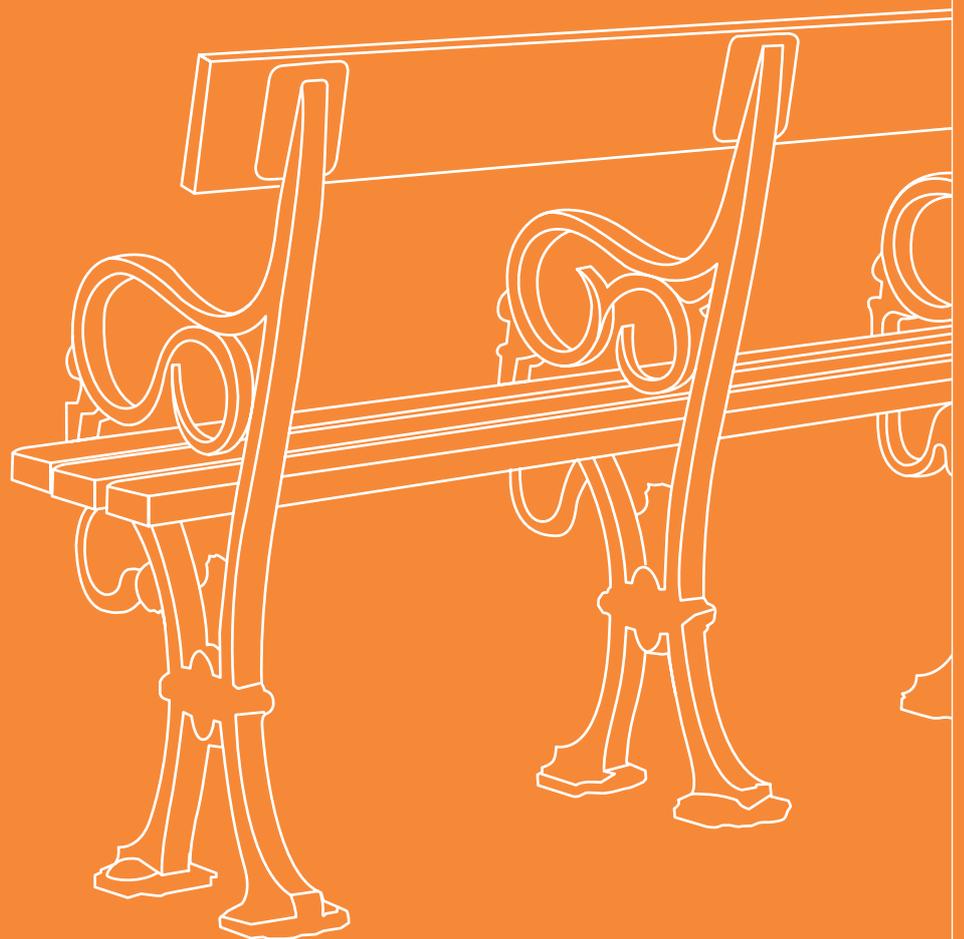


4.00

Street Furniture

Street Furniture 4.00



Vehicular Traffic Signs

- The TSR&DG 2002 largely governs vehicular traffic signs. Due to recent revisions, regular reference to this document is recommended to ensure current practices are followed.
- In most circumstances, variation in the size of traffic signs is allowed, within the boundaries set by TSR&DG 2002.
- The letter x-height of traffic signs should be decided upon, given the lawful speed of traffic viewing the sign. Signs on roads with low speed limits can have smaller x-heights than signs on higher speed roads, though signs must be clear for a non-local to follow and understand.
- Signposts, poles, sign backs, brackets, clamps and lamps must all be finished in black.
- Posts must be located where obstruction to the footway is minimised, though traffic signs must be clearly visible from the carriageway.
- The preferred location for posts is at the back of the footway, where footway is 2m wide or less. If necessary, consider using an offset post to improve sightlines.
- The distance from the outer edge of a sign to the kerb should be at least 0.45m (0.5m preferred).



Combined vehicular signs to reduce clutter



Exemption for cyclists in Lamb's Conduit Street

4.01 Continued

Reducing Sign Clutter

- Existing posts, columns and structures should be used wherever possible. If necessary, a shorter post should be replaced by a taller column to carry all necessary signs above 2.15m (from footway to sign bottom).
- 'Combining' signs onto one board can reduce visual sign clutter. This is particularly effective at road entries. Signs can be ordered according to priority, though care must be taken where sign illumination is necessary.
- The practice of neatly fixing signs to structures and buildings is encouraged. The owner's permission is required. Legal templates and information are currently being drawn up to simplify this process.
- Sign illumination must be kept to a minimum, with greater use made of reflective diamond grade material. Requirements for sign illumination for 23 warning signs have been removed on 30mph, single-carriageway roads. See details of exemptions in TSR&GD 2002 (S17, pg 404).
- At a junction where the carriageway is less than 5m wide, certain listed signs are only required on one side of the carriageway. They must be placed within 2m of the carriageway edge. This applies to 'No Entry'; 'No Motor Vehicles'; 'Pedestrian zones' and 'Width restriction' signs.



Separated signs carefully aligned on a post



Combined signs for 20mph Zone in Grangeway

Controlled Parking Signs

- All public roads in Camden are now within 'controlled parking zones' (CPZs), providing marked and signed areas where permits are required to park in the borough.
- Refer to TSR&GD 2002 for more information on the requirements of signing CPZs including locating parking signs within the corresponding bay marking restrictions.
- Parking signs must be clearly visible to motorists at all times to enable consistent, *unchallengeable* parking control.
- Parking bay signs should be spaced no more than 30m apart and not more than 5m from the end of a bay.
- Whilst abiding by the restrictions, signs should be positioned on existing posts, lampposts and suitable street furniture (e.g. railings), wherever possible.
- Locate a new post at the back of the footway, if 2m wide or less. Exceptions to this are when signs would obstruct windows (commercial or residential), areas of excessive foliage or where the post might compromise security to a property.
- In locations with very narrow pavements adjacent to a wall, try to secure agreement from the freeholder for placing the sign on the wall. Legal agreements are required, with Camden willing to take on maintenance and liability for the sign. A (wooden) frame can be attached to the back of the sign so it stands in relief, to allow easier 'bagging' for parking suspension.



Resident parking, 'pay & display' and shared use bay signs

4.02 Continued

- Signs attached to walls, fencing or similar structures can be positioned (no less than) 1.5m off the ground. However, where signs are on posts a height clearance of 2.3m is recommended (min 2.15m).
- All new or replacement parking bay signs should conform to the new sign template, with the hours of control listed at the top of the sign. See previous page.
- Signs should be made as small as possible, with x-height of 20mm for small signs and 15mm for complex signs.

Waiting and Loading Signs

- 'At any time' signs are no longer required to enforce the waiting restrictions on double yellow lines and should not be used.
- Where there are also loading restrictions, signs should be altered with 'At any time' removed, while keeping the relevant loading restriction listed.
- Loading restriction signs are required every 60m.
- Refer to section 4.01 (Vehicular Traffic Signs) for guidance on preferred sign heights and locations within the footway.



Removal of 'At Any Time' plates

Cycle Signage

- Cycle routes to local and major destinations often differ from vehicular traffic and so require separate signage.
- Refer to the revised London Cycle Network Plus (LCN+) manual and TSR&GD, for clarification on design details of cycle signage, e.g. colours, shape, x-height etc.
- A consensus of uniform sign style and destinations for the LCN+ routes is being negotiated, while local cycle signage can be installed to complement this network.
- Cycle signage should be made compact in shape, to limit twisting of signs.
- Where possible, avoid erecting additional signposts by adding cycle signage to existing posts, above 2.1m height clearance.
- If a new post is required, try to locate the signpost at the back of the footway, to minimise footway obstruction. However, if sign visibility is compromised, kerbside positioning is acceptable.
- Other cycle signs such as sign 955 ('pedal cycle only') and 956 ('shared use route') can be placed on street furniture, including bollards. Sign size options include 150mm and 270mm, depending of sign type.
- Cycle routes should be designed to eliminate the use of "Cyclists Dismount" and "End of Route" signs. They should only be used in exceptional circumstances.



Route signage for cyclists



Use of bollards for signing a cycle route

4.04

Pedestrian Signage

- Pedestrian signs are for residents, tourists and business visitors. The destinations chosen must take into account the need for all three groups.
- Pedestrian signage is particularly important near public transport interchanges, other major 'access' points and complex road junctions where pedestrian routes are not obvious.
- Where possible, avoid erecting additional signposts by adding pedestrian signage to existing posts, above 2.1m height clearance.
- If a new post is required, try to locate the signpost at the back of the footway, to minimise footway obstruction. However, if sign visibility is compromised, kerbside positioning is acceptable.
- Although advice is given in TSR&DG 2002 (Section 7, Part VIII) on suggested pedestrian signing styles, the use of bespoke pedestrian signing is encouraged and allowed within the regulations. For more details, contact Street Policy or Traffic Engineering.
- New 'area-wide' (e.g. town centre) pedestrian signing can be developed using a new 'borough style'. Black lettering on white fingerposts is preferred for legibility and simplicity. It is intended that a uniform Camden style is identified and followed.
- Additional information can be added to fingerposts, including recognisable symbols (e.g. ); distance in metres (or yards); or time in minutes, (roughly 5 mins = 300-400m).



Pedestrian signage in standard 'highway' style



New 'borough style' pedestrian signing

- **Destination categories:**

- 1 Locations considered to be of community or public amenity.
- 2 Locations described as public buildings, often with high visitor numbers.
- 3 Locations considered to be cultural attractions with high visitor numbers and hard to find from a particular direction.
- 4 Transport interchanges.

Location Categories	Location Types
Council Services	<ul style="list-style-type: none"> • Libraries • Parks • Refuse Centres • Leisure Centres • Schools
Public Buildings	<ul style="list-style-type: none"> • Hospitals • Health Centres • Community Centres • Police Stations • Special Cases (Where public benefit can be demonstrated; if there are substantial visitor numbers; if hard to find)
Cultural Attractions	<ul style="list-style-type: none"> • Museums • Non-Commercial Public Art Galleries • Theatres and Performing Arts Centres • Geographical areas attracting substantial visitors e.g. Covent Garden, Camden Lock • Historic Buildings (Where there are large visitor numbers) e.g. Kenwood House.
Transport Interchanges	<ul style="list-style-type: none"> • Tube Stations • Bus Stations and important Bus Stops • Cycle Parking • Powered Two-Wheeler Parking • Car Parks (only if difficult to find on return)

4.05

Street Nameplates

- Provision of street nameplates at the end of each road and at street junctions is required by law under the Town Improvement Clauses Act 1847 and the London Building Act 1939. The law enables the street name signs to be fixed to walls, buildings and other boundary structures.
- Street nameplates should be positioned in a clear, uncluttered location, keeping the view free from obstruction and foliage. They must be visible for both vehicular traffic and pedestrians. Preferred position is ~3m high attached to a building, though refer to the Act for more details.
- Providing the sign can be seen and read clearly, there is some scope for maintaining local variation in style, while positioning and shape of signs can be altered slightly to fit with surrounding street furniture and building frontage.
- Sans-serif font style is preferred, while Roman or Kindersley font can be used in certain locations for continuity or cross-borough use. The writing is usually black on a white background with a black border, though local variation can be maintained.
- New signs will show the logo, while older signs can be maintained showing the old borough names, for continuity.
- If old ceramic tile signs are damaged beyond repair, pseudo-enamel signs can be used instead. If required, 'hand written' signs can be painted onto blank enamel boards and fixed in situ.



Kindersley font used in old borough signs



Sans serif font on sign attached to a building



Sign neatly attached to private railings

Traffic Signals

- Traffic signals are currently *installed* and *maintained* by DTO (Directorate of Traffic Operations), made up of TSS (Traffic Signals Section) and UTC (Urban Traffic Control).
- Though the positioning of traffic signals is primarily controlled by the need for good sightlines from the carriageway, there are small variations in design that can improve the streetscape.
- Obstruction to the footway by signal posts should be minimised. For instance, secondary signals could be provided on traffic islands, rather than on the pavement or attached to other signal posts.
- A signal post should be positioned in line with other street furniture, (0.45m from the kerb) using an offset post if necessary.
- Positioning signal posts very close to a pedestrian crossing eliminates the need for separate 'push button' posts. Where the signal post is further away, a 'push-button' must be provided close to the crossing point for easy use by disabled users.
- All new 'push buttons' must have a rotating 'tactile cone' attached, for visually impaired people.
- Traffic lights cannot be mounted on existing street lighting. However, as part of a major redevelopment programme, a new integrated system of lighting and traffic signalling can be developed, at considerable cost.
- Refer to TCSU 6, (Design Standards for Signal Schemes in London, 1999) for more information on signal design.



Traffic signal box with rotating 'tactile' cone (not visible)



Offset traffic signal minimises footway obstruction

4.07

CCTV Cameras

- CCTV cameras are being used for surveillance of street crime, traffic offences and bus lane control.
- Cameras need to be fixed to sturdy street furniture to focus properly. In most situations, this requires cameras to be fixed to purpose built poles. However, where possible, fixing cameras onto buildings should be encouraged.
- Two types of CCTV pole are used:
 - 1 **'TC pole' (Town Centre Integrated pole):**
 - 400 x 400mm base with integral control cabinet, (1.2m high).
 - Requires 1.2m³ (~3 tonnes) concrete 'anchor' in any shape.
 - Main advantage: Separate control cabinet not required.
 - 2 **'FMT pole' (Flange Mounted Tubular pole):**
 - Slimmer circular pole.
 - Separate control cabinet required nearby. New compact design available with 'perch' seating.
 - Requires 1m³ (~2 tonnes) concrete 'anchor' in any shape.
 - Main advantage: Requires smaller 'anchor' so can be used where there are many underground services. Also slimmer pole can be used on narrow footways.
- Preferred pole height is 8m. Poles of 10m or 12m high can also be used, depending on location.
- Individual CCTV camera posts should be located with care, so as not to block key sightlines of pedestrians and drivers, particularly at junctions and crossing points.
- Future growth of trees must be taken into consideration when positioning cameras. Persistent pollarding should not be relied upon.



'TC' pole
with integrated
control cabinet

'FMT' pole
requiring separate
control cabinet

CCTV and Lighting Combined

- The practice of combining CCTV and lighting is encouraged. Long lens CCTV columns can be designed to carry light fittings, or new lighting columns can be designed to carry short lens cameras.
- Contact CCTV Enforcement Team in Parking Solutions for more details on manufacturers, ducting requirements, aesthetic design options etc.
- See section 4.08 (Street Lighting) for more information.



Combined CCTV and lighting column



New 'perch' seating cabinet for 'FMT' pole or CCTV mounted on lamp columns

4.08

Street Lighting

- Street lighting varies widely across Camden, both in style and light levels with historical and modern lighting co-existing in many areas.
- Adequate street lighting standards for vehicular traffic are detailed in IEE WIRING regulations, ILE Code of Practice and British Standards, BS EN 13201.
- All street lighting equipment and columns must be painted black with a graffiti-resistant coating on main roads or in known problem areas.
- All new lighting should be located at the back of the footway where possible, to maximise *clear* footway widths. Exceptions to this include situations where the column would obstruct windows, compromise security to a property, or streets with particularly wide footways.
- Traditional lampposts should be maintained or restored to reinforce local character. However, where there are pedestrian safety concerns, additional lighting may be required, as light levels from 'historical' designs can sometimes fall below present day standards.
- When replacing or adding new lighting columns, variation in column styles should be minimised by replicating existing styles.
- Standardisation of certain column designs and accompanying light sources will be detailed in the Camden Street Lighting Policy document. The class of road and levels of vehicular and pedestrian traffic will determine the choice of lighting source and column design.



New lamp column style in Camden High Street



Ornate historic lamp column

Light Sources

- White light must now be used for all new lighting on all roads for better colour rendition.
- Various standards of white light are available. In crime 'hot-spots' the highest standards should be applied to give the best possible colour rendition.
- High-pressure (SON) and low-pressure sodium (SOX) must not be used for any new lighting as the yellow light gives poor colour rendition.

Pedestrian Lighting

- Installing specific pedestrian lighting (with a separate lower lamp overhanging the footway) has a great effect on perceptions of place; direct lighting of the footway makes the street feel welcoming, reduces crime and 'fear of crime'.
- Additional footway lighting should be considered for all crime 'hot spots'. Where funds permit, other areas can be considered for additional pedestrian lighting, including shopping districts or streets with particularly wide footways or carriageways.

Other Considerations

- Where a footway is narrow, the Council should try to reach an agreement with the adjacent landowners to replace existing lighting with wall mounted bracket lamps. Legal agreements are required, with Camden willing to take on liability and maintenance.
- Consider the option of up-lighting structures, trees, or other street furniture as an aesthetic alternative to adding more lighting columns.
- If a lighting column causes obstruction to pedestrian desire lines, two white bands (150mm width) should be added at 0.9m and 1.5m from the ground.
- The use of 'back shields' should be considered in residential areas to prevent light pollution entering adjacent properties.



Footway lighting in Drummond Street

4.08 Continued

Lighting with CCTV

- To reduce street furniture, specially designed columns can be used to combine CCTV and lighting functions.
- See Camden Lighting Policy for design specifications for high-resolution CCTV (500m) columns combined with (and made to look like) the standard main road lighting column. This is particularly appropriate for TfL cameras and community safety cameras.
- A lower resolution camera (e.g. Mic 1-300, “Metal Mickies”) can be used to record traffic offences and cover smaller community safety areas.
- These cameras can be added to some existing lamp columns with thick walls. Although not ideal, this option can be considered in locations where there is very limited underground space for a standard CCTV base.



‘Metal Mickie’ camera on a lighting column

Illuminated Guard Posts

- Illuminated guard posts (IGPs) should only be used on central islands in the carriageway. Although plastic IGPs are commonly used, the use of *externally* up-lit, black metal ‘hoop’ guard posts is encouraged as a more aesthetic alternative.
- Metal hoop guard posts can be considered for many locations, particularly where the signs are less vulnerable to vehicular damage; quiet residential streets, wide traffic islands as well as environmentally sensitive areas.
- A cast iron bollard with a reflective strip or circular disc (150mm diameter) should be used in all other situations, such as on build-outs.
- For more details on metal hoop IGP specification, refer to Camden Lighting Policy or contact the Lighting Team.



Externally illuminated metal hoop ‘keep left’ sign

Lighting with Traffic Signals

- Where the opportunity arises to completely replace and rewire all traffic signals and lighting in a road, these functions can be safely combined onto the same columns. This is very expensive but would greatly reduce street clutter.
- The new standard main road lighting column is designed to cope with dual signal and lighting functions where funding permits such a large-scale project.
- See Camden Lighting Policy for more details.



Combined lighting and traffic signals in Oxford Street

4.09

Guardrail

- The purpose of guardrail is to guide pedestrians to safer crossing points, on busy roads. It is also guides the visually impaired, and is used as a stability aid by people with poor balance.
- Over the past four decades (prior to controlled parking) guardrail was used excessively, benefiting traffic flow and increasing traffic speeds (the ‘funneling’ effect).
- When guardrail causes unnecessary obstruction and diversion, ‘jaywalking’ often occurs, where people walk ‘outside’ guardrail to avoid being penned in.
- Be aware that guardrail reduces the width of *clear* pavement, (section 3.01, Footway Widths).
- When designing a new crossing, follow pedestrian desire lines as much as possible to eliminate the need for new guardrail.

Appearance

- When installing new guardrail, ‘Folkestone’ (ornamental) posts should be used, combined with high visibility panelling (e.g. Visirail or Optirail).
- Other styles of guardrail should only be used to match existing street furniture.
- The correct ‘panel plans’ of Visirail or Optirail (or approved equivalent) should be chosen according to junction layout, traffic speed and the angle of vehicular approach. See details in the Highway Works Contract.
- Guardrail must be galvanised with black powder coating or paint finish.



Detail of Folkestone guardrail



Folkestone guardrail with ‘Visirail’



Bollards with railings

- Bollards with joining railings can be used where guardrail is not required, but pedestrian 'guidance' would help.
- Consider the casualty record for a site when investigating guardrail removal or retention. A safety audit should also be carried out.

Guardrail Removal

- Short lengths of guardrail, i.e. 1 or 2 panels, as these are easily and frequently 'bypassed' by pedestrians;
- Where crossings are altered to closely follow pedestrian desire lines, negating the need for guardrail;
- On the 'downstream' side of a crossing point, where traffic conditions allow;
- Where traffic speeds have been lowered, making it safer for pedestrians to cross away from the designated crossing;
- Where most people are unlikely to cross anyway.

Guardrail Installation or Retention

- Short lengths of guardrail outside school gates in busy roads or where separate footpaths join the footway of a busy road at right angles;
- Where the crossing point deviates significantly (several metres) from the pedestrian desire line;
- Where the crossing point is very difficult to navigate, for a visually impaired person;
- Where there are divided opinions, guardrail can be removed incrementally from a site, accompanied by studies on changing pedestrian flow;
- Refer to various DfT studies on guardrail use for more information.



People 'jaywalking' around guardrail

4.10

Bollards

- Bollards have many uses: protecting pedestrians from overrunning vehicles at street corners; preventing pavement parking; protecting unstrengthened paving and closing roads to vehicular traffic.
- Uniformity and consistency in bollard type should be achieved through bollard replacement, following local precedent.
- When a bollard is no longer needed, it should be removed to increase *clear* footway widths, particularly for the visually impaired.
- Bollards should be positioned 0.45m from the kerb edge to bollard face. Bollards should not be placed where they obstruct pedestrian desire lines, and must be relocated or removed if causing obstruction, in accordance with the DDA1995.
- See Highway Works Contract for more details.



Hampstead bollard in the Vale of Health

White Banding

- To help the visually impaired, two white bands (up to 150mm) should be painted on bollards that are:
 - Close to crossing points;
 - Located on busy pedestrian streets;
 - Causing obstruction on a desire line.
- In exceptional circumstances, (i.e. when a bollard is listed, or where the bollard design makes double banding impractical), a single band may be used.
- Use the bollard moulding to define the white banding.



Camden bollard with white banding

Bollard Removal

- When unstrengthened paving is replaced by strengthened paving, (Boulevard standard).
- In areas under parking control, where bollards are no longer needed to stop footway parking and the footway has been strengthened.
- At crossings (e.g. raised entry treatments) where bollard use can be rationalised to just one bollard either side of a crossing point.

Bollard Retention or Installation

- At junction corners that are consistently overrun by vehicles, particularly at speed tables and entry treatments.
- Abutting the ‘rear’ of granite wheel deflectors or bell bollards, to highlight their location to the visually impaired.
- Where short-term illegal footway parking would cause serious disruptions in traffic flow.
- To prevent vehicle access where roads are ‘closed’ to through traffic.
- In front of shops suffering from persistent ‘ram-raiding’.



St Pancras bollards with white banding in Reed's Place

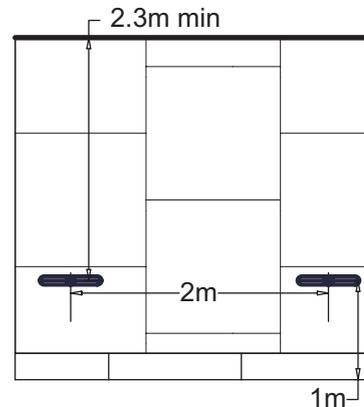
Bollard Type

- Several types of bollard are used in Camden. Bollards should be chosen according to prevalent bollard type for the area and strength requirements.
 - **Hampstead bollard:**
To be used in old Hampstead borough area only: not strong – very liable to shear. Black finish required.
 - **Camden bollard:**
To be used in Camden Town area only; fairly strong, but still liable to shear. Black finish required.
 - **St Pancras bollard:**
To be used throughout old St Pancras borough and all other areas of Camden, particularly when a stronger bollard type is required; very strong – not prone to shearing. Black finish required.
 - **Bell bollard:**
To be used where there is a serious problem of overrun on a corner, preferably installed with a tall bollard immediately behind.
 - **Wooden bollard:**
Use only in semi-urban settings and replace with cast iron bollard in urban areas. Fairly strong – resistant to minor knocks.
 - **Concrete bollard:**
Must not be used – remove and/or substitute; ugly, and hazardous to the visually impaired.

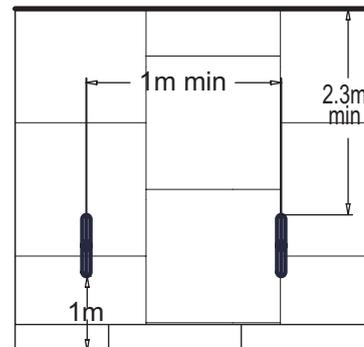
4.11

Cycle Parking

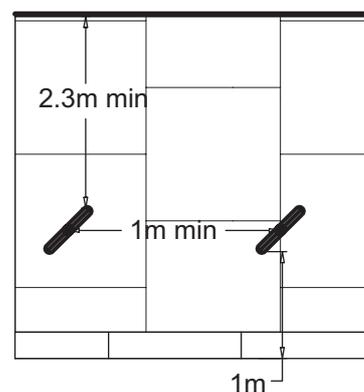
- Provision of cycle parking actively encourages cycle use and should be installed wherever demand is evident, (near shops, leisure facilities, community centres, etc.) and where space allows.
- Sheffield type stands (1m length) should be used.
- Black plastic coating is preferred, though black powder coating can be used as an alternative.
- Care must be taken to ensure cycle stands, with bicycles attached, do not block the pavement or cause an obstruction. See section 3.01, Footway Widths.
- Allow for wheel (and handlebar) 'overhang' of roughly 0.5m either side of (and parallel to) a cycle stand.
- Stands can be arranged 'parallel' (preferred), 'echelon' or 'perpendicular' to the kerb depending on the width of footway available. See diagrams for minimum dimensions within the footway.
- If the best location for cycle stands is on private land, try to negotiate with the owners, with all costs and maintenance covered by the Council.



"Parallel" cycle stands



"Perpendicular" cycle stands



"Echelon" cycle stands

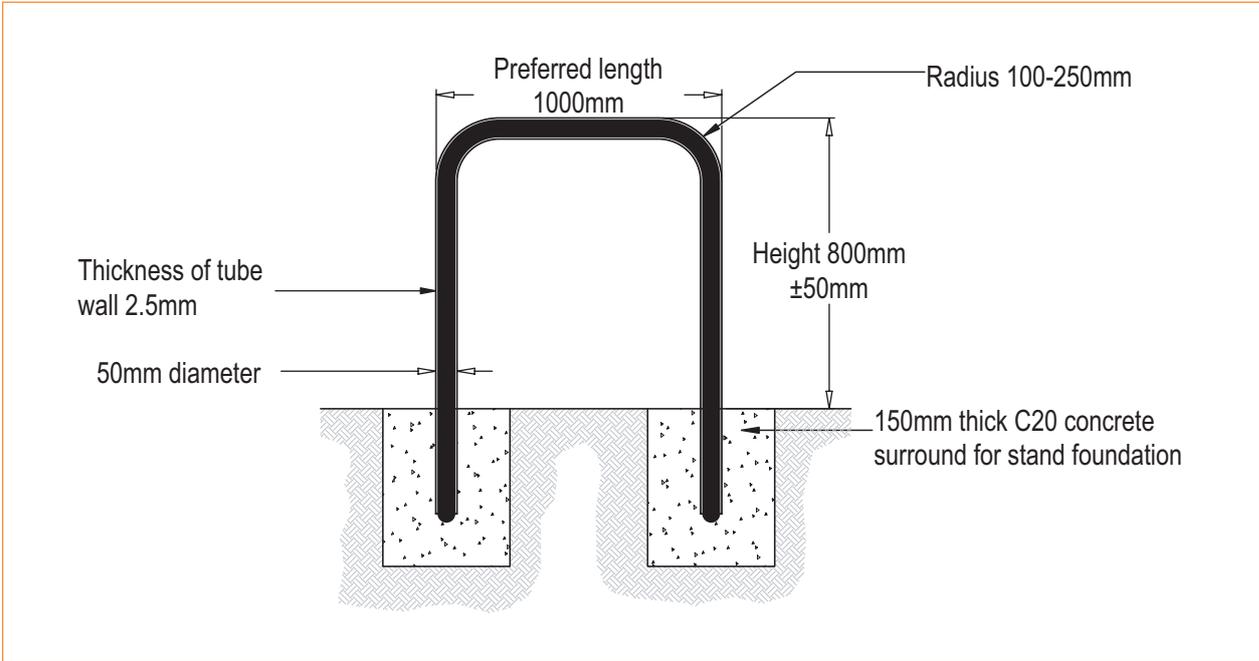
Options and dimensions for cycle parking layout



Perpendicular cycle parking in Queen Square



Parallel cycle parking neatly situated between trees



Cycle stand installation detail

4.12

Bus Shelters

- As part of the Mayor's Transport Strategy, TfL have a rolling programme to install a bus shelter at every bus stop, wherever practicable.
- For Camden, there are two main manufacturers:

Adshel

- Contracted by London Bus Services (who collect the advertising revenue).
- Designs without panel advertising are available.
- 'Insignia' range normally used, with 'City Heritage' used in exceptional circumstances.

JCDecaux

- Private company offering five shelter designs.
- Panel advertising on all shelters (revenue collected by Camden).
- Can only be installed on wide footways.
- Preferred shelter orientation is carriageway facing, at back of footway. However, the proximity of access gates, services (shelter footings: 0.45m), street furniture and bus boarders should be taken into account, when deciding bus shelter orientation.
- Advertising panels generate revenue but should not be installed in narrow footways or crime 'hot spot' areas as they block views down the footway.
- A cantilever shelter (from Adshel) is preferred where the footway width is tight. Clear footway width must be greater than 1.8m, or 3m in busy streets. Side panels can be added if site is exposed.

- All shelters should be painted black, with seating provided.
- Refer to the following documents for more information:
 - LBI Partnership, Bus Stop Layouts for Low Floor Bus Accessibility, June 2000 (for correct layout of shelter, flag and road markings);
 - TfL, Bus Stop Layout for Articulated Buses, July 2002.



Cantilever bus stand in Chalk Farm Road

Advertising & Publicity

- Street advertising should be kept to an absolute minimum in all locations.
- Commercial advertising must not be placed on street furniture.
- Any promotional or educational advertising used by the Council must be erected with a clear time limit, with budget set aside for removal at the end of the initiative.
- Illuminated footway advertising boards, such as those produced by JCDecaux, must not be introduced. Any existing sites should be reviewed to ensure adequate footway widths are maintained and sightlines are protected.
- Advertising panels in bus shelters must only be introduced where footway widths allow and sightlines are maintained along the footway. See section 3.01, Footway Widths.

Anti-flyposting

- To discourage illegal flyposting and stickering, low profile stippling can be added to metal furniture, giving a sandpaper texture. The use of high profile stippling (Artex texture) is not encouraged.
- The colour of the low profile paint should match the surface beneath.
- On brushed steel furniture, a sacrificial anti-flyposting paint can be used, though this needs to be reapplied every few years.



Temporary promotional advertising for Boulevard Project

4.14

Street-Trading Stalls

- As well as formal markets, there are also miscellaneous street-trading stalls throughout Camden. They can provide interest and positive activity on the streets, but can also have a negative impact if poorly designed.
- Stalls must only be located where there the remaining paving width is sufficient for existing pedestrian flow.
- Locations of new kiosks must be approved by Engineering Services to ensure vehicular sightlines are protected.
- Though the vending purpose of a stall largely determines stall design, the materials and overall appearance must be in keeping with the surrounding streetscape.
- The use of corrugated iron and wood must not be used for any new stalls.
- Adequate sized base-plates must be added to the stall 'feet' to avoid damage to the footway.
- Colours should be discreet and the size of fascia writing should be kept in proportion to stall size.
- The trading area must not exceed the dimensions specified in the licence (usually 3.25 x 1.25 x 3.25m), unless otherwise agreed by the Council.
- Stalls must be easily moveable when any anchoring mechanism is released.
- Street Trading Team (Consumer Protection) must approve each stall design prior to trading and can provide further guidance on request.



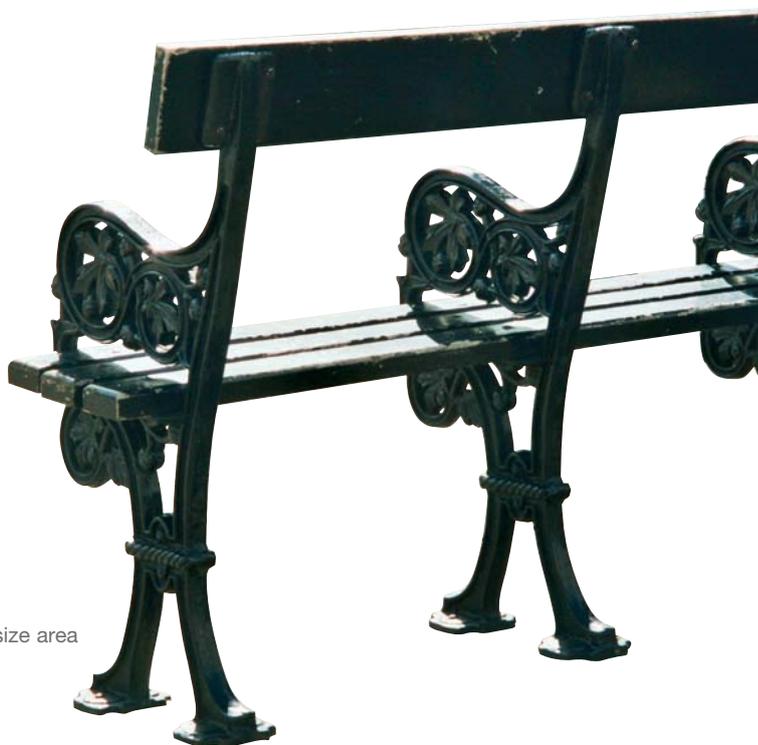
Fruit stall in Islip Street

Seating

- Seating helps create a 'sense of place' and is invaluable for increasing mobility among older people by providing places to rest. Seating is also highly desirable near office buildings for worker 'breaks'.
- Seats should be located where they contribute to the street scene or at the top of hills, but must not cause obstruction to the footway.
- When introducing new seating, try to match to existing seat styles or materials, otherwise choose a style that suits the architectural heritage of the area.
- Try to use wooden materials where people are likely to be seated for some time.
- Central arm rests or dividers should be used to discourage anti-social behaviour.
- Seating can be provided informally by adapting or adding to existing street furniture. For example, adding a wide flat surface on a low wall within a pedestrian area.
- If possible, place any new seating in sunny areas or a location with a view.
- A litterbin should be placed near all new seating.



Wooden seat at the top of Haverstock Hill



Cast iron bench in the Belsize area

4.16

Litterbins

- Litterbins help keep busy streets tidy and should be placed at regular intervals down a road.
- Particular locations may require additional litterbins,
 - close to fast food shops;
 - seating areas;
 - recycling facilities;
 - bus stops;
 - tube and bus stations;
 - leading up to school gates.
- All new litterbins must be plain black plastic, with 'black-on-white' Camden logo.
- Heavy-duty plastic (polypropylene) bins with a concrete 'anchor', should be used in areas that are prone to vandalism.
- Contact Camden Street Environment Services for further advice on bin design and provision.



Heavy duty bin with concrete anchor



Standard black plastic bin in Camden

Recycling Facilities

- Camden wishes to encourage recycling to fulfil our environmental responsibilities. On-street facilities complement 'home' recycling collection.
- Consider the following when locating recycling bins:
 - Place bins where there is maximum potential demand.
 - Bins should be situated so that pedestrian routes are not blocked, but access to them by foot (and by car) is quick and easy.
 - Easy 'servicing' and emptying of the bins by collection vehicles must be possible.
 - Try to minimise the potential for recycling bins to become 'crime hot spots', by improving nearby lighting or locating them near existing lighting.
- All recycling bins should be black in colour with labels advising their correct usage.
- Signs should be placed at each recycling site, advising people of good practice when using the bins, along with relevant contact numbers to report any problems.
- A black litterbin should be placed next to the recycling bins.
- As part of a new build, a smart enclosure or 'indented' lay-by could be provided to accommodate the recycling bins, making them less visually obtrusive.
- Where space is tight, smaller recycling bins can be provided on street.
- For further advice on recycling bin design and provision, contact Camden Street Environment Services.



Recycling bins neatly placed in indented lay-by



On-street recycling for paper, plastic and drink cans

Notes and Amendments