ISLINGTON

Streetbook Supplementary Planning Document

October 2012

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1 Introduction

Introduction

1.0.1 **This document explains and facilitates sustainable development of the public realm in Islington; that sustainable development being defined by way of six core values. It consolidates the requirements and advice of all relevant professionals; it incorporates a diverse range of user views; and provides a consistent set of standards as a reference point for developers, their clients, regulators and end users.**

1.0.2 This is a Supplementary Planning Document (SPD), part of the Council's Local Development Framework (or Local Plan). It supplements the Council's Core Strategy and Development Management Policies, providing further guidance on how policies (contained within those documents) can be met. This SPD forms a material consideration in the determination of planning applications. It replaces the Council's Street book published in February 2005.

1.1 How to use this document

1.1.1 This document provides no prescribed solutions.   Instead it sets out a process for the design and renewal of streets[1], see 'Design Philosophy' below.

1.1.2 The document is intended as a tool for the design, construction and management of public realm improvements. Where proposals are subject to Planning Controls the focus of any application and approval will be on the Values (Section 3) Design Concept (Section 7) and Design Development (Section 8) stages of the process. Where proposals require Highways approval then the focus of that department's scrutiny will be on the specifics of the Technical Design (Section 9).

1.1.3 Nonetheless, users of this document are advised to maintain an overview of the design and development process. Where the work in hand is of a technical nature it is important that the practitioner understands the vision and strategic context of the development; where the work is more conceptual, it is essential that designers look ahead to the technical details that will secure the realisation of their proposals in practical and sustainable ways.

1.1.4 Sections 2 describes the policy background against which any proposal will be assessed. Section 4 sets out the process, one that will be familiar to many but where much of the emphasis is now on the preparatory stages of appraisal and analysis. Section 5 details the components of that appraisal and how they relate to one another.

1.1.5 Section 7 works through the appraisal findings to establish a strategic response, a concept design. Section 8 builds on the concept to produce a detailed design and technical details are provided in Section 9. The latter generally brings together standards and guidance that already exist at a national, regional or local level. New direction is nonetheless provided for a limited number of Islington specific and novel circumstances.

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1   Streets are defined as all areas that lie between defensible private land including Carriageways and Footways (collectively called a 'Road'), footpaths, public and semi-public open space that abuts a road or footpath, and some private land that has a right of public access or right of way on it. The definition does not extend to canal tow paths

1.1.6   For each design stage, objectives are set. Achieving those objectives provides the means of demonstrating that the values have been upheld. The design considerations simply break down the objectives into more detailed design factors but these should not be considered exhaustive. These are followed by examples of good practice, showing how relevant objectives have been achieved, local conditions factored in, and relevant technical standards met. Very few technical requirements are detailed within the document but suitable references and links are provided to existing standards and guidance.

> Practitioners will find particular parts of the process more or less relevant but all are advised to digest the Vision and Values set out below as essential background to the detail provided in the sections that follow.

1.1.7   Users of this document will include:

- Project managers who may use it to draw up a brief and to set contract requirements
- Strategic planners conducting whole area feasibility studies
- Designers and developers applying for planning permission where the proposal includes a street element, whether public or private
- In-house designers or those commissioned by the Council
- Engineers charged with implementing detailed elements of an agreed master plan
- Engineers undertaking modest local improvements
- Local people with an interest in the design and management of their streets and local places.
- Development Management officers and the council's highways engineers.

1.2 Design philosophy

1.2.1   **A contextual analysis (appraisal) should underpin every design**; examining current patterns of use and movement through the space, historical and archaeological opportunities and challenges, the architectural character, local ecology, surface water flows, environmental and social barriers and opportunities

1.2.2   **Mapping the wider area is vital to the success of any proposal** and the formulation of longer term and possibly more radical interventions. However minor the scheme, it is likely to be affected by other works in the area and by the same token to impact on other developments proposed in the area. All work should, in effect, enable future improvements locally and in the wider area. At the same time, the importance of establishing the detail of the subterranean landscape cannot be over stated. The structure and services that run beneath the surface of any street will fundamentally influence the profile of any new proposal.

1.2.3   Thinking through appropriate responses to that appraisal, this document facilitates a greater understanding of some basic design concepts and provokes a fundamental review of a street's qualities, character and status.

1.2.4 **Street design is largely about making better routes and places**; effective routes through our environment and places that encourage users to dwell and engage. Streets should be pleasing in appearance, creating spaces that are enjoyable to spend time in and that function properly and in perpetuity.

1.2.5 Minor improvements, major refurbishments, and radical remodelling, should all contribute to the completion of a street. Completion will be achieved by delivering an appropriate and effective balance between its functions as route and or place, in a manner that is sustainable and inclusive.

1.2.6 Islington will facilitate the creation of multi-functional and inclusive spaces by promoting an approach to street design and construction which considers how the social use of the street and vehicle movement can be successfully balanced. As an integral part of this reassessment, **Islington is fundamentally committed to an incremental shift towards more sustainable forms of transport, specifically to walking and cycling.**

1.2.7 Moving on to more detailed design development; rather than prescribing a standard range of elements and products, the document sets out the objectives to be met and the design considerations that should be factored in.

1.2.8 **Designs should respond to a detailed analysis of local character**; they should reflect and or complement the scale, style, rhythm, use, character, colour, materials, biophysical characteristics (e.g. ecology, surface water flows) and demographics of the immediate surroundings, whilst signalling a connection to and some consistency with the borough at large.

1.2.9 In terms of solutions, the document simply provides examples of good practice, showing how relevant objectives have been met and referring the reader to relevant technical standards. The document establishes a principled approach to design that facilitates local and site specific interpretations of the objectives set, whilst delivering a level of continuity and cohesiveness across the borough and borough boundaries.

1.3 Planning requirements

It is a planning requirement that proposals accord with policies within the Council's Core Strategy and Development Management Policies (See Section 2 below). To satisfy those policies, proposals are required to demonstrate that they uphold the following values:

- Fairness through Inclusive Design
- Design Quality
- Historic environment conserved and enhanced
- Safety and Security
- Good Value
- Environmental Sustainability

1.3.1 Achieving the objectives set out in this document provide the means of demonstrating that the values have been upheld (the design considerations simply break down the objectives into more detailed factors). Upholding those values and achieving relevant objectives is

also a prerequisite of the Council's adoption of streets. The same objectives also set the standard for permitted street works undertaken or commissioned by the Council's Highways Service.

1.3.2   Public realm improvements, where secured by S106 Agreement or CIL (the Community Infrastructure Levy) www.islington.gov.uk/CIL, shall be designed and constructed in accordance with the values, objectives and design considerations set out in the Streetbook SPD.

1.4 Production of this document

1.4.1   This document was generated by a multidisciplinary steering group, comprising council officers in Greenspace, Public Realm, Highways, Planning and Children's Services, a rich source of expertise and experience and a forum within which any potential conflicts of interest were resolved. Those services will also use the document, where planning controls do not apply, as a resource upon which to draw up contracts, specify the scope and control the quality of work they commission.

1.4.2   In the interests of a more inclusive environment and a fairer society, the standards set and the good practice examples chosen have been informed from the outset by a focus group of disabled people (including people with physical, sensory and or cognitive impairments, parents, older people, people form different socio economic and ethnic backgrounds).

1.4.3   The group studied and experienced at first hand a number of recently completed public realm improvements projects. The members' feedback and appraisal of the steering group's initial draft has influenced the document's overall priorities, detailed design considerations and advice that are set out in the main body of this document.[2]

1.4.4   Children and young people attending Islington's Playday were also drawn into a discussion of what makes our streets safe and enjoyable places to be; their experience of walking or cycling to school, their anxieties and aspirations, were played out with some sophistication and creativity in a planning for real exercise.

2   Only when these standards are met is it possible for the Council to adopt a highway

1 Introduction

Complete the Street - at Islington's Playday

1.4.5 At the other end of the scale, so to speak, Public Wisdom (a Cubitt Arts project that brings together community elders to develop creative ideas for renewal and change in public life and public spaces) came together to consider the objectives proposed by the Streetbook and in particular the direction provided in relation to public art.

1.4.6 An early draft of the document was also reviewed by the Women's Design Service. Its comments refer to the roles predominantly taken by women: child care, caring for parents and older or disabled relatives and household tasks. They take account of the fact that more women than men rely on public transport and women also tend to fear attack in public places more than men and can feel generally unsafe and uncomfortable in poorly designed public spaces.

1.4.7 WDS finds that women often feel strongly about sustainability issues: tackling pollution and improving air quality are important both in terms of environmental protection and their children's health. Women have also highlighted the importance of food growing and the enhancement of green spaces for biodiversity, assuming that planting is designed with safety and accessibility in mind. The enhancement of opportunities to play is also a priority, as is the creation of space for social interaction, community, religious and cultural activities.

1.4.8 As one focus group participant said:

> We want to be able to spread our wings... we don't want special privileges...just feel that we are part of the community... and mix with anyone... to move about freely, it might take a bit longer , we might be a bit slower....but we want to move about without fear..

1.4.9 Contributors to the production of this document are listed in Section 13.

1.4.10 The Streetbook SPD Companion Guide provides further more detailed guidance, drawing upon a wealth of complementary national regional and local experience.

2 Policy and strategy background

Policy and strategy background

2.0.1 **This SPD sets out values against which proposals will be assessed, objectives that should be met and design considerations to be taken into account in order to satisfy policies adopted by the Council's Development Plan.**

2.0.2 The overarching aim, in accordance with the National Planning Policy Framework, is to help make applicants succeed.

2.0.3 Where planning permission is required for works in the public realm, schemes will be assessed with reference to this document. Applicants are also required to refer to relevant national and London Plan policies.

2.0.4 This document also provides guidance for council officers, and those they commission to undertake work on their behalf, on appropriate and adoptable[3] standards for those schemes that do not require planning permission.

National Planning Policy Framework

2.0.5 The National Planning Policy Framework (May 2012) states that "Planning policies and decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping"

Core Strategy

2.0.6 The Council's Core Strategy (February 2011) is part of Islington's Development Plan; it contains policies relating to seven key areas and sets out strategic policies relating to the borough as a whole. Compliance with these policies is an essential requirement of any development that is subject to planning controls. For more information and to download a copy of the adopted Core Strategy:

www.islington.gov.uk/environment/planning/planningpol/local_dev_frame/pol_corestrat/

2.0.7 Within the key areas, development opportunities, regeneration priorities and desirable public realm improvements are described. Policies CS1-7 and their associated maps and diagrams indicate specific improvements to the borough's infrastructure (its permeability and legibility) and detail critical issues of local character and heritage, which should be considered as part of any public realm works.

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3   Only when these standards are met is it possible for the Council to adopt a highway.

2.0.8   For the public realm, beyond those key areas, **Policy CS 8** (Enhancing Islington's character) describes essential design criteria for the design of public realm. Successful streets and squares, it states, are one of the borough's key assets that will be maintained; poorer quality public realm will be improved by, for instance, enhancing pedestrian and cycle routes; and open spaces will be maintained and enhanced to ensure they are inclusive and accessible.

2.0.9   **Policy CS 9** (Protecting and enhancing Islington's built and historic environment) states that the historic significance of Islington's unique heritage assets and historic environment will be conserved and enhanced whether designated or not. These assets in Islington include individual buildings and monuments, parks and gardens, conservation areas, views, public spaces and archaeology.

2.0.10   **Policy CS 16** (Play space) commits the council to maximise opportunities for play in the wider environment such as parks, open spaces, civic spaces and streets and requires developers to provide new inclusive play space as part of new developments.

2.0.11   **Policy CS 10** (Sustainable Design) sets out the Council's commitment to minimize Islington's contribution to climate change and ensure that the borough develops in a way that respects environmental limits and improves the quality of life. It requires that development has demonstrably:

- minimized on-site CO_2 emissions
- protected existing site ecology and made the fullest contribution to enhancing biodiversity
- been designed to adapt to climate change, particularly through design which minimizes overheating and incorporates sustainable drainages systems (SUDS)
- minimized the environmental impact of materials
- encouraged sustainable transport choices.

Development Management Policies

2.0.12   The Council's Draft Development Management Policies will also form part of the Development Plan and provide more detailed policies to ensure the Core Strategy is effectively implemented.

2.0.13   **Policy DM 1** focuses on the public realm and refers to this (Streetbook) SPD for detailed design considerations.

2.0.14   Part A lists criteria for assessment, which include requirements that development:

   i.   is sustainable, durable and adaptable
   ii.   is safe and inclusive
   iii. improves the quality, clarity and sense of spaces around or between buildings
   iv.   enhances legibility and have clear distinction between public and private spaces
   v.   improves movement through areas, and repair fragmented urban form
   vi.   respects the context, local architectural language and character, surrounding heritage assets, and locally distinctive patterns of development and landscape

vii. reinforces and complements local distinctiveness and creates a positive sense of place, and

viii. considers landscape design holistically as part of the whole development. Landscape design should be set out in a Landscape Plan at an appropriate level of detail to the scale of development and address the considerations outlined in Islington's Development Management Policies [4]

2.0.15 Part B requires developers to demonstrate how they have successfully addressed a number of elements of the site and surroundings, to meet part A, including the:

- historic context, including heritage assets
- urban form
- architectural quality
- movement and spatial patterns
- natural features
- visual context
- safety, and
- access arrangements

2.0.16 Other policies within the Development Management document are relevant to the assessment of public realm works, particularly policies:

- DM 2 (Inclusive design)
- DM 3 (Heritage)
- DM 35 (New and improved Open Spaces)
- DM 38 (Landscaping, trees and biodiversity)
- DM 45 (Movement hierarchy)
- DM 46 (Managing transport impacts), and
- DM 48 (Walking and cycling)

2.0.17 Schemes should be designed in accordance with all relevant planning policies and in line with this SPD.

2.0.18 A Transport Assessment may be required, in accordance with policy DM 46 and in all cases issues such as the capacity of roads and pavements to accommodate expected usage levels should be addressed.

Highways Policy

2.0.19 In addition, 'Sustaining and managing our streets' is a Code of Practice adopted by the Council, which sets out how it will coordinate and deliver highways services, recognising the particular character of Islington, the expectations of residents and the council's statutory obligations. A copy is available to down load at:

www.islington.gov.uk/democracy/reports/reportdetail. asp?reportid=3864&intSectionID=6&intSubSectionID=2

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4   Development Management Policies paragraph 6.0.34

The London Plan and the Mayor's Transport Strategy

2.0.20 Islington's Development Plan and Core Strategy conform to these regional policy documents. They are available at:

www.london.gov.uk/priorities/planning/londonplan

Of particular relevance are: Policy 6.10 Walking and 7.1 Building London's neighbourhoods and communities.

www.london.gov.uk/publication/mayors-transport-strategy

Biodiversity Action Plan

2.0.21 The strategy looks at the whole of Islington as an ecological functioning landscape and prioritises action across key areas. It identifies habitats and species important to Islington and London as a whole. For each of the habitats and species identified there is an action plan which identifies relevant threats, and proposes actions and targets for the borough to work towards.

2.0.22 It sets out 18 policy statements, which formalise the Council's and the Islington Biodiversity Partnership's commitment to securing the future of Islington's biodiversity.

www.islington.gov.uk/environment/sustainability/sus_nature/biodiversity_islington/biodiversity.asp

Tree Strategy

www.islington.gov.uk/DownloadableDocuments/Environment/
Pdf/greenspace/a_policy_for_trees_in_islington.pdf

A Play Strategy for Islington

https://www.islington.gov.uk/publicrecords/documents/
EducationandLearning/pdf/play_strategy_09web.pdfp://

Inclusive Landscape Design SPD

www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/
ldf_pack/Inclusive_Landscape_Design_SPD_January_2010.Pdf

Planning Obligations (Section 106) Supplementary Planning Document

Using Planning Obligations to Achieve Sustainable Development - July 2009

www.islington.gov.uk/publicrecords/documents/Environment/Pdf/ldf_pack/Planning_Obligations_
Supplementary_Planning_Document_July_2009.Pdf

Public realm improvements, where financed by contributions made through S106 or CIL (the Community Infrastructure Levy), shall be designed and constructed in accordance with the values, objectives and design considerations set out in the Streetbook SPD.

2 Policy and strategy background

Open Space and Green Infrastructure SPD (forthcoming)

Environmental Design SPD (forthcoming)

Environmental Management System

Islington's policy that has been developed in line with the international standard ISO 14001. Contractors are required to self inspect and submit to environmental audits of their facilities, in accordance with Contract 06/142 of the Highways and Traffic Works Partnering Contract

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3 Vision and values

Vision

3.0.1 **Islington is a vibrant place for people to live, work, visit or pass through. Its network of streets and open spaces provide the vital connective tissue that support the borough's diverse communities and its commercial, cultural and social life.**

3.0.2 The quality of Islington's routes and places should fundamentally enhance those activities and is therefore a real priority for the Council.

3.0.3 That quality is rooted in the borough's rich architectural and social history, is influenced by a burgeoning contemporary economy, and enriched by a thriving ecology; all of which must be preserved and enhanced.

Andover Estate Central Square

Thornhill Square N1

Camden Passage N1

Agdon Street Triangle EC1

Values

3.0.4 **The core values that underpin our vision for the borough's streets and open spaces and against which all proposals will be assessed** [5] **are:**

- **Fairness through Inclusive Design** [6]
- **Design Quality**

  - **Aesthetic**
  - **Functional**
  - **Engineering**

- **Historic environment conserved and enhanced**
- **Safety and Security**
- **Good Value, and**
- **Environmental Sustainability** [7]

3.0.5 However, rather than produce discrete sections describing how to design with that value in mind, the SPD sets out what each value represents by way of introduction. It then goes on to work through stages of a standard design process and specific aspects of street design. Under each heading (e.g. planting or seating) objectives and design considerations pertaining to each value have been set, thus avoiding any potential conflict of interest.

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5   see Planning Requirements para 1.3
6   Wellbeing and inclusion of our diverse communities
7   Sustainability has come to mean economic sustainability, social sustainability and environmental sustainability. In this document social sustainability is upheld by the 'Fairness' value and economic sustainability is covered by 'Good value'.

3 Vision and values

Value: Fairness through Inclusive Design

3.0.6 **It is essential that Islington's streets meet the needs of our diverse population. Engaging with end users from the earliest stages in the design process will contribute to the delivery of accessible and inclusive environments. Our public realm should be conducive to walking and cycling, optimise play opportunities, facilitate healthy lifestyles and promote community cohesion.**

3.0.7 Islington's streets should provide routes and places that all users feel confident to navigate and comfortable to use. There is real scope in their design and management to promote more effective social inclusion and greater community cohesion.

3.0.8 Considering the challenge this poses, it is useful to take account of those characteristics protected by law, which are: age; disability (including mobility, visual and hearing impaired people and people with learning difficulties and or mental distress); gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation. In addition developers will be expected to consider and respond to the needs of people who are economically disadvantaged.

3.0.9 Commissioners and designers should think about the diverse communities and vulnerable groups that use our streets [8] before they even draw up a project brief. One way of establishing the challenges and opportunities a street presents, in this respect, is to conduct an access and inclusion audit of the area comprising a technical survey of paths, crossings, street furniture etc and a programme of user engagement [9].

3.0.10 A robust understanding of the needs, concerns and aspirations of these groups from the outset will enable developers to fully appraise existing spaces, and thereafter conceive, design and detail an environment that is properly inclusive and broadly stimulating.

3.0.11 Children and young people, for instance, seek to play wherever there is space and enjoy meeting up with friends to socialise casually on the street. They have particular concerns around traffic and road crossings (critically, as they first travel independently, to school) criminal behaviour and bullying and, like everyone else, dislike streets that are poorly lit or dirty.

3.0.12 Families with buggies and or small children and people with mobility impairments obviously need sufficient space to manoeuvre, while visually, hearing and or cognitively impaired people will benefit from logical layouts and clear way finding information.

3.0.13 Safer streets are fundamental to the ability and willingness of anyone, but specifically these more vulnerable groups, to walk, cycle and or to use public transport. So, good sightlines, which enable the user to know the space and also to be seen, are crucial.

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8   Social and demographic data can be provided by: the council's Corporate Resources dept; the Public Realm department, Planning Policy and , GIS (Geographical Information Service) teams.

9   More details and a model work plan for a programme of engagement of this sort is included in the companion guide to this document and might usefully inform any site appraisal and inform the ongoing design process

3.0.14 Tackling pollution and improving air quality are vital to everyone but are frequently expressed by parents and carers in terms of their children's health. Similarly, the value of public open space for community, cultural and religious activities, has been highlighted.

3.0.15 Opportunities to rest and sometimes to dwell are important factors also, in improving the accessibility of routes and the perceived safety of places. The careful design and placing of seating will therefore be an important consideration in the approval of any public realm proposal and the council will generally resist proposals to commercialise public space [10]

3.0.16 A commitment to Inclusive Design is set out in the Core Strategy (adopted February 2011). All development should:

- provide for ease of and versatility in use
- deliver safe, legible and logical environments
- produce places and spaces that are convenient and enjoyable to use for everyone, and
- bring together the design and management of a development from the outset and over its lifetime

3.0.17 These are explained in more detail in Development Management Policies (DM-2).

3.0.18 And, in the main body of this document there are specific objectives and design considerations that will prompt a practical design response to these principles.

Value: Good quality places and routes

3.0.19 **A high quality streetscape will look good (rational designs delivered with sophistication and simplicity), be well built and work well for the environment and for the people using it, now and over time.**

3.0.20 **Aesthetic quality** relates to aspects of design that delight the senses; providing visual balance, to a scale, in a style and with materials that respond intelligently to context.

3.0.21 **Functional quality** is reflected in how effectively the design and arrangement of elements within the streetscape achieve its purpose. That purpose is, primarily, to meet the needs of the street's diverse users with full consideration of their safety, health and well-being. Those users include not only members of the public but those who build and maintain the roads or use them to deliver emergency services.

3.0.22 A street's function is also: the protection and where possible the enhancement of the local ecology and green links for the benefit of both users and nature; and, maximising opportunities to capture and utilise surface water flows in sustainable drainage features that enhance amenity as well as reducing flood risk.

3.0.23 **Engineering quality** relates to the structural efficiency and technical elegance of a design solution. The specification of materials, construction techniques and long term maintenance programmes should be based on sound engineering principles and minimise energy consumption, CO_2 emissions and wider environmental impacts (e.g. the consumption of natural resources and pollution).

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10 Private interests (shops and cafes) will not be allowed to monopolise the use of those spaces.

3 Vision and values

Value: Historic environment conserved and enhanced

3.0.24 **Islington's historic buildings, streets and open spaces should be valued, cared for and enjoyed. Improvements to the public realm should respect, conserve and enhance the historic environment, local character and distinctiveness.**

3.0.25 "Islington aspires to the highest standards of architectural and urban design in London, to be at the forefront of sustainability and to preserve and enhance the borough's historic environment, its heritage assets and their settings. Good design is indivisible from good planning, and innovation and tradition need to be complementary for successful physical regeneration and the creation of high quality high quality inclusive public spaces and places." (DMP – 2.2)

3.0.26 An analysis of local context is fundamental to the successful implementation of works to the public realm. Radical interventions in to some sensitive historic spaces, such as the Georgian squares within the cohesive historic townscape of Barnsbury and Canonbury, would not be supported. However, there are some spaces within a more varied townscape where high quality contemporary design might work more successfully than a traditional approach.

3.0.27 This document provides guidance on how the local history, character and distinctiveness of a place can be understood and suggests a palette of appropriate materials that can be used to respect and enhance it. Proposals should meet the design objectives contained within this document

3.0.28 Unnecessary visual clutter should be removed and signage and street furniture rationalized wherever possible. Public realm enhancement schemes within the setting of listed buildings or conservation areas should be designed to take in to account the specific characteristics and features of these buildings and areas. Enhancement of the public realm often lies in better revealing existing historic features or reinstating what has been lost. The use of traditional materials, such as York Stone and granite setts, is encouraged wherever appropriate.

3.0.29 Some areas of historic paving, such as the cobbled Charterhouse Square, and items of street furniture are listed. However, there are many other areas of historic paving and street furniture which are not listed but are undesignated heritage assets which should be retained. Advice should always be sought from the Design and Conservation Team for proposals which may affect heritage assets, such as historic signage, telephone kiosks and cobbles, whether designated or not.

Value: Safety and security for users

3.0.30 **We want people to be safe and feel secure in our streets and open spaces. The benefits of designing for community safety should not be underestimated, particularly for more vulnerable people, including children, young people and older residents. It is therefore expected that designs will seek to achieve an appropriate spatial balance between pedestrians, cyclists and vehicles using the space, that measures to modify user behaviour for the better are introduced and that designs encourage more (and more diverse) users onto the street to improve natural surveillance.**

3.0.31 Good design and management of the public realm will result in greater use and the associated casual surveillance should diminish the occurrence and perception of criminal behaviour, which can otherwise occur anywhere. Where spaces look and feel good they are essentially conducive to positive behaviours.

3.0.32 Critical design elements will include: measures to control the weight and speed of vehicular traffic through a space; good sightlines, enabling users to read a space, to be seen and to be able to navigate easily out of it; easily maintained surfaces and street furniture; a good level of lighting; and, the appropriate placing and spacing of trees and planters.

3.0.33 In any event, designers should take into account the experience of local community safety groups and other relevant expertise in weighing the risks and benefits associated with a proposal. It is not always necessary to eliminate all risks; in pedestrianised areas or residential locations (with less traffic) for instance, it might be possible encourage children and young people to play in the street. And, where risks are unavoidable they can very often be offset.

Value: Good value

3.0.34 **Good value will be measured in terms of a proposal's whole life costs, the quality of design and the benefit to the community of users. A strategic and coordinated approach is essential to the delivery of good value. Ensuring that the time and money spent developing the public realm produces streetscapes that are durable, easy to maintain and fit for purpose is vital.**

3.0.35 The value obtained for the time and money expended on the public realm is of fundamental importance to the council. Careful initial spending is just one aspect, others include: an appraisal of the scheme's whole-life costs; the sourcing and environmental performance of materials; user satisfaction; and, the long-term health benefits of more active and cohesive communities.

3.0.36 A strategic and co-ordinated approach to the design of the public realm is fundamental to the delivery of that value: making the most of, sometimes limited, resources; ensuring that expenditure is sensible and design decisions realistic; and creating an environment that is fit for purpose in the short, medium and long term. Most important, however, is to 'design at eye level'; understanding who the end users are, and meeting their needs, is critical.

3.0.37 **Whole life costs** include procurement of the materials, their durability and fitness for purpose, required maintenance and ease of cleaning and replacement.

3.0.38 **Quality is fundamental** to economic value. So, whilst the provision of an affordable streetscape is important, its delivery should be consistent with the requirement to create streets that are generous, robust and pleasing to the eye.

3.0.39 **Optimising public space** in the borough is a key priority, not least because less than 7% of land in Islington is open space (parks etc). With nearly 600 kilometres of footway[11] and 40% of all journeys within the borough being taken by foot [12], every opportunity

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11   Source: Islington's Highway Asset Management Plan (2010)
12   Source: London Travel Demand Survey, 2006/07 to 2008/09

should be taken to improve and extend pedestrian routes and public spaces and so make the borough more 'walkable'. The health and community benefits of a more active population cannot be underestimated and are central to the council's fairness agenda.

3.0.40 **Economic inclusion** is another vital component of the council's commitment to fairness. Enabling all residents to enjoy and make use of our streets and open spaces (whether for travel, rest and or social interaction) with ease, safety and comfort, and without incurring cost, is vital. For example, place-making qualities such as seating, planting and focal points encourage and facilitate individuals and groups to rest and enjoy the space. Similarly, improving routes through the borough, ensuring that they are accessible, provided with good lighting levels and clear sight lines, makes walking a more viable and attractive option.

Value: Environmental sustainability

3.0.41 **The success of any development will depend upon how it moderates and responds to the challenges of climate change, minimises the environmental impact of material use, protects and enhances the local ecology and promotes sustainable forms of transport.**

3.0.42 Environmentally sustainable design is about reducing the environmental impacts of a development throughout its life: minimising carbon emissions; adapting to climate change; minimising the consumption of resources; and protecting and enhancing biodiversity.

Climate change mitigation and adaptation

3.0.43 Islington Council is committed to a 40% reduction in carbon emissions (from 2005/06) by 2020/21. Public realm schemes can contribute to climate change mitigation by minimising CO_2 emissions at every stage of their development from design and construction, to use, maintenance, and repair. Schemes must therefore demonstrate how this will be achieved.

3.0.44 Adapting to our changing climate is also critical. Islington is at significant risk of surface water flooding (because of the density of buildings) and this risk is projected to increase with climate change. Sustainable drainage systems (SUDS) limit the peak flow of water running into our drains. Overheating must also be considered; projections suggest that by the 2080s summer temperatures in the UK are likely to be 4ºC higher than they are today and in dense urban areas temperatures could be intensified further. Increased urban greening (i.e. tree planting, soft landscaping and green roofs) are one important way in which summer temperatures can be moderated. An analysis of local ecology, green links and surface water flows (and the opportunities to reflect these in any scheme design) will form an essential part of the appraisal underpinning schemes that involve significant resurfacing and/or re-landscaping (see section 5). Any opportunities that are identified should be fully exploited e.g. by extending an existing avenue of street trees or capturing runoff water from an existing road in a SUDS planter.

Minimising environmental impacts

3.0.45 The environmental impacts of materials used should be minimised by:

- Selecting low impact, sustainably sourced, durable and easy to maintain and or repair materials and maximising the use of reused and recycled materials (e.g. recycled aggregates). The BRE Green Guide provides ratings of a number of asphalts and paving systems

- Minimising and managing waste appropriately e.g. by selecting efficient methods of design and construction and also segregating and disposing of waste responsibly

3.0.46 All schemes should demonstrate how they have selected and used materials to minimise environmental impacts; including Green Guide Specification ratings (where these are available) and procurement targets such as total % recycled material content.

3.0.47 Islington is committed to an incremental shift towards more sustainable forms of transport, specifically to walking and cycling [13] All schemes should therefore demonstrate how they facilitate a shift towards sustainable forms of transport.

Protect existing site ecology and make the fullest contribution to enhancing biodiversity

3.0.48 All schemes that involve significant resurfacing and or re-landscaping should demonstrate how they enhance biodiversity. A preliminary contextual analysis (appraisal) will identify local green links and any sites of ecological value (e.g. SINCs, parks, existing trees). The proposed scheme should then protect and, where possible, enhance the integrity of green links and the value and resilience of existing biodiversity.

3.0.49 Further guidance on sustainable design considerations is provided in the main body of this document, in its companion guide and in the Environmental Design SPD.
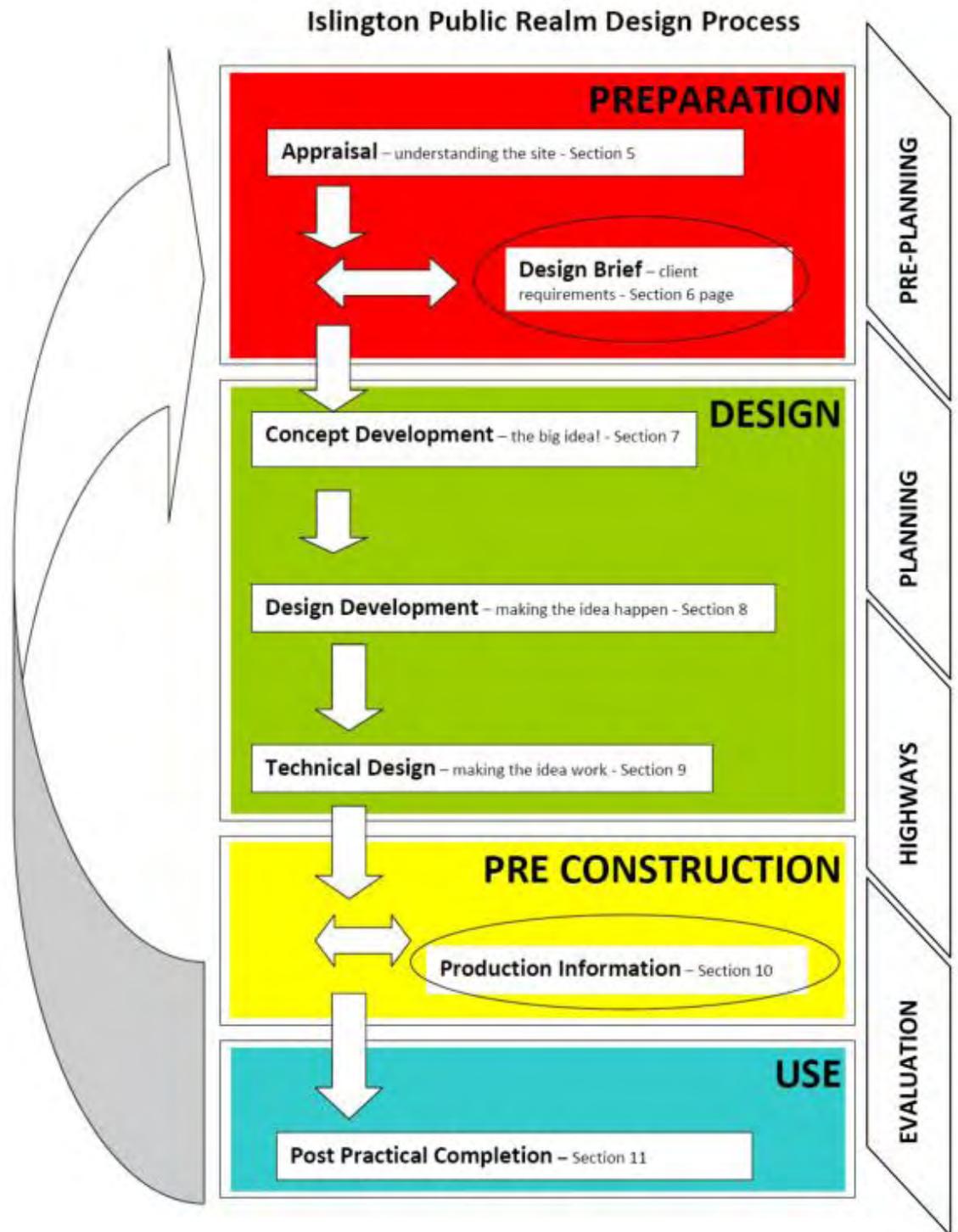
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13 Short-term walking target: 41% by 2013/14 (currently 40%) Long-term walking target: 43% by 2025/26 Short-term cycling target: 4% by 2013/14 (currently 3.4%) Long-term cycling target: 7% by 2025/26.

Process

4.0.1   **To deliver an outcome that embodies the vision and reflects the values described above, the process of design is all important; a process that takes into account all the circumstances of the case and exploits the imagination and skill of designers and engineers.**

4.0.2   It is clear that a prescriptive directory of street features, a specification manual, will not suffice. It is the integrity of the whole process, from analysis, through briefing, to conceptual planning, detailed design and technical specification that will produce solutions that are fit for purpose and usable.

4.0.3   The process is one of inclusive design, one that:

- Begins at the beginning
- Takes account of user experience at every stage of the development
- Designs-out barriers and builds-in flexibility
- Brings together functional and aesthetic considerations; and
- Is regularly monitored and evaluated

4.0.4   The diagram that follows (figure 4.1) sets out a design process recognized and recommended by Islington Council for public realm works; and is followed by a summary of what each stage involves. The remainder of this document is organised into sections relating to each stage in that process.

> Practitioners will find particular parts of the process more or less relevant but all are advised to digest the Vision and Values described above, as essential background to the detail provided in the sections that follow.

4.0.5   It is the site appraisal, conceptual design and design development that will be most relevant when a submission is made for planning approval. In Section 10 of this document the Production Information required to satisfactorily complete those stages is listed.

4.0.6   For approval by the Highways Service a more precise technical specification is required. This is described in Section 9 and enumerated in Section 10.

4.0.7   The stages described below have been used as framework for this document, enabling users to key into a point in the design and development process and to a level of detail appropriate to their work stage. However, it is equally important to note that no stage can be considered in isolation.   Decisions throughout the design and development process are interdependent; strategic decisions will affect technical details and vice versa. Users are reminded therefore to read relevant sections, always within the context of the whole.

Islington Public Realm Design Process

PREPARATION

Appraisal – understanding the site - Section 5

Design Brief – client requirements - Section 6 page

DESIGN

Concept Development – the big idea! - Section 7

Design Development – making the idea happen - Section 8

Technical Design – making the idea work - Section 9

PRE CONSTRUCTION

Production Information – Section 10

USE

Post Practical Completion – Section 11

PRE-PLANNING

PLANNING

HIGHWAYS

EVALUATION

Summary of information requirements at each stage of the design process

(further details are provided in the sections that follow).

4.0.8 Appraisal

- Contextual analysis of site, including possible constraints on and opportunities for development
- Obtain diverse insights into the present condition and latent aspirations, through a focus group or similar.
- Research comparable examples of best practice.

4.0.9 Design Brief

- Agree a vision for the street
- Establish initial statement of requirements, key objectives, opportunities and constraints as identified by the appraisal
- Identify specialist professions, user groups and relevant research findings [14] that it is appropriate to consult.

4.0.10 Concept

- Respond to the appraisal findings
- Identify how the place and route qualities of the street can be enhanced to complete the street; what shift in the route:place spectrum [15] should be obtained
- Take account of the concerns and aspirations of key stakeholders

4.0.11 Design Development

- Building on the conceptual design, propose practical measures by which that shift may be achieved; working with the proportions of carriageway and footway, planting, street furniture, materials etc
- Demonstrate how the proposed measures respond to the appraisal findings
- Propose performance indicators to be used to review project performance in use
- Check against objectives and design considerations in Streetbook SPD
- Take account of the concerns and aspirations of key stakeholders.

4.0.12 Technical Design

- Prepare technical design(s) and specifications
- Finalise performance indicators to be used to review project performance in use
- Application for statutory approvals - check against objectives and design considerations in Streetbook SPD
- Take account of the concerns and aspirations of key stakeholders.

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14 Preferably informed by an 'Inclusive Residents' Panel' including as far as possible people from diverse backgrounds; parents, older and young people, disabled people; people of different ethnicities and faiths, sexualities and different incomes

15 The 'Route:Place Spectrum' is described in the Appraisal and Concept sections that follow

4 Process

4.0.13 Post Practical Completion

- Review project performance in use
- Consider sustainability of maintenance programme
- Evaluate user experience.

5 Appraisal

Appraisal

5.0.1 **The success of any development within the public realm depends largely on how it relates to and fits within its wider context. The council will therefore expect to see evidence from developers of a contextual analysis (appraisal), proportionate to the scale of the development, of the site and possible constraints on development.**

5.0.2 **The appraisal will provide a critical reference point throughout the design process; the design at a conceptual, developed and technical level should refer back and respond to the appraisal findings.**

5.1 Requirements

5.1.1 It is recommended that developers submit (prior to any application for planning or highways approval) an appraisal incorporating the following information:
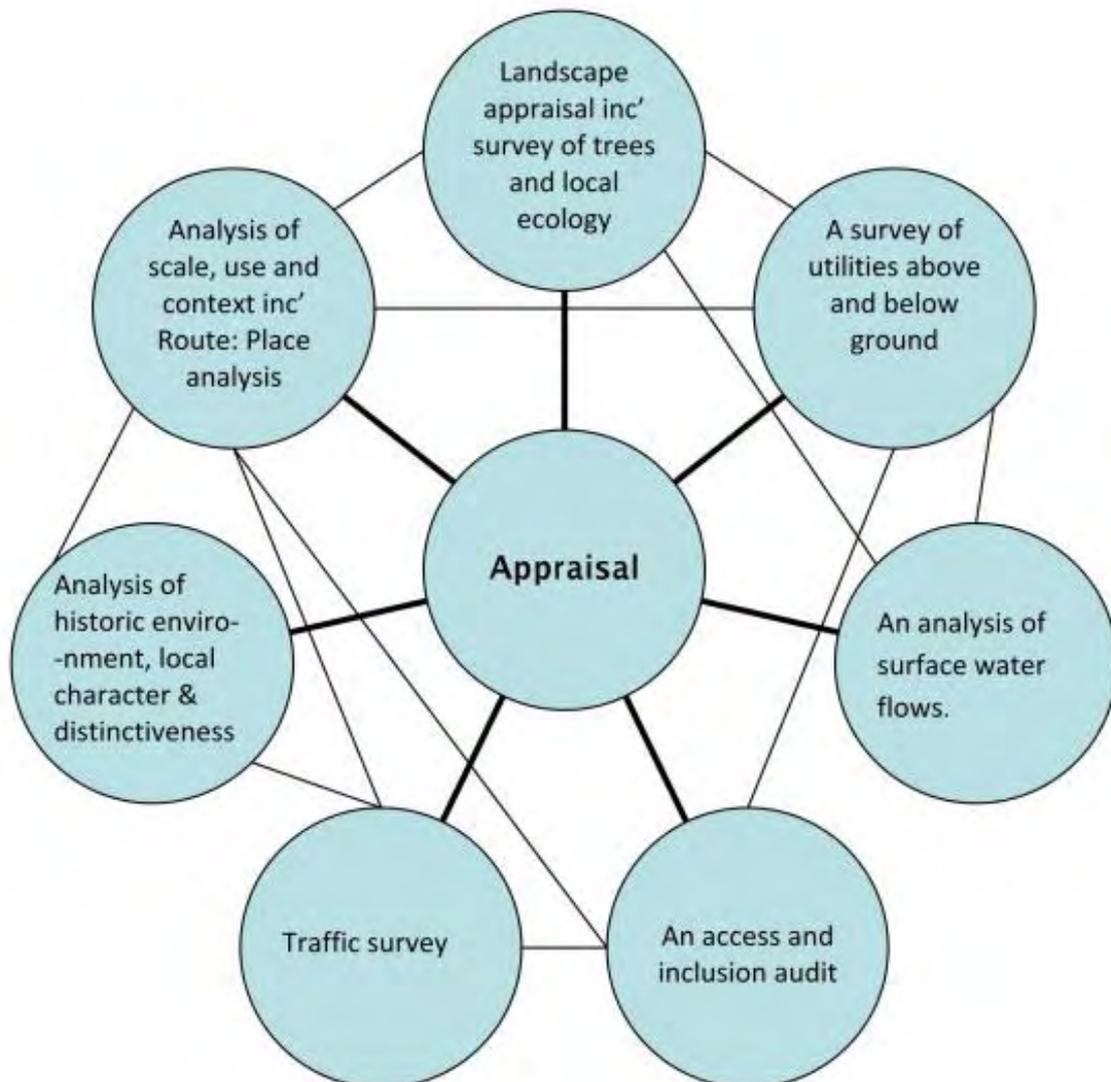
5.1.2 An assessment of the architectural or historic significance of any designated (listed buildings and conservation areas [16]) and undesignated heritage assets which form the historic environment? What is the local character and distinctiveness? What opportunities exist to enhance the the historic environment , local character and distinctiveness? Is there any unnecessary visual clutter that can be removed; any signage or street furniture that can be rationalised? Can the public realm be enhanced by better revealing existing historic features or reinstating those which have been lost? And, what advice has been provided by the Design and Conservation Team and English Heritage.[17]

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16   Refer where relevant to Conservation Area Appraisals
17   See
     http://www.english-heritage.org.uk/professional/advice/advice-by-topic/planning-and-transport/streets-for-all

5 Appraisal

5.1.3   An assessment of existing features and patterns of use: retail, entertainment, commercial, community and or play activities. The existence of and potential for new areas of activity, cycle routes and other sustainable transport facilities (e.g. car club, cycle hire). Taking into account the interface with activity in neighbouring boroughs.

5.1.4   An assessment of the street's proportions and whether they are context-appropriate and sufficient for expected patterns of use. Consult Transport Planning officers. A Route:Place analysis – see below for details

5.1.5   An assessment of the accessibility (physical, social, and economic) of the street in context (further information on access and inclusion audits is provided in the companion guide to this document). The exercise will involve not only a technical (objective) survey but also engagement with diverse user groups to obtain a more experiential (subjective) view. Members of those groups might provide the basis for an ongoing focus group, able to contribute to the development of emerging proposals. Consult the Inclusive Design officer.

5.1.6   A Landscape appraisal (see Development Management Policy DM 38), including a survey of existing trees on and around the site to identify those that need to be retained, in line with BS5837. An analysis of the local ecology and green links, with a view to the opportunities that might be available to strengthen them (e.g. by extending an existing avenue of trees). Consult Greenspace.

5.1.7   An analysis of surface water flows and opportunities to capture them in sustainable drainage features (e.g. a planter irrigated by runoff water) that enhance amenity as well as reducing flood risk. Consult the Sustainability officer and take into account the interface with activity in neighbouring boroughs.

5.1.8   A survey of utilities above and below ground, which is likely to involve the digging of trial holes across the site. Consult Highways and take into account the interface with activity in neighbouring boroughs..

5.1.9   A traffic survey, including pedestrian flows at different times of the day and week, and an analysis of what modal shift (towards walking, cycling and other sustainable forms of transport) might be possible.

5.2 Route:Place spectrum analysis

5.2.1   A street, of whatever scale, character, status and or state of repair, can be defined in terms of its qualities as a place in which to dwell and a route by which to travel.

5.2.2   A tool with which to analyse the character, qualities and potential of a street is the Route:Place Spectrum, which is by definition a continuum, extending from a street that is almost totally place (an animated town square perhaps) through to the other extreme where a street is almost totally route, where facilitating movement is its sole objective.

5.2.3   A useful starting point is to consider where the street or streets in question are located on this spectrum and where they should more appropriately sit.

At one end of the spectrum is a street that is almost **entirely a route**; the M1 Motorway perhaps, designed for speed and efficient movement.

And **between the two** the majority of our streets balance those functions more or less successfully.

At the other end of the spectrum is a street that is designed almost **entirely to be a place**; somewhere to gather and dwell. A residential courtyard or square, where vehicles traffic is all but barred.

A distinct place at the extreme end of the spectrum. Here, vehicular access is limited, pedestrians clearly prioritised; there is a focus of activity, seating, formal and informal play spaces, planting and strong sense of cohesion.

Andover Estate Islington

5 Appraisal

■	A rather more open ended space where nonetheless pedestrians are prioritised and there is a clear identity and focus of activity. What was a gyratory is now a two way route for vehicles on three sides of the square (controlled crossings provided a real guarantee of safety for pedestrians). The fourth side is now the exclusive preserve of pedestrians and cyclists. It effectively links the central square to the gallery building that faces onto it and the quality of the place is enhanced.	Trafalgar Square
■	Vehicular access is not restricted to this space but it is a no through route and is accessed via an imposing arched entrance which marks a radical change in acoustic quality and social function. As a consequence, driver behaviour is altered to the extent that a children's play area is centrally located.	Old Royal Free (residential square) Islington
■	The function of this street changes between market days and others from a real place to something with a far greater route function. The use of a single surface on one side of the street facilitates the market function, whilst traffic controls, a kerb and a bold tonal contrast between pedestrian and vehicular routes, provide some protection for users at other times.	Whitecross Street EC1

	This is a clear through route for pedestrians and vehicles but its quality of space has been much enhanced by recent street improvements. A carriageway has been given over to pedestrian use and the kerb line indicated by a row of planters, benches and cycle stands. That wider pedestrian zone corresponds with an active retail frontage; where on the opposite side a more conventional pavement and kerb have been retained.	Palace Street Canterbury
	This interchange is all about movement but is also a landmark and focal point. Recent street-improvements have delivered far greater priority to pedestrian convenience: controlled crossing opportunities are provided in all directions simultaneously, sight lines improved and unnecessary clutter removed to provide a clean, unambiguous environment for all.	Oxford Circus
	Interventions need not be radical to dramatically improve their quality. This street provides a vital and very functional route but by de-cluttering the pavement, the provision of rational traffic calming and crossing points, the judicious location of seating and high quality workmanship the experience of travel is enhanced. The level of the carriageway has been raised to meet that of the footway and its location identified by tactile paving. But, in this relatively quiet location a controlled crossing was not considered necessary,	Bath Street Islington

Brief

6.0.1   **A brief should only be finalised once a full appraisal of the site and its environs has been completed and clear parameters defined.**

6.0.2   Any brief (including those for public realm improvements secured by S106 agreement or CIL) should respect and require a response to the values set out in this document: quality, environmental sustainability, conservation, fairness, safety and security, and good value.

6.0.3   It would be sensible also if the scope of works were defined to align with the process recommended here: appraisal, confirm brief, concept design, detailed design and technical design.

6.0.4   Beyond that, depending upon the nature and scope of the proposal, specific objectives and design considerations can be drawn from the relevant sections of this document.

6.0.5   In any event, the nature and timing of consultation with relevant experts, council officers and user groups should be stipulated.

Concept development

7.0.1 **The appraisal (contextual analysis) described in the previous section should provide a sound basis for the development of the design concept or strategic plan.**

7.0.2 **The success of the conceptual design will also depend upon the consideration given at this stage to the detailed and technical design stages that will follow. Bold and or strategic decisions should only be taken in the knowledge that they can be delivered in practical and sustainable terms. Readers are therefore encouraged to refer forward to Sections 8 and 9 as well as back to 5.**

7.0.3 That design concept will be fundamental to an application for planning approval and will incorporate a range of strategic decisions on:

- The desirability and feasibility of shifting that street's position on the route:place spectrum – see below for details
- An appropriate scale and use for the street(s)
- Architectural and conservation priorities
- Landscape plan (see Development Management Policy DM 38) including:

  - The retention of existing trees
  - New planting and soft landscaping to enhance the local ecology
  - Spatial provision for the planting of large canopy trees
  - Play opportunities
  - Effective drainage
  - Access improvements (see Inclusive Landscape Design SPD)

- Necessary and desirable routes through the space
- Traffic controls
- Sightlines and general legibility
- Measures to promote walking and cycling by improving safety and permeability

7 Concept development

Components of a conceptual or strategic plan
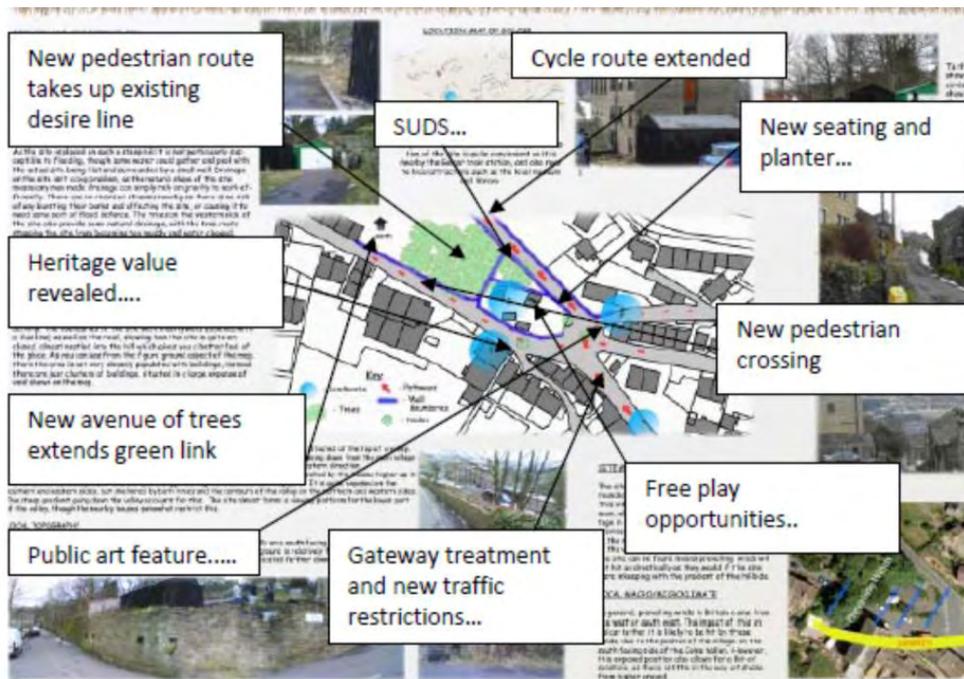
7.1 Enhancing route and place qualities

7.1.1 The strategic or conceptual design of a street should effectively balance and enhance the street's function as place and route, completing the street.

Enhancing 'place' qualities:

7.1.2 If a greater sense of place (somewhere in which to dwell) is desirable, it might be achieved by some or all of the following:

- A real sense of 'entry' to the space. Signals that engage a range of senses that indicate the gradual transition from route to place e.g. changes in the soundscape ("ambient sound is so important!" as one focus group member commented) the constructive use of materials and textures and clear instruction that a change in behaviour is expected.
- A clear pedestrian priority; the environment and its management must guarantee that shift in expectations and behaviour e.g. vehicular (restrictions on access and speed) and or increasing the pavement width (bearing in mind the possible conservation values of the street's proportion and kerb treatment)
- Signals to invite people to stay there; something to attract attention, a focus of activity or calm, seating, planting. A combination usually works best, the relationship between them being critical
- More planting (perhaps as a delineator between pedestrian and vehicular traffic)
- Seating at convenient rest points and sensible gathering places
- Sufficient guides and safeguards to ensure user safety and security, particularly for children and those with sensory or cognitive impairments (e.g. absolute vehicular restrictions, speed limits, clear way marking, safe delineated pedestrian routes and designated crossing points)

- Improved natural surveillance by increasing the number of useful and attractive routes across the space
- A particular soundscape (acoustic quality).

Quote

"I didn't know that there weren't cars driving down this because when I was going to the edge of the cycle area I was worried about going into the road because the ambient sound – ambient sound is a hugely important thing.... Except one has to be able to make sense of that sound" *(focus group member)*

Old Royal Free - residential square

7.1.3   Old Royal Free Square – a residential square where a clear entry point, the absence of any through route for vehicles, a community of 'known' users, quiet tree-lined character (just a few metres from Upper Street) and passive surveillance from the surrounding development, make a central play and seating area both viable and attractive.

Enhancing 'route' qualities

7.1.4   The greater the route function (where efficient travel is the priority) the greater the need for unambiguous routes and crossings and an 'adequate separation' between pedestrian, cycle and vehicular areas.

7.1.5   Adequate separation can be achieved in a variety of ways (kerbs, planters, street furniture etc) some radical, some traditional and some more complex intermediate solutions. Whether a solution is adequate and appropriate will depend upon the context and particular circumstances of the case[18].

7.1.6   Wherever possible, cycle routes should be located on the carriageway or, space permitting, as a segregated cycle track. If and when it becomes necessary to provide a route on or across a pedestrian route, the cycle path should, ordinarily, be clearly delineated and tonally contrasted with its surroundings

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18   Consultation with the council's Inclusive Design Officers and with more vulnerable road users will fundamentally inform those design solutions.

7 Concept development

7.1.7   Restrained remodelling to rationalise, de-clutter and improve the quality of materials and finishes to produce an unambiguous, safe, legible and aesthetically pleasing environment.

7.2 Achieving a complete street

Objectives

The strategic or conceptual design of a street should essentially:

7.2.1   Respond to the appraisal findings

7.2.2   Produce a safe and inclusive environment

7.2.3   Effectively enhance and balance the street's function as place and route

7.2.4   Establish an appropriate and coherent scale and proportions for the street

7.2.5   Respect, conserve and enhance the historic environment, local character and distinctiveness.

7.2.6   Increase the permeability of areas to pedestrian and cycle traffic

7.2.7   Deter crime and promote positive behaviour

7.2.8   Deliver value for money over the whole life of the development

7.2.9   Promote environmental sustainability

Design considerations

The strategic or conceptual design of a street should:

7.2.1   Respond to the appraisal findings:

- Including known desire lines, an area access audit, an assessment of the historic environment and or local character and distinctiveness, planting opportunities and surface water flows, and utilities above and below ground.
- Maximising the benefits of the sun's path and shelter from prevailing winds
- Taking into account advice provided by Inclusive Design, Highways, Sustainability and Greenspace officers, and the views of diverse user groups

7.2.2   Produce a safe and inclusive environment:

- Eliminating actual and perceived physical, economic and social barriers[19]
- Taking account of the prevailing soundscape
- Taking into account the needs and wishes of current and potential users
- Providing formal and informal play opportunities
- Take into account the safety and accessibility of the street for vulnerable road users, including children, young people, disabled people, older people and cyclists [20]
- Minimising the potential for real and perceived risk e.g. by optimising key sight-lines and effectively delineating between different user paths (single surfaces should be avoided in all but exceptional circumstances)
- Effectively draining the carriageway, footways and footpaths

7.2.3   Effectively enhance and balance the street's function as place and route

- Considering the desirability and viability of developing a distinct place
- Consider existing local speed limits and access restrictions and the potential to deliver a safer environment
- Working with existing and towards desired patterns of use
- Providing sufficient seating to rest or dwell to enhance route and or place qualities

7.2.4   Establish an appropriate and coherent scale and proportions for the street

- Responding to existing buildings, their entrances, exits and associated activities
- Providing sufficient controls (design and management) to encourage safe and responsible driver,cyclist and pedestrian behaviour
- Providing a sufficient and appropriate width and separation between carriageways, cycle routes and footways

7.2.5   Respect, conserve and enhance the historic environment, local character and distinctiveness.

- Including the existing form and function of the street and any building which makes a positive contribution to the historic environment, local character and distinctiveness.

19   'What to do about Women's Safety in Parks' reported the factor that made most women feel safest was the presence of numerous and diverse people
20   A child who has difficulty with the perception of risk and with physical coordination would not be able to negotiate or establish his/her right of way in some environments. Many people with sensory or cognitive impairments do not 'look' disabled and so receive little consideration from cyclists, other pedestrians and drivers who could incorrectly assume they were being careless .

- Removing unnecessary visual clutter and rationalising street furniture wherever possible
- Better revealing existing historic features or reinstating what has been lost, where appropriate.
- Referring, as appropriate, to historical activities and events associated with the street.
- Responding to consultation with the Design and Conservation team and advice provided by English Heritage **(21)**

7.2.6   Increase the permeability of areas to pedestrian and cycle traffic

- Working with and building on the existing network of cycle routes (maps of cycle routes and areas of intense pedestrian activity are provided in the companion guide to this document)
- Increasing the number and quality of pedestrian through-routes
- Responding to pre-application consultation with Transport Planners and Development Management
- Providing cycle contra flow routes wherever one-way vehicular traffic is proposed
- Exploring opportunities for cycle parking

7.2.7   Deter crime and promote positive behaviour

- Ensuring sufficient amenity and safeguards to promote social and physical inclusion
- Maximising passive surveillance oportunities e.g. by encouraging greater pedestrian use and exploiting views from adjacent buildings

7.2.8   Deliver value for money over the whole life of the development

- Factoring in whole life costs, in terms of durability and maintenance
- Minimising energy use and emissions
- Maximising adaptability and durability
- Responding to consultation with Public Realm tea

7.2.9   Promote environmental sustainability

- Working to an effective Landscape Plan, increasing and or enhancing green spaces and planting to: improve the sense of place and wellbeing; provide informal play; facilitate food growing (where appropriate) and enhance biodiversity; help to moderate peak summer temperatures
- Exploiting all viable planting opportunities
- Reducing surface water run off (incorporate SUDS where possible – see companion guide to this document for details)
- Protecting existing site ecology and making the fullest contribution to enhancing biodiversity
- Demonstrating how the scheme facilitates the shift towards sustainable forms of transport

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21   See Street for all www.english-heritage.org.uk/professional/advice/advice-by-topic/planning-and-transport/streets-for-all/.

Examples of what can be achieved

Andover Central Square

7.2.10 Andover Central Square. Previously a cluttered, under-used and mis-used space. Critically, superfluous structures have been cleared, sight lines restored and the space given over to pedestrians and cycles; motorised traffic is very occasional. The space has many place qualities, there is a real sense of entry and arrival, with seats, attractive views, planting, play facilities and opportunities for free play, organised activities, a high pedestrian presence and natural surveillance from the surrounding development. Clear unambiguous routes through the space have also been created, adopting essential desire lines.

Trafalgar Square

7.2.11 This landmark public space has been transformed from a traffic dominated gyratory, where the square was effectively an island, to a clear and unambiguous pedestrian place. The, previously unthinkable, solution was to reroute the traffic. The key historic landmark features of the National Gallery, the square itself and Nelson's column, given due prominence, are

now connected by an animated pedestrianised area; the traffic effectively rerouted. Lifts down into the square, cafes and toilets, make it vastly more suitable as a venue for the broad range of culturally diverse activities it accommodates.

7.2.12 The area is however very hard; this may be justified in conservation and use terms but, with no planting or SUDS, cannot be said to be the best example of environmental sustainability.

7.2.13 Cycling is permitted across the pedestrian area but no specific route has been designated. It is the view of our 'inclusive design' focus group that: Where cyclists share pedestrian areas, the track should be clearly identified by a raised delineator and at the very least finished with a surface treatment of a contrasting tone. Far from the envisaged 'civilised negotiation' of rights to shared space members reported increased tension and hostility. It is the Council's position then to require that wherever a cycle track shares a footway or footpath, it should, ordinarily, be clearly delineated and provided in a contrasting tone.

7.2.14 To provide a sufficient and appropriate degree of separation between carriage and footway, there are alternatives to the conventional kerb - 'different kinds of kerb' that, where used intelligently, deliver effective delineation. A more detailed, illustrated discussion of this point is provided in the companion guide to this document.

Traditional kerb

"I value kerbs enormously, because they tell me when I'm stepping off a safe area and going into an unsafe area – so kerbs probably save my life. On the other hand, I can understand from the wheelchair user's perspective kerbs are a pain."

Palace Street Canterbury

7.2.15 Palace Street Canterbury. Here, one lane of the carriageway has been given over to pedestrian activity, providing the space to sit and rest or socialise and or to appreciate the surroundings. This has been made possible by the reduced weight and speed of traffic. There remains a strong delineation between the vehicular and pedestrian routes but the balance of priority awarded to each has been redressed. The place qualities of the space have also been enhanced by the judicious installation of seating, planters, lamp posts and cycle stands. The street furniture, whilst serving a contemporary purpose, reflects the historic values of the space.

7.2.16 Pedestrians are confident to use the space because they have some physical safeguards (there is a kerb to the path on one side and a generous border of carefully placed street furniture and trees on the other) the acoustic environment is readily understood and sight lines are unobstructed.

7.2.17 Are there any other illustrative examples we could be using here?

7.3 References

- **Manual for Streets (2007)and Manual for Streets 2 (2010)**: www.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf
- **Living streets:** http://www.livingstreets.org.uk/
- **Paved with Gold** The Real Value of Good Street Design – (2007) by CABE: http://webarchive.nationalarchives.gov.uk/20110118095356/http:/www.cabe.org.uk/files/paved-with-gold.pdf
- **London's Great Outdoors** - Better Streets – (2009) by GLA: www.london.gov.uk/greatoutdoors/betterstreets/
- **Improving Walkability** (2005) – by Tfl : http://www.tfl.gov.uk/assets/downloads/corporate/improving-walkability2005.pdf
- **The Design of Streets with Older People in Mind** – (2007) by Inclusive Design for Getting Outdoors (I'DGO): www.idgo.ac.uk/design_guidance/streets.htm
- **Streets for All** www.english-heritage.org.uk/professional/advice/advice-by-topic/planning-and-transport/streets-for-all/
- **Inclusive Streets**: Design principles for blind and partially sighted people (2010) by Guide Dogs
- **Liveable Neighbourhoods** by Sustrans

7 Concept development

- **Active play and travel** (2009) by Sustrans and DCSF:
  www.sustrans.org.uk/assets/files/AT/APTTO/Active_play_and_travel.pdf
- **Council's own:**
- Islington Council's forthcoming SPD on Open Space and Green Infrastructure Strategy
- Inclusive Landscape Design SPD (2010)
- Environmental Design SPD (2012)
- Sustainable Transport Strategy www.islington.gov.uk/Transport/SustainableTransportStrategy/
- A Play Strategy for Islington www.islington.gov.uk/publicrecords/documents/EducationandLearning/pdf/play_strategy_09web.pdf

8 Design development

Design development

8.0.1 **The design development stage brings the 'concept' to life spatially and will be material to any planning decision; routes and places are created and enhanced through very practical measures; working with the proportions of carriageway and footway, planting, street furniture, materials etc.**

8.0.2 **The appraisal findings continue to be relevant and decisions taken at this stage should take account of their technical implications. Designers should therefore read ahead to Section 9 for essential engineering, arboricultural, horticultural and sustainability advice.**

8.0.3 Whether the exercise is a modest de-cluttering, a more comprehensive refurbishment or complete remodelling of the street, those practical measures will be informed by the initial appraisal (contextual analysis), the brief and strategic or conceptual design.

8.0.4 This section considers each streetscape element in turn:

- Footway and Carriageway
- Street furniture (placement of)
- Street furniture (design specifics)

  - Seating
  - Signage
  - Lighting
  - Public Art
  - Temporary and portable furniture
  - Other (planters, cycle parking, bins, street cabinets, telephone and post boxes, bollards, guardrails)

- Planting
- Trees

8.0.5 It sets out objectives and design considerations for each, against which their suitability and sustainability will be measured.

8.1 Footway and Carriageway

8.1.1 Once the strategic decisions have been taken, decisions to enhance the place qualities of a street for instance, the next stage in the design process is to agree the scale and proportions of the footway and carriageway, the definition of those routes, how they will be navigated, appear and perform. Further technical detail is provided in Section 9 of this document.

> **Objectives**
>
> **The design of footways, footpaths and carriageways should:**
>
> **8.1.2** Provide clear and unambiguous routes

8.1.3   Provide sufficient clear width to accommodate all users

8.1.4   Deliver a high quality, even, non-slip surface, in all weather conditions

8.1.5   Provide buildings with an appropriate setting

8.1.6   Respect, conserve and enhance the historic environment, local character and distinctiveness

8.1.7   Provide value for money over time

8.1.8   Be sustainable

Design considerations

The design of footways, footpaths and carriageways should:

8.1.2   Provide a clear and unambiguous route

- Taking into account existing and potentially useful desire-lines
- Adopting simple, coherent and consistent wayfinding principles
- Delivering safe and legible crossings [22]
- Providing sufficient delineation between different user paths (single surfaces should be avoided in all but exceptional circumstances)

8.1.3   Provide sufficient clear width to accommodate all users

- Providing an unobstructed path in line with the minimum requirements set out in the DfT's Manual for Streets and Inclusive Mobility [23]. Greater allowances may be necessary depending on the observed weight of pedestrian traffic which will vary according to the time or day of the week (this is something that should be established at the appraisal stage – information on area access audits is provided in the companion guide this document)
- Facilitating safe and easy access to premises that face onto the footway; individual ramps can be installed where the residual pavement width is sufficient, alternatively a section of the footway can be raised (illustrative examples below)

8.1.4   Deliver a high quality, even, non-slip surface, in all weather conditions

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22   (see http://assets.dft.gov.uk/publications/guidance-on-the-use-of-tactile-paving-surfaces/tactile-pavement.pdf)

23   1200mm would allow a wheelchair user or person with an assistance dog to travel in a single direction with no-one approaching in the opposite direction, 1800mm would allow two wheelchair users to pass, 2000mm is the preferred minimum width – for further details see the companion guide to this document

8 Design development

- Employing sound engineering principles and robust materials (see Technical Design section for more precise details)
- Reserving cobbles and other uneven historically significant materials surfaces for decorative, 'keep-off' and or exclusively vehicular surfaces

8.1.5   Provide buildings with an appropriate setting

- Enhancing their function, for example by improving their accessibility.
- Opening up new or enhancing existing views of significant buildings, trees or open spaces

8.1.6   Respect, conserve and enhance the historic environment, local character and distinctiveness

- Retaining and reinstating historic surfaces, such as York stone and granite setts, wherever possible
- Avoiding inappropriate changes in colour and texture
- Defining and unifying space through consistent use of appropriate materials
- Introducing high quality contemporary design, other than in sensitive historic areas where a traditional approach is likely to be more successful.

8.1.7   Provide value for money over time

- Delivering easy to clean, repair and replace surfaces that have maximum durability (see Technical Design section for more precise guidance)

8.1.8   Be sustainable

- Be effectively drained (employing permeable paving, SUDS etc - see Technical Design section for more precise guidance)
- Reuse salvaged materials or use materials with low embodied energy (see Technical Design section for more precise guidance)

8.1.9   This example (below) broadly adopts the standard layout but the off-licence spills out onto the street, effectively reducing the available footway width.

A clear mid-footway route

8.1.10 Here (below) the street cabinet is positioned against the property boundary line. As the footway is narrow and there is already a zone of street furniture along the kerb line (tree and sign post) it may be more appropriate to position the street cabinet beside the signpost. This would then provide a clear consistent boundary wall and eliminate the problem of litter becoming lodged between cabinet and wall.

Safeguarding a clear route

8.1.11 Here a wide footway and an existing line of trees in the centre, suggest a more logical position for cycle racks (than kerb or boundary line).

A broad footway is divided into two
clear routes.

8.1.12 Here the narrow footway and high boundary wall suggest a better position for parking signs, attached to the boundary way, so obtaining maximum width and reducing street clutter. Street trees can sometimes be planted on the edge of the carriageway, keeping the footway clear of obstruction and breaking down the impact of kerbside parking.

A narrow footway kept clear of
all obstruction

8.1.13   The installation of a ramp on the pavement will normally only be considered where there are no practicable alternatives within the site boundary and in any event the council will not allow usable pavement width to be reduced to less than 1.2m (1.8m is preferred)

8.1.14   Guidance on the design of ramps is provided in the Approved Document to Part M of the Building Regulations and BS8300:2009 'Design of buildings and their approaches to meet the needs of disabled people'.

8.1.15 Alternatively, Section 77 of the 'Highways Act 1980' gives the highway authority the right to adjust pavement levels by, for example, ramping up a whole stretch of the pavement to eliminate thresholds to premises along that stretch. However, this may not be possible where drainage and other utility access arrangements would be adversely affected and or the consequent level difference between footway and carriageway would produce a hazard or simply relocate the original barrier.

8.2 Street furniture

Placement of street furniture

8.2.01 Street furniture is defined as the set of permanent or temporary features that support the function of, and activities that take place within, the street. Its design and arrangement has a significant influence on the way people experience and use streets and public spaces. It can positively contribute to the urban environment, improving its function and enhancing its character and overall appearance. Conversely, poor design creates obstruction, clutter, unwelcoming and unsafe environments.

8.2.02 Footway and footpath space is at a premium in Islington and additional street furniture can reduce it further. De-cluttering is therefore a clear priority, supported by rationalising and combining the function of street furniture. Items might also be placed on the carriageway, such as cycle parking in car parking bays.

8.2.03 The objectives that follow apply, across the board, to the location of any piece or group of street furniture. The item specific objectives that follow refer to their design and construction; of course each item should also meet these 'location' objectives

Objectives

The location of street furniture should:

8.2.04 Enhance the accessibility of the area

8.2.05 Contribute to the place and or route functions of the street

8.2.06 Reduce unnecessary clutter

8.2.07 Respect, conserve and enhance the historic environment , local character and distinctiveness.

8.2.08 Improve the legibility of the area; assisting users to read and navigate the space

8.2.09 Support and coordinate with other sustainable transport measures e.g. Walking, cycling and car club use

8.2.010 Facilitate easy cleaning, maintenance and repair.

8 Design development

Design considerations

The location of street furniture should:

8.2.04   Enhance the accessibility of the area

- Maintaining sufficient clear footway width (see previous section 'Footway and Carriageway')
- Delivering a 1000mm activity zone around any usable items, such as seating or cycle parking
- Responding to consultation with Inclusive design officers

8.2.05   Contribute to the place and or route functions of the street

- Including playable features where possible and appropriate
- Enhancing social opportunities for all users, including children and young people.
- Responding to consultation with representative user group
- Providing and or maintaining sight lines to enhance personal safety and facilitate informal surveillance.
- Provide opportunities for free community activities
- Avoid negative impacts on traffic safety

8.2.06   Reduce unnecessary clutter

- Rationalising wherever possible, for example doubling-up functions
- Lining up with the kerb edge and or street trees and parallel to the predominant direction of travel

8.2.07   Respect, conserve and enhance the historic environment, local character and distinctiveness.

- Retaining and reinstating historic street furniture where appropriate
- Enhancing the amenity of local residents
- Opening up new or enhancing existing views of significant buildings, trees or open spaces

8.2.08   Improve the legibility of the area; assisting users to read and navigate the space

- Providing useful way finding landmarks (without creating obstructions or hazards) and so minimise the need for text based signage

8.2.09   Support and coordinate with other sustainable transport measures e.g. Walking, cycling and car club use

- Provide cycle parking for public use wherever possible and appropriate [24]
- Facilitate safe, convenient and accessible walking and cycle routes [25]

8.2.010   Facilitate easy cleaning, maintenance and repair.

- Being well spaced and engineered, with foundations that will not impede street cleaning and can withstand accidental loading (for more information see Technical section)

Examples of what can be achieved

8.2.011   The location of street furniture can deliver and or reinforce a kerb line and should secure a clear unobstructed route for pedestrians. It is not possible to prescribe universal zones for street furniture; appropriate locations to secure adequate and logical routes and places will depend on a wider analysis of context and patterns of use.

8.2.012   There will often be fixed constraints (such as trees, historic street furniture or utilities) that will have to be incorporated into the design. The placement of street furniture should consider the layout plans shown on the following pages.

8.2.013   Generally street furniture should be lined up. In some situations it may be appropriate to locate street furniture next to each other to help reduce the overall appearance of clutter. E.g. a street cabinet would be less obstructive if it was located next to an existing telephone box or kiosk. However, it is essential that street cleaning processes can be facilitated.

Clustered furniture

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24   Cycle parking that is: secure; provides a proportion of facilities that are suitable for adapted cycles (e.g.tricycles, children's bikes and bike trailers) and that are accessible to disabled cyclists; and is coordinated with London wide cycle networks and cycle hire facilities

25   It is the Council's position that wherever a cycle track shares a footway or footpath, it should, ordinarily, be clearly delineated and provided in a contrasting tone

Access to and around individual items

Sign obscured by tree

8.2.014   Sufficient space should be provided between elements to ensure accessibility and usability. Here (above left) the bin obstructs access to the cycle stand and vice versa…. and this tree (above right) obscures the road sign behind.

Rationalising and minimising street furniture.

8.2.015   Opportunities should be considered for combining functions of street furniture. For example a planter that provides a space for people to sit or perch comfortably, combining signs on one column, and a cycle stand that serves as a bollard.

No need for bollards here!

Lampost as planting opportunity

8.2.016   Several visually impaired users distinguished between fixed points of interest, which provide vital way finding cues, and temporary, loose features that create obstructions and can be hazardous.

Examples of what to avoid

- Mismatched elements

- Clutter – items that are extra to requirements e.g. superfluous guardrails

- A lack of visual coherence

- Over complicated items or arrangements

- A failure to reflect or enhance local character

- Damage to residents' amenity

- Barriers and obstacles

- High maintenance

- Rigidity

- Hazards

8.2.1 Seating

Objectives

In addition to the objectives listed in relation to the placement of street furniture, seating should:

8.2.1.1 Be accessible, easy and comfortable to use

8.2.1.2 Provide opportunities to rest and relax, in welcoming and pleasant areas

8.2.1.3 Be necessary, functional and suitable to the place

8.2.1.4 Respect, conserve and enhance the historic environment, local character and distinctiveness

8.2.1.5 Be durable and easily maintained and replaced.

8.2.1.6 To deter crime and promote positive behaviour

Design considerations

8.2.1.1   Be accessible, easy and comfortable to use

- Ergonomically designed and offer choice for users (see BS8300:2009)
- Provided with arm and backrests

- Of a height suitable for a range of users, including children Parents may want to stop and sit with their children on the same bench to feed or change them particularly if there are no public toilets nearby
- Spaced to facilitate the easy inclusion of wheelchair and mobility scooter users
- Set out in an accessible, logical and predictable arrangement to avoid obstruction and hazard, with particular reference to the navigating skills of visually impaired people

8.2.1.2   Provide opportunities to rest and relax, in welcoming and pleasant areas

- At regular intervals, preferably at least every 100metres.(for further information on appropriate intervals see the companion guide to this document)
- With an interesting outlook or view
- Not cold to the touch (steel, stone and concrete are unbearable for some users) unless an equivalent alternative is provided
- With weather protection wherever possible
- Working with the local micro-climate to optimise users' comfort
- Not underneath trees or overhanging ledges to avoid soiling by birds

8.2.1.3   Be necessary, functional and suitable to the place

- Within easy reach but not adjacent to waste bins
- With an appropriate level of exposure to and protection from the elements.
- Located in visible and well frequented routes

8.2.1.4   Respect, conserve and enhance the historic environment, local character and distinctiveness

- Replicating existing where it is of high quality
- Avoiding obstructing views of significant buildings

8.2.1.5   Be durable

- Designed and constructed to be robust and durable; requiring minimal maintenance and no costly replacement parts
- Employing materials and processes that are sustainable (See technical section for details)
- Exploiting opportunities for secure storage (whilst eliminating opportunities for concealment) beneath, behind or within the units.

8.2.1.6   To deter crime and promote positive behaviour

- Avoiding creating concealed spaces
- Not backed up against foliage.
- Delivering a size, type and arrangement to enable users to rest whilst discouraging larger groups from gathering
- Producing opportunities for interaction where appropriate

Examples

Seats in the Guildhall Courtyard - City of London

8.2.1.7 A timber seat (above) is considerably warmer than one with a stone or steel finish. These seats are well supported and facilitate easy interaction and the inclusion of wheelchair users. However, the apparently random arrangement confounds the navigation skills of many visually impaired people.

8.2.1.8 Seating should obtain a lively outlook, not looking out at a stream of traffic, but should also be inclusive.

An interesting view for a few.

A necessary resting point perhaps but what an outlook!

8.2.1.9 This picnic table and chairs (below) doubles as a chess board and or climbing frame.

8.2.1.10 The materials too should be context appropriate, selected to reflect local history, industrial or otherwise.   To ensure a level of consistency and continuity across the borough, the council promotes a limited range of materials and finishes. (See section 9.2.1)

Railway sleepers as waysidse resting points on
a new Greenway,

8.2.1.11 These coloured seat frames (below left) do not relate to the local surroundings and date quickly, whilst these seats (below right) exhibit no relationship to one another.

8.2.1.12 Back rests and armrests are important..

8.2.1.13 And consideration should be given to the provision of some weather protection

8.2.1.14 Fears that seating can provide a base for criminal behaviour can be off set by careful positioning, and as resting points, installing just two seater, parent/child and or perch seating.

Two seater benches installed at 50m centres
along busy shoping street.

8.2.1.15 Walls and planters can also provide ad hoc seating and can be customised to provide a more conventional and supportive option. Care should be taken however to minimise the risk of nuisance from bird droppings and leaf fall.

8.2.2 Signage

Objectives

In addition to the objectives listed in relation to the placement of street furniture, signs should:

8.2.2.1 Be accessible

8.2.2.2 Be absolutely necessary

8.2.2.3 Be visible

8.2.2.4 Not obstruct critical views

8.2.2.5 Respect, conserve and enhance the historical environment, local character and distinctiveness

8.2.2.6 Be consistent with that used elsewhere in the borough and across London

8.2.2.7 Be durable

Design considerations

8.2.2.1   Be accessible

- Employing the font, tones, dimensions and use of graphics necessary to optimise its legibility, in particular to visually impaired people. Guidance in the Sign Design Guide (Sign Design Society and JMU)
- Located, to optimise the viewing distance and facilitate closer examination, whilst still protecting users from any hazard

8.2.2.2   Be absolutely necessary

- Based on an audit of signs in the area with a view to their rationalisation (refer to requirements in the Traffic Signs Regulations and General Directions)
- Utilising existing posts and walls to hang essential signage, where appropriate
- Minimised by ensuring the environment as a whole is legible
- Being modest in appearance

8.2.2.3   Be visible

- Taking into account lines of travel, other street furniture, trees and planting.
- Supporting cycling and walking

8.2.2.4   Not obstruct critical views

- Including traffic view lines
- Preserving views of significant buildings, trees or open spaces

8.2.2.5   Respect, conserve and enhance the historical environment, local character and distinctiveness

- Retaining and conserving historic (pre-1939) street signs.

8.2.2.6   Be consistent with that used elsewhere in the borough and across London

- Taking into account signage employed in neighbouring boroughs
- Taking into account the standard promoted and deployed across London (Legible London)

8.2.2.7   Be durable

8 Design development

Examples

8.2.2.8 Way finding board providing easy to read maps and reducing the need for other directional signage in the area

8.2.2.9 The profusion of signs here clutters the environment and fails to make use of an existing lamppost. Where there are too many messages, few are read.

8.2.2.10 Reducing the height of the signpost and placing it against the wall makes the sign less noticeable for people passing by; it's not useful to them, only to drivers and traffic wardens.

8.2.3 Lighting

8.2.3.1 The council has a PFI that delivers lighting across the borough to a consistent standard. Occasionally, this standard base lighting will not provide adequate lighting levels for pedestrians because of local planting or other obstruction. In this case, additional lighting might be appropriate.

8.2.3.2 Also where feature lighting is considered a desirable enhancement, lighting important buildings and in trees for example, alternative designs can be considered. For example, on St John Street red lights have been installed to enhance the terracotta hue of the local architecture.

Objectives

In addition to the objectives listed in relation to the placement of street furniture, lighting should:

8.2.3.3 Enhance accessibility

8.2.3.4 Respect, conserve and enhance the historic environment, local character and distinctiveness

8.2.3.5 Promote safety and security

8.2.3.6 Be environmentally sustainable

Design considerations

8.2.3.3   Enhance accessibility

- Avoiding deep shadows and pools of light
- Avoiding coloured light (except as part of a specific art installation)
- Avoiding the possible dazzling affects of up lighters
- Contributing to wayfinding strategy
- Fixed to buildings wherever possible and appropriate

8.2.3.4   Respect, conserve and enhance the historic environment, local character and distinctiveness

- Adopting a traditional style in conservation areas and elsewhere as appropriate
- Exploiting opportunities to light up significant buildings where appropriate.
- Exploiting, as appropriate, opportunities for feature or bespoke lighting (e.g. lighting in trees) to enhance a sense of place.

8.2.3.5   Promote safety and security

- Being of a sufficient Lux level to enhance the ability of visually impaired people to navigate the area and for the personal safety of all users (bearing in mind the specific needs of visual and hearing impaired individuals)
- Taking into account the views of crime prevention officers and town centre managers
- Considering the need for additional lighting, below the tree canopy for instance

8.2.3.6   Be environmentally sustainable

- Minimising impacts on the local ecology
- Avoiding nuisance spills into residential areas
- Being low energy, in terms of materials, manufacture, use and durability without compromising performance (See 8.2.3.5 above and Technical section for further details)
- Being capable of simple and economic maintenance and replacement
- Factoring in the vulnerability of low level and in-ground lights to vandalism.

Examples

8.2.3.7 Low level up lighters – can be used for dramatic effect, directed as a building's elevation or street trees but problematic as wayfinding devices, when positioned in a way that catches the pedestrian's eye or causing glare.

8.2.3.8 LED lighting with motion sensors has been installed in Edward Square, Islington, to reduce criminal behaviour whilst minimising energy consumption and maintenance.

8.2.3.9 Such a strategy should be subject to extensive consultation with a diverse range of users. The Women's Design Service sound a note of caution that women may feel intimidated to walk into an apparently dark area and so might go out of their way to avoid it. If the lights switch off behind a single user that might also make users nervous that they cannot see behind them.

8.2.3.10 LED wall wash lighting provides low energy functional and feature lighting under a number of bridges across the borough (e.g. Holloway, Seven Sisters, Stroud Green Road, Wharf Road Canal). This has notably reduced the fear of crime in the area.

Light installation under railway
bridge.

8.2.3.11 LED lighting piloted in Westminster reduced energy consumption by 75% and maintenance costs. These have been used on Whitecross Street, the Golden Lane Campus.

8.2.4 Public art

Objectives

In addition to the objectives listed in relation to the placement of street furniture, public art should:

8.2.4.1 Engage with the local community

8.2.4.2 Appeal to as many senses as possible

8.2.4.3 Improve the legibility of the street

8.2.4.4 Create and or reflect a sense of place and or the dynamism of a route

8.2.4.5 Not present any hazard to users, including children and disabled people

8.2.4.6 Respect, conserve and enhance the historic environment, local character and distinctiveness

8.2.4.7 Provide a long lasting contribution

8 Design development

Design considerations

8.2.4.1   Engage with the local community

- Involving diverse groups in the brief, design and or production
- Reflecting aspects of social history

8.2.4.2   Appeal to as many senses as possible

- Being perceptible at ground level
- Taking into account visual, aural, tactile and olfactory experiences.
- Provoking thought

8.2.4.3   Improve the legibility of the street

- Creating a landmark or way finding device
- As an integral part of the landscape

8.2.4.4   Create and or reflect a sense of place

- Reflecting and enhancing local history.
- Providing a focus of activity or calm
- Integrating opportunities for planting, seating, socialising, shelter and or play

8.2.4.5   Not present any hazard to users, including children and disabled people

- Avoiding unprotected protrusions, overhangs or ground level treatments that present a hazard
- Considering the glare and sensory overload that can affect people with visual impairments and or are on the autistic spectrum
- Taking into account the views of the crime prevention officer and town centre manager
- Avoiding disturbance to residents and businesses in the area (sound or light nuisance etc)

8.2.4.6   Respect, conserve and enhance the historic environment, local character and distinctiveness

- Showcasing historic street furniture where appropriate

8.2.4.7   Provide a long lasting contribution

- Referring to any local Public Art Strategies (further information provided in the companion document to this SPD)
- Being durable (see technical section for information on sustainable materials)
- Minimising and simplify ongoing maintenance and repair
- Being approved by the Council's Street Environment Services Team.
- Discouraging vandalism

Examples

8.2.4.8 A piece of pavement art produced by and for the local community. Art can also be used at considerable scale to remodel or modulate a space.

8.2.4.9 Art can be useful too, here providing clear directional information. And, water can be a very calming and attractive element within a street but advanced warning and practical protection are necessary.

8.2.4.10 Elements within the street with real historical value must be protected, retained and incorporated into the improved scheme to mutual benefit. Dick Whittington's cat en route for the City and an historic trough that had been in storage just waiting for an appropriate new home

8.2.5 Temporary and portable furniture

8.2.5.1 Temporary elements within the street, includes café furniture, advertising A-boards, market stalls and pavement displays of retail goods. Opinion about café seating on the pavement was divided among members of our focus group… Enclosing barriers provide a more reliable navigational guide but obstruct access to the seating.

8.2.5.2 Temporary elements within the street should always be shown on plans prepared and submitted to the Council for approval.

Objectives

In addition to the objectives listed in relation to the placement of street furniture, temporary and portable furniture should:

8.2.5.3 Benefit likely users

8.2.5.4 Not inconvenience passers-by

8.2.5.5 Reflect and enhance local character and distinctiveness

8.2.5.6 Be functional

8.2.5.7 Enliven the street to improve a sense of safety and well-being

8.2.5.8 Not create any additional cleansing or maintenance costs for the Council.

8.2.5.9 Be environmentally responsible

Design considerations

8.2.5.3   Benefit likely users

- Taking into account the intensity of vehicular and pedestrian traffic in the locality (the weight of vehicular traffic will influence the quality of the alfresco experience)
- Enhancing the route and or place qualities of the street

8.2.5.4   Not inconvenience passers-by

- In accordance with Islington Streets (policy) 'Assisting Pedestrians and Shoppers [26]
- Providing a guard to guide pedestrians around it, if located along the building line
- Protecting the prevailing acoustic qualities of the street.
- Retaining sufficient space on the pavement for wheelchairs and buggies to pass, without obstruction
- Maintaining a clear unambiguous pedestrian route along the footway [27]
- Located in the same position every day

8.2.5.5   Reflect and enhance local character and distinctiveness

- Designed and employing materials and colours that reflect and enhance the quality of the local area
- Not being used for advertising
- Reflecting and enhancing local character

8.2.5.6   Be functional

- Limited to absolute necessities

8.2.5.7   Enliven the street to improve a sense of safety and well-being

- Taking into account the safety of children using the seating

8.2.5.8   Not create any additional cleansing or maintenance costs for the Council.

- Being sufficiently robust not to blow over or away
- Ensuring that there is no damage to the footway

8.2.5.9   Be environmentally responsible

- Not adversely affecting the local ecology
- Avoiding additional energy consumption (outdoor/patio gas heaters should be avoided)
- Being durable

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26   See www.islington.gov.uk/publicrecords/Documents/TransportandStreets/Pdf/PedestriansAndShoppersPolicy2011.pdf

27   Increasingly, visually impaired people are using the centre rather than the edge of the pavement as a preferred route; the change prompted by the profusion of clutter and real hazards along the building line

Examples

8.2.5.10 A clear and identifiable boundary line should be provided between seating areas and the pedestrian walkway. The seating should, nonetheless be accessible to mobility impaired users.

8.2.6 Other

8.2.6.1 In this section various miscellaneous items of street furniture are considered e.g telephone boxes, bins and planters. The list is not exhaustive and there will always be new objects coming forward for consideration (e.g electric car charging points). Designers are reminded that in every case the Values set out in section 3 of this document must be upheld and, in the case of street furniture the generic objectives (associated with its placement within the street) must all be met.

Objectives

In addition to the objectives listed in relation to the placement of street furniture, miscellaneous items should:

8.2.6.2 Not inhibit clear unambiguous routes

8.2.6.3 Not create a nuisance

8.2.6.4 Be considered as an integral part of the streetscape

8.2.6.5 Be multi-functional wherever possible

8.2.6.6 Be durable and easily maintained

Design considerations

8.2.6.2 Not inhibit clear unambiguous routes

- Being set out in an accessible, logical and predictable arrangement to avoid obstruction and hazard, with particular reference to visually impaired people's navigating skills and techniques, in accordance with the principles of Inclusive Design.

8.2.6.3   Not create a nuisance

- Avoiding trip and collision hazards.
- Take into account the smell and wasp nuisance that is associated with bins (likewise cigarette stub disposal units)
- Avoiding the creation of concealed spaces

8.2.6.4   Be considered as an integral part of the streetscape

- Reflecting and enhancing local character and distinctiveness
- Replicating existing elements, where they are of high quality
- Avoiding the obstruction of views of significant buildings.

8.2.6.5   Be multi-functional wherever possible

- Combining planters with cycle stands, lamp posts with signage, public art with seating etc.

8.2.6.6   Be durable and easily maintained

- Requiring no costly replacement parts
- Employing materials and processes that are sustainable (See technical section for details)

Examples

8.2.6.7 Planters. These two can double up as vehicular barriers and an effective entrance treatment, without obstructing sight lines. Care should be taken however that element that encroach onto a pedestrian route do not become obstacles or trip hazards.

8.2.6.8 Cycle parking can be parallel or perpendicular to the kerb edge depending on the space available (parallel to the kerb where footways are narrow). It can be integrated with other street furniture but adequate space should always be provided to include accessible facilities.

Street sign incorporating cycle
hoop

8.2.6.9 Cycle hire stations should be provided on the footway where the width allows, otherwise on street parking can be made to work, where protective pavement build-outs are provided fore and aft.

8.2.6.10 Bins..should be aligned with other street furniture and provided at regular intervals. They should not however be located immediately beside public seating. Larger bins should wherever possible be removed from the pathway and located discreetly within a building recess

8.2.6.11 Small bins for cigarette butts and chewing gum should be fixed to existing posts or buildings (with consent from the owner). Any private cigarette bins installed outside eating and drinking establishments should be cleaned out regularly.

8.2.6.12 Recyling bins should be provided wherever possible, prioritising shopping areas.

8.2.6.13 <u>Street cabinets</u> are very intrusive and do not provide any positive contribution to the street so the council will undertake audits to identify any redundant cabinets to be removed and existing street cabinets that can be downsized or relocated.

8.2.6.14 They should normally be aligned against the kerb and, where possible, they should be integrated with or sit directly alongside other street furniture.

8.2.6.15 However, where the kerb line is relatively bare, it may be appropriate to place it along the building edge, preferably where the building is recessed. And wherever possible they should be incorporated into public art projects (EC1 below), where these can be delivered to a suitable quality and durability specification.
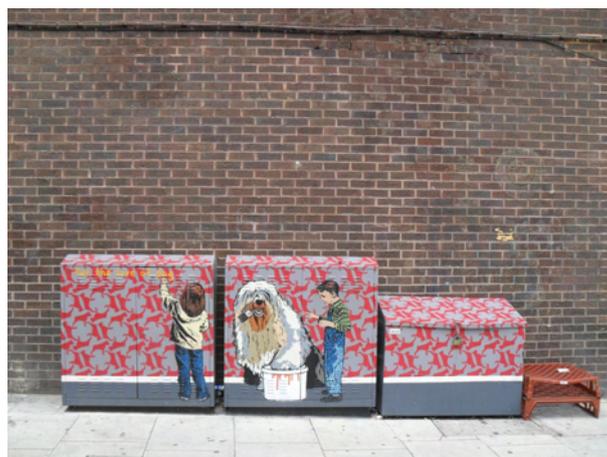
8.2.6.16 <u>Telephone and post boxes</u>. London's iconic red telephone boxes and post boxes provide useful reference points and improve legibility, some are even listed. These distinctive items should be retained and showcased in the urban environment. However, new telephone boxes should be kept to a minimum. Installations must accord with the provisions of the Telecommunications Act. The introduction of larger phone booths (typically which incorporate a large advertising panel on one side) will not be permitted.

8.2.6.17 <u>Bollards</u> are mono-functional and should be avoided wherever possible; their function can usually be provided by other street furniture elements (seating, cycle racks, bins etc). Where they are required, care should be taken to ensure they provide a bold tonal contrast with their surroundings and have sufficient height to be safely identified by all users.

8.2.6.18 Bollards are perhaps most appropriate where they can be erected and collapsed for flexible traffic management.

8.2.6.19 <u>Guardrails</u>. Opportunities should be sought to remove guard railing to remove visual obstruction and the appearance of clutter. However, a safety audit should be undertaken in each case to determine whether it is safe to do so.

8.3 Planting

8.3.1 Plants soften the street and reduce the sense of rigid order and functional necessity that may otherwise characterise the urban landscape. They have established mood enhancing and health benefits and present opportunities to ameliorate the environmental impacts of climate change. The density of Islington's urban fabric accentuates the need to increase both the quantity and quality of street planting in the borough. This section should be read in conjunction with the next on trees.

Objectives

Planting schemes should:

8.3.2 Be accessible and inclusive

8.3.3 Improve the legibility of the street

8.3.4 Contribute to the place and or route functions of the street

8.3.5 Respect, conserve and enhance the historic environment, local character and distinctiveness.

8.3.6 Provide safe enjoyment

8.3.7 Be robust and economical to maintain

8.3.8 Alleviate the effects of climate change

Design considerations

8.3.2 Be accessible and inclusive

- Providing a multi-sensory experience: visual - through shape and colour of foliage, stems and blossom; auditory - through the rustling of leaves and grasses in a breeze; olfactory - though the scents of flowers and foliage (e.g. herbs); and tactile - through the shape and texture of planting choices.

- Providing mental and physical health benefits through the calming effect of contact with the natural environment
- Taking into account local residents' aspirations and preferences

8.3.3 Improve the legibility of the street

- Providing landmarks and pointers.

8.3.4 Contribute to the place and or route functions of the street

- Providing a focus of activity or calm
- Maintaining essential sightlines

8.3.5 Respect, conserve and enhance the historic environment, local character and distinctiveness.

- Providing a visual contrast with built elements of the streetscape e.g. between massive, static structures (buildings) and light dynamic elements (plants and trees) or between the hard linear edges of engineered elements and the softer, organic forms of plants
- Better revealing significant buildings and historic features.
- Respecting historic planting design principles.

8.3.6 Provide safe enjoyment

- Giving shade and places for rest and relaxation
- Exploiting seasonal variation (new growth and blossom in spring and summer, autumnal displays of colour the stark silhouettes in winter)
- Deterring crime through defensive planting
- Allowing for area surveillance, safeguarding essential sight-lines by the use of low, transparent or well-spaced planting
- Eliminating opportunities for concealment

8.3.7 Be robust and economical to maintain

- Taking into account the size, shadiness, dampness and pollution of the site and adjacent buildings that will impose shade and reduce water levels in the soil (See Technical section for further details)
- Taking into account the location of underground utilities and associated structures [28]
- Taking into account the changes that will occur in the planting over its lifetime
- Working creatively with a modest palette of plants
- Employing shrubs, perennials and other self sustaining planting
- Taking into account an approved maintenance plan.

8.3.8 Alleviate the effects of climate change

- Providing shade and cooling

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28 which must be accessible for servicing and which must not be disturbed by horticultural activities - trial holes should be dug at the appraisal stage. See also Highway's information on streets of engineering difficulty)

- Utilising vertical surfaces for climbing plants
- Promoting bio-diversity by providing a variety of habitats for wildlife and opportunities for food growing
- Extending, linking or enhancing wildlife corridors across the borough [29]
- Improving air quality through the capture of atmospheric pollution (particulates) in deciduous foliage
- Reducing noise pollution through the screening effect of dense foliage
- Alleviating pressure on storm water systems. (See companion guide to this document for further information on SUDS)
- Provide cooling through evapo-transpiration (the evaporation of water from soil and plant surfaces) and shade. This effect has particular value in the central activity zone where the heat island effect is most intense

Examples

8.3.9   Wild flowers provide useful habitats and the small tree reduces the impact of the bare flank wall. Bushes on street provide a natural habitat, require little maintenance but may eventually be cut down/back in the interests of public safety

8.3.10   Mown grass rarely grows well in the dry shade under trees. Whilst presenting a maintenance requirement that would have to be proposed and agreed in a landscape management plan, perennial herbaceous plants offer variety, colour, and seasonal interest. They also attract insects and can enhance biodiversity in the area.

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29   planting adjacent to existing green spaces to extend habitat and or provide a buffer - see Companion guide to this document

8.3.11 Wheelwright Street. The selection of drought tolerant coastal plants and appropriate landscaping materials create a dramatic impact against an unattractive prison wall. This type of planting, offers one option for dealing with the dry conditions potentially threatened by climate change.

8.3.12 Planted baskets can provide colour in otherwise unpromising urban locations. However provision must be made for regular maintenance and watering throughout the flowering season

8.3.13 On wider streets, planting can provide an effective delineator between pedestrian and vehicular traffic. Planting in tree pits is permitted but the base of the tree must be visible and climbers would not be approved

8.3.14 Pavement build-outs and other traffic calming interventions can be softened though the use of simple low-level planting which maintains good driver sight-lines. Raised planters can protect planting from trampling that could otherwise occur at ground level

8.3.15 Vertical planting is rarely easy to maintain but climbers provide a useful new dimension, providing both sensory and seasonal variety, and can reduce the impact of a featureless wall. If planting is provided in tree pits the base of the tree must be visible and climbers cannot be used. This planting is attractive, but potentially too dense.

8.3.16 Planting can be employed as part of an integrated system to handle surface water run-off; below a rain garden on Ashby Grove N1 (see www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/ Ashb_grove_raingarden_design.pdf. Species must be carefully selected to ensure they are resistant to water pollution, salt spray and wide variations in water availability. Further information on SUDS is provided in the companion guide to this document.

8.3.17 Elegant floral displays, particularly involving annual bedding plants, are not sustainable and are costly to maintain. If specified they must be accompanied by an agreed management plan.

8.3.18 Old Street before the Promenade of Light was introduced. The heavily shaded mown grass beneath the trees was patchy and hard to maintain. The grass was not accessible to mobility impaired users and so being under-used presented real problems with dog soiling. The dry shady conditions under trees can be problematic for planting, but woodland species such as ferns can do well.

8 Design development

Old Street before the Promenade of Light was installed.

8.4 Trees

Objectives

Tree retention and planting decisions should:

8.4.1   Provide safe enjoyment

8.4.2   Increase the overall tree canopy in an area

8.4.3   Enhance the place and or route qualities of a street

8.4.4   Be made in line with the council's tree policy and BS 5837

8.4.5   Respect, conserve and enhance the historic environment, local character and distinctiveness.

8.4.6   Be easily maintained and sustained

8.4.7   Promote biodiversity

Design considerations

8.4.1   Provide safe enjoyment

•   Taking into account the impacts on the behaviour of pedestrian and vehicular traffic

- Avoiding the creation of concealed/hiding spaces
- Avoiding, wherever possible, trees with excessive pollen, leaf and or fruit-drop that can become an allergy or slip / trip hazard and impede passage for pedestrians, particularly disabled people [30]

8.4.2 Increase the overall tree canopy in an area

- Delivering shade and cooling [31]
- Ensuring that growth will not compromise the effectiveness of street lighting
- Exploiting opportunities to plant on the central reservation or kerb build-out

8.4.3 Enhance the place and or route qualities of a street

- Safeguarding sufficient width for wheelchair and buggies to pass in safety
- Avoiding, wherever possible, trees with low-overhanging branches (a 2100mm head clearance with 2400mm preferred)
- Provide a pleasing aesthetic i.e. scale, form, seasonal variations
- Ensuring that key sight lines are not blocked

8.4.4 Be made in line with the council's tree policy and BS 5837

- Removing existing trees only for sound arboricultural reasons
- Prioritising healthy existing trees
- Ensuring the continued protection of the stem, roots and crown of existing trees
- Informing the construction process (ensuring the protection of existing trees)
- Selected and varied to resist known diseases

8.4.5 Respect, conserve and enhance the historic environment, local character and distinctiveness.

- Enhancing views of significant buildings and or historic features
- Providing an appropriate setting for historic buildings
- Reinstating historic tree-lined routes.

8.4.6 Be easily maintained and sustained

- Selected to minimise water consumption
- Spaced to accommodate the future growth of both crown and root
- Planting the largest most appropriate species in each location [32]

8.4.7 Promote biodiversity

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30 Wet leaves can be slippery, creating a no-go zone for mobility impaired people and clog the wheels of wheelchairs and pushchairs. Piles of leaves can also make detection with a cane difficult for visually impaired people

31 Properly positioned trees can reduce domestic heating and cooling costs by 20%

32 The risks associated with vandalism are fewer, the more mature and robust the tree.

- Create, complete or extend wildlife corridors [33]
- See Technical section and Companion guide for further information on design for sustainability.

Examples

8.4.8   Exploit opportunities to plant on central reservations and kerb build outs; increasing green cover whilst at the same time reducing the carriageway width, slowing traffic and improving the pedestrian experience.

Warrick Avenue

8.4.9   Tree planting can also be multi-functional, a green alternative to bollards!

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33   See:www.islington.gov.uk/DownloadableDocuments/Environment/ Pdf/ldf_pack/PPG17_-_part_5_Green_Corridors.PDF

Multi-functional tree planting

8.4.10 It is important to consider the long term implications of new tree locations

8.4.11 Consider effective engineering solutions to protect roots (during and post construction)

Arundel Square

8.4.12 Consider the effect of adjacent construction on tree growth and vice versa. Here (below) both the trees' health and the built form are damaged.

8.5 References

8.5.1   Trees in the Townscape, a guide for decision makers, TDAG, 2012

8.5.2   The benefits of large species trees in urban landscapes a costing, design and management guide, Ciria, 2012

8.5.3   BS 5837:2012 Trees in relation to design, demolition and construction

8.5.4   The case for trees in development and Urban Planning, Forestry Commission, 2010

8.5.5   Connecting Londoners with Trees and Woodlands- A Tree and Woodland Framework for London, GLA, 2005

8.5.6   The canopy, TDAG, 2011

8.5.7   NHBC Chapter 4.2 – Building near trees, 2007

8.5.8   Urban Air Quality Report, The Woodland Trust, 2012

9 Technical design development

Technical design development

9.0.1   **This section set out objectives and technical standards against which specific components of a street's design will be assessed, whether by planning officers, project managers or highways engineers. It provides one of the last and most critical opportunities to consult with key professional advisors and user reference groups.**

9.0.2   **It should assist designers and engineers to prepare technical drawings and specifications sufficient to meet regulatory standards. At this stage also it should be possible to establish performance indicators that can be used to review project performance in use.**

9.0.3   **Decisions taken at this stage should be informed by the original site appraisal, the concept and detailed design. At the same time designers, at those earlier stages in the design process, were advised to look ahead to the technical requirements set out here, to ensure that 'in principle' choices can be realised in practical and sustainable ways.**

9.1 Footway and carriageway

Objectives

The construction of footways, footpaths and carriageways should:

9.1.001   Be suitable for their intended use and loading

9.1.002   Respect, conserve and enhance the historic environment

9.1.003   Safe and convenient for all users; supporting a modal shift towards walking and cycling

9.1.004   Incorporate planting wherever practical

9.1.005   Minimising rain-water run-off

9.1.006   Be long lasting, low maintenance and minimise CO2 emissions

Design considerations

9.1.001   Be suitable for their intended use and loading

- In accordance with 'Islington Design Standards for Highways' for adoptability and Islington's Design Guide for all roads
- In accordance with TfL's Streetscape Guidance for improvments to the TLRN [34]
- Conforming to the 'Sustaining our Streets' policy document

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34   See: http://www.tfl.gov.uk/businessandpartners/publications/4858.aspx

- Ensuring compatibility between sub-surface design and surface materials [35]
- Responding to the subterranean and surrounding sub-surface conditions
- Working within site constraints including underground utilities - trial-hole investigations are essential
- Responding to consultation with the council's highways and transportation teams, and other relevant teams, where the street:

  - Will or is likely to be adopted by Islington Council[36]
  - Is identified as a site of 'Engineering Difficulty'' or of 'High Amenity Value' or
  - Where bespoke or complex designs are proposed
  - Where a SUDS system is intended

- Work to the standards set out in Traffic Signs Regulations and General Directions (TSRGD) 2002. [37]

9.1.002   Respect, conserve and enhance the historic environment

- Employing suitable materials and design details
- Using or preferably reusing granite kerbs (concrete kerbs are unlikely to be adopted by the council)

9.1.003   Safe and convenient for all users; supporting a modal shift towards walking and cycling

- Providing an even slip-resistant surface; employing cobbles, for example, only in exclusively motorised-vehicular, decorative or keep-off areas
- Manage level changes to ensure safety and convenience for all users
- Installing dropped kerbs, tactile paving,tonal contrast, raised tables and controlled crossings in line with national guidance
- Delivering sufficient and consistent lighting levels and avoid excessive pooling or glare from the luminaires
- Traffic calming measures according with relevant regulations and codes of practice .e.g. Road Humps Regulations and Islington's design guide
- Adopting London Cycle Network design guidance where intervention is necessary. Preferably locating cycle lanes on the carriageway but not with a contrasting coloured asphalt finish. [38]. However, where cycle paths are located on, or pass over, a footway or footpath they should, ordinarily, be clearly delineated and treated to contrast visually with their surroundings (This was a clear priority articulated by the Streetbook Inclusive Design focus group) .

9.1.004   Incorporate planting wherever practical

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35   Standards set out in the National Code hierarchy (Hierarchy 2, 3,or 4 will dictate substructure)
36   For adoptability humps, pads and ramps shall be constructed in bituminous material without inclusions and ramps to humps/tables will have a sinusoidal profile
37   Traffic Management Orders will be drafted and implemented by Islington Council and charged to the developers
38   With over 13,000 excavations by the utility companies in Islington, special surfaces soon become patched in a variety of reinstatements and look unattractive

- Demonstrating how they enhance biodiversity where appropriate, or provide an evidence-based justification for any failure to do so

9.1.005   Minimising rain-water run-off

- Exploiting opportunities to design in SUDS planting and soft landscaping where possible (see Companion guide to this document)
- Incorporating channels, laid to falls, discharging to road gullies (provided with hinged gulley grids)

9.1.006   Be long lasting, low maintenance and minimise CO2 emissions

- Utilising materials that:

  - Are robust, allowing for unintended use (such as vehicular overrun onto footway or footpath)
  - Are durable and capable of withstanding the likely cleaning regime
  - Can be installed with minimum wastage (e.g. use designs that allow simplification and standardisation of forms, dimensions, materials and component choices; use tighter specifications of work procedures to avoid waste and allow use of off-cuts)
  - Are safe and easy and economical to replace and maintain using processes that consume minimum energy, carbon and water

  - Have low embodied energy, carbon and water (e.g. by maximising use of reused and recycled materials) and BRE rated where possible.
  - Are reusable (can be easily disassembled), or failing that, are recyclable.

- Installed, adopting work practices stipulated in Contract 06/142 - Highways and Traffic Works Partnering and also the Code for Construction Practice [39] to ensure that materials and waste are stored and disposed of responsibly .

Examples

9.1.007   Sustainable Urban Drainage Schemes (SUDS) can be delivered in a variety of ways, from a domestic raised flower bed to a formal hard surfaced area. In front of Islington Town Hall the joints between slabs drain the water to a storage volume beneath the surface (permeable paving) which moderates the flow of water to the local storm drains.

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39   See www.islington.gov.uk/publicrecords/library/Environmental
     -protection/Information/Leaflets/2006-2007/(2006-09-21)
     -Code-of-Practice-for-Construction-Sites.pdf

Islington Town Hall

9.1.008   Better cleaning: Some bus shelters now have raised shelter edges for ease of cleaning

Bus stop on Upper Street

Another bus stop on Upper Street

9.1.009   Simple interventions: in Arundel Square there is a simple kerb build out.

9 Technical design development

Granite kerbs on Arundel Square

Canonbury Academy kerbs

9.1.010   Use of traditional materials in a conservation area: Riven York Stone Kerbs cut with mitres and nicely laid paving outside the Canonbury Academy.

9.1.011   Block paving at Piper Close

Piper Close

9.1.012   Value for money: The traffic calming scheme around Highbury Fields, includes dropped kerbs instead of raised table crossing, allowing for simple drainage, where the alternative would have required a 75m+ long new drainage channel to link to existing services. The preferred option was identified as a result of sub-surface investigations at an early stage.

9.1.013   Poor practice: The use of setts as part of traffic calming features has been found to be ineffective as the setts loosen, become hazardous and add to the maintenance burden.

New granite setts are soon
patched

9.1.014   This (above) is in the City; the site of our focus group trip! The road has now (after only a few months) been resurfaced using a conventional tarmac finish.

9.1.015   Cycle lanes on the carriageway that are designated by coloured asphalt are currently not approved. With over 13,000 excavations by the utility companies in Islington, special surfaces soon become patched in a variety of reinstatements and look unattractive.

9.1.016   However, where the cycle route runs along or across a footway or footpath, it should, ordinarily, be clearly delineated and tonally contrasted. This was a clear priority, expressed by the Streetbook's 'inclusive design' focus group, which included cyclists and disabled pedestrians.

9.1.017   Cycle routes should be consistently and continuously identified along their length; the current lack of clarity presents real hazards.

Shared space in the City

Shared space St Paul's

"There are so many ways to mark a cycle route it is confusing. They are in any event too small and unclear. There should be universal markings so that people aren't confused.

…I had absolutely no awareness that we were sharing the space with cyclists". (cane user)

9 Technical design development

9.1.018   Changes in level: Steps should be visible, even and predictable; nosings should be highlighted, handrails provided; single steps and tapered risers should be avoided at all costs.

A partially sighted woman with arthritis explained that steps are her greatest challenge, if she misjudges the number, if she encounters an incidental step, and or if the risers are uneven she will stumble, fall heavily and experience significant spinal pain.

Tapered risers

9.1.019   Crossings: Sometimes surface water gathers in the 'dip' created by a dropped kerb if the gradient is too steep and the wheels of a wheelchair or scooter can get caught or balance lost if the approach is not at exactly at 90°. Where the table is raised crossing can be confusing, particularly for visually impaired people, where the chamfered kerb on either side of an unmarked crossing present a real trip hazard.

"Tactile paving is important because it warns me of something different coming. ….. If it's not there I don't know if I'll be able to get off the road at the other side... It must be used consistently to avoid giving mixed messages"

9.1.020   A blind man, despite years of experience using his cane and learning to way-find and navigate this way, found those skills were virtually useless in the context of the City of London site visit. On several occasions, encountering, uneven or decorative granite setts confusion arose.

Steel studs, granite
setts, steel grating and
no tonal contrast.

"Is this supposed to be telling me something?"

9.1.021   Many users will only cross where there are lights.

"I don't cross the road unless there's a controlled crossing.... because I can't move fast... if there's a car coming at me.... and I don't think I've got much come-back if I'm hit, other than at a crossing…. especially if I'm with (my grandson).. I'm trying to encourage him to be safe... to only cross at the green man."

9.1.022 read as one unless users are alerted to the fact that they must wait again on the central island.

9.1.1 Recommended palette

9.1.1.1 Footways

- Flagged footways to be in natural stone or Artificial Stone Paving (ASP).
- Mastic Ashphalt may be appropriate for some footways, especially in areas where this can offer additional protection to subterranean basements
- Resin bonded gravel around tree pits.

9.1.1.2 Kerbs

- Granite kerbs (reused where possible) are preferred (essential in roads built for adoption by Islington Council). Concrete or other materials may be acceptable for other developments.

9 Technical design development

9.1.1.3 Carriageways

- Flexible bituminous finish is preferred
- Alternative materials (e.g. warm mix/lower temperature asphalt) may be permitted when it can be shown that their use will:

  - be based on sound engineering principles;
  - provide appropriate technical and financial provisions for maintenance;
  - be approved by our insurers and
  - be unlikely to be disturbed by utility works.

9.1.1.4 Flags

- Flagged paving shall be laid with the longitudinal joints at 90° to the kerb line.
- Flags shall be bonded in order to provide: a minimum 150mm bond; appropriate falls, not less than 1:40; support and abrasion resistance to mechanical sweepers;
- Slabs shall be set out to avoid slabs less than 50% of their original size and footways shall be considered as impermeable surface when calculating surface water discharge pipe and gulley sizes.

9.1.2 References

- 'Islington's Design Guide'
- 'Sustaining our Streets' - Islington's engineering design guide for highways
- 'Well-maintained Highways' - Code of Practice for Highway Maintenance Management
- 'Design Manual for Roads and Bridges' http://dft.gov.uk/ha/standards/dmrb/index.htm
- TfL's Streetscape Guidance www.tfl.gov.uk/businessandpartners/publications/4858.aspx
- 'Road Hump Regulations' www.legislation.gov.uk/uksi/1999/1025/contents/made
- 'Natural Stone Surfacing – Good Practice Guide' published by the society of Chief Officers of Transportation in Scotland (SCOTS) www.scotsnet.org.uk
- The Traffic Management (London Borough of Islington) Permit Scheme Order 2009 and associated bulletins
- LCN design guide www.londoncyclenetwork.org.uk/uploaded_files/LCN_Design_Manual.pdf
- All traffic signs to conform to TSRGD (2002)
- Carbon Trust pilot projects to develop the market for low temperature asphalt www.carbontrust.co.uk/news/news/press-centre/2010/pages/cool-asphalt-could-cut-carbon-emissions.aspx
- Kerb materials with recycled content www.greenspec.co.uk/building-products/road-products
- The BRE Green Guide and Greenspec provide ratings of a number of asphalt, paving and kerb for heavily and lightly trafficked areas as well as pedestrian areas www.bre.co.uk/greenguide/podpage.jsp?id=2126
- Islington SUDS design manual www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/SUDS_gd_prac_gd.pdf

- DfT 2007 Manual for Streets
  http://communities.gov.uk/publications/planningandbuilding/manualforstreets
- DfT 2008 Cycle Infrastructure Design
  www.ctc.org.uk/DesktopDefault.aspx?TabID=4920
- TfL 2005 London Cycle Design Standards
  www.tfl.gov.uk/businessandpartners/publications/2766.aspx

9.2 Street furniture

Objectives

The technical design of street furniture should:

9.2.01   Be safe and convenient to use

9.2.02   Employ the highest quality materials and workmanship possible

9.2.03   Be context specific

9.2.04   Be durable

9.2.05   Minimise C02 emissions.

Design considerations

9.2.01   Be safe and convenient to use

- Providing adequate and sufficient lighting levels
- Detailed to avoid slip, trip, catch or ligature points.

9.2.02   Employ the highest quality materials and workmanship possible

- Use materials that reflect and enhance local history, character and distinctiveness

9.2.03   Be context specific

- Delivering also a level of consistency and continuity across the borough
- Taking into account the future growth of new and existing trees (crown and root)

9.2.04   Be durable

- Properly secured for easy use and maintenance.

- Incorporating anti-vandalism measures
- Ensure that where external lighting is required, unnecessary use is minimised and energy efficiency is maximised (see lighting note (8.2.3.6) re: consultation in terms of perceptions of safety)[40]

9.2.05   Minimise C02 emissions.

- Employing materials and manufactured elements that:

  - have low embodied energy, carbon and water (e.g. by maximising use of reused and recycled materials)
  - can be installed with minimum wastage (e.g. use designs that allow simplification and standardisation of forms, dimensions, materials and component choices; use tighter specifications of work procedures to avoid waste and allow use of off-cuts)
  - are robust and durable
  - are easy/cheap to maintain and repair using processes that consume minimum energy, carbon and water
  - are reusable (can be easily disassembled), or failing that, are recyclable
  - minimise the energy consumption and emissions associated with powered elements such as signs and lights
  - are BRE rated where possible and or employ significant and quantifiable proportions of of reused or recycled material.
  - minimise the light spill that affects biodiversity

9.2.1 Recommended palette

9.2.1.1 For the majority of Islington's streets, a limited palette of materials is recommended:

- A black paint (0r dark green where appropriate) finish for any metal elements, such as lamp columns, street cabinets and bollards.
- Natural materials (such as timber or stone) that complement the black street furniture should also be suitable to the function. e.g. timber is generally more comfortable and a warmer material to use for seating and handrails.

9.2.1.2 In some cases may be appropriate to deviate from the recommended palette. The materials chosen should meet the above design considerations and in particular be appropriate to context.

9.2.1.3 In conservation areas the materials and finishes proposed should respond to the surrounding context. Where contemporary materials and finishes are proposed, full justification is required for how it positively contributes to the design and character of the area. The views of the conservation officer should be sought through this process.

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40   Utilise lighting that is approved by the Lighting Team for inclusion in the PFI contract, unless the lighting is designated as 'Feature Lighting', 'Festive Lighting' or other special project work and approval has been gained for deviation from the PFI contract

9.2.1.4 The use of stainless steel is appropriate in this new public space and complements the surrounding context

9.2.1.5 The materials should also be context appropriate, selected to reflect local history, industrial or otherwise. To ensure a level of consistency and continuity across the borough, the council promotes a limited range of materials and finishes.

9.2.2 References

Current seats used on public highway are:-

- CIS 582 /Wicksteed Barton seat
- Sineu Graff Rendezvous seat
- Sineu Graff Rendezvous bench
- MSF Heritage seat with cast iron legs.

Traffic Signs Regulations and General Directions
http://www.legislation.gov.uk/uksi/2002/3113/contents/made

LBI Public Realm - policies and codes re signage

Adoptable standard is the national code 'Well Lit Highways'
https://www.tsoshop.co.uk/bookstore.asp?FO=1160286&ProductID=0115526323&Action=Book

9 Technical design development

BS5489 Code of Practice or CEN Code (Comite Europeen de Normalisation)

9.3 Planting

Objectives

Horticultural choices should:

9.3.01   Appeal to all the senses

9.3.02   Be safe

9.3.03   Reflect and enhance local character and distinctiveness

9.3.04   Deliver life long healthy growth

9.3.04   Make a positive impact as quickly as possible

9.3.05   Be durable

Design considerations

9.3.01   Appeal to all the senses

- Taking into account the visual, olfactory, aural and tactile qualities of plant choices and locations.

9.3.02   Be safe

- Avoiding plants with sharp leaves or plants that grow more vigorously than a realistic maintenance regime can control and that may overhang footways and footpaths.
- Avoiding plants, in accessible locations, that could be harmful if ingested or touched by passers-by, especially children

9.3.03   Reflect and enhance local character and distinctiveness

- Taking into account the fact that railings, enclosures and prickly plants all potentially trap wind blown litter and obstruct cleansing services.
- Protect assets during preparation of planting beds.
- Avoiding plants (such as Ivy) in locations where they may stain or damage historical features.

9.3.04   Deliver life long healthy growth

- In accordance with British Standards listed in section 9.3.2
- Employing suitably sized, high quality plant stock, appropriately cared for during transport and after delivery to site.

- Planting between October and March (unless provision has been made for regular watering)
- Ensuring sufficient time for turf to become established before public access is permitted.
- Providing support for climbing plants
- Protecting new plants and turf during the establishment period.

9.3.05   Make a positive impact as quickly as possible

- Taking into account planting densities, seasonal timing and appropriate maintenance regimes

9.3.05   Be durable

- Having at least 300mm top soil, suitably prepared, for sustainable planting and adequate drainage
- Taking into account their demand for water and maintenance
- Selecting tolerant species eg tolerant of drought conditions and or salt if within the splash zone of traffic in winter
- Utilising mulches to minimise water loss and prevent weed growth
- Delivering a 1 year 'programme of establishment maintenance' during the defects liability period of a development.

9.3.1 Recommended palette

9.3.1.1 Planting must be selected with the following considerations in mind:

- Colour and texture of flowers and foliage, and ultimate shape, and size of the plant
- Community (social and cultural) requirements
- Health and safety hazards (e.g. thorns and poisonous or skin irritating tissue, especially where may be contacted by children)
- Requirements for aftercare (pruning, trimming, dividing etc)

9.3.2 References

Further information: Islington SUDS design manual

Planting should adhere to the following standards and best practice guidance:

General:

BS4428:1989 & AMD Code of Practice for general landscape operations

Plant stock:

1. Horticultural Trades Association National Plant Specification (NPS) - http://www.gohelios.co.uk

2. BS 3936-1:1992 Nursery stock. Specification for trees and shrubs

3. BS 3936-2:1990 Nursery stock. Specification for roses

4. BS 3936-7:1989 Nursery stock. Specification for bedding plants

5. BS 3936-9:1992 Nursery stock. Specification for bulbs, corms and tubers

6. BS 3936-10:1992 Nursery stock. Specification for ground cover plants

Imported topsoil and growing media:

1. BS3882:2007 Specification for topsoil and requirements for use + Corrigendum no. 1

2. PD CR 13456 Soil improvers and growing media. Labelling, specifications and product schedules

3. PAS 100:2005 Specification for composted materials

Maintenance

BS7370 Pt 1:1991 Grounds maintenance. General recommendations

BS7370 Pt 1:1991 Grounds maintenance. Maintenance of soft landscape (other than amenity turf)

9.4 Trees

Objectives

Tree preservation and planting proposals should:

9.4.01   Not adversely affect the safety or quality of the footway

9.4.02   Allow for the protection and projected growth of crown, stem and root

9.4.03   Minimise demand for water and maintenance

9.4.04   Promote biodiversity

Design considerations

9.4.01   Not adversely affect the safety or quality of the footway

- Taking account of the effect of foliage on sightlines, local street lighting and the hazards associated with leaf and fruit
- Enhancing views of significant buildings and historic features

9.4.02   Allow for the protection and projected growth of crown, stem and root

- Based on a survey of existing trees and site investigations
- Taking into account new services and redirected services in line with National Joint Utilities Guidelines (NJUG)
- Taking into account the interface with neighbouring construction (eg existing basements and underground vaults)

- Employing sound engineering solutions to protect roots
- Providing sufficient planting depth and area (rooting volume)
- Factoring in local soil characteristics and quality
- Formalised through a tree protection method statement
- Protecting existing trees during the development period

9.4.03   Minimise demand for water and maintenance

- Informing the specification of adjacent surface treatments (for tree health and to minimise ongoing maintenance costs)
- Taking account of the effect of foliage and fruit on waste management

9.4.04   Promote biodiversity

- Creating or extending wildlife corridors wherever possible.
- Taking into account resistance to known diseases

9.4.1 References

9.4.1.1 BS 5837:2012 Trees in relation to design, demolition and construction

9.4.1.2 BS 3998: 2010 Tree works – recommendations

9.4.1.3 NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees http://www.njug.org.uk/publication/52

Production information

10.0.1 **Assessments that should be produced at each stage of the design process should be proportionate to the scale of the development, of the site and possible constraints on development. The purpose of these assessments is to ensure the success of each subsequent stage in the process. The assessments which are likely to be needed to demonstrate compliance with the values set out in this SPD are listed below.**

10.0.2 Pre-application - Appraisal or contextual (site) analysis comprising:

- Assessment of historic environment, local character and distinctiveness.
- Assessment of existing patterns of use and Route:Place analysis
- Access and inclusion assessment
- A landscape appraisal including a survey of existing trees in line with BS5837 and the local ecology
- An analysis of surface water flows
- A survey of utilities above and below ground
- A traffic audit

10.0.3 Planning - Concept

- A strategic design/masterplan
- A statement describing how the proposal responds to the site analysis and meets specific objectives and design considerations, including a Landscape Plan, as stipulated by development Management Plan DM38.

10.0.4 Planning - Design Development

- Plans to scale
- Eyelevel perspective
- Statement describing how objectives and design considerations have been met for:

  - Street furniture
  - Trees
  - Planting

10.0.5 Highways - Technical Design - A statement describing how objectives and design considerations have been met for:

- Materials
- Detailing
- Construction – including tree protection method statement.
- Maintenance
- Sustainability statement describing: measures that have been taken to reduce CO2 emissions; material selections made to minimise environmental impact (This should include the Green Guide Specification ratings of all the major building elements [where these are available] and procurement targets such as % of timber that is FSC-certified

and total % recycled material content); details of SUDS measures incorporated, and aspects of the design intended to maintain and enhance the local ecology

11 Post practical completion

Post practical completion - Evaluation

11.0.1 **To monitor and evaluate, the success of work to the public realm, completes the virtuous cycle of development. Only by critical evaluation of a scheme in use is it possible to learn the lessons that will inform the appraisal of and conceptual and detailed design of new sites.**

11.0.2 It is recommended that any evaluation measures the performance of a scheme against the values set out in this document: fairness, quality, conservation, safety and security, good value and environmental sustainability.

11.0.3 Depending on the nature and scale of the scheme it should be possible to develop detailed evaluation measures in accordance with the objectives and design considerations set out in sections 7, 8, and 9 of this document.

12 Glossary

Glossary

12.0.1 Streets

All areas that lie between defensible private land, including Carriageways and Footways (collectively called a 'Road'), footpaths, public and semi-public open space that abuts a road or footpath, and some private land that has a right of public access or right of way on it.

13 Steering Group and Consultees

13.0.1 Steering Group

- Steven Crabtree - Greenspace
- Rochelle Friend - Spatial Planning & Transport, Planning and Development
- Clare Goodridge - Spatial Planning & Transport, Planning and Development
- Colette Hatton - Design and Conservation
- Martin Holland - Highways Service
- Oliver Jefferson - Spatial Planning & Transport, Planning and Development
- Kristian Kaminski - Design and Conservation
- Christine Lehmann – Play Strategy, Universal Services
- Andrew Life - Greenspace
- Emma Luddington - Spatial Planning & Transport, Planning and Development
- Doug McNab - Spatial Planning & Transport, Planning and Development
- Hayley McNicol - Spatial Planning & Transport, Planning and Development
- Paul Taylor - Transportation, Public Realm
- Jake Tibbetts - Tree Service Greenspace, Public Realm
- Grayham Tindal - Tree Service Greenspace, Public Realm
- Will Umney - Spatial Planning & Transport, Planning and Development
- Philip Wood – Tree officer – Design and conservation

13.0.2 Focus Group

- Ruth Bishop
- Linda Drinnan
- Andy Greene
- Rose-Marie McDonald
- Belinda Shadare
- Yvonne Swift
- John Thomas
- Liz Mercer – Disability Action in Islington – Manager.

13.0.3 Other consultees

- Women's Design Service - Georgia Wrighton

- Public Wisdom (older people's forum on the public realm) c/o Cubitt Arts

Appendix 1: Values checklist

Values checklist

The core values that underpin our vision for the borough's streets and open spaces and against which proposals will be assessed are:

1.0.1 Fairness through Inclusive Design

It is essential that Islington's streets meet the needs of our diverse population. Engaging with end users from the earliest stages in the design process will contribute to the delivery of accessible and inclusive environments. Our public realm should be conducive to walking and cycling, optimise play opportunities, facilitate healthy lifestyles and promote community cohesion.

1.0.2 Good quality places and routes

A high quality streetscape will look good (rational designs delivered with sophistication and simplicity) be well built and work well for the environment and for the people using it, now and over time

1.0.3 Historic environment conserved and enhanced

Islington's historic buildings, streets and open spaces are worthy of celebration; improvements to the public realm should respect, protect and enhance them.

1.0.4 Safety and security for users

We want people to be safe and feel secure in our streets and open spaces. The benefits of designing for community safety should not be underestimated, particularly for more vulnerable people. It is therefore expected that designs will seek to achieve an appropriate spatial balance between pedestrians, cyclists and vehicles using the space, that measures to modify user behaviour for the better are introduced and that designs encourage more (and more diverse) users onto the street to improve natural surveillance.

1.0.5 Good value

Good value will be measured in terms of a proposal's whole life costs, the quality of design and the benefit to the community of users. A strategic and coordinated approach is essential to the delivery of good value, ensuring that the time and money spent developing the public realm produces streetscapes that are durable, easy to maintain and fit for purpose.

1.0.6 Environmentally sustainable development

The success of any development will depend upon how it moderates and responds to the challenges of climate change, minimises the environmental impact of material use, protects and enhances the local ecology and promotes sustainable forms of transport.