviation from the standard palette is not always required.



Hampstead



Standard palette

Haringey Council wish to use a standard palette of materials and streetscape elements when



specifying new schemes or maintaining and refurbishing existing streetscapes. A standard approach to the selection and use of materials and streetscape elements will:





- Improve consistency of streetscape

appearance across Haringey.




- Deliver maintainable public realm features,
- Reduce costs.
- Improve delivery time.

BENCHES



Item	Area type	Description	Specification	Illustration
Montseny Seat Web	Standard areas Special areas Conservation areas	Bench with cast aluminium frame powder coated black, with iroko seating timber.	Bench can be considered for all types of seating across Haringey’s streetscapes, consider mixing with Montseny Seat Chair units. Dimensions Height - 830mm (sitting height 450mm) Width - 1500mm Depth - 575mm	
Montseny Seat Web	Standard areas Special areas Conservation areas	Chair with cast aluminium frame powder coated black, with iroko seating timber.	Chair can be considered for all types of seating across Haringey’s streetscapes, consider mixing with Montseny Seat bench units. Dimensions Height - 830mm (sitting height 450mm) Width - 600mm Depth - 575mm	
Furnitubes New Forest Seat Web	Standard areas Conservation areas	Bench with cast iron frame, with iroko seating timber.	Bench can be considered when designing in standard streetscapes or in conservation areas. Dimensions Height - 860mm Width - 1840mm or 2400mm Depth - 655mm	

Item	Description	Specification	Illustration
<p>Furnitubes Zenith Seat</p> <p>Web</p>	<p>Special areas</p> <p>Bench with stainless steel frame, with iroko seating timber.</p>	<p>Benches can be considered when designing for special streetscapes. Careful consideration should be given to the cost of this type of bench in relation to replacement/ refurbishment if damaged.</p> <p>Dimensions Height - 780mm Width - 1800mm Depth - 540mm</p>	
<p>Marshalls Coda Seat</p> <p>Web</p>	<p>Special areas</p> <p>Bench with RAL 9007 'Grey Aluminium' arms, iroko hardwood seating timber, concrete legs with flexibility of colour.</p>	<p>Benches can be considered when designing for special streetscapes. Careful consideration should be given to the cost of this type of bench in relation to replacement/ refurbishment if damaged.</p> <p>Dimensions Height - 920mm Width - 1905mm Depth - 665mm</p>	
<p>Marshalls Geo Seat</p> <p>Web</p>	<p>Special areas</p> <p>Bench with 316 grade stainless steel shot peened finished arms and frame, with iroko hardwood seating timber,</p>	<p>Benches can be considered when designing for special streetscapes. Careful consideration should be given to the cost of this type of bench in relation to replacement/ refurbishment if damaged.</p> <p>Dimensions Height - 718mm Width - 1800mm Depth - 529mm</p>	
<p>Streetmaster Monmouth Seat</p> <p>Web</p>	<p>Standard areas Special areas Conservation areas</p> <p>Bench with acrylic coated steel frame, with iroko hardwood seating timber,</p>	<p>This style of bench is found across Haringey. These benches should only be used where there is a need to replace an existing bench if there is a number of this style of bench found within the immediate surrounding streetscape.</p> <p>Dimensions Height - 810mm Width - 1800mm or 2400mm Depth - 560mm</p>	


BOLLARDS

Item	Area type	Description	Specification	Illustration
Furnitubes Doric Web	Standard areas Special areas	Both cast iron or polyurethane can be considered.	<p>Where replacement bollards are required due to damage, the replacement unit should be the same type and colour as the existing damaged bollard.</p> <p>Where no existing bollards are present in the streetscape Haringey Council recommends the installation of either Doric or Hexham bollards. If, as part of a new scheme, it is considered that new bollards are required, the units should match bollards in the surrounding streetscape.</p> <p>Dimensions Height - 920mm approximately Diameter - 170mm approximately</p>	
Marshalls Hexham Web	Standard areas Special areas	Both cast iron or polyurethane can be considered.	<p>Where replacement bollards are required due to damage, the replacement unit should be the same type and colour as the existing damaged bollard.</p> <p>Where no existing bollards are present in the streetscape Haringey Council recommends the installation of either Doric or Hexham bollards. If, as part of a new scheme, it is considered that new bollards are required, the units should match bollards in the surrounding streetscape.</p> <p>Dimensions Height - 920mm approximately Diameter - 170mm approximately</p>	
Glasdon Manchester Web	Conservation areas	Preferred model in conservation areas. Black.	<p>The Haringey Council planning team should be consulted prior to the installation of bollards in conservation areas.</p> <p>Dimensions Height - 1005mm approximately Diameter - 220mm approximately</p>	


STANDS & ANCHORS

Item	Area type	Description	Specification	Illustration
Marshalls Web	Standard areas Special areas Conservation areas	Cycle stands, manufactured with either polyurethane with a steel core or powder coated steel. Stand to include a tapping bar (with cycle parking signs) and 100mm reflective bands <u>(end stands only)</u> .	This style of cycle stand should be used across Haringey. Colour - Black (RAL 9005), Dimensions Height - 750mm to 850mm Width - 750mm approximately	
Bollards International Web	Standard areas Special areas Conservation areas	Cycle stands, manufactured with either polyurethane with a steel core or powder coated steel. Stand to include a tapping bar (with cycle parking signs) and 100mm reflective bands <u>(end stands only)</u> .	This style of cycle stand should be used across Haringey. Colour - Black (RAL 9005), Dimensions Height - 750mm to 850mm Width - 750mm approximately	
Motorcycle Ground Anchor	Standard areas Special areas Conservation areas	Stainless Steel Ground Anchor. Ground anchors located in a position away to avoid tripping hazards.	In areas of Haringey where motor cycle parking is provided the designer should consider the use of ground anchor fixing units to chain motorcycles.	



SCREENS

Item	Area type	Description	Specification	Illustration
Glasdon Visage™ Screen System Web	Standard areas Special areas	Aluminium framed, polyethylene panel visual screen. Creates an opportunity to use for Haringey branding, locally relevant images or to generate revenue through advertising.	Can be an alternative to drop box unit and provides suitable housing for large wheeled bins and recycling units. Dimensions Height - 1350mm Depth - 923mm (770ltr) or 1250mm (1280ltr) Width - 1156mm	

BINS

Item	Area type	Description	Specification	Illustration
<p>Glasdon Jubilee External Litter Bin</p> <p>Web</p>	<p>Standard areas Special areas Conservation areas</p> <p>The Council will then be developing a rationalisation and replacement strategy using an agreed suite of bins. Designers should contact the waste team for clarification on litter bin options ahead of this work being completed</p>	<p>Keyless, black, complete with Poly Liner, Gold Branding/Livery, Gun Metal Hood Stubber Plate</p> <p>A borough wide litter bin audit is currently taking place to identify the location of every litter bin in the borough and detail the type, make, model, condition etc.</p>	<p>Suitable for all general locations.</p> <p>Colour - Black</p> <p>Dimensions</p> <p>Capacity - 110 litres Height - 1158mm Width - 598mm Depth - 553mm Weight - 26kg</p>	







Item	Area type	Description	Specification	Illustration
<p>Wybone PGB/12 Stackable Polythene Grit Bin</p> <p>Web</p>	<p>Standard areas Special areas Conservation areas</p>	<p>Heavy Duty Stackable Polythene Grit Bin with hinged lid. Manufactured from tough and durable polyethylene.</p>	<p>Standard grit bin used by Haringey. Colour - Yellow</p> <p>Dimensions Capacity - 336 Litre Height - 775mm Width - 1156mm Depth - 385mm Weight - 15kg</p>	
<p>Wybone PGB/12 Stackable Polythene Bin</p> <p>Web</p>	<p>Standard areas Special areas Conservation areas</p>	<p>Heavy Duty Stackable Polythene Grit Bin with hinged lid. Manufactured from tough and durable polyethylene.</p>	<p>Standard drop box used by Haringey's street cleaning team. Colour - Black</p> <p>Dimensions Capacity - 336 Litre Height - 775mm Width - 1156mm Depth - 385mm Weight - 15kg</p>	

TRAFFIC BOLLARDS

Item	Area type	Description	Specification	Illustration
<p>Signpost solutions Ltd SPS 3 Sixty Web</p>	Standard areas	<p>Haringey Council uses a range of bollards and lighting fittings subject to location and power supply requirements. Haringey Council's Highways Service should be consulted prior to the selection and installation of any new or replacement illuminated bollards. The following bollards are currently used by Haringey Council.</p>	Single aspect	
<p>Pudsey Diamond Engineering Ltd Solabol Web</p>	Standard areas	<p>Haringey Council uses a range of bollards and lighting fittings subject to location and power supply requirements. Haringey Council's Highways Service should be consulted prior to the selection and installation of any new or replacement illuminated bollards. The following bollards are currently used by Haringey Council.</p>		


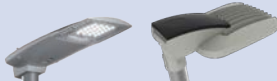
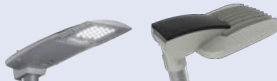






SIGNAGE

Item	Area type	Description	Specification	Illustration
<p>Legible London Main High streets Signage</p> <p>Web</p>	<p>Standard areas Special areas Conservation areas</p>	<p>To promote consistency throughout the capital, Haringey Council encourages the use of the Legible London signage system along the main high streets.</p>	<p>Dimensions Vary according to unit type</p>	
<p>Legible London Finger Post Signage</p>	<p>Standard areas Special areas</p>	<p>In areas outside of Haringey's main high streets where directional finger post signage is needed, the Legible London finger post signage unit style should be used, with the colour of the finger slat and font changed to be in accordance with the Haringey Council style guidelines.</p>	<p>Fingerpost Materials - Powder coated, or Stainless steel – shot peened finish</p> <p>Finger slats Materials - Extruded aluminium, powder coated</p> <p>Finger Post - Dimensions Height - 3100mm</p> <p>Finger Slat - Dimensions Height - 100mm Width - 900mm</p>	
<p>Furnitubes Westminster Finger Post Signage</p> <p>Web</p>	<p>Conservation areas</p>	<p>In conservation areas where new signage is required or existing signage is unable to be refurbished, Furnitubes traditional Westminster galvanised steel column and decorative cast iron base can be considered. Signage shall be painted black with gold lettering and detailing. Lettering font to match existing signage font used within the conservation area.</p>	<p>Haringey Council is responsible for repair and maintenance of street wayfinding signage when this becomes necessary due to accidental damage, vandalism or normal wear and tear. The Haringey conservation/planning team should be consulted prior to installation of any new wayfinding signage within a conservation area.</p> <p>Dimensions Vary dependant on use and location.</p>	


Item	Area type	Description	Specification	Illustration
Street Name Plates	Standard areas Special areas Conservation areas	<p>Haringey Council is responsible for repair and maintenance of street name plates when this becomes necessary due to accidental damage, vandalism or normal wear and tear. Historic street name signs should be retained and refurbished where possible.</p> <p>Signs should be mounted like for like wherever possible, excluding sign posts mounted on 76mm posts or lamp columns. Signs mounted on 76mm posts or lamp columns should be changed to wall mounted (if permission can be gained from the owner). If permission cannot be gained, signs should be mounted on black recycled posts as specified. If the signs are new the preferences remain the same, 1st wall mounted, 2nd black recycled post mounted. The exception to this is if the area is a conservation area, then the 1st preference is to be mounted on black recycled posts.</p> <p>In the case of a new development the developer is responsible for the erection of name plates to Haringey Council's specification.</p>	<p>Posts - Black recycled plastic Height - 1.35m Width - 80mm by 80mm</p> <p>Back Boards - Black recycled plastic Height - 25mm Width - 150mm</p> <p>Name plates - Polycarbonate Depth – 225mm & 280mm</p> <p>Street Name Text - Font MOT Height - 100mm Colour - Black Sub Text - Font MOT Height – 50mm Post Code Text - Font MOT Height - 50mm Colour - Red</p>	






STANDARD LIGHTING

Item	Area type	Description	Specification	Illustration
Schreder Urbis Axia Range or TRT Aspect Web	Standard areas Special areas	For residential Streets	Functional standard style Height of Column - 6m	
Schreder Urbis Axia Range or TRT Aspect	Standard areas Special areas	For residential Streets and walkways where light spill to adjoining properties is an issue.	Contemporary decorative style LED with full cut off. Used to reduce upward light spill. To prevent light trespass, back or front shields could be installed to the luminaire. Height of Column - 5m	
Schreder Urbis Axia Range or TRT Aspect	Standard areas Special areas	For locations where there is no vehicle access	Functional standard style Height of Column - 5.5m (Based hinged lower and raise)	
Urbis Abbey	Heritage areas	Residential streets and parks	Functional decorative style Height of Column 5m	
Urbis Neos	Town centres, housing estates and parks	Car parks, Muga pitches and tennis courts	Functional decorative style Height of Column 8m	
MBA Muirfield	Heritage areas	Residential streets and parks	Functional decorative style Height of Column 5m	
ASD Lighting Enso	Town centres, housing estate and parks	Housing and parks footpaths	Functional decorative style Height of Column 5m	
ASD Lighting Stealth	Housing estates	Housing	Wall mounted bulkhead Mounting height 4m	
TRT Aspect 3 LED Web	Standard areas Special areas	For trunk roads, West Green Road / Seven Sisters and Green Lanes town centres	Functional standard style Height of Column - 8 or 10m	

STANDARD LIGHTING

Item	Area type	Description	Specification	Illustration
TRT Aspect Zebra Web	Standard areas Special areas	For zebra Crossings	Designed to illuminate a pedestrian crossing using positive contrast. Height of Column - 6m	
Schreder Urbis Large Albany or Acrospire Large Birkdale LED lanterns Web	Conservation areas	For Highgate Village Conservation Area, Bruce Grove/Tottenham High Road, Muswell Hill, Hornsey and Crouch End.	Traditional decorative style with embellishment kit. Height of Column - 8m or 10m	
Schreder Urbis Small Albany or Acrospire Large Birkdale LED lanterns Web	Conservation areas	Other Conservation Areas	Traditional decorative style with embellishment kit or original cast iron column with new uplift bracket and lantern. Height of Column - 5.5m Lantern with ponded tear drop ponded bowl.	

SPECIAL LIGHTING

Item	Area type	Description	Specification	Illustration
Ragni, irys	Special areas	Green Lane	Modern. Height of Column - 6m Lantern with turnpike bracket	
DW Windsor, Sephora Web		Car parks	Modern and column mounted at 6m, 8m and 10m.	
Projections, GOBO Web	Regeneration projects	Special areas, such as meeting points and public spaces	Projected images	

STANDARD SURFACES


Item	Area type	Description	Specification	Illustration
Concrete Paving Marshalls Web or, Aggregate Industries Web	Standard areas Special areas	Standard grey pimple flag paving. Artificial Stone Paving (ASP) or Fibre Reinforced Paving (FRP)	Concrete paving units should be used as the standard paved surface on all street footways within Haringey, with exception of conservation areas or within the setting of listed buildings, and special streetscapes where alternative materials can be considered. Colour - Grey Dimensions Length - 450mm, 600mm and 750mm Width - 600mm Depth - 63mm subject to loading requirements	
Granite Kerb	Standard areas Special areas Conservation areas	Granite should be used for all kerbs across Haringey. There should be a strong justification if other materials are used.	Preferably, where realignment is required, granite kerbs will be lifted and reused. This is especially desirable in conservation areas. Typical Dimensions Height - 125mm approximate face Depth - 300mm	
Stone Paving	Special areas Conservation areas	The type, size and finish of the stone shall be suitable and in keeping with the surrounding architecture and streetscape. Refer to Conservation and Special Streetscapes palette section for design considerations. York stone is an example of a stone type which can be used within conservation areas but is not suitable in every location.	Stone paving can be considered in conservation areas or special streetscapes. Example manufacturer: Marshalls Scoutmoor Yorkstone Typical Dimensions Width - 550mm to 700mm Length - 450mm Typical Depth - 63mm	

Item	Area type	Description	Specification	Illustration
Stone Detailing	Standard areas Special areas Conservation areas	Suitable stone can be used in conjunction with the main paving material type to demark streetscape areas, provide decorative interest and to provide a more durable surface where required.	Uses could include: identification of seating areas, to complement the architectural lines of adjacent buildings, as decorative details to the edge of paving, or around the base of litter bins.	
Permeable Paving	Standard areas Special areas Conservation areas	Pervious paving allows rainwater to infiltrate through the paved surface and work its way into the underlying layers. Water is temporarily stored beneath the paved surface before infiltrating into the ground, reuse or release into a watercourse or a conventional drainage system.	Where ground conditions are suitable, the use of permeable surfacing systems can be considered as an alternative paving surface. Example manufacturer: Marshalls Mistral Priora Permeable Paving System Web Typical Dimensions Width - 160mm Length - 240mm, 160mm or 120mm	
Tactile Paving Paving Studs Web	Standard areas Special areas Conservation areas	Demarcation Studs Paving Studs - Plain	Stainless steel studs shall be used for demarcating boundary lines between public and private areas. Dimensions Diameter - 25mm Larger studs can be used in roads or pathways to demarcate parking bays. As an alternative to studs, a stainless steel strip can be used to mark boundary lines. This is preferable in cases where the paving type differs on each side of the boundary.	



SPECIAL SURFACES

Item	Area type	Description	Specification	Illustration
Modular Paving	Standard areas Special areas	Concrete block paving for crossovers	<p>Dimensions 200 x100mm concrete block, or Tegula paving 400mmx400mm modular paving block Depth - 80mm at C/way, crossovers, vehicular overrun. 65mm elsewhere</p>	
Granite Setts	Special areas Conservation areas	Raised tables - up and down ramp Granite Setts	<p>In areas of interest such as residential zones or conservation areas, project teams should consider the use of granite setts. Careful consideration should be given to substructure of the ramp, to ensure vehicle loading requirements are accommodated.</p>	
S-Ramp Web	Standard areas Special areas	Raised tables - up and down ramp S-Ramp	<p>In areas with simple cambers, such as new build residential areas, precast concrete s-ramp systems can be used. Careful consideration should be given to substructure of the ramp, to ensure vehicle loading requirements are accommodated.</p> <p>Dimensions Length - 914mm Width - 200mm Height - Varies according to requirements</p>	
Line Marking	Standard areas Special areas Conservation areas	Road markings are to be undertaken in accordance with the relevant highway standards.	In conservation areas 50mm wide lining should be considered instead of the standard 100mm standard line markings.	

Item	Area type	Description	Specification	Illustration
Anti skid Surfacing	Standard areas Special areas Conservation areas	Bus stops	3mm thickness of anti skid surfacing, minimum PVS of 68. Colour - Buff Usually on approaches to light on high speed roads	

Special areas and bespoke elements

Special palettes

Haringey Council acknowledges the need for a non-standard approach when designing for special streetscapes.

Haringey special areas

Within Haringey, there are several special areas that are distinct from the regular streetscape. These areas cover major pedestrian routes, public spaces and major shopping areas but also include green routes and parks. Some special areas indicated on the adjacent Special Areas Map may have dedicated design codes that specify the use of high quality materials to enhance the streetscapes and heighten the sense of place.

Design codes in development

On the map opposite are shown the two areas for which design codes and special palettes are currently being developed:

- **Wood Green Area**
- **Tottenham Hale District Centre.**

A summary of the materials and street furniture specified within these areas is included in this guide, however project teams should refer to the applicable design code when designing and maintaining these areas.

Non-standard palettes

When no special area palette exists and the standard /conservation palette is not appropriate, project teams should consider developing palettes which are suitable for the setting. Haringey Council considers it essential that projects teams follow the flow diagram on pages 102-103 when developing non-standard palettes.

This process should extend through the lifespan of the project, including feasibility, detailed design, procurement, construction and maintenance.

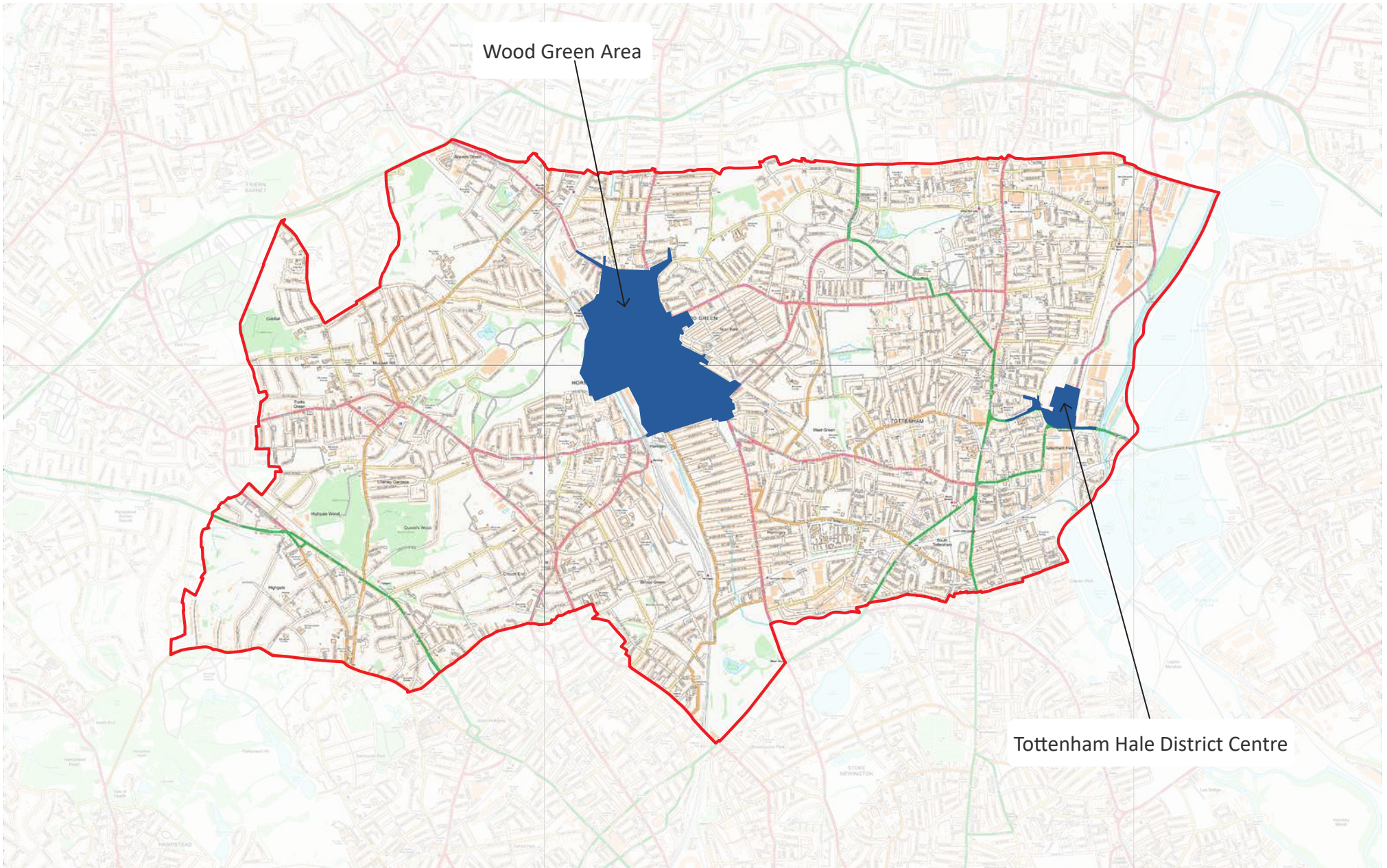
Bespoke elements

In any type of area, when bespoke elements are required and developed, for instance to create a temporary or permanent art/placemaking project or to add a special function to an area such as cycle parking or play, project teams should follow

the flow diagram on pages 102-103.

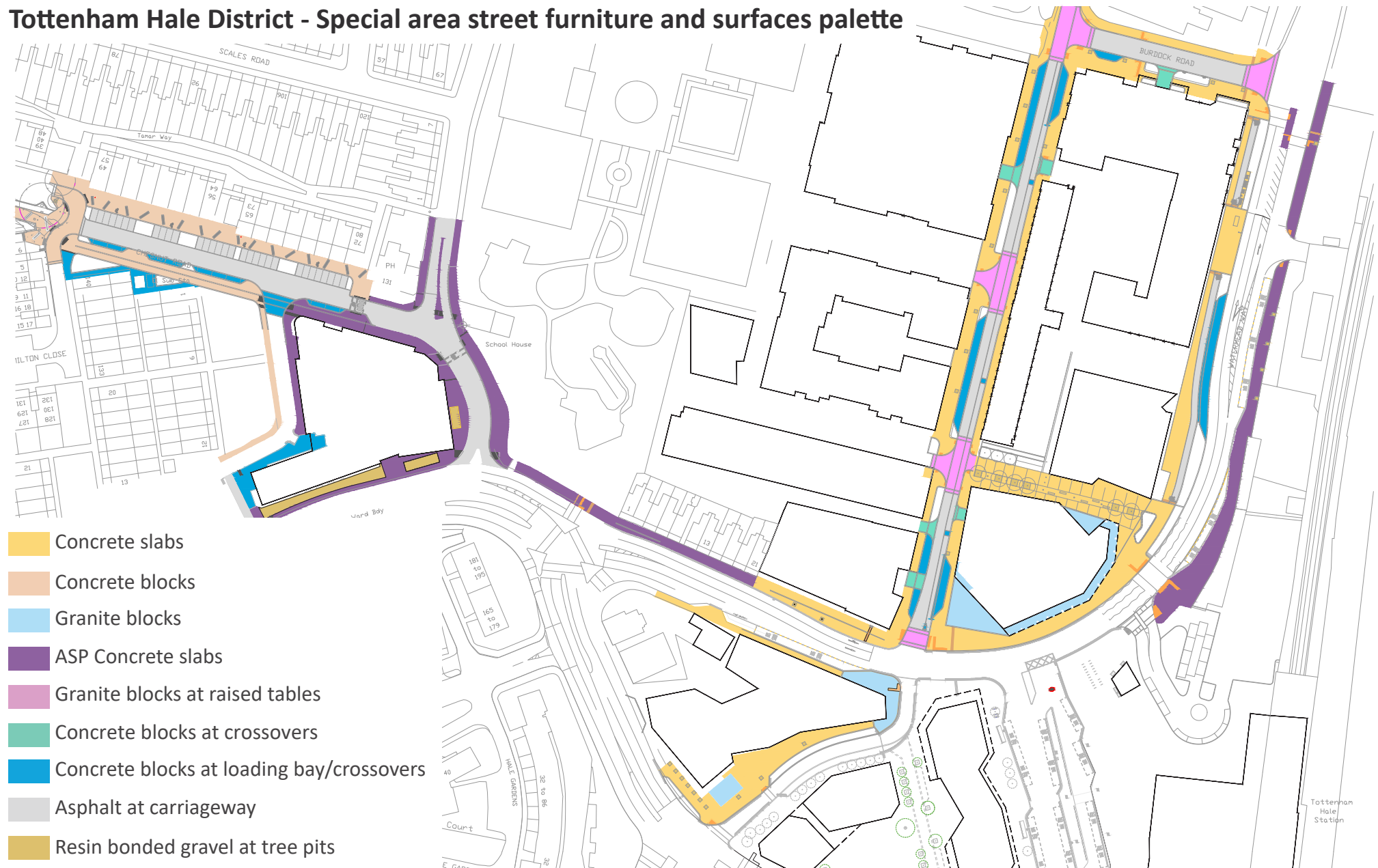
General guidance for designing within special areas and for bespoke elements

- Where in existence, consult the relevant design code for the area and audit the streetscape at the start of any design process following diagrams on pages 10-11 and 102-103
- Check if there are any other applicable planning and design guidances in action plans, frameworks, neighbourhood plans and SPDs to consider within the area scope
- Ensure that the designs are fit for the peak amount of users, footway comfort levels and accessibility along the route within the area.
- The choice of materials, paving patterns and street furniture all need to be carefully considered to ensure the sense of the place is not eroded.
- Select new street furniture that is simple, high quality and maintainable. A deviation from the standard palette is not always required.



London Borough of Haringey Special Areas where a design code including a palette is currently developed





Tottenham Hale District - Special area street furniture and surfaces palette



Tottenham Hale District - Material Palette is currently under development


Tottenham Hale District - Special area palette

BENCHES



Item	Area	Description	Specification	Illustration
<p>FalcoRelax Seat</p> <p>Web</p>	Ashley Road Burdock Road	Bench with galvanised steel frame powder coated black, with timber choice of ipe, jarrah or domestically sourced, thermally modified ash	<p>Dimensions</p> <p>Height - 584mm Width - 2080mm Depth - 569mm Seating height - 584mm</p>	
<p>Logic Bespoke Rusland Seat</p> <p>Web</p>	Ashley Link (Developers' land)	Durable Hardwood bench with natural finish	<p>Dimensions</p> <p>Height - 750mm Width - 2600mm Depth - 600mm Seating height - 450mm</p>	
<p>Marshalls Metrolinia modular</p> <p>Web</p>	Ferry Island (Developers' land)	Concrete bench with iroko seating timber	<p>Dimensions</p> <p>Height - 750mm Width - 1200mm Depth - 600mm Seating height - 450mm</p>	
<p>Barrell Pico Pebble bench</p> <p>Web</p>	Ferry Island (Developers' land)	Polished Cornish granite oval sculptural seat	<p>Dimensions</p> <p>Varies</p>	

Tottenham Hale District - Special area palette

BOLLARDS



Item	Area	Description	Specification	Illustration
Marshalls Hexham Bollard Web	Ashley Road Watermead Way	Cast iron/ polyurethane RAL 9005	Dimensions Height - 920mm Diameter - Approx 170mm	

STANDS & ANCHORS



Item	Area	Description	Specification	Illustration
Marshalls Ollerton Sheffield or Ferrocast Red Route Web	Burdock Road Watermead Way Wellbourne	Cycle stands, manufactured with either polyurethane or with a steel core or powder coated steel. Stand to include a tapping bar (with cycle parking signs) and 100mm reflective bands (end stands only).	Dimensions Height - 750mm to 850mm Width - 750mm approximately	
Marshalls Ollerton Sheffield Web	Ferry Island Ashley Road	Stainless steel Sheffield cycle stand	Dimensions Height - 750mm to 850mm Width - 750mm approximately	

Tottenham Hale District - Special area palette

SIGNAGE





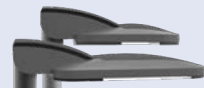
Item	Area	Description	Specifications	Illustration
Legible London Main High streets Signage Web	Site-wide	To promote consistency throughout the capital, Haringey Council encourages the use of the Legible London signage system along the main high streets	Dimensions Vary according to unit type	
Legible London Finger Post Signage	Areas around Tottenham Hale Station	In areas outside of Haringey's main high streets where directional finger post signage is needed, the Legible London finger post signage unit style should be used, with the colour of the finger slat and font changed to be in accordance with the Haringey style guidelines.	Finger Post - Dimensions Height - 3100mm Finger Slat - Dimensions Height - 100mm Width - 900mm	

BINS

Item	Area	Description	Specification	Illustration
Broxap Derby Olympus Litter Bin (black) Web	Burdock Road Watermead Way Wellbourne	A heavy duty, robust steel litter bin that is ergonomically designed boasting both sleek aesthetics and functionality with a sloped top and a rear opening door. Its sleek lines and smooth styling make it an ideal litter bin for modern locations.	Dimensions Capacity - 100 or 130 litres Height - 1150mm Diameter- 500mm	
Broxap Derby Olympus Litter Bin Web	Ferry Island Ashley Road	A heavy duty, robust steel litter bin that is ergonomically designed boasting both sleek aesthetics and functionality with a sloped top and a rear opening door. Its sleek lines and smooth styling make it an ideal litter bin for modern locations.	Dimensions Capacity - 100 or 130 litres Height - 1150mm Diameter- 500mm	

Tottenham Hale District - Special area palette

LIGHTING

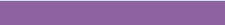


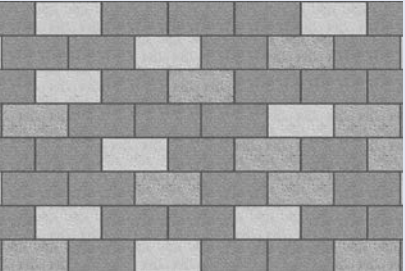
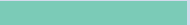


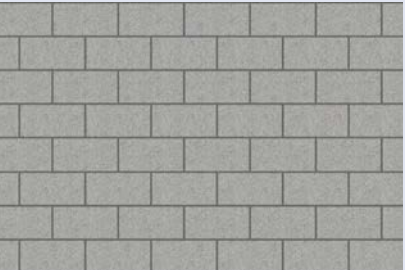
Item	Area	Description	Specification	Illustration
Schreder Urbis Axia Range or TRT Aspect Web	To be confirmed	For residential Streets	Functional standard style Height of Column - 6m	
Schreder Urbis Axia Range or TRT Aspect Web	To be confirmed	For residential Streets and walkways where light spill to adjoining properties is an issue.	Contemporary decorative style LED with full cut off. Used to reduce upward light spill. To prevent light trespass, back or front shields could be installed to the luminaire. Height of Column - 5m	
Schreder Urbis Axia Range or TRT Aspect Web	To be confirmed	For locations where there is no vehicle access	Functional standard style Height of Column - 5.5m (Based hinged lower and raise)	
TRT Aspect 3 LED Web	To be confirmed	For trunk roads, West Green Road / Seven Sisters and Green Lanes town centres	Functional standard style Height of Column - 8 or 10m	
TRT Aspect Zebra Web	To be confirmed	For zebra Crossings	Designed to illuminate a pedestrian crossing using positive contrast. Height of Column - 6m	

SURFACES

Item	Area	Description	Specification	Illustration
<p>Concrete slabs</p>	<p>Standard footway in Ashley Road Burdock Road Watermead Way Ferry Island Hale Road</p>	<p>Marshalls - Modal Concrete slabs Pedestrians only</p>	<p>Dimensions 200 x 300 x 80mm 400 x 300 x 80mm Colours/ Finish 50% Light granite/ Textured 50% Mid grey/ Textured</p>	
<p>Concrete blocks</p>	<p>Feature footway in Chesnut Road</p>	<p>Forterra - Charters Concrete blocks For special feature areas</p>	<p>Dimensions 150 x 100 x 60mm 150 x 150 x 60mm 150 x 250 x 60mm Colour/ Finish 100% Pureback/ Olden</p>	
<p>Granite blocks</p>	<p>Feature footway in Developers land Ferry Island</p>	<p>VPS - Alpendurada Granite blocks Allowing vehicular access</p>	<p>Dimensions 300 x 200mm 400 x 200mm 200 x 200mm Colour/ Finish 100% Alepndurada Grey/ Bush hammered</p>	

Tottenham Hale District - Special area palette

SURFACES

Item	Area	Description	Specification	Illustration
ASP Concrete slabs 	Standard Footway in Watermead Way Welbourne Hale Rd./Park view Rd.	Marshalls - Standard pimple ASP concrete slabs Pedestrians only	Dimensions 600 x 600 x 63mm Colour/ Finish 100% Natural/ pimple	
Granite blocks 	Raised tables in Ashley Road Burdock Road	Hardscape - Alpendurada, Griz Leve and SVM01 Granite blocks matching crossings on Station Road allowing vehicular access	Dimensions 100 x 200 x 100mm Colour/ Finish 60% Griz Leve/ Bush hammered 20% Alepndurada/ Bush hammered 20% SVM01/ Bush hammered	
Concrete blocks 	Crossovers in Ashley Road Burdock Road	Marshalls - Modal Concrete blocks matching crossings on Station Road allowing vehicular access	Dimensions 100 x 200 x 80mm Colour/ Finish 40 % Light granite/ Textured 40% Mid grey/ Textured 20% Charcoal/ Textured	
Concrete blocks 	Parking/ loading bays in Ashley Road Burdock Road Watermead Way Chesnut Road	Marshalls - Modal Concrete blocks matching crossings on Station Road allowing vehicular access	Dimensions 100 x 200 x 80mm Colour/ Finish 100 % Charcoal Grey/ Textured	

SURFACES




Item	Area	Description	Specification	Illustration
Granite kerbs	Site-wide	Marshalls - Callisto Granite kerb	<p>Dimensions 300 x 900mm Upstand varies</p> <p>Colour/Finish 100% Light grey/ Bush hammered</p>	
Resin bonded gravel	Tree pit surroundings Site-wide	SureSet - Butterscotch resin bonded gravel	<p>Dimensions N/A</p>	
Asphalt	Standard Carriageway Site-wide	Dark grey asphalt	<p>Dimensions N/A</p>	

Wood Green Area - Special area street furniture and surfaces palette




Wood Green Area - Material Palette is currently under development

BENCHES

Item	Area	Description	Specification	Illustration
<p>MMcite Diva LD155t</p> <p>Web</p>	High Road	Steel structure, seat and backrest made of wooden lamellas	<p>Dimensions</p> <p>Height - 805mm Width - 1505mm Depth - 715mm Seating height - 450mm</p>	
<p>MMcite Solo LD 356t</p> <p>Web</p>	Library forecourt	Park bench on a central leg with backrest and armrests, ergonomically designed for seniors	<p>Dimensions</p> <p>Height - 865mm Width - 1805mm Depth - 635mm Seating height - 450mm</p>	
<p>MMcite PQX356-03t</p> <p>Web</p>	Site-wide where a Wall-mounted seat is needed	Wall-mounted bench with backrest and armrests	<p>Dimensions</p> <p>Height - 460mm + Support Width - 1820mm Depth - 610mm Seating height - Varies</p>	


BOLLARDS

Item	Area	Description	Specification	Illustration
Broxap Southwark Web	Site-wide	Southwark ductile Iron bollard Black powder coated.	Dimensions Height - 900mm Diameter - 117mm	

STANDS & SHELTER





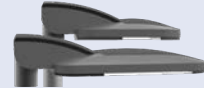
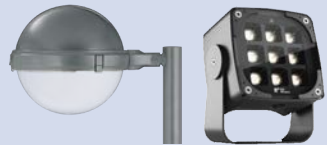
Item	Area	Description	Specification	Illustration
Kent Albion Web	Site-wide	Stainless steel cycle stands, Stands to include a tapping bar (end stands only)	Dimensions Height - 600mm Width - 815mm	
Kent Albion Web	High Road	Black powder coated cycle stands, Stands to include a tapping bar (end stands only)	Dimensions Height - 600mm Width - 815mm	
Cyclehoop Hanger Web	Site-wide	Galvanised steel frame cycle shelter, Provides a safe and dry storage space for up to six bicycles	Dimensions Length - 2550mm Height - 1365mm Depth - 2030mm	

BINS

Item	Area type	Description	Specification	Illustration
<p>Glasdon Jubilee External Litter Bin</p> <p>Web</p>	<p>Standard areas Special areas Conservation areas</p> <p>The Council will then be developing a rationalisation and replacement strategy using an agreed suite of bins. Designers should contact the waste team for clarification on litter bin options ahead of this work being completed</p>	<p>Keyless, black, complete with Poly Liner, Gold Branding/Livery, Gun Metal Hood Stubber Plate</p> <p>A borough wide litter bin audit is currently taking place to identify the location of every litter bin in the borough and detail the type, make, model, condition etc.</p>	<p>Suitable for all general locations.</p> <p>Colour - Black</p> <p>Dimensions</p> <p>Capacity - 110 litres</p> <p>Height - 1158mm</p> <p>Width - 598mm</p> <p>Depth - 553mm</p> <p>Weight - 26kg</p>	

Wood Green - Special area palette

LIGHTING

Item	Area	Description	Specification	Illustration
Schreder Urbis Axia Range or TRT Aspect Web	To be confirmed	For residential Streets	Functional standard style Height of Column - 6m	
Schreder Urbis Axia Range or TRT Aspect	To be confirmed	For residential Streets and walkways where light spill to adjoining properties is an issue.	Contemporary decorative style LED with full cut off. Used to reduce upward light spill. To prevent light trespass, back or front shields could be installed to the luminaire. Height of Column - 5m	
Schreder Urbis Axia Range or TRT Aspect	To be confirmed	For locations where there is no vehicle access	Functional standard style Height of Column - 5.5m (Based hinged lower and raise)	
TRT Aspect 3 LED Web	To be confirmed	For trunk roads, West Green Road / Seven Sisters and Green Lanes town centres	Functional standard style Height of Column - 8 or 10m	
TRT Aspect Zebra Web	To be confirmed	For zebra Crossings	Designed to illuminate a pedestrian crossing using positive contrast. Height of Column - 6m	
DW Windsor Fira and Polar spotlights Web	Special Areas	Special areas, such as meeting points, public spaces, road headers and areas with groups of trees may be marked using column-mounted spotlights		

SURFACES

Item	Area	Description	Specification	Illustration
Concrete slabs	Standard footway	Charcon Andover Composite stone/ concrete slab with SuDS function	Dimensions 600 x 300 x 80mm Colour/ Finish Light grey/ Textured	
Concrete blocks	Crossovers on standard footway	Charcon Andover Composite stone/ concrete slab with SuDS function	Dimensions 200 x 100 x 80mm Colour Light grey	
Granite blocks	Areas of significance	Granite	Dimensions varies Colour Silver grey and other colours	
Paving blocks	Areas of significance	Mat of paving to denote areas of significance, materials varied. Example: pocket park on Mayes Road	Dimensions varies Colour varies	

Wood Green - Special area palette

SURFACES




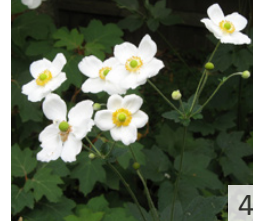


















Item	Area	Description	Specification	Illustration
Granite kerb	Site-wide	Granite	Dimensions 300mm width as standard 150mm width if reusing existing Various length Colour Silver grey	
Imprinted asphalt (alternative to block paving)	Main street crossings, medians, gutter strips and other road markings to slow the traffic	Asphalt	Dimensions N/A Colour Bristol White	

KERBS-SuDS

Item	Area	Description	Specification	Illustration
Granite kerbs	Rain gardens, SuDS	Granite	Dimensions 300mm width x 300mm upstand as standard 150mm width x 100mm if reusing existing, space is constrained and if close to mature trees Various length Colour Silver grey	

Wood Green - Special area palette

PLANTING-SuDS

Item	Area	Illustration
PLANTS		
1. <i>Deschampsia cespitosa</i> 'Goldtau'	SuDS, rain gardens	
2. <i>Miscanthus sinensis</i> 'Flamingo'		
3. <i>Miscanthus</i> 'Starlight'		
4. <i>Anemone japonica</i> 'Honorine Jobert'		
5. <i>Iris sibirica</i> 'Caesar's Brother'		
6. <i>Geranium</i> 'Patricia'		
7. <i>Geranium endressii</i>		
8. <i>Geranium</i> 'Rozanne'		
9. <i>Geranium macrorrhizum</i> 'Album'		
10. <i>Rudbeckia fulgida</i> var. 'Goldsturm'		
11. <i>Aster</i> 'Little Carlow'		
12. <i>Astrantia major</i>		
13. <i>Crocsmia Gerbe D'or</i>		
14. <i>Pennisetum</i> 'Fairy Tails'		
15. <i>Pennisetum</i> 'Karley Rose'		
16. <i>Pennisetum</i> Hameln		
17. <i>Sarcococa confusa</i>		
18. <i>Alchemilla mollis</i>		
19. <i>Lythrum salicaria</i>		
20. <i>Phlomis russeliana</i>		
21. <i>Phlomis tuberosa</i> 'Amazone'		
22. <i>Vinca minor</i>		
23. <i>Cornus sanguinea</i> 'Midwinter Fire'		
24. <i>Prunus laurocerasus</i> 'Otto Luyken'		
TREES		
25. <i>Betula utilis</i> 'Snow Queen'	