



Signage and Street Clutter Report

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Background

Apart from a general desire to improve the look of the area, which is littered with a miscellany of historic signs which would be good to remove, we were also reacting to recent additions of parking signage on new pillars set at the front of the footways which added to existing clutter, and could perhaps have been designed and located differently. We also think that there are too many unnecessary signs being added without real cause.



[This new parking sign (R) could have been situated on the existing lamppost but a new pole was installed]

We were also concerned to see new traffic signage around recent improvements made near Brackenbury Primary school which adopted some nice and attractive visual touches (pencil headed style bollards) but the effect of which were drowned out and obscured by large and unsightly yellow paddle keep left / keep right signs of dubious benefit. Other new build outs nearby have also attracted more low level keep right signs. Other boroughs have moved away from this approach to have fewer only essential signs.



[Did we need left and right hand signs? Also could there have been a better, lighter design? Do we really need signs on build outs ?]

In addition there doesn't appear to have been any audit of signs within our area for a very long time, with no action being taken to correct and realign signs. The only recent interventions have been to erect more signs.

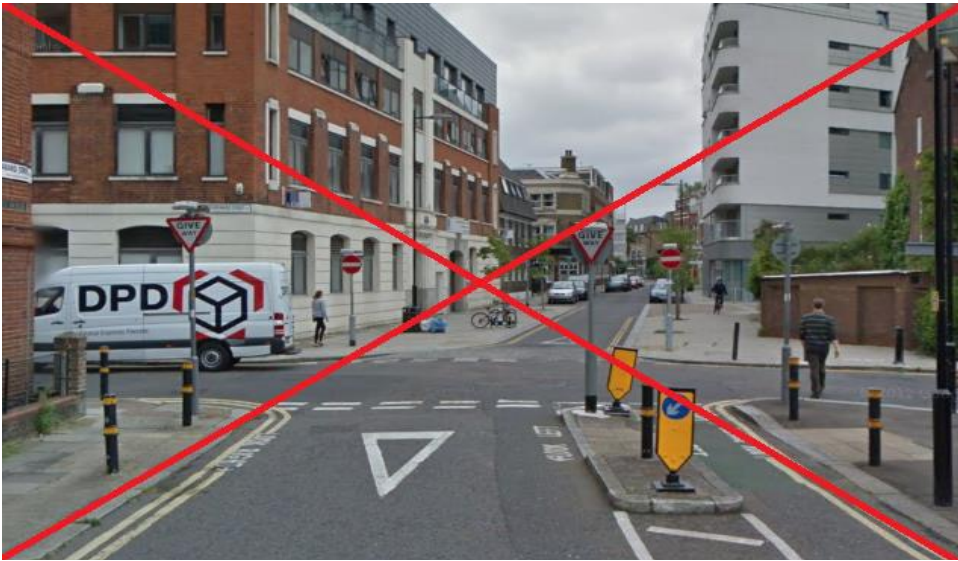
Policy Changes in Other Boroughs and London Wide

Other boroughs appear to have been more active in taking de-cluttering on board and we were particularly impressed with this paper from Southwark.

Southwark council's 'zero signage' policy is, in short, a philosophy of both using the minimal amount of signage required by law, and good streetscape design that gives cues to pedestrians and road users in more subtle ways than large metal plates on 10' posts.

<https://www.southwark.gov.uk/assets/attach/4680/DS-300-Overarching-requirements-and-principles-for-signs.pdf>

The 'before' and 'after' pictures at the front of the paper (and shown below) reveal the real potential for simplification and improvement, the policy for which is explained further in their paper..



[Shows a change from a cluttered busy and distracting environment to a clean and pleasant open street scene but one where all road users and pedestrians have a place]

Other boroughs also have policies that place signage less obtrusively in the street scene, combining parking signs with lampposts, spacing signage farther apart, mounting signs on or against garden walls and house fronts and changing road markings to enable the placement of fewer parking signs whilst still meeting the statutory requirements. Examples of these are;

<https://www.rbkc.gov.uk/media/document/chapter-2---signs-and-road-markings>

https://www.richmond.gov.uk/media/11652/spg_psdg_chpt6.pdf

Unfortunately, by comparison, LBHF appears in the past to have had a maximalist approach to signage, presumably with an ethos for the elimination of any doubt or confusion, but perhaps with the opposite effect. Too many signs can be distracting and can fade into the background of a cluttered street. Ultimately one just doesn't see them, particularly one is unable to focus on the most important ones.

There are also indications in this TFL paper that TFL supports de-cluttering in its many forms across London's streets, so there should be valuable support from other quarters to such initiatives.

<https://content.tfl.gov.uk/streetscape-guidance-.pdf>

I have extracted relevant paragraphs from this paper on streetscape guidance which supports a number of the issues we are raising and how they can be addressed. (Attached as **Appendix 1**)

Much of the focus of TFL has of course been on the streets they are jointly responsible for, where they have illustrated a range of demonstrable streetscape improvements. We would like to see such improvements extended into the streets within smaller communities like ours, which has been the purpose of Better Brackenburg's recommendations.

TFL's signage strategy can be expressed as follow;

“Signage strategy

Signage is one of the main causes of clutter on our footways and where possible should be reduced. A well-designed strategy can be created by:

- Regularly conducting traffic sign audits to review the effectiveness of existing signage and identify signs that are obsolete or unnecessary. TSRGD should also be considered within the auditing process. For example, the ability to reduce the provision of regulatory signage required in certain situations. Where road widths are less than 5000mm, a single regulatory sign is now recommended, rather than providing a sign on both sides of the carriageway (note this does not apply to speed limit signs)
- Warning signs should only be provided where there is a specific safety issue or hazard”

In addition to signage there are also opportunities to improve and simplify street layouts by the removal of guard rails and bollards, especially as we want to create a sense of more open spaces for pedestrians and cyclists, removing existing priorities which are typically given to road vehicles. This has been part of the plans Better Brackenburg had developed for our key locations in the Village, but there are other parts of our streets which could benefit if general design principles can be agreed for this.

What we want to Fix

One of the issues we wanted to follow up from our Better Brackenburg Recommendations Report was de-cluttering signage around the village.

There are a lot of issues around this, redundant signs, duplicated signs, twisted and damaged signs, fading temporary signs, unwanted advertising fixed to signposts and fences etc.

The sign poles in the area are littered with a miscellany of official signs(a mix of permanent and temporary signs in competing and varying designs) and are frequently used for unofficial advertising, often left to fade and rot and which are never removed.

Some small 'No Idling' signs are placed too high to be read from a parked car or passing vehicle and therefore rendered effectively pointless.

A lot of temporary cardboard signs are left to rot and deteriorate.

Too many separate signs on tall posts are placed at the forward edges of pavements adding to physical street clutter and causing potential additional dangers for the visually impaired. Street clutter can narrow the footway and make it difficult for wheelchair and mobility scooter users, parents with buggies and others to pass. Signs could be better placed to be less obtrusive but equally effective.

There also some related streetscape issues to be addressed, including the removal of redundant footway crossovers and ensuring that utility cabinets are placed in the most discreet and sympathetic locations. These are issues we want the Council to address.

Below and in more detail we recommend the actions we would like the Council to consider and implement. Basically this needs to be assessed and tackled on a street by street basis but we are looking for the Council to authorise an urgent survey to cover and improve the entire area and its close periphery, with the aim of removing as many signs and as much street clutter as possible.

We have taken photographic evidence of the range of issues we want addressed. In many ways these photographs tell the story and illustrate the issues and the current state of play much better than just a list of items. The pictures in this report show many of the worst examples we have found to support our arguments. These are not exclusive examples. There are many more, which is why a full and comprehensive survey of the signage in the area would be required.

Our Initial Survey

Representatives of the Better Brackenbury Conservation Sub-Group have undertaken a review of the signage in the streets around us and believe that there are opportunities for considerable reduction in visual clutter by;

- 1) the removal of redundant and out of date signage**
- 2) the reduction of traffic and other signage which is duplicated or could be deemed unnecessary by modern design standards**
- 3) the elimination or reduction in temporary advertising signs, 'A' boards and possibly estate agents boards.**
- 4) Correcting bent, damaged or misaligned signage**
- 5) Dealing with related issues such as parking bay markings and yellow lining to reduce the need for signs**
- 6) Better Co-ordinating the placement of utility cabinets and other street furniture**
- 7) Planning new installations such as EV charging points to have minimal impact**

Examples of signs that we think should be removed ;

1) Redundant signage

Neighbourhood Watch signs – redundant - as there is no longer an active neighbourhood watch in the area. This has been disbanded. The signs can surely be removed.



[3 temporary cardboard signs on one pole – neighbourhood watch, No idling and no fly tipping – the worst example]



[Rusty old no dog fouling and redundant Neighbourhood Watch signs]

Redundant and Temporary Signage

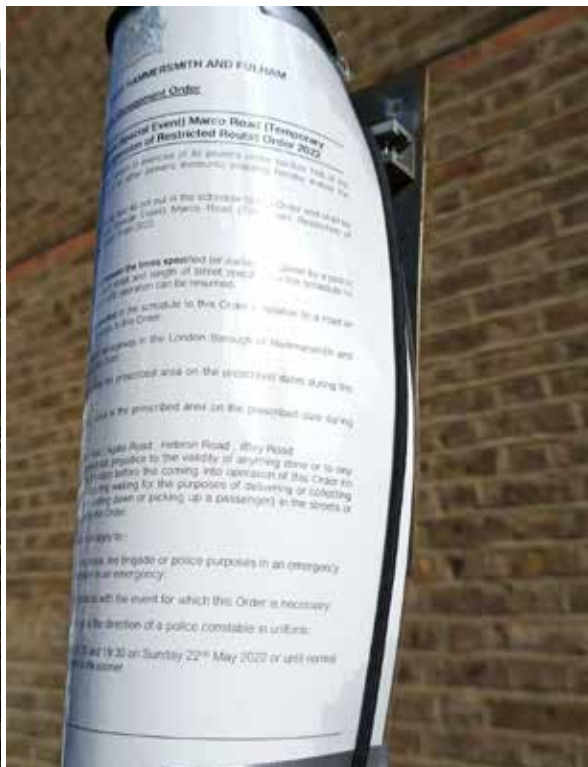
There are a selection of cardboard signs, out of date and damaged signs



[Obviously temporary signage – never checked, never removed? Deteriorating and an eyesore]



[Good to know – but without a date- is this a current sign?]



[The Street Party is over but the sign remains]

No Fly Tipping/Waste Collection days – mainly cardboard signs erected in response to complaints about residents leaving out rubbish on the wrong days. It is questionable whether these signs are effective as they don't deter persistent and repeating offenders and it is not clear who the signs are targeted at. Residents should already know their collection days. Other forms of communication should be preferred.



[No Fly Tipping - in Southerton Road – a magnet for dumping anyway as not overlooked]

[In Agate Road]



[Changes in collection days necessitated temporary stickers] [This sign is just wrong – Recycling is collected on both collection days]

‘No Idling’ signs. Of varying historic designs and different materials, these are mainly around schools but also pop up elsewhere in the Village. Installed to reflect complaints from residents, they haven’t proven effective as there is no enforcement. A number of these no idling signs were found to be mounted above parking regulation signs and too high up for a seated driver to read.

Better to declare the whole of Brackenbury a ‘pollution free zone’ with no idling signs at the entrances to the area, than have them littered about on multiple random sign poles. For specific problems near schools, we would like to see time sensitive school street restrictions considered provided the displacement of traffic away from school gates can be averted in other ways.

Another test of how efficient this signage actually is would be to identify just how many PCNS have been issued to drivers with running engines whilst stationary in Brackenbury. We suspect very few.



[Different Styles of ‘No Idling signs’, some seem permanent – some temporary? No consistency]



[No Idling signs set too high and too small to be read from a passing or waiting car] [No Idling Signs – appropriate leading up to traffic lights and where double yellow lines?]



[Temporary 'No Idling' signs set too high on poles to be read by a seated driver]



[Sign on bend in inexplicable place – Lena Gardens/Sulgrave Road - Why?] [Only a passing bird could read this sign in Dalling Road!]

Bank Fraud & other Crime Prevention signs. The Bank Fraud temporary card signs tend to be adjacent to parking payment machines. There is no indication that these have been effective. In any case they would be better located, if deemed necessary, mounted on, or affixed to, the actual parking payment machines themselves. Other Police and crime warning signs are also of dubious value and could also be removed.



[Temporary signage – still relevant or not?]



[Anti Crime adverts abound –do they solve anything?]



[Glenthorne Road - Will this sign actually make Criminals go away?]

‘Dog Fouling’ There are lot of these signs around the Village. This is a persistent and ongoing problem which must be recognised but again there is absolutely no indication that these signs are in any way effective. How many dog owners have actually been fined? Some rusty metal ones are quite historic and perhaps form part of the history of the neighbourhood. However, maybe it would be better to tackle this in other ways, with CCTV cameras or other forms of enforcement to deter persistent dog owners letting their dogs foul the pavements. Where such signs might have positive benefit would be if they were situated instead on tree trunks or near tree pits, where dog fouling is an issue for the street gardeners. Having the signs high up on lampposts and attached to other sign poles doesn’t appear to work. If we want more street and rain gardens around the area, then we need to find more effective ways to protect these spaces from irresponsible dog owners.



[Signs that pre date the double borough feature on many poles and lampposts around the area]



[£50 deterrent]



[£75 deterrent]



[£80 deterrent]



[No deterrent]

Overnight lorry ban signage. Are these still relevant? The TFL guidance suggests not. We found a number of examples of signs banning overnight bus and lorry parking. These may have been installed at one time following some particular concern, However, as we re-

examine how best to manage through traffic coming into the Village we may find alternative ways to deter lorry and coach entry and thereby parking. Or if we have area wide controls and restrictions such signage could be placed at the entrances to the area on the peripheral roads rather than in streets within the Village.



[Overnight Parking Ban sign – Wellesley Avenue]



[Iffley Road]



[Southerton Road – at the dead end – unlikely to find lorries or buses parking here!]

2) Duplicated signage

20mph signs at junctions leading to roads which also have a 20mph speed limit – are these needed or has their removal been overlooked when new speed limits were introduced?



[Redmore Road, 20MPH signs approaching a 20MPH street!]

Grove Home Zone 'Snail' signs which reflect a previous successful initiative for a local 20mph speed zone, now replaced by the wider 20mph speed limits on most streets in the borough



[Overstone Road – 20MPH / Grove Home Zone signs on entry from already 20MPH street (Glentohore Road)]



[20 MPH signs in a 20 MPH zone/Grove Home zone signs/ on both sides of carriageway, partly obscured by trees. HGV Ban sign obscured/not obvious] [NB missing bollard on traffic island]

20mph signs on both sides of a carriageway when one on the left hand side would suffice



[Jumble of speed and parking zone signs in Studland Street]

No entry signs on both sides of the carriageway where potentially one would suffice.



[Grove Mews – are 2 No Entry signs needed ?]



[Also 2 signs needed – at Glenthorne Road/ Hammersmith Road junction?]



[No Entry signs – Sulgrave Road – also keep left sign on build out – is this necessary in a one way street? Reflectors on the bollards would be more discreet]

Large Parking Zone signs on both sides of the carriageway rather than the nearside only.



[Parking Zone signs – are both necessary?]



[Carthew Road – duplicated signage]

Keep Left or Right signs on build outs – do we need these or could they be replaced if anything is needed with a simpler and more discreet reflective bollard ? Are these intended to alert drivers to the new road layout and therefore could they be temporary?



[Outside Brackenbury Primary School Entrance – neat but ugly]



[Obtrusive sign spoils street garden]



[Sulgrave Road – superfluous sign]



[No cars come this way – it's a one way street!]



[Unightly sign on buildout facing wrong way on one way street?]



[Dyslexia or are we still in the EU ?]

Controlled Parking signs. Recently a number of additional signs were installed around the Village where officers must have thought the signage was inadequate. However, the outcome was the addition of many more tall sign poles.

Partly caused by new street layouts with tree pits, such as on Overstone Road dividing parking bays, this problem could have been solved with fewer additional signs if parking bays were repainted to straddle tree pits or across dropped kerbs (an issue on Wellesley Avenue).

Parking signs could also have been co-located on lampposts rather than needing to insert additional sign poles into the streetscape. Others could have been mounted on front garden walls or on the side of houses.

It is also questionable whether these signs and poles would have been better located at the rear of the footway, rather than as the front edge where they add to street clutter and provide greater impediments for pedestrians. This is common practice elsewhere, even elsewhere in LBHF, so why not in Brackenbury? Contrast our findings to the best practice examples found elsewhere.



[Two identical parking signs in the same bay within 2 car lengths of each other – Trussley Road]



[This new parking sign (R) could have been situated on the existing lamppost but a new pole was planted.]



[Is this Disabled Parking sign still valid on Wellesley Avenue?]



[Or this one in Dalling Road?]

Compare to Best Practice elsewhere



{NB Discreet secondary sign b/L deals with parking in front of crossovers}

[Examples in Teddington, Richmond and Oxford]

And against Best Practice in Hammersmith and Fulham itself



[Good well placed parking sign examples in Rylett Crescent]

Safer Cycle Pathway signs. Some of these have been maliciously realigned to divert and wrongly direct cyclists. Some look inappropriate or offer directions which are counter intuitive to the direction of travel. It would be worth reconsidering the routes of these preferred cycleways throughout the Village as part of the Better Brackenbury Project Plan and instituting clearer and better defined cycle routes with more prominent and corrected signage.



[The wrong way! – sign pointing north on Agate Road]

[Twisted sign with counter intuitive directions]



[Counter- intuitive directional sign and twisted sign]



{Wonky cycle route sign – HGV sign misaligned}

[Some signs in yellow and some in blue?]

There is a particular need to better define north –south routes through the Village. The new cycleway along King Street will now provide an effective east-west route and it would be good to check if the other nominated cycle routes to the town centre link up effectively to this and if they can be better connected and signposted.



[Can you get to King Street via Aldensley Road going west? This seems like a diversion]

3) Unwanted Advertising signage

'A' Boards are frequently placed on the footway and can obstruct the route for pedestrians, making life especially difficult for the visually impaired to navigate, as well as parents with buggies.

The main area of concern in this regard is Hammersmith Grove where a number of businesses there tend to put the A Boards out on the footway, beyond the limits of their demised pavement spaces. These need to be moved and controlled more effectively or removed.



['A' Boards narrowing and obstructing the footway on Hammersmith Grove]

Untidy and unprofessional adverts and directional signs. Of particular concern are signs for the tyre shop business in Grove Mews, which puts signs on the sides of properties on Hammersmith Grove in Richford Street. These are handwritten signs and a detriment to the streetscape.

If this business requires to advertise and these locations are found to be acceptable for having a business sign, the business should at least provide professionally made signage.



[Ugly handwritten signs in Richford Street]

Tied on signage. There are a number of advertisements mounted on plastic and tied onto front railings and gates. The main area of concern is in Richford Street, outside the nursery and the Dulux paint store.

There are also issues on the front of Jewsons premises with advertising affixed to their gates and on the front wall on Trussley Road is something of an eyesore. I understand that this is strictly outside the boundaries of the conservation area, but these are in close proximity to it and create entirely the wrong impression when entering into a defined residential area.



[Just how much advertising signage does the nursery need?]

[Also Adams Tyres – again!]



[Jessops advertising to their cutomers on their gates rather than for passing trade]



[More Jessops advertising on there wall - distracts from 'Low Bridge sign?]



[Work of a local entrepreneur]



[Dalling Road – aging advertising banner]

Shop signs and trade signs. There are a cluster of signs attached to the railway viaduct in Trussley Road, advertising the local businesses, Collins Motors, Dawes Paints etc. These distract from the traffic signs and height restriction signs. A cluttered streetscape makes it difficult to see essential signage.

Clearly this proliferation of business signage appears to be unregulated. Is there a better controlled way to help the businesses advertise without having such unsightly large and misplaced signs? Have TFL authorised this signage as the viaduct is their property or is this an issue to resolve for LBHF?



[Advertising distracts from Warning signs]



[Too Much Visual Clutter distracts from Traffic Warning Signs]

Unofficial adverts strapped onto lampposts and signposts. We found a number of these were out of date and had deteriorated to such a degree as to be illegible. We assume these must contravene the conditions of the Conservation Area, but no-one appears to take responsibility for their control or removal. These are a blight. Most have contact details so the people responsible can easily be held to account if effort is taken.



[Attwood Road - Sponsored adverts for 'Artists at Home' – but for which year?]



[And just rubbish!]



[One of the most recent]



[Dalling Road - more old adverts]



[Hepsibah Gallery adverts for last November] [Want a Dog walker]



[Good advert when you get change, can read Chinese and have a piano]



[Dog Training Ad – near doggie bin level – three arrows ?]

Estate Agents Boards. These are largely tolerated around the area, though specifically banned exceptionally on Hammersmith Grove.

Arguably there are other streets with similar high density housing and a churn in ownership where the number of such signs can be excessive from time to time.

There is also an increasing tendency for agents to supply boards to advertise school fetes and other local events which they may sponsor. We found many of these boards, however, clearly there is a benefit to the agents, which should be discouraged, from keeping them in place in our streets once the dates of the events they advertise are long gone, or when the properties have been sold or let..



[Not for sale this time]



[Is one sign not enough or are neighbours moving together?]



Redundant Telephone Boxes are yet another blight in the street scene. Now little if ever used. Often covered in advertising, official and otherwise, they tend to attract graffiti, and often are centres for drug dealing. Can we get them removed ?



[Hammersmith Grove eyesore]



[Beadon Road eyesore]



[Fly posts and graffiti – Do BT ever check their boxes?]



[Small ads removed ?]

4) Bent, damaged and misdirected Signage

There are many examples of bent, damaged and misdirected signs around the village and on peripheral roads such as Glenthorne Road. Some of these have already been pointed out to Council officers, however, it is apparent that a regular audit of street signage would do a lot to sort this out and we would recommend an annual audit should be conducted and damaged and bent signs should be repaired, replaced or realigned as necessary. It looks like a lot of this is wanton vandalism rather than damage by passing vehicles.

This should include Street Name signs. The evidence suggests that it is a very long time since the Council last conducted an audit of its signs

What would be good for the future would be a **signs hotline**. A specific number published by the Council or a web address so that anyone noticing a problem with the signs could ring the Council when they notice something wrong. Seemingly a lot of the misdirected or damaged signage has been there for a very long time. This could help with the short term issues, but clearly more regular audits are required.



[Richford Street]



[Sulgrave Road]

[Richford Street]



[Sulgrave Road]



[Trussley Road – someone got the hump!]



[Lena Gardens - misaligned sign]



[Lena Gardens]

[Sulgrave Road]



[Lena Gardens – misaligned no through road sign]
[NB no keep right sign on build out here]



[Twisted and redundant sign – Raynham Road – junk on pole]



[Twisted Sign – Redmore Road]



[Ifley Road – the worst example]

Twisted Street Signs



[At junction with Hammersmith Grove]



[In Adie Road opposite entrance to Agate Road]



[Knocked by a tall pedestrian?]



[This one has the droops – but is well located against a garden wall]

5) Related Issues

Footway crossovers

There are a number of locations around the village where crossovers have been installed historically but where residents have changed their garden layout, reinstating garden walls or where a property has been developed with a different footprint to the street.

There are multiple cases of crossovers which are clearly visibly redundant and yet redundant access is still preserved by the yellow lining and gaps in the parking bays.

There are examples in other boroughs where they continue parking bays across dropped kerbs, reducing the number of signs needed. [Highway Code rule 243 makes it an offence to park against a dropped kerb even when a parking bay is marked like this.]

We would like the Council to remove these redundant crossovers, reinstate the footway and change the parking restrictions and yellow lining so as to allow more continuous parking bays. This is not to encourage more parking, but to simplify the street layouts and to compensate for the potential removal of parking bays due to other aspects of our recommendations removing bays for pavement widening etc.

Having longer bays will facilitate the removal of unnecessary duplicate parking signs.

Redundant Crossovers



[Wellesley Avenue – a car can no longer pass]



[A good use of one to place a bike Hangar]



[Wellesley Avenue again – nice gates but blocked to cars by a bike store and converted garage/front extension]

Best Practice Examples of Parking Bay Layouts elsewhere



[Continuous parking bay in front of dropped kerb]



[Bays are continuous across dropped kerbs]

Utility Cabinets.

Historically these have been placed typically at the rear of the footway, adjacent to garden and property walls (especially near to blank side walls of corner premises). This is the preferred location. And this positioning is of less impact visually and practically when it come to keeping footways clear for all users.

There are however recent examples where a utility cabinet has been placed on the front edge of the footway , arriving without warning, and installed by an internet cabling company.

Despite complaints from a householder that this blocks the main access to their property, the Council response was that nothing could be done.

This is currently unregulated but better co-ordination between the Council and utility providers is necessary to avoid the mis-location of such large pieces of street equipment. It is important to have consistent standards and for these to be communicated to contractors working in the area.



[Would you want this large utility cabinet outside the front door of your house?]



[And it has attracted graffiti]

EV Charging Points.

Clearly the demand for these means that they will be proliferating in the Streetscape. The most discreet ones feature on lampposts. However, the dedicated rapid charging stations bring more street clutter and signage. Can these be designed better to integrate the parking signage and the charge point on one pole / installation?



[Could the sign and charge point be combined and be designed in some cleverer way?]

Waste Bins

These tend to be a magnet for fly tipping where placed on street corners. However, having unsightly stickers doesn't help or deter either.



[Stop what? – this is outside Godolphin and Latymer School]

TFLs Streetscape Guidance document

Relevant Extracts

Streetscape Guidance

In addition, signs can be combined with other street furniture, signals or mounted on buildings which can reduce clutter on the footway. However expert engineering advice should be sought as not all columns/structures are suitable for mounting signage on. The TSRGD and Traffic Signs Manual provide standards and guidance on what signs can be combined.

Post mounted signs

Design teams should minimise the number of posts used for each sign.

- Round posts are preferred with designers encouraged to use simple but robust support structures for the sign face
- Larger posts should be fixed within the footway using a bracket, while smaller posts should be installed with minimal infill between the post and the footway surface material
- Cantilevered signs from a single post can be used to maximise unobstructed footway widths. When cantilevering, the post should be located at the front, rather than the back of the footway with the sign towards the footway.
- Single posts are usually of greater diameter to ensure sufficient strength to accommodate additional wind loading

Alternative fixtures

To reduce the number of posts which contribute to street clutter, the design team should explore opportunities for mounting traffic signs on other highway furniture, structures or building frontages.

Where traffic signs are not erected on dedicated posts, the adequacy and suitability of support must be checked. Figure 244: Post mounted loading restriction

Alternative fixtures

To reduce the number of posts which contribute to street clutter, the design team should explore opportunities for mounting traffic signs on other highway furniture, structures or building frontages. Where traffic signs are not erected on dedicated posts, the adequacy and suitability of support must be checked.

Low level signage

- Design teams should consider how to minimise the visual and physical intrusion of low level signage such as traffic bollards
- Integrating pedestrian and cycle signage within bollards can be an effective way of reducing the need for larger post mounted signs
- ‘Keep left’ signs should be provided only where a road safety audit has identified the need

12.2. Bollards and low level traffic signs

Bollards tend to be overused or inappropriately located which can create clutter and pose a hazard for those with visual impairments.

Bollards are used to discourage vehicles from encroaching on to pedestrian or cycle space, preventing vehicles from running over hidden basements, preventing damage to footway surfaces, street furniture and buildings while reducing the risk of pedestrian injury.

Bollards should be treated as a last resort solution and should only be used when all other alternatives have been exhausted. Other necessary street furniture or equipment should be reviewed to identify if it could be used instead to perform the same role as a bollard.

Enhanced enforcement may also be a preferable solution to bollards to deter vehicles from encroaching on the footway.

‘Keep left’ bollards

There is no highway authority requirement to provide a ‘keep left’ bollard (TSRGD diagram 610) on a traffic island.

Designers should assess whether a traffic bollard is required on a site-by-site basis. Self-righting retro-reflective ‘keep left’ bollards should be used as an alternative to illuminated bollards on the TLRN to improve safety and reduce maintenance. Retro-reflective coating, or coloured panels, should not be used on the rear face of bollards.

12.6. Utility cabinets

Utility cabinets (including signal controller cabinets) are generally located above ground to minimise installation costs and provide convenient access for maintenance.

We recognise the necessity for utility companies to have safe and efficient access to services; however, the proliferation of utility equipment within the street environment increases the visual impact on the streetscape and, if unchecked, can create additional unnecessary obstructions on the footway. Therefore, utility cabinets should be kept to a minimum.

Location

When utility companies seek to introduce a new cabinet on the road network, clear footway width must satisfy footway clear zones as described in Streetscape Guidance.

Cabinets should preferably be located at the back of the footway, away from windows or walls where they could assist in unlawful entry into properties.

Cabinets must not physically or visually obstruct loading bays, service access points or crossovers. Exceptionally, if a utility cabinet is to be installed adjacent to the kerb, it must be positioned within the furniture zone.



Better 
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A NEW VISION FOR OUR VILLAGE