



# Chapter 5

## Street Furniture



# Street Furniture



**Bad Practice - Street clutter, Tottenham High Road**

## INTRODUCTION

A cluttered streetscape is a consequence of an uncoordinated approach to the specification and installation of street furniture. Street clutter detracts from the visual, architectural and landscape character of an area and creates an environment that is not user friendly. The fact that there are many agencies responsible for providing different types of street furniture often contributes to a cluttered streetscape and makes it problematic to achieving a coherent approach.

### The principles of reducing street clutter:

- Maximise the amount of footway space available for pedestrian use.
- Remove redundant elements of street furniture and rationalise the location and overall number of elements.

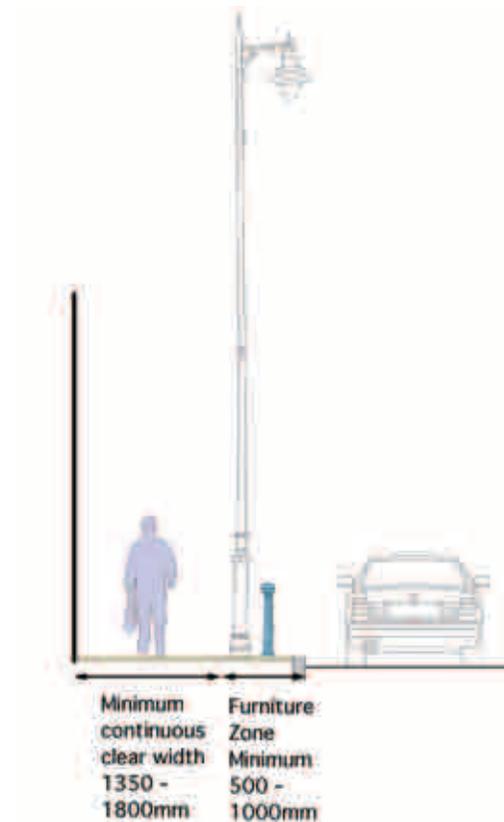
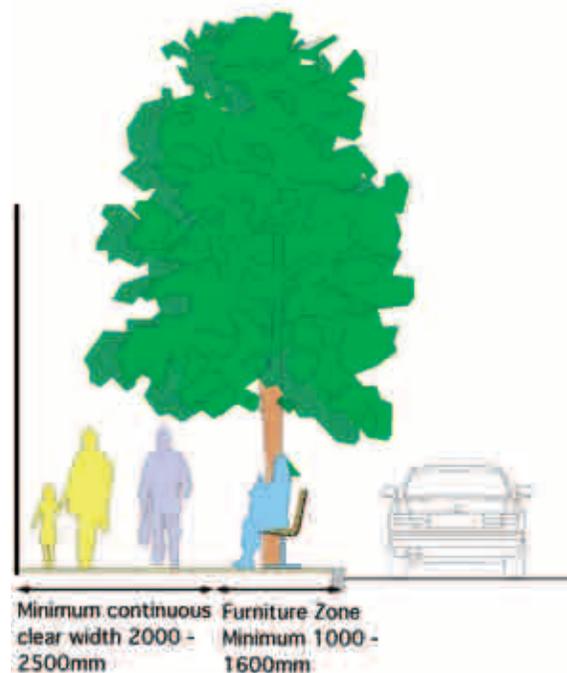
- Minimise the number of obstacles on the footway that may be hazardous to pedestrians, particularly the mobility impaired.
- Create clear sight lines along routes and across spaces to enhance safety.
- Coordinate street furniture design and colour.
- Allow the character of buildings to positively influence the streetscape.

### Ways of reducing physical and visual street clutter:

- Wherever possible ensure a 1.8m clear footway width is maintained, equivalent to the width of three people. However, a minimum of 1.2m is acceptable.

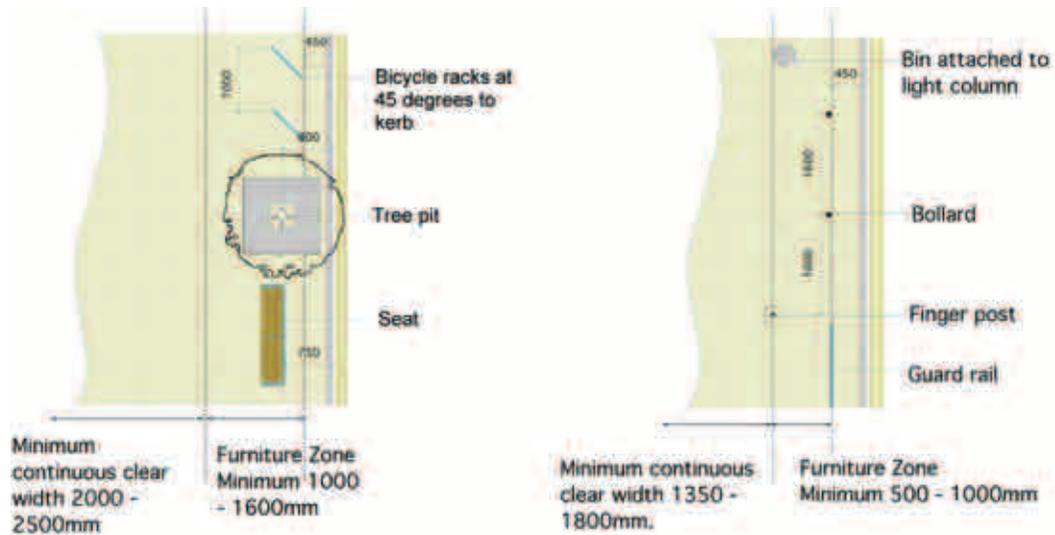
- Locate street furniture within a 500 - 1600mm wide zone, which is set 450mm back from kerb line as shown in the diagram opposite.
- Remove redundant elements of furniture.
- Remove unauthorised signage and trading on frontages.
- Where appropriate, reduce amount of guardrailling and bollards.
- Prevent duplication of posts and structures by combining elements of street furniture.
- Consider attaching street lighting to buildings, where feasible.

Bring a coordinated approach to the design and colour of street furniture. In terms of colour, as a rule, street furniture should be painted black. This represents an affordable and quick approach to achieving a consistent



appearance across the Borough. However, in particular areas such as Alexandra Palace and Wood Green Town Centre, a different design and colour of street furniture has

been selected. In these cases, new and replacement street furniture must match what has already been provided.

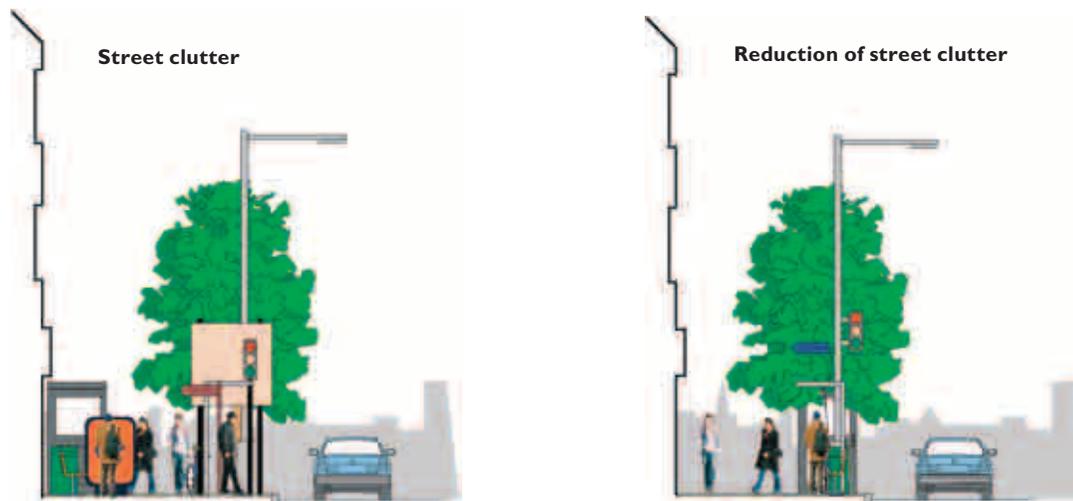


## BOLLARDS

Bollards are used to prevent vehicle access to the pavement, to protect pedestrians and buildings and prevent damage to footways.

Bollards will be removed in those locations where they are redundant. Changing the level of footways and strengthening them can negate the need for bollards and will be considered.

There are many different types of bollards currently used in Haringey, including St Pancras, City, Coldstream, concrete balls, plastic illuminated and granite and timber posts. There is a desire to standardise the type of bollards used in all areas except for in the case of some town centres and conservation areas, where existing bollards will be maintained.



When bollards need replacing or new ones need installing, the following will apply:

- General Areas - Doric, Bell and TMP Flecta bollards.
- Wood Green Town Centre - 'Broxap' Stainless Steel (VX47008975)
- Muswell Hill Town Centre - Doric, Glasdon Caine, Glasdon
- Crouch End Town Centre - Doric

- Green Lanes Town Centre - Doric
- West Green Road Town Centre - Doric
- Tottenham High Road - Doric
- Alexandra Park - St Pancras with blue and brown coating
- Parks - Timber
- Highgate Village - Doric, St Pancras, Cannon, timber or granite

As discussed, new bollards need to be of the types specified above. However, where it is necessary to replace individual bollards that are part of a larger group, the opportunity will be used to replace even the undamaged bollards using the new styles, to achieve local consistency.

In general areas, the top or neck of all new Doric and Bell bollards will be covered with white reflective paint or tape. This will ensure the bollards are as visible as possible to pedestrians and motorists.



**Our goal is to achieve a consistent appearance in style and colour of street furniture across the Borough**

**There will be a few exceptions - Stainless steel street furniture at Wood Green Town Centre**

Timber bollards will only generally be used on grass verges, within parks or to protect soft landscaping schemes.

The TMP Flecta is a flexible bollard with a reflective coating designed to absorb impacts of 60mph and return to its original position following collision. The bollard is combined with directional and information signage and can be located on pedestrian refuges and, kerb build outs. This bollard is cost effective as it has no replacement or electricity costs and requires a low level of maintenance. It is recommended that this type of bollard is installed in new schemes and replace existing 'Keep Left' and 'Keep Right' plastic illuminated bollards.

Bollards will be located a minimum of 450mm from the kerb. A minimum continuous clear width of 1.2m must be provided along the footway, however 1.8m is preferable wherever practical.



**Doric bollard, for use in general areas and some town centres**



**Bell bollard, for use in general areas**



**Glasdon Caine bollard, Muswell Town Centre**



**TMP Flecta Bollard**



**Illuminated plastic Bollard**



**'Broxap' stainless steel bollard, Wood Green Town Centre**



**Cannon bollard, Highgate**

## PEDESTRIAN GUARDRAILING

Guardrailing is used to prevent pedestrians from crossing in unsafe locations and to stop them spilling onto the road in areas of high pedestrian activity, such as outside stations and in town centres, and in town centres,

However, the over-provision of guardrailing can create a confined environment for pedestrians and can lead to increased vehicle speeds. It is also unattractive and adds to street clutter.

As a general rule, the use of guardrailing will be restricted to roads where there are high traffic volumes and only at those locations where there is a history of accidents involving pedestrians.

Redundant guardrailing will be removed in those locations where it is not essential but this must not compromise pedestrian safety.



**Standardised guard railing for Haringey - Stretford 75 v2 full height visi-rail with Trafford Post**



**Wood Green Town Centre - Linx 200 3/4 height, post with stainless steel cap height**



**Medcraft post and rail - Muswell Hill Town Centre (roundabout only).**

New guard railing will not be installed anywhere in the Borough unless it is absolutely necessary. In the first instance, designers should explore alternative methods of traffic / pedestrian management before reverting to guardrailing

A range of different styles and colours of pedestrian guardrailing is currently used in Haringey. The Borough aims to standardise this so that all guardrailing used is the Stretford 75 v2 full height visi-rail type, with Trafford or Folkstone post. Visi-rail will be installed 450mm from the kerb and painted black.

Different types of guardrailing is installed in Muswell Hill and Wood Green town centres and this will be maintained. In Muswell Hill, the Medcraft post and rail type will continue to be maintained on the roundabout. In Wood Green, the Linx 200 ¾ guard rail and post with stainless steel cap will be provided.

## SIGNAGE

It is important to provide clear and unambiguous information that can easily be understood by all road users, whether they are Haringey residents or visitors to the Borough.

Various types of signage are provided for different classes of road user, such as for traffic and pedestrians and where signage is provided to promote identity.

The design and installation of traffic and some pedestrian signage is governed by the Traffic Signs Regulations and General Directions 2002 (TSRGD) and the Traffic Signs Manuals. However, it is also essential to follow good practice principles when identifying locations for signs to avoid physical and visual clutter.

It is recognised that in most cases signage will normally need to be installed using dedicated posts. In these cases, the positioning of posts on the footway should not cause obstruction

**Wood Green Town Centre visitor signage**



or create pinch points. Alternatively it may be possible to locate signs on other structures such as lighting columns or walls, or combine a number of signs onto a single post. Street furniture and guardrailing may also provide suitable location for some types of signage, such as parking restriction signs. These are important opportunities for reducing street clutter.

Gateway signs define the entrance into the Borough and provide a clear image and identity. Where feasible, gateway signs will be installed on all Borough boundary roads. The Haringey gateway sign is provided in Appendix SF, SF01 and shown over leaf.



**Bad practice - Redundant street sign to be removed**



Signs defining the entrance into the town centres of Haringey can also provide identity. An example of The Haringey town centre signs is provided above and in Appendix SF, Reference SF02

## **STREET NAME PLATES**

There are various designs of street name plates currently in use in Haringey, but the common theme to all is black text on a white background and postcode shown in red.

It is important that the street name plates can be seen and easily read by all road users, but particularly the emergency services, those making deliveries and visitors to the area.

Haringey are introducing a new street name plate which is shown above and in Appendix SF, Reference SF03. This plate incorporates the 'No Through Road' symbol, negating the need for a dedicated sign and post which also reduces street clutter.

The new style street name plates will be installed on dedicated posts or, where appropriate, on light columns. Street name plates should not obstruct the footway or be located where tree planting or vegetation might obscure them.

The new style plates will gradually replace the old designs throughout the Borough except in conservation areas, where care should be taken to retain those with historic association. Redundant street name plates will be removed once new ones have been installed.

There are some exceptionally long roads in the Borough and additional information on street name plates will help residents and visitors find an address. The Council will include directional arrows and property numbers on street name plates in these exceptional circumstances.

## CYCLE STANDS

Secure cycling parking facilities will be provided in all of the Borough's town centres and close to other popular destinations such as public buildings, supermarkets and rail stations. Secure and well located facilities will deter cyclists from parking informally (e.g. locking cycles to light columns and guardrailing), which may obstruct pedestrian movement and add to visual clutter.



**Sheffield Stand with crossbar with cycle parking signage**

Wherever possible cycle stands will be installed on footways in locations where passive surveillance is possible and where they do not impede pedestrian movement. Stands will be installed 600mm from, and parallel to the kerb, to allow for the bike wheels to overhang the stand. A minimum continuous clear footway width of 1.2m will be provided, however, where practical, a width of 1.8m is desirable.



**Stainless steel hoop (Hoop HSG 800), Wood Green Town Centre**

Any new cycle stands installed in the Borough will be of the black Sheffield type, except in Wood Green Town Centre where a stainless steel hoop (Hoop HSG 800) is being used.

It is good practice to attach the 'P' symbol used to denote cycle parking onto the cross bar of Sheffield stands, thereby negating the need to install dedicated posts.

## SEATING

Street seats can provide a valuable resting place for elderly people and those with disabilities. Seats should be provided on all roads where appropriate but particularly in town centres, in scenic locations such as Alexandra Park and places where there are steep gradients, such as in Highgate Village. However, care must be taken when determining suitable locations for public seating as it may encourage anti-social behaviour. Seats will not be provided where they might be used to gain unauthorised access to adjacent properties.

A number of different types of seating are currently in use in Haringey. Generally, the 'Monmouth' style seat will be used when installing new or replacement seating.

Seating will be installed a minimum of 450mm from the kerb. A minimum continuous clear footway width of 1.2m will also be provided, however, where practical, a width of 1.8m is desirable.



Monmouth seating

Seating, Wood Green Town Centre



## TREES AND OTHER PLANTING

The thoughtful planting of trees in Haringey is encouraged. Tree planting helps to reduce the visual impact of vehicular traffic and defines the character of neighbourhoods and town centres. Tree planting can also assist in reducing the effects of atmospheric pollution and provides a more attractive environment for pedestrians.

When identifying locations for tree planting, careful consideration must be given to factors such as:

- Obstructing driver and pedestrian sight lines
- Maintaining available footway width.
- Obstructing pedestrian movement.
- Obscuring street lighting.

- The location of statutory undertakers facilities.
- Rights of light and overshadowing of properties

When determining the appropriate species of tree for planting, consideration will be given to the following:

- Large leafed trees can make footways slippery at certain times of the year and can obscure street lighting. Smaller leafed species create a dappled shade and have less impact on illumination to footways.
- Likely maintenance required in terms of pruning and watering.
- Root damage caused to footways, with certain species being prone to shallow roots and suckering.

- Where the location is sensitive due to the presence of, for example, buildings or statutory undertakers facilities, root barriers may be used to control direction of growth and provide protection from future root damage.

- Available space for future growth.
- Levels of sunlight, wind, rainfall and pollution.
- Soil depth and quality.
- Tree girths of 14-16cm in diameter are considered appropriate to guard against potential damage from vandals.

Tree grilles have been provided within Haringey town centres, such as in Wood Green, and they may be the only the solution to maintaining safe pedestrian passage where footways are narrow. However, it is recognised that they can act as

litter traps. Therefore, the council will introduce porous resin-bound gravel within tree pits to allow water to reach the roots and to enable the safe passage of pedestrians.

**Street tree planting,  
Wood Green Town Centre**



The Council promotes sponsored planters like those located on Stroud Green Road. The location of the planters must not obstruct pedestrians and will follow good practice principles to avoid street clutter.



**Good Practice - Porous Resin bound gravel tree pit, Wood Green**



**Avoid tree grilles wherever possible**

## **GREEN SPACES AND VERGES**

Green spaces provide visual interest, amenity value and a valuable habitat for wildlife. Overall, they improve people's quality of life and have an important role to play in promoting urban regeneration and improving public health.

The Council recognises the importance of these factors and are committed to protecting and enhancing the green spaces in the Borough. We aim to increase the public usage of green spaces by improving the quality and accessibility of existing areas. The Council also aims to actively involve local residents in the planning, management and maintenance of green spaces.



**Street tree planting on soft strip, Haringey**

Similarly, green verges will be retained in the Borough and protected from erosion wherever practicable. Verges will be enhanced by the planting of appropriate street trees, which provide visual interest, shade, shelter, a place for wildlife and a contrast to the built environment.

## **STREET LIGHTING**

Street lighting must provide a statutory level of illumination in accordance with the classification of the road it is installed on. It helps provide a safe environment for vehicle and pedestrian users.

Additional illumination may be required in areas where there is a high level of pedestrian activity, such as around public transport nodes and public buildings. Pedestrian routes or places that people may perceive to be unsafe may also require additional illumination.

The height and form of lighting should respond to the route hierarchy, width of street, land uses along it and the urban character. Traditional styles of lighting may be appropriate within some conservation areas, whilst more contemporary forms can respond to the vibrancy of town centres.

The following are good practice principles that will be considered when providing street lighting:

- Reduce street clutter by using lighting columns to locate signage where feasible.
- Provide higher specification of columns at key junction points to allow for the attachment of banners, signage or additional pedestrian light fittings.
- Use lighting to enhance townscape and provide route definition.

- Encourage floodlighting and uplighting to landmark buildings and at gateway points into town centres, as used in Wood Green Town Centre.
- Provide lighting along the edge of unlit public open spaces adjacent to key pedestrian routes to provide a feeling of security.

A gap of 75-100mm will be provided between the column and any adjacent structure. Where columns have to be located at the front of the footway, they should be set back 750mm from the kerb edge.

Wall-mounted pedestrian lighting may provide a solution to locations constrained by the presence of, or access to underground services, or where kerbside lighting is insufficient due to wide pavements.

In most locations in Haringey a standard street lighting column with a height of 6m or 10m will be used with a ZX1 or ZX2 lantern. A 5m high column with a ZX1, Aramis 1A or 3B lanterns will be used in some circumstances where there is an issue of light spill into adjoining properties. There are some locations within the Borough where exceptions to the standard street lighting columns will be required e.g. some town centres and conservation areas. In these exceptional circumstances a different style will be used. The table overleaf presents examples of the type of street lighting that will be used on Haringey's streets.

In the majority of locations, street lighting columns will be painted black. They will also meet the latest standards for power, crime reduction, pollution prevention and ease of maintenance.

Street Classification / Area	Height of Column	Lantern	Comments
<b>Standardised Street lighting</b>			
Residential Streets	6m or 10m	ZX1 or ZX2	Functional standard style
Residential Streets and walkways where light spill to adjoining properties is an issue.	5m	Aramis 1A or Aramis 3B	Contemporary decorative style Flat glass is used to reduce light spill.
Locations where there is no vehicle access	5m (Lower and Raise)	ZX1	Functional standard style
Trunk roads West Green Road / Seven Sisters and Green Lanes town centres	10m	ZX2	Functional standard style
Zebra Crossings	10m	ZX3 Zebra Lantern	Designed to illuminate a pedestrian crossing using positive contrast.
<b>Exceptions</b>			
Highgate Village Conservation Area. Bruce Grove / Tottenham High Road and Crouch End town centres.	8m	Large Albany	Traditional decorative style
Other Conservation Areas	5.5m	Small Albany ponded	Traditional decorative style
Wood Green	9m	Aledo with turnpike bracket	Modern
Muswell Hill	10m	Metcraft Special Column	Traditional decorative style
London Distributor Road (eg. Westbury Avenue)	8m	Stratos	Functional standard style. Higher level of illumination.



**Haringey Standard - Residential Street, 5m.**  
Flat glass is used to reduce light spill into adjoining properties.



**Haringey Standard - Residential street, 5m (lower and raise)**



**Haringey Standard - Residential street, 6m.**



**Haringey Standard - Residential street, 10m.**



**Exception - Highgate Village Conservation Area**



**Exception - Wood Green Town Centre**



**Exception - Conservation Areas**

## CCTV

Closed Circuit Television (CCTV) systems are used throughout Haringey to improve public safety and to enforce highway regulations. CCTV systems are located in town centres, outside stations, along major routes and in some residential areas. The Metropolitan Police and the highway authorities operate them. Where multiple authorities require CCTV surveillance, it may be possible to arrange shared use of equipment through an open protocol agreement. If feasible, this would require fewer cameras to be installed and therefore achieve a reduction in physical and visual street clutter.

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

## UTILITY CABINETS

Utility cabinets are typically installed by the highway authorities and utility companies.

Wherever possible, cabinets will be sited at the back of the footway. If not, they will be installed set back from the kerb by at least 450mm. A minimum continuous clear footway width of 1.2m will be provided, however, where practical, a width of 1.8m is desirable.

The surfaces of utility cabinets will be painted black where possible and the surfaces treated with an anti-graffiti coating to allow for the easy removal of graffiti and fly-posting.

Cabinets will not be located where they might be used to obtain unauthorised access to adjacent properties.



Utility Cabinet with anti-graffiti coating  
Tottenham High Road

## PUBLIC ART

Public art can be used to define important locations, such as town centres, by creating a landmark. Public art also adds to the character and identity of a location and should be encouraged. The art should relate to its location and the context of the streetscape.

The art will be located so that the public can appreciate it but so that it does not create an obstruction.

## LITTER BINS

The majority of litter bins currently provided in Haringey are the 'Linpac Heritage' type and are branded with the 'Be++er Haringey' logo. This type of bin can be bolted down and is enclosed so rubbish cannot escape.

Where it is not possible to bolt litter bins down due to the surface and subsurface materials, the 'Glasdon Mosaic' type of bin will be used as its' aggregate base allows it to be free-standing.

The Wybone Victoriana MV40 steel litter bin will be installed in the Borough when new bins are required or when damaged bins need replacing. This bin will also be branded with the "Be++er Haringey" logo.

New litter bins will only be provided where there is a defined need, such as in town centres and in the vicinity of public transport facilities. Superfluous litter bins can add to visual clutter and attract fly tipping in areas where there is limited pedestrian activity.

Litter bins will not be located where they may obstruct pedestrians and will be set back from the kerb by at least 450mm. A minimum

continuous clear footway width of 1.2m will also be provided, however, where practical, a width of 1.8m is desirable. Like other street furniture, they will not be located where they might be used to obtain unauthorised access to adjacent properties.



Linpac Heritage litter bin



Glasdon Mosaic litter bin



Wybone Victoriana MV40 steel litter bin

## GRIT AND SALT BINS

Grit and salt is applied to icy highways and footways during adverse weather conditions. The application of grit and salt contributes to a safer environment for motorists, cyclists and pedestrians.

Grit and salt bins in Haringey are currently yellow and will remain this colour in the majority of locations in the Borough. It is recognised that yellow bins are out of keeping with the colour of other street furniture in the Borough. To achieve consistency with the colour of street furniture installing black grit and salt bins in particularly sensitive locations, e.g. some conservation areas, will be considered on a case by case basis.

Where possible, the surfaces of the grit and salt bins will be treated with an anti-graffiti coating to allow for the easy removal of graffiti and fly-posting, particularly where this is known to be a problem.

Bins will be positioned so they do not cause an obstruction on the footway and where they can be easily accessed by those responsible for applying grit and salt.

The lids of grit and salt bins will be secured once the adverse weather has passed to minimise damage and prevent them from being used for disposing of litter.

## RECYCLING BRING SITES

Haringey Council has implemented a recycling scheme to collect recyclable material from individual households. This means that fewer recycling bring sites (otherwise known as recycling banks) are needed on the streets resulting in less visual clutter.

However, there are still approximately 75 recycling banks located on Haringey's streets, outside tube stations, the town hall, supermarkets and sports clubs.

The type and design of containers for use at recycling bring sites in the Borough has been approved by the Council.

Recycling banks will be positioned on the public highway so that they are accessible to the public and refuse collection vehicles. They will not obstruct pedestrian movement, or be located where they might be used to obtain unauthorised access to adjacent properties or attract anti-social behaviour.

The Borough aims to standardise recycling bring sites so that all containers are Taylor 1100 litre recycling containers, coloured black. This will be consistent with the appearance of other street furniture in the Borough. Any containers installed at new recycling bring sites will be black Taylor 1100 litre containers and the Council is also in the process of replacing old containers at a number of existing recycling bring sites with this type. The remaining older style sites will be phased out and replaced with the new style containers.



**Standardised recycling containers for Haringey**

## ADVERTISING BOARDS

### A-BOARDS

Temporary advertisement boards are a prevailing feature in Haringey, especially on Tottenham High Road in Seven Sisters. The boards are a variety of sizes and colours and are often installed in a haphazard fashion without any thought for pedestrians. They are also detrimental to the visual quality of the streetscape. The Highways Act 1980 provides legislation against obstructions on the highway and our street enforcement team will take action against unauthorised advertisement boards.

## COMMERCIAL BILLBOARDS AND HOARDINGS

Commercial billboards and hoardings can dominate the walls and streets of the Borough and are detrimental to the visual quality of the streetscape. Our street enforcement team will take action against unauthorised billboards and hoardings.



Commercial billboards can dominate the streetscape

## REAL ESTATE AGENT SIGNS

Numerous real estate agent signs installed on private property also add to the visual clutter of the Borough's streetscape. Although the Council recognises the practical role these signs play, we are committed to minimising the adverse effect they have on the quality of the streetscape. The signs have a 14 day approval period and our enforcement team will take action against those real estate agencies that do not remove their signs after 14 days.



Real Estate Agent signs are detrimental to the visual quality of the streetscape

## TABLES AND CHAIRS

Tables and chairs may not be positioned on the footway unless the highway authority has granted planning permission. The Highways Act 1980 provides legislation against obstructions on the highway and our street enforcement team will remove any unauthorised tables and chairs.



Tables and chairs outside a cafe in Highgate Village

## STREET TRADING FROM FRONTAGES

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



Private frontage trading

## GREEN FRONTAGES

Depending on their location within the Borough, new developments can have a direct influence upon the character of the streetscape. New developments offer the opportunity to complement and enhance the streetscape and as a result the design of the frontage is of particular importance. Green frontages provide a people-friendly interface between streets and buildings, creating a sense of space and supplementing the public green spaces in the Borough. The Council will encourage developers to include, if appropriate, 'set-back' green frontages within any new developments that are adjacent to the footway.



**Solar Powered Pay and Display Parking Meter.**

## PARKING CONTROL EQUIPMENT

Pay & display machines are used in Haringey where parking is paid for. There are a number of different manufacturers producing different designs of pay and display machines. However, all new pay & display parking machines installed in the Borough will be solar powered and coloured black. These will be consistent with the colour of other street furniture in the Borough.

The appropriate level of signage to inform motorists of the extent of the parking controls and the location of the machines is set out in the TSRGD. The installation of all parking control equipment will not obstruct pedestrians and will follow good practice principles to avoid street clutter.

## TELEPHONE KIOSKS

Telecom operators are responsible for the installation and maintenance of telephone kiosks and individual operators may all have their own design styles. This has led to a multitude of different types of kiosk being installed in Haringey. Wherever possible, operators will be encouraged to choose a design of kiosk that is in harmony with other street furniture in the area.

There are a number of disused telephone kiosks scattered across the Borough which detracts from the visual and physical appearance of the street. The Council have removed 20 disused telephone kiosks and a new telecom operator will renovate the remaining 30 kiosks.



**Bad Practice - Redundant and new kiosks, Bounds Green Station**



**Good Practice - Telephone kiosk located adjacent to the kerb and not obstructing pedestrian flow**

If possible, telephone kiosks will be grouped together and located where they are least likely to obstruct pedestrian flow or create pinch points. A minimum distance of 500mm must be maintained between telephone kiosks and the edge of the kerb. A minimum continuous clear footway width of 1.2m should be maintained wherever practical. A position adjacent to the kerb is more preferable than one at the back of the footway.

It is also important that telephone kiosks are not sited where they may be used to obtain unauthorised access to adjacent properties or attract anti-social behaviour. The siting of telephone kiosks should also not detract from the setting of listed or landmark buildings.



**Bus stop, Wood Green Town Centre**

## **BUS STOPS, SHELTERS AND FLAGS**

London Buses (LB) have powers to erect bus shelters on the public highway with the consent of the highway authority. A particular style of bus shelter can be chosen to suit the style of existing street furniture provided within a particular area, such as a town centre, and this will be in agreement with LB. For example, bus shelters located within Wood Green Town Centre are a different design to other locations within the Borough and provide a strong positive design feature to the streetscape and an attractive waiting environment for bus passengers.

When identifying potential locations for bus stops, careful consideration will be given to ensuring that an adequate waiting area for bus passengers is provided as well as sufficient footway width for free pedestrian movement.

## **POST BOXES**

The Royal Mail is responsible for installing post boxes and planning permission is not normally required.

It is good practice to locate post boxes towards the back of the footway and ensure that a minimum continuous clear footway width of 1.2m is maintained. It is not recommended that post boxes are installed on footways less than 2m in width. In addition, consideration will also be given to maintaining pedestrian and driver sightlines.

## **HISTORIC STREET FURNITURE**

There are many different items of historic street furniture in the Borough such as drinking fountains, cattle troughs, monuments, plaques, railings, memorials, bollards and lamp columns. These streetscape features are of special architectural or historical interest and include the Crouch End clock tower, and the 18th Century well-house outside the Holy Trinity Church in Tottenham. These important historic elements contribute to the character of the Borough and wherever possible will be preserved in situ and in certain cases brought back into use.



**Wood Green drinking fountain and cattle trough**



**Old wheeled well-house and well, Tottenham High Road.**

We value our historic street furniture and recognise it is important to maintain the individuality of the streetscape and enhance a sense of place for all who live and work in Haringey. For this reason the Historic Street Furniture project was established in July 2005. The project will seek to retain, conserve and enhance these historic features in the public realm. A comprehensive record of historic street furniture and an audit to identify where works are required to conserve or protect these features has been undertaken. Any works in the Borough will be scheduled in consultation with English Heritage.

The following are good practice principles for historic street furniture:

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

Wherever possible, new or replacement streetscape elements must not obstruct pedestrian movement and will follow good practice principles to avoid street clutter.



**Bounds Green Road Obelisk - Drinking Fountain**

The Council will encourage long-term interest and stewardship of the historic features by engaging local communities. We will seek to achieve this by developing education projects and events involving schools and residents groups in order to maintain those streetscapes with genuine historic character.



**Tottenham High Cross Monument**