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Chapter 1

Introduction

Introduction

INTRODUCTION

We have prepared this Manual as part of our continuing commitment to improve the quality of our streetscape and to raise the image of our Borough. The 'Better Haringey' Programme has already improved the environmental quality of our Borough and this Manual describes how we intend to maintain and improve on this.

Key Principles

It is recognised that some of Haringey's streets are increasingly cluttered with signs, bollards and guard railing which are unsightly and detract from the visual character of our Borough. However, we want to make a change, and create a more user friendly and attractive streetscape. The Manual identifies some key principles to help us achieve this change and these are discussed in the following chapter.



Before - Cluttered streetscape



After - Uncluttered streetscape

By following these key principles, the ease of movement for those using our streets will improve, the character of our historic and conservation areas will be enhanced, and regeneration within our town centres will be promoted.

Recent reports and national publications have highlighted the issue of bad streetscape design and we believe our key principles will go a long way to addressing these.

Our Streetscape Manual complements those produced by Transport for London, “Streetscape Guidance - Consultation Draft” and English Heritage, “Streets for All”, both of which aim to redress the balance of vehicles, cyclists and pedestrians and the need to enhance the quality of the streetscape.

Various agencies and bodies are involved with our street environment, for example Transport for London and utility companies. We recognise a co-ordinated approach between ourselves and these agencies is necessary to achieve a high quality streetscape.

Contemporary furniture and high quality materials can promote town centre regeneration – Wood Green Town Centre



Aim of Streetscape Manual

The aim of our Streetscape Manual is to:

- Improve the environmental quality of Haringey's streetscape.
- Set consistent specifications for streetscape elements (e.g. street furniture and footway materials) across our Borough.
- Establish guiding principles for the design and layout of streetscape elements.
- Encourage good design and innovation and not be overly prescriptive.
- Provide a good practice reference document for our Council and other agencies.
- Provide a framework for the town centre strategies we are developing.

- Encourage the development of civic pride and a sense of ownership by enabling residents and local stakeholder groups to understand our vision for Haringey's streets.

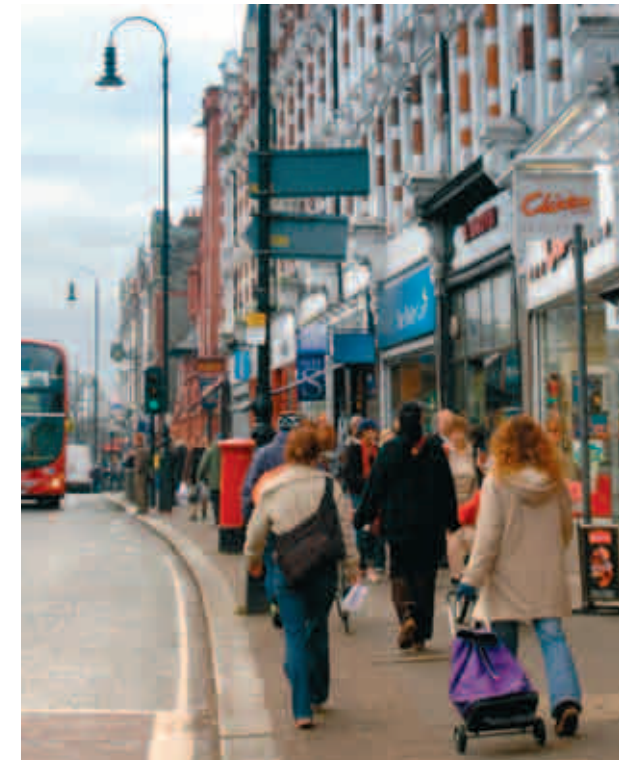
Who is the Manual for?

Those who design and maintain the streetscape in Haringey will use the Manual as a reference document. Council departments, contractors, developers, transport agencies and utility companies will all use the Manual. It will also provide stakeholder groups, businesses and residents with a statement of the Council's aspirations when designing and maintaining the Borough's streetscape.

The guidance in the Manual is non-statutory but does link into UDP policies concerning town centres, conservation and the protection of the environment. The guidance will aid developers in

understanding the requirements of the Council in terms of streetscape improvements where they relate to Section 106 and 278 agreements.

Some town centres have special street furniture requirements, (Muswell Hill)



Format of the Streetscape Manual

Due to legal and time constraints it will not be possible to adopt the Manual as Supplementary Planning Guidance (SPG). The Council may however look to develop the Manual as a Supplementary Planning Document. The Council will also explore the possibility of incorporating the Key Principles of the Manual into the existing draft SPGs.

Following this introduction, Section 2 sets out the key principles for Haringey with the aim of creating a safer, more user friendly and attractive streetscape.

Section 3 discusses footway and carriageway surfaces whilst Section 4 addresses street furniture including bollards, litter bins, street lighting and seating.

Section 5 discusses traffic management measures which are being introduced in the Borough to improve road safety.

In these chapters each streetscape element is described, good practice is assessed and appropriate location and specifications of material and furniture are discussed.

Section 6 discusses the town centres and conservation areas of Haringey - some are recognised as having particular design requirements.

Section 7 addresses Transport for London Road Network (TLRN) roads and the need for coordination between the Borough and Transport for London, while Section 8 discusses the importance of maintenance to the quality of the streetscape.

The Appendices to the Manual provide streetscape design sheets which further specify the materials and furniture in greater detail. These design sheets are referred to by number throughout the Manual for ease of use.



Chapter 2

Key Principles

Key Principles

KEY PRINCIPLES

Improving the environmental quality of Haringey's streetscape is a major aim of the Council's Better Haringey programme. To deliver this the Council has developed some key principles to create a safer, more user friendly and attractive streetscape. These are:

- Reduce street clutter.
- Co-ordinate the different elements of the streetscape.
- Limit the range of materials.
- Protect and enhance the historic character.
- Enhance the identity of Haringey.
- Promote accessibility for all.
- Design streets as places for people.

- Use of sustainable materials.
- Promote ease of maintenance

REDUCE STREET CLUTTER

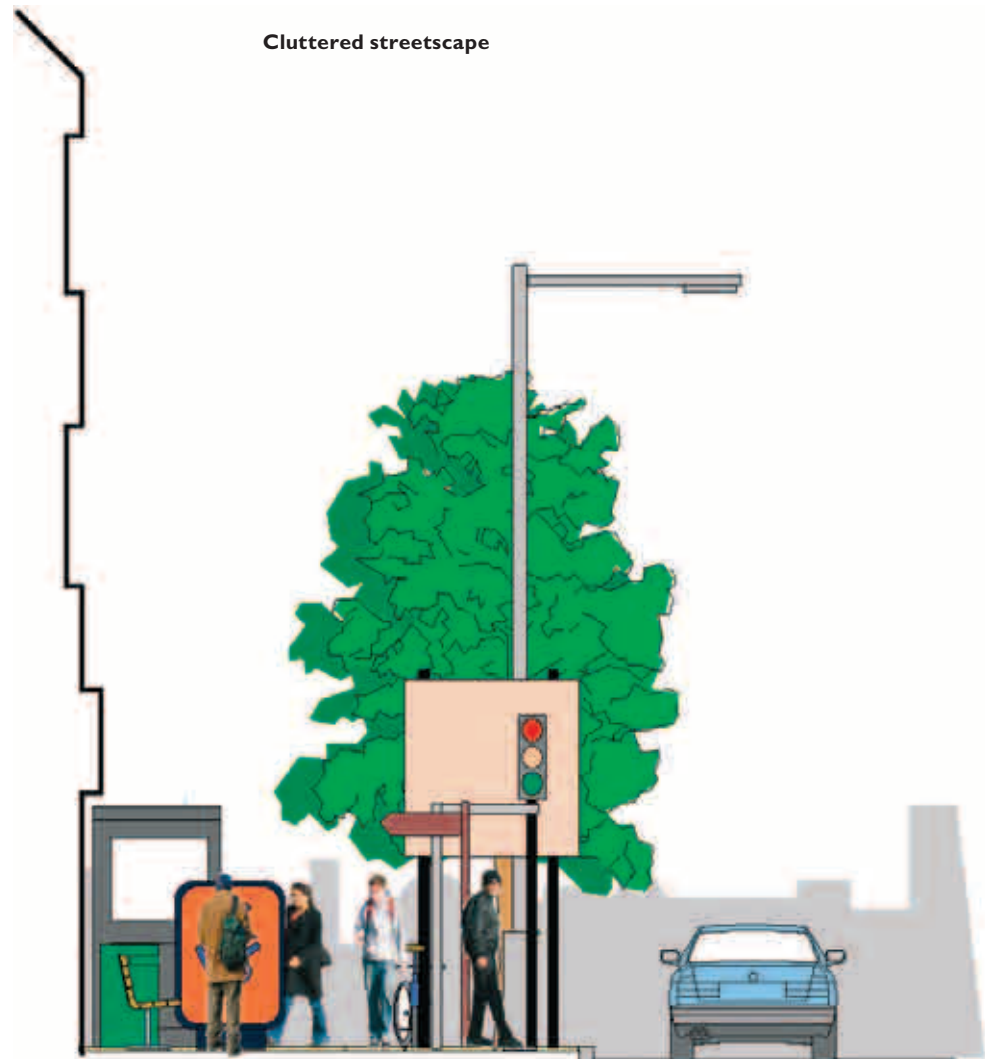
The Council recognises that some streets within the Borough suffer from street clutter. This is not user friendly. It reduces the area of footway for pedestrians, creates obstructions and is unattractive. To reduce street clutter the following actions will be taken:

- Maximise the available clear footway area for pedestrians by locating street furniture in a particular part of the footway.
- Remove redundant street furniture.
- Remove unauthorised signage and trading on forecourts.



Good practice – furniture located on the kerb side, maximising clear width for pedestrians (Wood Green Town Centre).

- Where appropriate, reduce amount of guardrailing and bollards.
- Prevent duplication of posts and structures by combining elements of street furniture.



CO-ORDINATE THE DIFFERENT ELEMENTS OF THE STREETScape

Haringey wants to co-ordinate the design and colour of streetscape elements across the Borough. Promoting the consistent use of a co-ordinated range of streetscape elements, such as furniture and footway materials, throughout the Borough is an important way of enhancing Haringey's identity.

This does not mean a 'blanket approach' to streetscape design. We also want to respect the diversity of the urban fabric. The specification of co-ordinated elements is a framework that allows for specific design responses at key locations, such as in town centres and conservation areas. For example, Wood Green has a range of distinctive streetscape elements that depart from the standard elements. Other parts of the Borough, (e.g. Seven Sisters and Bruce Grove town centres) have particular street lighting columns.



Our goal is to co-ordinate the design and colour of streetscape elements across the Borough.



LIMIT THE RANGE OF MATERIALS

Another key principle for Haringey is to limit the range of materials to ensure visual coherence across the Borough and ensure value for money. It is important that street furniture and materials throughout the Borough are limited to promote a consistent and distinctive Haringey style. One example is street nameplates and lighting. Using a more limited range of high quality products can also help to ensure value for money in longer-term maintenance costs.



We want to limit the range of street furniture to promote a consistent and distinctive Haringey style e.g. street nameplates



We want to protect and enhance the historical character. Special streetscape elements will be retained or reinstated where appropriate



PROTECT AND ENHANCE THE HISTORIC CHARACTER

There are 28 conservation areas in Haringey, many of these have been designated because of their special architectural or historical interest. A full understanding of how the streetscape elements contribute to the character of the conservation area is essential before works take place. Historical streetscape elements, such as a particular type of footway materials and street lighting, will be retained or reinstated where appropriate. Where new or replacement elements are required they should be sympathetic to the historic character of the area in order to protect and enhance it. This does not imply that a 'traditional' or 'historic' approach to streetscape design will always be appropriate. In many places simple design styles will be suitable.

ENHANCE THE IDENTITY OF HARINGEY

It is important that where possible the design of street furniture and paving materials reflects and enhances a distinctive Haringey identity. This will be done for example by standardised Haringey gateway signs at the Boroughs boundary to help visitors and residents orientate themselves, and provide clear gateways into the Borough. Additional signing and illumination for key Haringey landmarks and locations may also be considered, as long as this does not add to street clutter and is part of a consistent Borough design.

PROMOTE ACCESSIBILITY FOR ALL

Accessibility for all users is one of the most important considerations in streetscape design. The requirements of all groups, including those with mobility and sensory impairments, will be considered. Most street furniture will be located within a designated area close to the kerb to maximise the clear area for pedestrian movement. Removing unnecessary street furniture will ensure clear passage free from obstacles and trip hazards and improve the accessibility of an area.

DESIGN STREETS AS PLACES FOR PEOPLE

Designing people friendly streets is a key principle for streetscape design. Streets provide an opportunity for a range of activities throughout the day and evening.

To encourage people to use Haringey's streets, street clutter will be reduced, street furniture placed where it does not cause obstruction and adequate illumination provided. This will be combined with planning policies to encourage active street frontages and the opportunity for passive surveillance from surrounding buildings.

Footways will be maintained to provide even and drained surfaces and steps taken to reduce the potential for flyposting and graffiti. The aim is to encourage greater use of streets by residents, workers and visitors for walking, shopping and meeting. In some places consideration will be given to appropriate pedestrian only schemes.

The attractiveness and success of Haringey's street environment is dependent on the architectural form and activities on the edge to streets and spaces. This Manual should be read alongside other Council policies and area strategies on urban design and planning, which encourage the vision of a vibrant and safe streetscape within Haringey.



We believe streets are places for people and will encourage people to use them through good design

USE OF SUSTAINABLE MATERIALS

The Council will encourage the use of materials from sustainable sources wherever possible and seek innovative approaches to energy efficiency. The Council's approach is detailed in Chapter 3: Sustainability and Energy Efficiency. This chapter describes sustainable materials and methods for highway maintenance in the Borough as well as identifying ways the Council is improving energy efficiency.

PROMOTE EASE OF MAINTENANCE

It is vital to consider the ongoing maintenance of design elements and materials as a conscious part of the design. This includes the longevity of the structure or material and the potential replacement cost. The Council will encourage the use of high quality materials with a long life span and limit the number and the variety of materials used.

It is also important to ensure that streets are designed so they can be easily cleaned. Providing litter bins with a regular emptying regime, ensuring street furniture is not damaged or defaced and regular street cleansing all help to ensure the long term visual quality and physical condition of Haringey's streetscape is maintained.



New street furniture or footway paving should be designed, made, and located with the minimum cost for on-going cleansing requirements. For example, it is important to ensure that the gap between the footway and the base of the guard railing is wide enough for a broom to pass through. It is also recognised that tree pits grills can act as litter traps. Therefore, porous resin-bound gravel should be provided within tree pits to allow water to reach the roots and to enable the safe passage of pedestrians.



Chapter 3

Sustainability and Energy Efficiency

Sustainability and Energy Efficiency

Introduction

The Council is committed to adopting environmentally friendly practices when developing and maintaining the streetscape. Haringey will encourage the use of materials from sustainable sources wherever possible, and seek innovative approaches to improved energy efficiency.

Sustainable Materials and Methods

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

When choosing materials the Council will look at their resource efficiency and assess them against the following criteria:

- Natural, abundant or renewable;
- Energy required in production;
- Source location. Locally sourced materials will be favoured to avoid the unnecessary transport of goods over long distances;
- Recycled content;
- Sustainability of source. The Council will use contractors with a proven environmental management system in place;
- Reusable or recyclable;
- Longevity of the life of the material, to reduce the need for maintenance or replacement.

Highway maintenance

Sustainable materials, in particular those that are recycled or recovered, can be used in highway maintenance. Decreasing energy consumption and diverting waste from landfill, sustainable materials deliver not only clear environmental advantages, but are often at least cost neutral. Avoiding waste disposal charges and reducing transportation costs means using recycled materials for highway maintenance can sometimes deliver significant financial returns.

The Council will encourage the use of recycled materials wherever practicable. We will consider using glass sand for sub-base for paving and crushed asphalt for carriageway surfacing.

We will also consider the use of Rhinopatch, a sustainable method for repairing roads. Rhinopatch uses infra-red technology to melt the road surface around damaged

areas. By reusing the material onsite, the new technology minimises the number of lorry trips and reduces waste by 94%. In addition, the process is quicker and quieter than traditional methods of repair, with no need for digging, compressors or drills.

The system is ideal when a patch of road requires resurfacing rather than the entire road. As the edges of the repaired area are heat-sealed, there is minimal risk of subsequent potholing.

In addition, reclaimed natural stone paving, kerbs and setts will be considered for highway works.

We will continue to seek out sustainable products and methods and explore opportunities for the use of these in the Borough.

Street furniture

Haringey Council currently provide street furniture made from recycled material. Linpac, a company committed to environmentally sustainable solutions, manufactures the majority of the bins in the Borough. The 'Linpac Heritage' type bin common in Haringey is manufactured from post consumer recycled moulded polyethylene.



Linpac manufactures the majority of bins provided in the Borough and these have a recycled content

Future options include the use of recycled plastic for information signage and recycled plastic or timber for seating. A recycled product directory is found on the London Remade website www.londonremade.com. The use of recycled products in street furniture not only reduces the amount of waste going to landfill, but also lessens the requirement for newly manufactured or virgin materials (e.g timber). As such, the Council will encourage further use of recycled materials wherever practicable.

We also recognise the need to explore ways of recycling any existing street furniture deemed surplus to requirements. The CIRIA website www.ciria.org.uk/recycling lists those companies who accept materials for recycling.

Energy efficiency

Improving energy efficiency is a cost effective way to reduce the environmental impacts created by the energy demands of the Borough. By eliminating unnecessary and inefficient energy use, we reduce the fuel consumption and emissions resulting from its production. Although the greatest opportunities to improve efficiencies exist within buildings, we will explore and seek to implement any practicable possibilities that arise for Haringey's streetscape.

We are promoting the installation of solar powered pay & display parking meters and energy efficient street lighting.

Solar powered pay & display parking meters

All new pay & display parking meters in the Borough will be powered by solar energy. These have a number of advantages over

traditional energy sources. By operating solely on solar energy, running costs are much reduced. There is no need for a power supply or underground ducting so they can be easily installed in any location without disruption to power supplies. The Council has assessed the effectiveness and reliability of the new machines and concluded that they represent a highly efficient, environmentally sustainable solution.

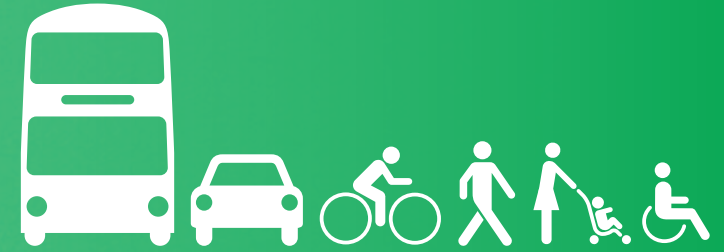


Solar Powered Pay and Display Parking Meter.

Energy efficient street lighting

The Council will minimise energy use by ensuring street lighting is provided only where and when it is required. Our lanterns have excellent optical control to concentrate light downwards, rather than permit spillage upwards into the night sky. This maximises street level lighting, while reducing unwanted light pollution.

The lanterns are controlled by a photocell device which switches the street lighting on and off according to natural light levels. For safety reasons, the lanterns are 'fails-safe': in the event of the switch malfunctioning, the lanterns will operate 24 hours, rather than switch off permanently. However, the Council has set up a helpline for people to report faulty lanterns, and it is committed to rapid repairs. As such, instances of daylight street lighting will become increasingly rare.



Chapter 4

Footway & Carriageway Surfaces

Footway & Carriageway Surfaces

FOOTWAY SURFACES

The type, quality and consistency of footway materials and the standard of footway maintenance contribute significantly to the visual impact of an area. Poorly laid and



Bad practice - using different paving materials does not promote visual continuity



Bad practice - poorly laid materials can result in puddling.

maintained footways provide a sub-standard environment for pedestrians, create trip hazards and discourage people from walking, particularly the elderly and mobility impaired.

Some general polices for footway surfaces are as follows:

- Ensure paving provides uncomplicated and sympathetic context for buildings and other streetscape elements
- Limit the range of materials to promote visual continuity and to minimise maintenance.
- Ensure a high standard of workmanship when cutting and laying paving materials. Poorly laid materials can create trip hazards for pedestrians, such as raised edges and rocking slabs, and can lead to long term maintenance problems.
- Maintain and repair existing paving.

Materials

When selecting footway materials, consideration will be given to future maintenance requirements and the cost and availability of materials when new stock is required.

Minimising the use of different footway materials creates a cohesive appearance to the streetscape. Wherever possible, a single material type will be used across the entire footway width.

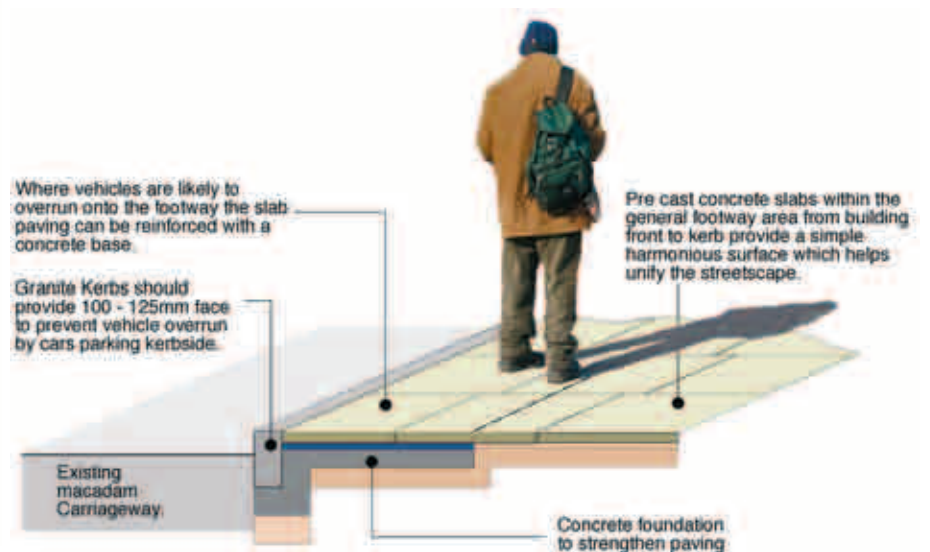
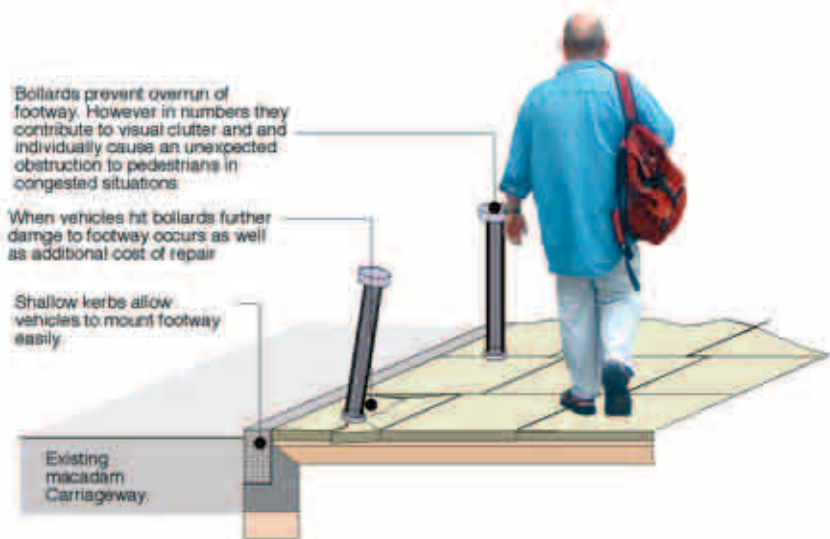
When maintenance work is undertaken it is important to maintain the visual continuity of the footway. This is achieved through the use of replacement materials that match the surrounding, and laid to a high standard.

A number of different materials are currently used to surface footways in the Borough and there is a desire to rationalise this situation. As a general principle, Bitumen macadam (bitmac) is the long term strategy for most areas within Haringey. Exceptions to the use of bitmac are

within town centres, conservation areas and around important landmark or public buildings. The paving materials specified for the different locations within the Borough are presented in the following table and discussed in more detail below.

It should be noted that small modular paving blocks are not recommended for use in the Borough as they can have a disorderly appearance and are more difficult to clean. Furthermore, specifying square edged slabs and minimising the joint size between the slabs is preferable to chamfered edged paving slabs laid with wide joints, which collect dirt and are also difficult to clean.

Material	Location
Bitumen macadam (Bitmac)	Long term strategy for general areas. (e.g. residential)
Concrete paving (600mm x 900mm x 63mm)	Conservation areas. Town centres.
Natural stone aggregate paving (Charwood) (400mm x 400mm)	Long term strategy for retail areas and Town Centres.
Yorkstone paving (550mm – 700mm x 45mm)	Conservation areas. Town centres.
Tactile paving	Pedestrian crossing points.



Bitumen Macadam

Bitumen macadam (bitmac) provides a continuous, even surface compared to paving slabs where broken, missing or rocking slabs can create trip hazards for pedestrians. In the future bitmac will be used on all residential footways within the Borough except for certain circumstances as detailed in the table.

Please refer to Appendix FCS, references FCS01 for details.

Concrete paving

Large concrete paving slabs (600mm x 900mm x 63mm) laid on a mortar base will continue to be used within town centres and conservation areas. A concrete base will be used where paving needs to be protected from vehicle over-run.

Please refer to Appendix FCS, reference FCS02 for details.

Natural stone aggregate paving (400mm x 400mm), Wood Green Town Centre



Natural stone aggregate paving

Natural stone aggregate paving has a more attractive finish than concrete slabs without the initial expense of natural stone. This type of paving is part of the Councils' long term strategy and is suitable for paving around important public buildings for use in town centres and retail areas. The paving slabs used will be 400mm square.

Please refer to Appendix FCS, references FCS03 for details.

Riven yorkstone paving



Yorkstone paving

Yorkstone paving is a long lasting material, which weathers well and improves in character over time. This type of footway material is specified for use within conservation areas. It will also be used in high status urban spaces, such as around the clock tower in Crouch End.

Existing original Yorkstone slabs will be retained wherever feasible and if replacement slabs are required, reclaimed Yorkstone will be used and should match the existing.

Large unit slabs are preferred in pedestrian areas. The traditional dimensions for these slabs is approximately 550mm-700mm long, 450mm wide and 63mm deep. Slabs will be laid on a concrete base where vehicles are likely to over-run the footway.

Yorkstone paving, Crouch End



Tactile paving to match adjacent Yorkstone paving



Tactile paving

Tactile paving is used at controlled and uncontrolled pedestrian crossing points to alert visually impaired pedestrians to the change between footway and carriageway. Tactile paving is available in different colours and textures; the most commonly used in the Borough is the buff and red blister type paving.

It is recognised that coloured tactile paving can impact on the visual characteristics of the streetscape, often sharply contrasting with other paving materials.

At uncontrolled crossings in conservation areas guidance allows existing tactile paving to be replaced with paving that matches the surrounding footway surface. If the Council considers complementary tactile paving, concrete slabs with a blister profile cast into the slab or yorkstone paving ground to provide a tactile profile, or set with brass or stainless steel studs will be used. Red tactile paving must continue to be used at controlled pedestrian crossings.

The layout of tactile paving should be in accordance with the current Department for Transport (DfT) document “Guidance on the use of Tactile Paving Surfaces” (2002).

Forecourts

It is not possible for the Council to specify the type of footway materials used in private forecourts but it is desirable that these are paved in the same material as the adjacent public footway. This will provide an uninterrupted footway width between the building and the kerb. However, in some locations the existing forecourt paving may provide an attractive and historic reference and this will be retained where appropriate. A steel strip or a line cut into the paving could be used to denote where the private frontage and the public footway meet.



Steel edge demarcating private forecourt and public footway

Paving materials of varying depths are often used above cellars and care will be taken to ensure that any new footway surfacing is at the same level to reduce the potential for pedestrians to trip.

Inspection covers

The alignment of inspection covers often conflicts with kerb and paving lines and bonding, which in turn can have a detrimental impact on the visual appearance of footways. When areas are repaved inspection covers will be re-aligned in the direction of the paving line and bond wherever feasible.

In locations where tactile paving or Yorkstone are specified, it is good practice for inspection covers to be inset into the paving. This provides an even, continuous surface and reduces the visual impact of the covers on the streetscape.

Please refer to FCS04 in Appendix FCS for typical details.

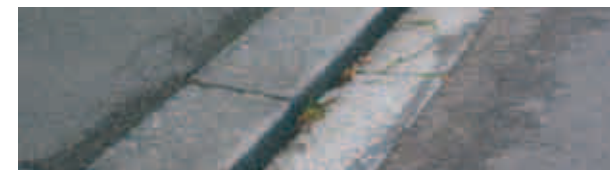
KERBS AND DRAINAGE

Kerbs

Consideration will be given to the selection of an appropriate height of kerb to suit the locality it is being laid, the needs of all road users, especially the mobility impaired. In particular, dropped kerbs should be provided at all crossing points.

Wherever possible, all kerbs within Haringey will be granite, typically 150mm x 300mm with a 125mm face. Typical kerb details are shown in Appendix FCS, reference FCS05.

Wherever possible, the council will re-align existing kerbs to accommodate parking rather than allow 2-up parking. A minimum footway width of 1.2m will always be provided.



Granite kerb

Drainage

Typically, drainage channels are located in the carriageway alongside the kerb to carry run-off from the carriageway and footway into the drainage system. Gully pots are located in the channels to enable run-off to flow into the drainage system. Wherever possible, channels will be constructed from the same material as the carriageway, however in some circumstances such as in some conservation areas, granite sett drainage channels are used and these will be retained.

Wherever possible, run-off from footways will drain into channels. Where this is not feasible, such as large areas of footway or where crossovers do not allow, a drainage system within the footway will be provided. The different types of in-footway drainage systems are listed here.

- Conventional footway gullies or smaller 'yard gullies'
- 'U' shaped channels under the footway covered with a metal grating.
- Shallow open channels

CARRIAGEWAY SURFACES

Bitumen macadam is currently the main material used for carriageway surfacing in the Borough, and this material will continue to be used. Where granite setts are used in some conservation areas, these will be maintained.

Road Markings

Road markings are essential for promoting road safety and for traffic management purposes. The form and type of markings on the carriageway are regulated by the TSRGD – Section 4 and Schedule 6 (Road Markings) and the Traffic Signs Manual 2003 – Chapter 5 Road Markings. The amount of road markings will be minimised without compromising safety or contravening the various regulations.



Road Markings, Wood Green Town Centre



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.

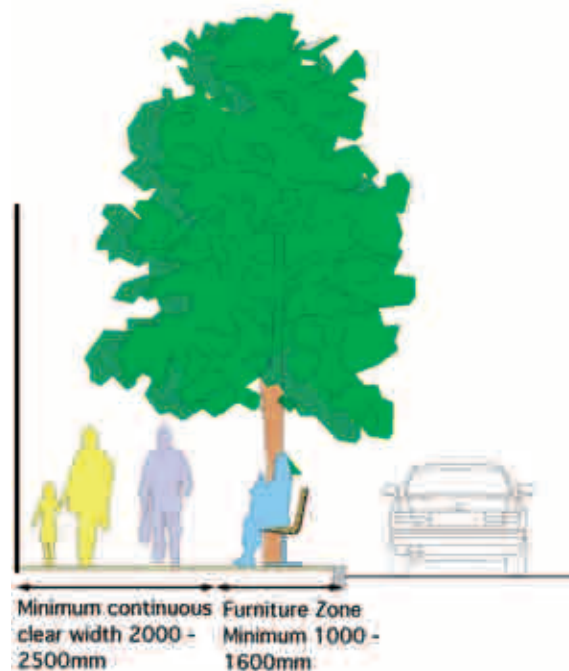
- Minimise the number of obstacles on the footway that may be hazardous to pedestrians, particularly the mobility impaired.
- Create clear sight lines along routes and across spaces to enhance safety.
- Coordinate street furniture design and colour.
- Allow the character of buildings to positively influence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

Ways of reducing physical and visual street clutter:

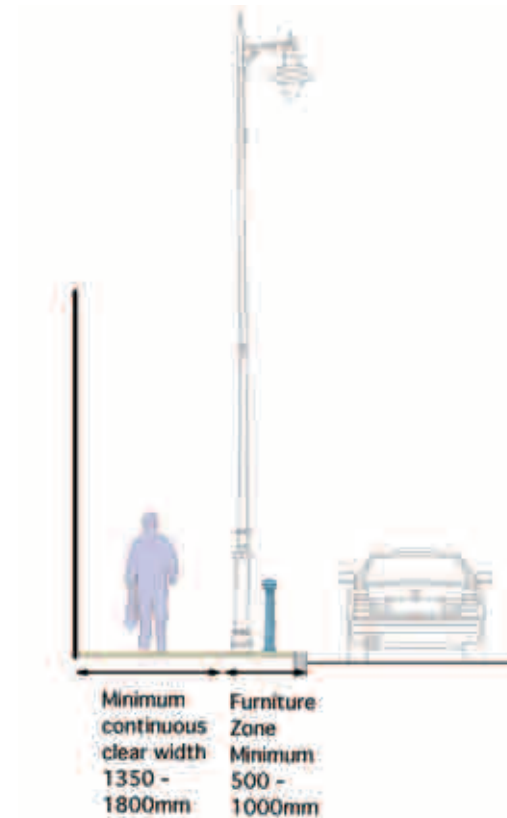
- Wherever possible ensure a 1.8m clear footway width is maintained, equivalent to the width of three people. However, a minimum of 1.2m is acceptable.

- 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.

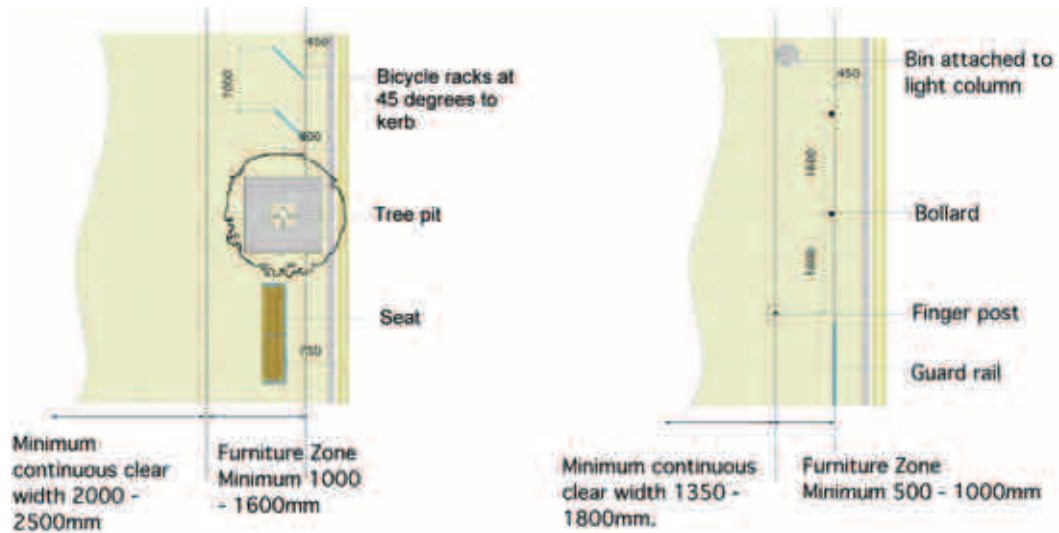
Bring a coordinated approach to the design and colour of street furniture. In terms of colour, as a rule, street furniture should be painted black. This represents an affordable and quick approach to achieving a consistent



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.

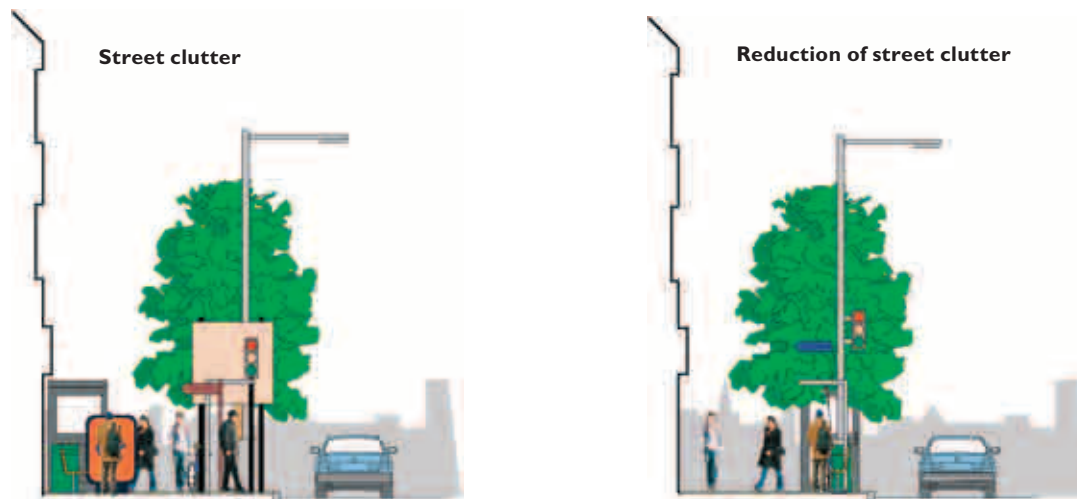


BOLLARDS

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.



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.



The Haringey Town Centre sign



The new street name plate for Haringey

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.

Bad practice - Redundant street sign to be removed



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.

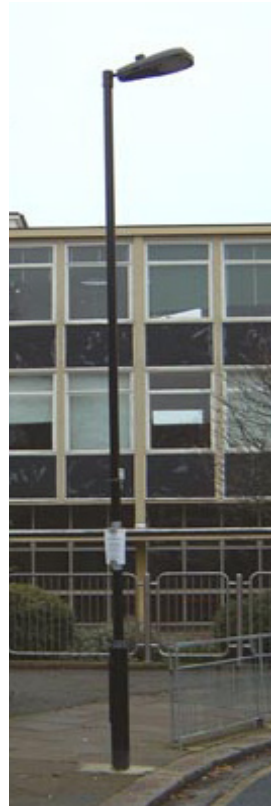
Street Classification / Area	Height of Column	Lantern	Comments
Standardised Street lighting			
Residential Streets	6m or 10m	ZX1 or ZX2	Functional standard style
Residential Streets and walkways where light spill to adjoining properties is an issue.	5m	Aramis 1A or Aramis 3B	Contemporary decorative style 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.
Exceptions			
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



Chapter 6

Traffic Management Schemes

Traffic Management Schemes



Linden Road Home Zone

TRAFFIC MANAGEMENT SCHEMES

Traffic management schemes are an opportunity to create attractive places, for example, Home Zones. The Council believes that traffic management schemes should not only slow vehicular traffic and reduce accidents but also provide a safe and comfortable environment to encourage walking and cycling.

TRAFFIC CALMING SOLUTIONS

Traffic calming solutions aim to control vehicle speeds and reduce accidents on our streets. They generally incorporate a wide range of measures designed to complement each other in both speed reduction and environmental terms. Haringey Council has introduced the following traffic calming measures:

- Entry treatments
- Road humps and speed cushions.
- Speed tables
- Kerb build-outs.
- 20mph zones.
- Home Zones.



Barratt Avenue 20mph Zone

When introducing traffic calming schemes to the Borough the following general principles will be followed:

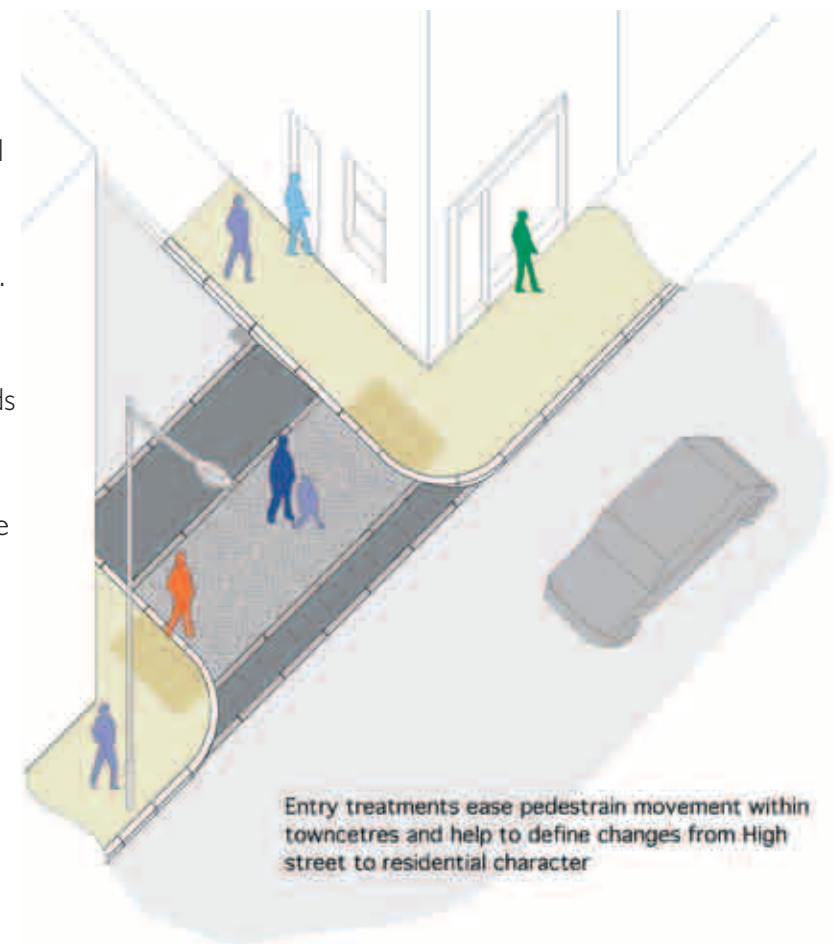
- Minimise the need for signage, street furniture and road markings.
- Consider the use of conventional materials (e.g. asphalt) as colour contrasting surfaces and materials can have a detrimental impact on the visual appearance of the streetscape.
- Wherever possible, ensure new features use existing traditional materials (e.g. granite) to maintain or enhance the character of conservation areas.

Entry treatments

Haringey Council has introduced entry treatments to indicate a change of character between a main traffic route and a residential road. For example, they are used on residential side roads within town centres and to identify the beginning of 20mph zones. The treatments are raised to the same level of the footway and provide easier access for pedestrians, they also help slow vehicle speeds and discourage parking close to the junction by narrowing the carriageway. Wherever possible tactile paving will be installed at these uncontrolled crossing points and bollards will only be installed when absolutely necessary.

The design of entry treatments should take into account DfT Traffic Advisory Leaflets 02/94, 13/93: Entry Treatments and Gateways and 3/93 Traffic Calming Special Authorisations as well as the Traffic Calming Act 1992.

Please refer to Appendix TMS, references TMS01 for typical details.





Junction treatment, Haringey



Entry treatment, Wood Green

Road humps and speed cushions

Road humps and speed cushions are used throughout Haringey to control vehicle speeds and help reduce accidents. Speed cushions cause less interference to larger vehicles such as buses and emergency vehicles, but still reduce the speed of cars. Under the Highways Act 1980 road humps can only be constructed on roads with a speed limit of 30mph or less. The Highways (Road Humps) Regulations 1996 provides the Borough with flexibility in the design and location. However the guidance provided in the regulations ensure that the designs do not compromise safety. Council engineers will refer to this guidance.

Round top road humps and speed cushions will be formed of hot rolled asphalt in keeping with the colour of the carriageway. Please refer to Appendix TMS, references TMS02 for typical details.



Speed cushions, Haringey



Full width round top speed hump, Haringey

Speed tables

Speed tables are also used throughout Haringey and although they function in the same way as a road hump, a speed table extends across an entire junction including all the approaches. Wherever possible, the materials and colour of the table will match the carriageway. However, in some locations it may be appropriate that a red surface material is used. Please refer to Appendix TMS, references TMS03 for typical details.

Speed table, Haringey



Speed table, Highgate



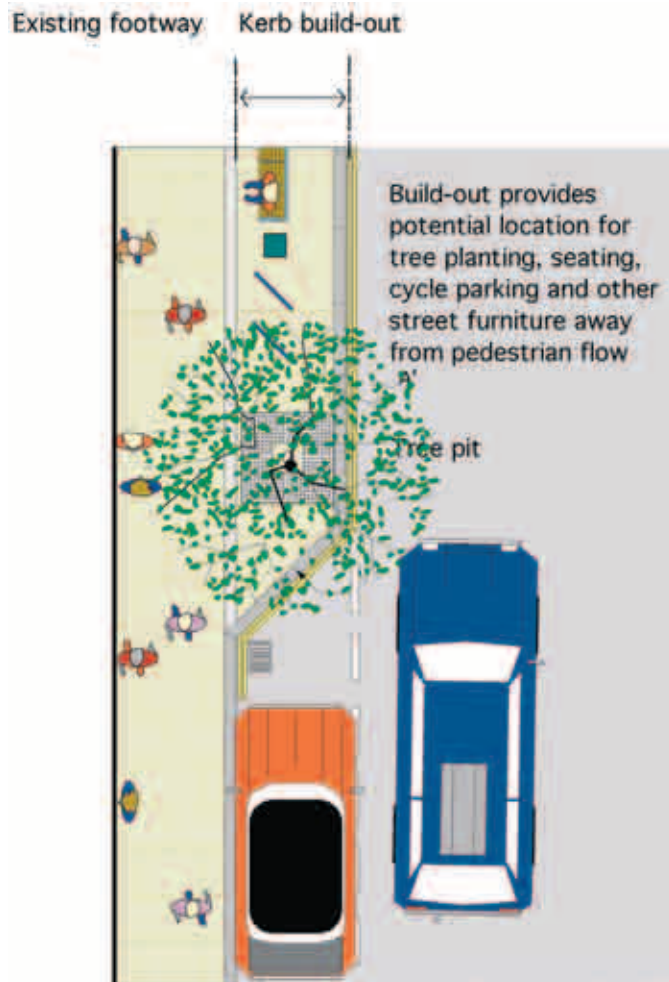
Kerb build-outs, Haringey



Kerb build-outs

Haringey Council has introduced kerb build-outs to narrow the width of the carriageway, help reduce vehicle speeds and discourage parking close to junctions. These build-outs provide potential locations for tree planting and other street furniture (e.g. cycle stands) away from the main movement of pedestrians on the footway. However, tree planting or other street furniture located within kerb build-outs should not obscure driver sight lines. Kerb build outs will be constructed from the same material as the footway and bollards will only be provided if they are absolutely necessary.

Appendix TMS, reference TMS04 provides typical details of kerb build outs.



Home Zones

The concept of Home Zones is when the use of residential road space is shared between vehicles and other road users, with the wider needs of residents, including pedestrians, children and cyclists accommodated.

Home Zones work through the physical alteration of streets and encourage motorists to drive with greater care and at lower speeds e.g. 20mph. Traffic calming and environmental improvements within the zones create a safer, attractive and more accessible street environment, almost creating public spaces within the urban fabric.

Haringey Council encourages the implementation of Home Zones in appropriate streets in the Borough and one has been introduced in Linden Road, N15.



Linden Road Home Zone



Linden Road Home Zone

The range of materials used in Home Zones should be limited to establish a cohesive appearance. However, different carriageway surface materials to asphalt should be considered for these zones as traffic is reasonably light and smaller paving blocks for both footway and carriageway surfaces provide a uniformed surface. The location and type of street furniture, in these zones should follow good practice principles.

20mph Zones

20mph zones have been introduced in the Borough where high speeds and accidents are a problem and the Council will consider the introduction of additional schemes. The zones are identified through a different coloured carriageway surface, at the entrance, kerb build-outs and appropriate signage. The location of the signs should follow good practice principles when introducing street furniture.



20mph Zone, Haringey

PEDESTRIAN CROSSINGS

Pedestrian crossings enable the safe movement of pedestrians across the carriageway and should be installed on desire lines. The types of crossings installed in Haringey are as follows:

Uncontrolled crossings – Pedestrians do not have right of way over vehicles and must judge when is safe to cross e.g. signalled junctions without pedestrian phases, pedestrian refuges.

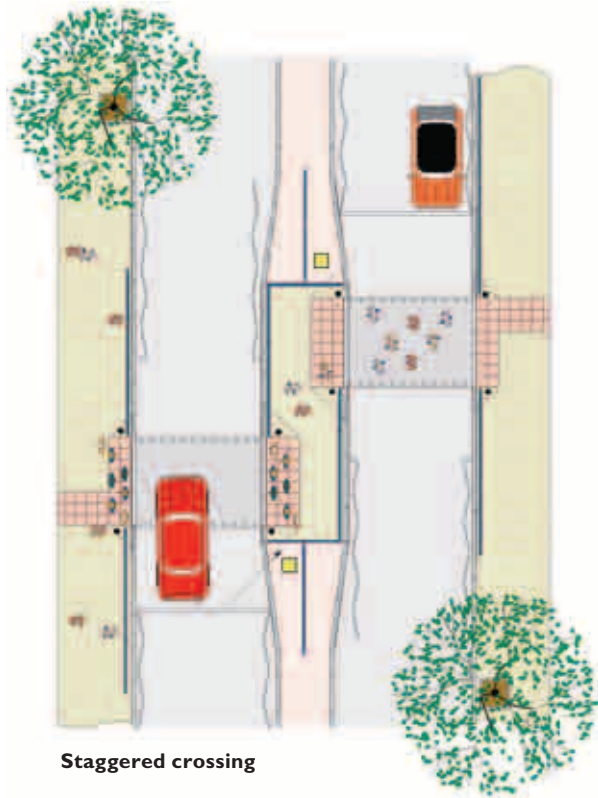
Controlled crossings – Pedestrians have right of way over vehicles e.g. pelicans, puffins, toucans and controlled junctions with pedestrian phases

Good practice principles associated with the location of street furniture and tactile paving should be applied to minimise their visual impact on the streetscape. Where possible signaling apparatus will be combined onto lighting columns or posts. Consideration will be given to the need for guardrailing and will

only be provided where pedestrian safety may be compromised.

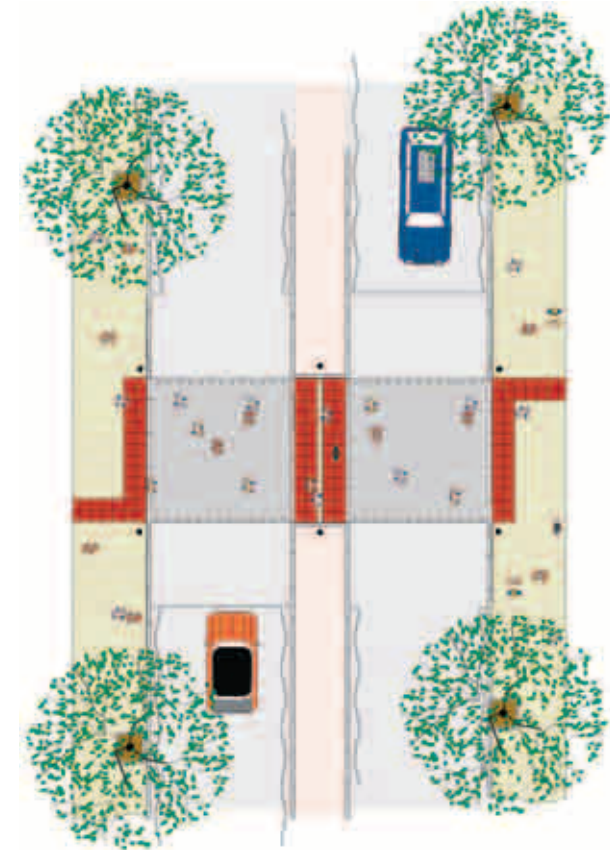
Appropriate coloured tactile paving will be installed on the dropped kerbs at pedestrian crossings.

Straight across crossings will replace staggered crossings wherever this is feasible. Staggered crossings require a holding place in the middle of the two independent crossings located over each half of the carriageway. Surface materials, pedestrian guardrailing and poles define the holding area. Straight across arrangements provide a direct route for pedestrians and reduce the physical and visual clutter of the streetscape, as they do not need a holding area and the associated elements. This is presented graphically in the drawings on the following page.



Staggered crossing

Pedestrian crossings will be designed in accordance with The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997, Traffic Signs Manual, Chapter 5 – Road markings, Local Transport Notes 1/95 The Assessment of Pedestrian Crossings and 2/95 The Design of Pedestrian Crossings.



Straight Across Arrangement



Chapter 7

Town Centres & Conservation Areas

Town Centres & Conservation Areas

TOWN CENTRES

Town centres within Haringey provide a focal point for local communities. Town centres are for the use of local residents but also attract visitors from elsewhere to work, shop and spend their leisure time. Their identity should be reinforced through the individuality of the streetscape form to reflect their significance within the Borough. The quality of the streetscape within town centres benchmarks how the Borough is perceived by others.

Maintaining and improving access for all users is a core principle of this manual. In particular, footways within town centres need to be free from obstruction and provide a high quality pedestrian environment. However, the quality of the visual and physical environment in some town centres, suffers from the jumble of signage, litter bins, bollards, guardrailing and inconsistent styles of street furniture and footway materials. This is particularly noticeable along Tottenham High Road.



Wood Green Town Centre

Haringey has six town centres. These are shown graphically in Appendix TCCA, reference TCCA 01 and are identified as follows.

- Crouch End.
- Green Lanes.
- Muswell Hill .
- West Green Road / Seven Sisters.
- Bruce Grove / Tottenham High Road.
- Wood Green.

The Council is preparing Action Plans for each town centre. These plans will identify their characteristics, roles and functions and will provide further guidance about their role for the future. The Council is currently focusing their regeneration efforts on Tottenham High Road and a regeneration strategy and conservation appraisal have been prepared. This manual has been developed in such a way that it is flexible enough to take these plans, strategies and appraisals into account.

The following sections of the manual recommend specific street furniture and materials to be used in the town centres. These help to define, respond to and reinforce their individual identities. This will enhance the legibility of the Borough and ensure the core principles of a coordinated approach to streetscape are maintained.

CROUCH END TOWN CENTRE

Introduction

Crouch End is classified as a District Centre and in addition to shopping facilities, it has a wide range of cafes, bars and restaurants. The clock tower and Hornsey town hall are key landmarks in Crouch End. The town hall is an important 1930's Grade Two (star) listed building within the heart of Crouch End.



Clock tower, Crouch End Town Centre

Key Principles

Some key principles for the streetscape of Crouch End are:

- Minimise clutter on the narrow footways in and around the town centre.
- Paint all street furniture black.
- Combine signage with other street furniture elements.
- Enhance the identify of the town hall and clock tower through lighting and the use of high quality paving materials.

Summary

The table below sets out the style of street furniture and the type of footway materials that are recommended for use in Crouch End. The specifications presented in the table only act as a guide. Other styles of street furniture and materials should not be discouraged if they enhance the identity of Crouch End and help attract people to the town centre.

Street Furniture

Style

Bollards	Doric
Pedestrian guard railing	Stretford 75 v2 Full Height visi rail with Trafford or Folkstone Post
Cycle stands	Sheffield
Seating	Monmouth
Street lighting columns	8m large Albany decorative style on the Broadway, part of Park Road and part of Tottenham Lane as well as within the Conservation Area within the town centre.
Litter bins	Glasdon Mosaic, Linpac Heritage or Wybone MV40 Victoriana.

Footway Surfaces

Style

Paving	<ul style="list-style-type: none">• Concrete Paving (600mm x 900mm x 63mm); or• Natural Stone Aggregate Paving (400mm x 400mm) - longer term strategy• Yorkstone Paving (eg. around the Clock tower)
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Green Lanes Town Centre

GREEN LANES TOWN CENTRE

Introduction

This District Centre has many independent shops run by members of the Turkish, Kurdish, Greek and Cypriot communities and has a vibrant late night economy. A particular feature of Green Lanes is the Grand Parade built in 1899. Trading from the frontages along Green Lanes is another characteristic of the town centre, however it is recognised that this can be detrimental to maintaining clear footways for pedestrians.



Green Lanes Town Centre

Key Principles

Some key principles for the streetscape of Green Lanes are:

- Paint all street furniture black.
- Combine signage with other street furniture elements.
- Maximise the narrow footways by reducing street clutter and monitor the extent of frontage trading.

Frontage trading, Green Lanes



- Increase levels of street cleansing on footways outside restaurants, cafes and fast food outlets.

Summary

The table below sets out the style of street furniture and the type of footway materials that are recommended for use in Green Lanes. The specifications presented in the table only act as a guide. Other styles of street furniture and materials should not be discouraged if they enhance the identity of Green Lanes and help attract people to the town centre.

Street Furniture	Style
Bollards	Doric
Pedestrian guard railing	Stretford 75 v2 Full Height visi rail with Trafford or Folkstone Post
Cycle stands	Sheffield
Seating	Monmouth
Street lighting columns	10 m with ZX2 lantern
Litter bins	Glasdon Mosaic, Linpac Heritage or Wybone MV40 Victoriana.
Footway Surfaces	Style
Paving	<ul style="list-style-type: none"> • Concrete Paving (600 mm x 900mm x 63 mm); or • Natural Stone Aggregate Paving(400mm x 400mm) - longer term strategy

MUSWELL HILL TOWN CENTRE

Introduction

The town centre of Muswell Hill has an abundance of shops, restaurants, cafes and pubs along the Broadway - the main thoroughfare of the town centre. Rows of four to five storey Edwardian buildings characterise and dominate the Broadway. St James's church at the western end of the Broadway is an important landmark of the town centre.

Key Principles

Muswell Hill Town Centre



Some key principles for the streetscape of Muswell Hill are:

- Materials and furniture should be sympathetic to the Edwardian architecture along the Broadway.
- Minimise clutter on the footways in and around the town centre.
- Paint all street furniture black.
- Combine signage with other street furniture elements.
- Enhance the identity of St James's church through lighting and the use of high quality paving materials.

Summary

The types of street furniture and materials listed in the following table, has been specified to be sympathetic to the special heritage features of Muswell Hill.

Street Furniture

Style

Bollards

Doric, Glasdon Caine or Glasdon

Pedestrian guard railing

Post and Rail by Medcraft (roundabout only) or Stretford 75 v2 Full Height visi rail with Trafford or Folkstone Post

Cycle stands

Sheffield

Seating

Monmouth

Street lighting columns

10m Metcraft Special Column, traditional decorative style

Litter bins

Glasdon Mosaic, Linpac Heritage or Wybone MV40 Victoriana.

Footway Surfaces

Style

Paving

- Concrete Paving (600mm x 900 mm x 63mm); or
- Natural Stone Aggregate Paving (400mm x 400mm) - longer term strategy
- Yorkstone Paving (eg. around land mark features)

WOOD GREEN TOWN CENTRE

Introduction

Wood Green is classified as a Metropolitan Centre and is the premier shopping district in Haringey. Wood Green has recently completed a comprehensive refurbishment including the installation of a range of contemporary street furniture and high quality materials that are distinctive to the town centre.

Key Principles

Some key principles for the streetscape of Wood Green are:

- Continue to use the existing contemporary furniture and high quality materials.
- Continue to minimise clutter on the footways.



Wood Green Town Centre

- Combine signage with other street furniture elements.

Summary

The following table sets out the style of street furniture and the type of materials that should be used in Wood Green Town Centre.



Wood Green Town Centre

Street Furniture	Style
Bollards	'Broxap' stainless steel bollard
Pedestrian guard railing	Linx 200 ¾ guard rail, post with stainless steel cap
Cycle stands	Stainless steel hoop - Hoop HSG 800
Seating	Galvanised steel frames and wooden slats
Street lighting columns	9m with Aledo lantern and turnpike bracket
Litter bins	Glasdon Mosaic, Linpac Heritage or Wybone MV40 Victoriana
Pavement Surfaces	Style
Footway Surfaces	<ul style="list-style-type: none"> • Concrete Paving (600mm x 900 mm x 63mm); or • Natural Stone Aggregate Paving (400mm x 400mm) - longer term strategy

WEST GREEN ROAD TOWN CENTRE

This is the smallest of the Borough's town centres and focused around West Green Road and includes the immediate area around Seven

Sisters Station. It is characterised by local independent traders and has a strong Turkish, Cypriot and Afro-Caribbean influence.

West Green Road



Key Principles

Some key principles for the streetscape of West Green Road are:

- Minimise clutter on the narrow footways, particularly around Seven Sisters Station.
- Paint all street furniture black.
- Combine signage with other street furniture elements.

Summary

The following table sets out the style of street furniture and the type of footway materials that are recommended for use in West Green Road. The specifications only act as a guide. Other styles of street furniture and materials should not be discouraged if they enhance the identity of West Green Road and help attract people to the town centre.

Street Furniture

Style/Type

Bollards	Doric
Pedestrian guard railing	Stretford 75 v2 Full Height visi rail with Trafford or Folkstone Post
Cycle stands	Sheffield
Seating	Monmouth
Street lighting columns	10 metre with ZX2 lantern
Litter bins	Glasdon Mosaic, Linpac Heritage or Wybone MV40 Victoriana.

Footway Surfaces

Style

Paving	<ul style="list-style-type: none">• Concrete Paving (600mm x 900 mm x 63mm); or• Natural Stone Aggregate Paving (400mm x 400mm) - longer term strategy
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Tottenham High Road

Tottenham High Road runs through a deprived area of north London. The deprivation manifests itself in many ways, including a cluttered streetscape, poor levels of cleanliness and lacks any consistency or co-ordination. There is also an abundance of litter, graffiti, and fly-posting.

TOTTENHAM HIGH ROAD, INCLUDING BRUCE GROVE AND SEVEN SISTERS TOWN CENTRE

Introduction

Tottenham High Road is made up of six contiguous conservation areas and includes Bruce Grove and Seven Sisters town centres. It has its origins in the Roman Period, and was the successor to Ermine Street, which connected London, via Bishopsgate, to Lincoln and York. It is a historic street with a rich, albeit deteriorating fabric. There are 70 listed buildings and structures located along the length of the High Road.



Seven Sisters Town Centre



Bruce Grove Town Centre



Tottenham High Road, cluttered streetscape



The conditions on the High Road promote a feeling of deprivation and do not encourage civic pride. Therefore, it is particularly important that the streetscape environment along the High Road is improved.

Key Principles

The key principles for the streetscape of Tottenham High Road are:

- Rationalise the clutter of street furniture, especially highway signage.
- Provide attractive, robust and coordinated street furniture.
- Lay consistent paving materials along the length of the High Road.
- Focus maintenance and enforcement efforts to help keep the streetscape uncluttered, free from fly-posting, rogue trading and illegal obstructions on the footway.
- Use anti-graffiti coating on street furniture where appropriate.
- Introduce trees and soft landscaping.



Use 600mm x 900mm concrete paving slabs along the High Road for consistency



Use anti-graffiti coating on appropriate street furniture along the High Road

It is believed that using these key principles when developing regeneration strategies will result in the unification of the existing disparate parts of the High Road and will also create a sense of place and identity for those who walk, drive, live and work there.



Typical sketch of Tottenham High Road



Typical sketch of Tottenham High Road - after street clutter has been rationalised

Summary

A discussed Haringey Council is currently focusing on the regeneration of the Tottenham High Road. Therefore the specifications set out in the following table have been developed in greater detail than for the other town centres in this chapter.

Street Furniture	Style	Comment / Design Principle
Bollards	Doric	Use only near kerbside. Minimise the use of bollards at crossing points.
Pedestrian guard railing	Stretford 75 v2 Full Height visi rail with Trafford or Folkstone Post	Only install where absolutely necessary. Remove unnecessary guard railing.
Cycle stands	Sheffield	Provide different sizes to encourage children to cycle.
Seating	Monmouth	Made from robust recycled material. Locate at the back of the footway.
Street lighting columns	8m Large Albany	Traditional street lighting to match the existing ones already installed along some parts of the High Road

Street Furniture	Style	Comment / Design Principle
Floodlighting	Building mounted lights should be considered to reduce street clutter.	However, lights should be positioned according to the individual requirements of a building and, if located in the ground, should be positioned in a weather-tight recess below ground with a glass top, shining onto the building.
Signage		Should be consolidated and unobtrusive.
Signage Information Boards	Sign Board from Woodhouse UK Plc.	These can be installed to help reduce flyposting.
CCTV		Minimise impact of CCTV by minimising numbers of posts, obtaining way-leaves to use building parapets for camera mounting and mounting high on buildings.
Public Art		Opportunities for public art should be considered within all new street work projects
Litter bins	Linpac or Glasdon Mosaic	To match the existing litter bins installed along the High Road.
Street trees	Placed along High Road 10m on centre optimally. Minimum girth of 30-35 cm.	Semi-mature trees to be used with clear stem of a min of 2 meters to deter vandalism. Recommended species: Acer platanoides (Norway Maple); Platanus x hispanica (London Plane); Tilia cordate 'Green Spire' (Fastigate Lime); Prunus avium (Gean). For more confined street spaces: Crataegus monogyna 'Stricta'; Crataegus oxycanthus; Pyrus challeryana 'Chanticleer'; Prunus subhirtella 'Autumnalis'; Sorbus aria; Sorbus aucuparia.

Street Furniture	Style	Comment / Design Principle
Telephone Kiosks	K6 style and traditional red kiosks	Preserve traditional red kiosks, Liaise with telecom operator to discuss the removal of advertising on kiosks, specifically in Conservation Areas.
Post boxes	Preserve any historic post boxes	
Historic street furniture	Preserve any historic street furniture	
Recycling Banks	To be confirmed.	
Pavement Surfaces		
Footway Surfaces	• Concrete Paving (600mm x 900m x 63mm)	Along High Road
	• Yorkstone Paving	In front of Listed and monument buildings

CONSERVATION AREAS

The Council has designated 28 Conservation Areas within the Borough and these are provided in Appendix TCCA, reference TCCA 02. The Council is committed to preserving and enhancing the historic environment of these areas through a number of special polices and programmes. This manual has been prepared in such a way that it is flexible enough to take into account the special polices and programmes.

It is recognised that the streetscape is an important part of the historic environment and therefore requires a particularly sensitive approach to ensure that it is retained and enhanced. Before the Council develops any streetworks or maintenance programmes, it will gain a comprehensive understanding of all streetscape elements in conservation areas.



Highgate Village
Conservation Area

However, multiple highway authorities have auspice over specific conservation areas. For example, Highgate Village Conservation Area straddles two London Boroughs. In these circumstances it is even more important to coordinate the approach between all authorities involved to ensure a coherent strategy is achieved.



Tottenham High Road Conservation Area

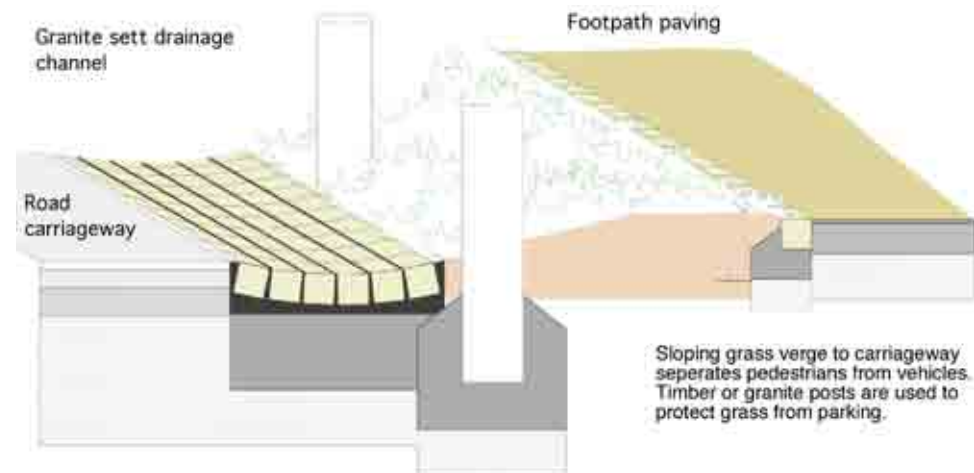
The key principles for streetscape within conservation areas are as follows:

- A minimalist approach to street furniture, signage, road markings and other streetscape elements.
- New streetscape elements will aim to preserve and enhance the character of conservation areas, however a 'traditional' or 'historic' approach will not always be appropriate.

- Historic features, such as Yorkstone paving, granite kerbs and setts, gullies and bollards will be retained and incorporated into new schemes wherever possible.
- Where paving has become uneven or damaged, it will be re-laid or repaired using reclaimed materials to match its surroundings.
- Signage will be combined with other street furniture elements such as bollards and light columns wherever possible.
- Road markings will only be used where essential for highway safety and the use of contrasting surfacing should be avoided wherever possible.
- Street furniture will all be painted black.

When planning or undertaking any works to the streetscape within conservation areas, full consideration must be given to the key principles set out above. Specific details regarding good practice for the siting, installation and maintenance of all streetscape elements are set out in detail in the relevant chapters of this manual and these also apply in conservation areas. However, there are particular issues regarding the design and specification of streetscape elements that are unique to conservation areas, and these are discussed as follows.

Traditional Yorkstone- random sizes





Historic bollard, Muswell Hill

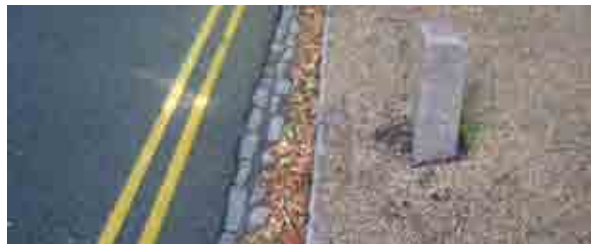


Consolidation of directional sign on bollard, Highgate

Verges

Achieving subtle but distinct relationships between footways and carriageways within conservation areas can be fundamental to maintaining character. Verges between the footway and carriageway provide a key element within this relationship and should be retained and reinstated wherever feasible. Verges can be grass or bound gravel, such as those in Highgate Village. Where bitumen has been used in the place of original materials, a coating of resin bound gravel should be applied to enhance its appearance.

Granite kerbs or white timber posts can be used to protect grass verges from vehicle over-run and can form a strong character reference. Trip rails have been used in some parts of the Borough to stop the erosion of grass verges by pedestrians.



Bound gravel verge, Highgate Conservation Area



Granite bollard, Highgate village

Street Lighting

Inappropriate styles of lighting can have a detrimental impact on the character of conservation areas. Where a number of traditional columns still exist they will be retained wherever possible. However, where new or replacement street lighting is required it will be sympathetic to the character of the conservation area in order to protect and enhance it. This does not imply that a 'traditional' or 'historic' approach will always be appropriate. In many places simple design styles will be suitable for conservation areas. All street lighting columns will be painted black.

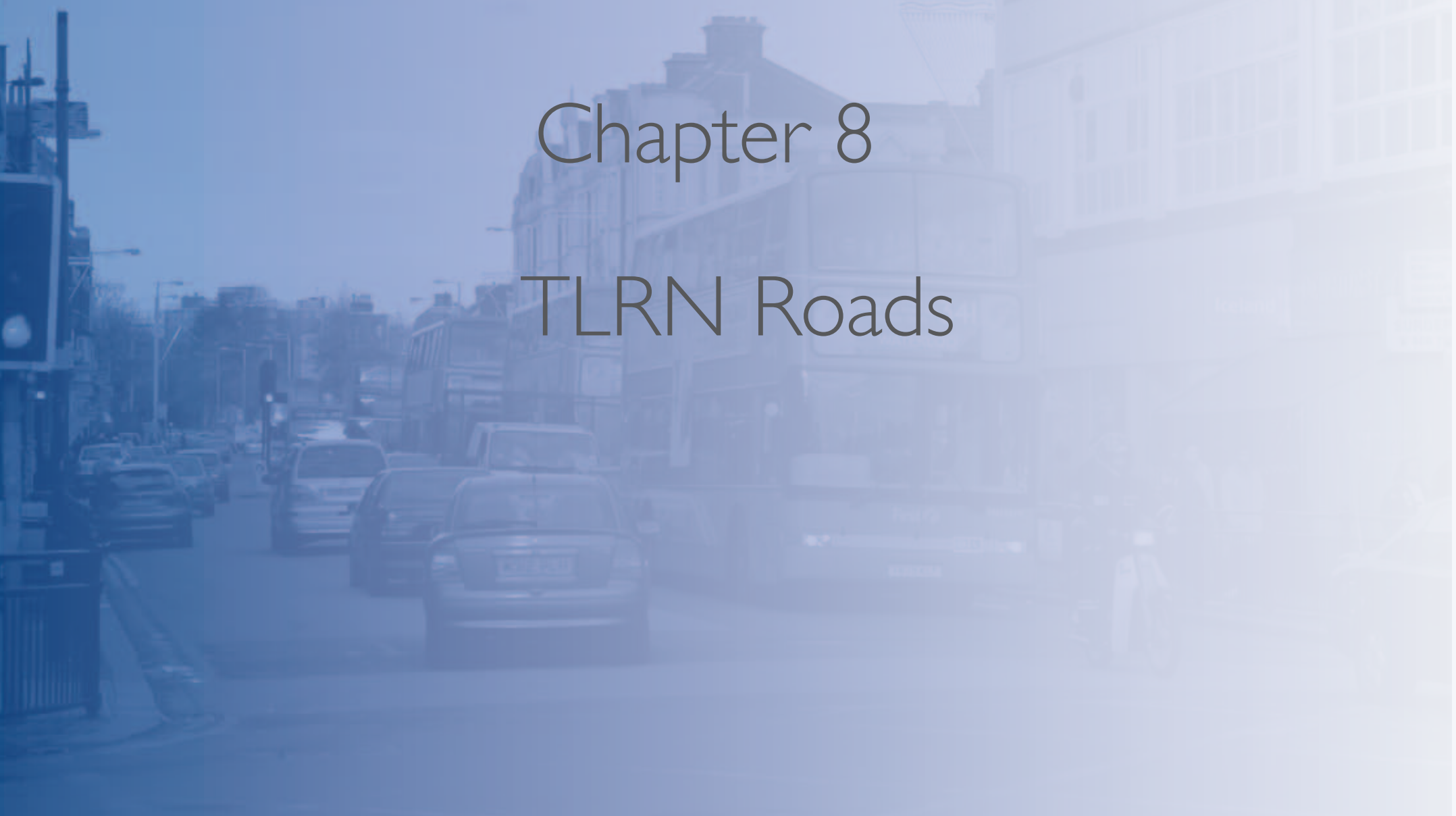


**Traditional style street lighting,
Tottenham High Road Conservation Area.**



Chapter 8

TLRN Roads



TLRN Roads

TLRN ROADS

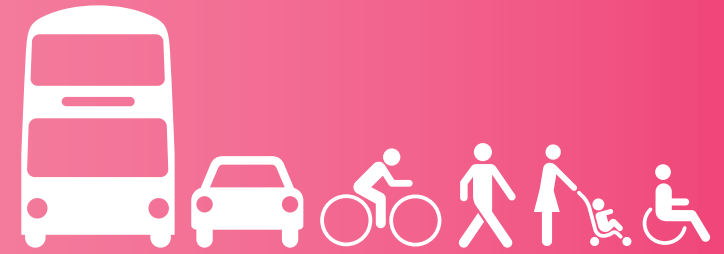
Some of the key access corridors within Haringey fall under the auspice of Transport for London (TfL). Streetscape on these corridors is primarily the responsibility of TfL, acting in partnership with Haringey.

TfL is currently in the consultation stages of producing its own 'Streetscape Guidance'. The Guidance recognises that policies and guidance on streetscape issues may differ in other London Local Authorities to those of TfL, and that the Governments' 'Living Places' report has stated that public realm policies need to be coordinated. It also states that TfL is working towards delivering high quality streetscape along its roads by working in partnership with local highway authorities to avoid conflict.

The roads on the Transport for London Road Network (TLRN) that fall within Haringey are set out below and presented graphically in Appendix TLRN, Reference TLRN 01

- A1 - Archway Road
- A503 - Seven Sisters Road (Finsbury Park Station to Seven Sisters Station)
- Tottenham Hale Gyratory (Broad Lane, The Hale, Monument Way)
- A10 – High Road, Bruce Grove, The Roundway and Great Cambridge Road

Works on streetscape should be undertaken with coordination between TfL and Haringey to create a high quality streetscape that is consistent across the Borough without compromising the identity of Haringey.



Chapter 9

Maintenance

Maintenance



Introduction

Maintenance is a key aspect in ensuring the long term visual quality and physical condition of our streetscape. It is important that our streets are clean and in a good state of repair to ensure a safe and attractive environment. The Council will carry out regular inspections of its assets, and if repairs are required action will be prompt.

Town Centres

It is recognised that town centres experience a higher level of demand from pedestrians than other areas in our Borough. Inadequate maintenance can cause a poor image for our town centres and can impact on the success of businesses and retail activity. Therefore, it is important that robust materials are used and a higher standard of maintenance is achieved. New street furniture or footway paving should be designed, made and located with the minimum cost for on-going cleansing requirements.

Refuse Collection

A weekly collection of household rubbish and recycled waste is provided by the Council in partnership with Haringey Accord Ltd. We also offer our residents a free collection of bulky waste items at least once a year.

We recognise that rubbish bags left on the highway for long periods of time create a poor visual impression in our Borough and can split with the contents spilling onto the highway. These problems occur when households and commercial premises put refuse on the highway outside the specified collection times.

On main roads the Council will control the time waste is left on the highway by introducing timed waste collections. Small simple signs will be affixed to litter bins and/or existing street lighting columns detailing the times waste can be left on the street.



Councillor Adje joins a refuse collection team

Street Cleaning

The Council aims to sweep the main roads of our Borough on a daily basis, often more than once per day. Residential roads are normally swept once per week, although some are swept more often.

Under the Waste Management and Transport Contract our street cleansing service provider is required to maintain standards of cleanliness broadly in line with The Code of Practice for Litter and Refuse issued under section 89 of the Environmental Protection Act 1990.

The aim of our street cleansing service provider is to clear rubbish dumps as soon as possible after they have appeared on the street. These will be collected within 24 hours after a report has been made to our service provider.

Street Furniture

Street furniture will be located appropriately to enable sweeping, vacuuming and cleaning around, through and underneath elements if there is potential for litter to accumulate. Poorly installed street furniture can cause cleaning problems. For example, it is important to ensure that the gap between the footway and the base of the guard railing is wide enough for a broom to pass through.

We recognise that tree pits grills can act as litter traps. Therefore, porous resin-bound gravel should be provided within tree pits to allow water to reach the roots and to enable the safe passage of pedestrians.



Good practice - porous resin bound gravel tree pit

Wherever possible, all street lights that are not working will be repaired within three working days of the problem being reported. The Council will also undertake night-time inspections once a week.

Graffiti

When designing and implementing new streetscape works, surfaces that may be at risk from graffiti will be identified and the application of a coating from which the graffiti can be easily removed will be considered.

Street Enforcement

As part of our Better Haringey programme new street enforcement teams have been introduced to fight environmental crime e.g. dumped rubbish, graffiti and vandalism. These are all crimes that can degrade our streetscape. Other crimes such as illegal street trading and placement of advertisement boards also negatively impact on our streetscape. They provide obstacles and reduce the width of the footway for pedestrians, as well as adding to the visual clutter of the streetscape. Our street enforcement team takes action against all these crimes. A separate flyposting enforcement team has also been established as part of the Better Haringey Programme.

Our street enforcement teams have already achieved excellent results and this will continue in order to create a clean, uncluttered and more attractive streetscape.

Haringey Street Enforcement Officers



