

Streetscape Policy and Guidance

Volume 1

Policy

Core Themes

The Streetscape Components



Highway Services
Regeneration and Environment
London Borough of Enfield

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Version 3 - Updated Conservation Areas - August 2023

Foreword

It gives me great pleasure to introduce this streetscape guidance, which sets out the Council's policies and practices for its roads, footways and landscaped areas.

The streets of Enfield are used by everybody in the borough. They are a fundamental component of the character of the borough and its mobility. I want to ensure that they are of the highest standard possible. Our streets are quite diverse, but I believe the same high standards can be applied across the borough, whilst recognising the unique character of our individual neighbourhoods and communities.

The Council has three key strategic aims which are integral to delivering council services. They are fairness to all, growth and sustainability and strong communities. It cannot be over emphasised the important role our streets play in our communities and in supporting businesses.

We will always face budget challenges and the maintenance of the borough's highways is no exception, but it is important that this key element of our communities receives the right treatment. We also face many other challenges and our street scene operations will continue to play a vital part in reducing the impact of the Council's operations on climate change and ensuring that our practices are as sustainable as possible.

Enfield is changing. There will be regeneration and physical transformations in the priority areas, providing a real opportunity to ensure that this guidance is put into practice.

Enfield's streets will be well designed and constructed and a key part of the public realm.

Councillor Chris Bond
Cabinet Member for Environment
March 2010

This guidance document is in two volumes.

This volume (volume 1) contains two parts.

Part one presents the Council's core themes and key aims and objectives with respect to the streetscape.

Part two looks at the various streetscape components, how various elements of the street scene are treated and how they function in the public realm. Specific practices are explained and each component has a key streetscape policy specific to it, which delivers the key aims and objectives.

Volume 2 (separately bound) contains more detailed guidance, technical specifications, design guidance and standard drawings for all practitioners involved in works on Enfield's streets. It also contains information on good practice and reference to recognised guidance documents and regulations, which can enhance the quality of street design and workmanship.

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Introduction

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Streetscape Design

We want to ensure that all of Enfield's neighbourhoods are safe, green and well maintained to provide a better quality of life now and for the future. Delivering excellent streetscape design is a top priority as it can have a hugely beneficial impact upon our public realm.

This guidance works with our planning and design documents to develop the core themes and principal aims which influence the borough's streetscape processes and provides guidance to ensure that our streetscape is enhanced and improved. Complementing our Highways Asset Management Plan the challenge is to strike the right balance for individual locations that safeguards pedestrians and road users but provides a great place to be.

Drawing on our previous experience this guidance focuses on the components that can have a major impact on the visual appearance and function of the street.

It has been written for a wide audience, presenting the policies, strategies and processes that have been adopted. It seeks to clearly set out our aims, objectives and requirements for street design and the palate of materials, colours and styles that the London Borough of Enfield seeks for the future development of its streets. This is particularly important as Enfield embarks upon regeneration and prepares its planning briefs.

The guidance focuses on the components that have a major impact on the visual appearance and function of the street – the quality of street lighting, the colour and style of street furniture and the paving and carriageway materials.

About Enfield

Enfield Today

Enfield is the northernmost London borough and fifth largest, covering an area of nearly 32 sq miles. With a population of approximately 285,000, we are in the top 12% of authorities in England and Wales for population density. About one third of the borough is residential.

Enfield has a well dispersed range of retail areas, ranging from local shopping parades to major town centres. Enfield also comprises rural areas to the northwest, with 40% of the borough designated green belt, comprising country parks, open spaces and farmland.

Enfield is one of London's major centres of manufacturing and distribution with 17 industrial estates containing 1.5 million square metres of floor space for manufacturing and warehouse use.

The London Borough of Enfield is the Highway Authority for the borough road network with responsibility for 43 miles of Principal Roads and 318 miles of Non-Principal Roads, as well as service/access roads, footway and footpaths and associated highway infrastructure elements such as highway structures, street lighting, street furniture etc.

3% of roads are designated as part of the Transport for London Road Network (TLRN), including the A10 Great Cambridge Road and part of the A406 North Circular Road. The Highways Agency is responsible for the M25. These key traffic routes have a significant impact on traffic levels within the borough and the supporting road network.

Enfield will see new developments and rejuvenation in priority areas that currently face the biggest challenges.

Enfield Yesterday

The London Borough of Enfield was formed in 1965 by an amalgamation of the former boroughs of Edmonton, Enfield and Southgate.

The layout, usage and streetscape of Enfield's road network is very much associated with its historical development, producing contrasts ranging across many years of continuous development. Enfield is not a single town or city. Across the borough are the results of growth of individual and separate settlements, all with their own history and development pattern.

The development of Enfield as a largely residential commuter area is inextricably linked in the most part to the development of the railways and the building of individual stations. The expansion of the railways took place from the 1840s onwards with large scale housing developments in Edmonton, Enfield Town, Bush Hill Park, New Southgate, Palmers Green and Winchmore Hill. Other developments took place around Southgate, Oakwood and Cockfosters, following the extension of the Piccadilly Line in 1933. By the 1940s most areas were virtually fully developed.

The introduction of the Green Belt policy and subsequent legislation restricted any further major development to the north and west of the borough and these areas remain essentially rural.

During the 1950s a number of areas were subject to a massive programme of redevelopment, including Edmonton and Ponders End.



Borough Structure and Highway Classification

Core Themes

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Key Aims and Objectives

The street has to provide for a whole range of different, and often conflicting, needs. The London Borough of Enfield has to reconcile these different demands whilst satisfying its legal responsibilities as a Highway Authority. There are, over and above the application of specific practices in relation to the individual streetscape components, core themes relating to the community and its well being as a whole, which should be addressed. These are: -

- Recognising the varied and diverse environments within the borough;
- Equalities and a fully inclusive environment;
- Sustainability;
- Community Safety; and
- Making the changes in a measured and appropriate manner.

These core themes or strategies are addressed in the first part of this guidance. The Council's key streetscape aims and objectives are given below.

Key Streetscape Aims and Objectives

Enhance and improve the roads and pavements.

Rationalise signs and street furniture and reduce street clutter.

Introduce more trees, grass verges and hedges.

Maintain the historic character in conservation areas.

Create a fully inclusive environment.

Recognise diversity.

Improve sustainability in use of materials and methods.

Maintain the streets to the highest possible standard and ensure robust and efficient enforcement.

The Varied and Diverse Streetscape of Enfield

Enfield has a very varied street scene and its network of roads and streets is required to perform many different functions. The streetscape is very much dependant on the environment through which they pass, the properties they serve, the route importance and a street's traffic and pedestrian usage.

Streets in Enfield are either: -

Urban – Industrial / Commercial.

Urban – Residential.

Urban – Town Centre / Retail.

Semi Rural / Rural.

The diversity within each of these categories can be great. For example, residential streets range from broad tree lined avenues with large detached houses to small relatively narrow streets of Victorian terraced houses. The streets themselves can be busy main roads carrying large numbers of vehicles, or small cul-de-sacs with minimal traffic movement, requiring access only.

From a street scene perspective they are quite different and each one, in many ways, unique, requiring different treatments.

Urban environments can be commercial, residential and light industrial mixed use. This mix of activities may require special treatments.

Although it is the urban environment where street design and function has the greatest impact, Enfield also has rural roads and it is important that these are treated sympathetically and differently to the urban streetscape, recognising the rural and semi rural qualities and requirements.

The London Borough of Enfield will, where appropriate, apply a consistent approach across the borough. It makes a statement about Enfield as a whole and makes highway maintenance far more efficient. It also ensures parity of treatment in all neighbourhoods. The key is to strike a balance applying a uniform approach where real benefits can be achieved, but, at the same time, ensuring that local needs, individual character and history associated with a street and its surrounding buildings are enhanced by the application of appropriate highway treatments, which also allow for creativity, diversity and local expression.

Enfield has a number of discrete town centres, all of which have their own character and environment. In the past many of these have had specific enhancement and regeneration projects and deliberate choices were made, with respect to colour scheme and street furniture. Some new housing developments built in the 1980s adopted unique streetscape styles of lighting, street furniture and street nameplates.

The identity and character of a place should come from the buildings, the street design and the place itself, not the superficial treatments of street furniture. Use of street furniture will be minimised so as to expose the true environment.

Access for All

Enfield Council recognises the need for equality of access and opportunity for all our residents and seeks to ensure that barriers that may prevent people leading a normal daily existence are removed and that its streets, footways, footpaths, and the facilities provided within them, serve everybody as fairly as possible. The street should not deliberately disadvantage any particular group and conditions and accessibility for disabled people, older people and parents with young children who may sometimes find it particularly difficult to use our facilities should be improved. Enfield will ensure that it promotes and complies with the Disability Discrimination Acts 1995 and 2005.

Movement

Enfield Council's transportation policies and strategies, together with the Mayor of London's Transport Strategy, set out how the different modes of transport are prioritised and developed. Enfield Council will adopt the highest quality standards possible in order that its roads and footways serve users in the best possible way, whilst recognising and resolving the, often conflicting, needs of different road users.

Inclusive mobility, an accessible public transport, transport infrastructure and a barrier-free pedestrian environment are fundamental and Enfield Council is committed to providing the specific facilities that are needed.

The Place

Balancing the needs of vehicle traffic with other users is the important public realm function of the street. It plays a key role in the built environment, providing for more equal, inclusive cohesive communities and local needs.

This guide supports this concept particularly in the design, visual appearance and quality of construction.

Sustainability

Climate change, reduction in waste, reuse and recycling and reduction in the use of finite raw materials are now key priorities for the whole community and for Enfield Council. Highway works, highway maintenance operations and good streetscape design can play a significant part in the Council's sustainable operations.

Embedding carbon reduction in project design and delivery by reduction in construction waste and use of environmentally friendly materials is one of the key ways in which sustainability can be delivered when formulating streetscape policy, specifications and processes.

Enfield is continuously reviewing its use of materials and will strive to use more environmentally friendly materials wherever possible. Through its highway works and grounds maintenance contracts it ensures that as much material as possible is reused or recycled, with development of increased onsite recycling.

Designing for low maintenance and the use of durable materials minimises ongoing maintenance. Our de-cluttering programme will improve the street scene and also save energy through the use of less signage, less barrier replacement and reduced electrical use.

Sustainable drainage systems will be introduced, with retro fitting where possible.

New street lighting is making use of new technology with improved energy efficiency and seeking to reduce light pollution.

Street Cleansing services seek to manage the impact of operations on the environment and are fully committed to minimising waste and maximising recycling.

Modern methods used by utility companies, in partnership with Enfield Council, is ensuring that excavations are minimized and recycled materials are used in reinstatements.

Good streetscape design can encourage greener travel patterns, safe and sustainable communities and be adaptable to future changes and requirements

Community Safety

Community safety is about managing the social, environmental and intimidatory factors, which affect people's right to live without fear of crime. It includes preventative measures that reduce the opportunity for crime and tackle anti-social behavior.

The design, maintenance and management of streets, whether town centres or residential estates, can make a significant contribution to a community's safety, both actual and perceived. Safer communities is one of Enfield Council's key aims and objectives and this is supported through a wider partnership in the Local Area Agreement. This agreement prioritises those issues, which are most important to local people. The treatment of the streetscape can contribute to achieving these aims through improvements in areas such as -

- Street lighting;
- Safe well maintained roads and footways;
- Clear direction information;
- Good street design; and
- Enforcement and licensing.

Enfield Council is improving its street lighting across the borough, introducing lighting to modern standards of luminance.

Enfield's highway maintenance regime is specifically targeted to ensure that the worst condition and potentially most hazardous roads and footways are treated in priority order on a borough wide basis.

Whilst following a principle of reducing street clutter and excessive signage, there is a need for clear and unambiguous direction signing through street nameplates and direction signs, particularly for pedestrians at public transport interchanges.

Good street design is at the heart of the built environment's contribution to safety. Through the development of new schemes, and initiatives aimed at improving the existing environment, (such as alley gating projects), Enfield Council aims to improve its streets and create places in which people feel safe and secure.

Opportunities for safer streets will be included in new developments under place shaping, encouraging appropriate traffic calming, shared space and home zone principles to foster a sense of community.

Through effective enforcement, licensing and control processes Enfield Council will seek to ensure that streets are safer, more pleasant and instil feelings of confidence, pride and respect for the good of the whole community.

Making the Changes

Any streetscape policy and guidance must recognise what exists, why it is there, how it has developed and whether existing practices should be continued or whether a change is required. This process is not static and is constantly reviewed, responding to changing circumstances affecting the streets, new developments in materials and methods, improved health and safety practice and changes in legislative requirements.

This guidance establishes the specifications, requirements and practices for all new works and will, by its nature, override what has gone before and instigate changes in the streets of Enfield.

A measured, common sense approach needs to be taken to managing change and will be different in different circumstances. Many changes are likely to be brought about by incremental change and this will involve judgement applied sensibly in each individual circumstance. For the cohesiveness of the streetscape in the short term, some like for like replacement may be required pending a more comprehensive and extensive change to new styles.

As with any change, elements within a street constructed prior to new criteria or specifications being introduced cannot set a precedent for not progressing with new initiatives and approved streetscape practices.

All local authorities are being encouraged to adopt an asset management approach to highway assets and Enfield Council has adopted such an approach, which is set out in its Highway Asset Management Plan.

One of Enfield's key aims in respect of its streets is to rationalise and reduce street clutter. This will be achieved through the programme of asset review and also in response to damaged street furniture, where removal will be considered before replacement.

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The Streetscape Components

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Traffic Management Features

This section deals with the principles of traffic management features and the impact on the street scene. Chapters on street furniture, signs and carriageways look at how individual elements are treated.

Traffic management measures can require extensive signing and lining, which has an impact on the streetscape and can be counter to aspirations to de-clutter, simplify and environmentally improve the street scene. Whilst it is important that traffic measures are designed to meet their required objectives, they will be designed, minimising their impact on the streetscape and the opportunity will be taken to enhance it.

Traffic Calming

Appropriate traffic calming will be used which meet speed reducing objectives, but with minimum impact on the environment. The implementation of 20mph zones and supporting traffic calming is considered in the immediate vicinity of schools.

Pedestrian Crossings

Pedestrian crossings, either zebra or pelican/puffin, are introduced where there is a need. Enfield wishes to minimise their impact on the streetscape and therefore, where appropriate straight crossings will be installed in preference to staggered crossings.

Bus and Cycle Facilities

The improvement of bus and cycling facilities is a key element of the Mayor of London's Transport Strategy, which Enfield supports and therefore will provide them. However, as with all traffic management features, they will be designed reducing as far as possible the 'visual clutter' associated with them.

Parking Controls

Parking controls can require extensive signage to support effective enforcement. Initiatives will be taken to reduce the impact of signing on the streetscape, including working with property owners to mount signs on walls.

Roundabouts

Roundabouts can provide an opportunity for local identity and the creation of features such as public art. Many of Enfield's roundabouts contain planting. It is important with any central feature that the forward visibility of those using the roundabout and the visibility of those entering the roundabout is not impaired.

Traffic Signals

All traffic signal installations in Enfield are installed and maintained by Transport for London and are key to traffic management and road safety at a majority of the busy junctions. Enfield's policy is to both minimise the number of installations and the amount of equipment associated with individual installations.

Key Streetscape Policy – Traffic Management Measures

Traffic management measures will be designed, minimising their impact on the streetscape and in the delivery of any traffic scheme the opportunity will be taken to enhance it.

Footways and Footpaths

Footway Surfaces

Footways occupy a significant proportion of space and position within the public realm. It is the Council's aim to provide high quality footways throughout the borough that are suitable for use by all pedestrians and to promote walking as a sustainable method of transport.

Enfield has both urban footways and rural footpaths. They are treated differently, recognising the different needs and the particular qualities of the adjacent environment.

The creation of high quality public realm areas requires creative footway spaces. Good footway design with suitable materials can successfully enhance the street scene and also the visual appearance of the whole area and complement adjacent buildings.

Urban footways in Enfield must be able to cope with high pedestrian usage and vehicle overrun. The use of appropriate, high quality materials is more durable over time and avoids failures leading to uneven paving and trip hazards for users.

Whilst encouraging a creative approach within its master planning documents, Enfield Council has, generally, adopted standard footway constructions.

In town centre and busy pedestrian areas, grey artificial stone paving, laid to a staggered bond, with grey 'tegula' block paving on corners and as a front strip to the footway, where vehicle parking on the footway is permitted. Traditional 'tegula' block paving is used at the front of vehicle crossovers, highlighting them slightly against the grey paving.

In busy shopping areas and outside schools, anti gum treatment is also applied to paving surfaces, aiding street cleaning and gum removal.

The choice of paving slab size must take into account the visual appearance, the slabs performance under load and health and safety considerations for installation and maintenance. On wide footways smaller size slabs may look too busy with too many joints. Conversely large slabs can be vulnerable to cracking under load and are too heavy for manual handling operations. On narrower footways the use of large slabs can make the bond difficult.

The use of tegula block paving at junctions provides a flexible and aesthetic solution to paving at awkward corners, especially where service boxes and dropped kerbs are present. This is Enfield's standard detail for these situations.

Asphalt / bituminous surfacing is used in residential roads, rural parts of the borough, adjacent to open spaces, in industrial areas and where footways are susceptible to vehicle overrun.

These footways can suffer scarring from utility reinstatements, which can be detrimental to their appearance. However, many asphalt / bituminous footways are still in a serviceable condition and, if free from surface scarring, provide an aesthetically pleasing appearance.

In some circumstances such as wide footways in busy areas, susceptible to vehicle overrun or where footway paring is allowed, a combination of paving with asphalt front strip is used.

The choice of footway treatment will also take into account the architecture and streetscape, risk of vehicle overrun and existing finishes within the neighbourhood.

Private forecourts can form part of what is the perceived footway, but the Council has no jurisdiction over the finishes applied. The Council seeks to work in partnership with frontagers in order to obtain a uniform appearance to the footway.

Inspection covers and chambers within footways are unavoidable, providing access to the numerous services that are carried below ground. Their size and location is mainly predetermined by the needs of the services that they serve. In town centre locations, where practical, Enfield Council will seek to work in partnership with the utilities to install covers with paving infill, so that they are less conspicuous.

Tactile Paving

Blister surface tactile paving will be provided at drop kerbs to controlled (zebra, pelican and signalled) crossings and uncontrolled crossings on busy roads to assist those with vision impairments to be aware that they are approaching a crossing point and identify the edge of footway.

Tactile paving will be installed in accordance with standard guidelines. In conservation areas and other sensitive areas, where footways are paved, tactile paving of an appropriate colour, in keeping with the surrounding paving will be used at both controlled and uncontrolled crossings.

Kerbs

In the town centres and older residential areas, granite kerbs will be retained and matched when undertaking any maintenance or modification works. Generally granite kerbs are far more robust and resilient to wheel impact than other materials. Granite is therefore the preferred material on all new developments.

Kerb heights will be maximised to encourage vehicle containment on the carriageway, minimising vehicle overruns of the footway and reducing the likelihood of damage.

Dropped kerbs are provided at locations where pedestrians are likely to cross, such as at junctions, at controlled crossings and at uncontrolled locations, such as where a central island is present, but no formal crossing exists. Enfield has an ongoing programme to install dropped kerbs, where insufficient dropped kerbs exist.

Domestic Crossovers

Where residents wish to create an area in their front gardens for parking their cars, a suitably constructed footway crossover is legally required. Enfield Council undertakes this work at the applicant's expense and set criteria must be met regarding location, visibility, size and format of the parking area. Planning permission is required for the parking area if sustainable drainage is not incorporated or the crossover is on a classified (A or B) road.

Heavy Duty Crossovers

Heavy-duty crossovers are required for access into either multiple dwellings or commercial properties. Due to the heavier loads involved they are built to carriageway standards. Enfield Council constructs these at the applicant's expense and, as with domestic crossovers, specific criteria must be met for a crossing to be approved.

Footway Concepts and Footway Clear Zone

Most of Enfield's existing roads and footways are laid out to a traditional pattern of carriageway or road with segregated raised footways. The Department for Transport's publication, Manual for Streets 2, advocates a new approach to residential street layout, which includes shared surfaces in order to encourage low vehicle speeds, create environments in which pedestrians can move around without feeling intimidated by vehicles and thus promote greater social interaction. Enfield will, where appropriate, in new developments and in highway improvement schemes consider this format.

On busy streets and in town centres in particular, footways must be wide enough to accommodate pedestrian flows and allow for the presence of bus queues, street furniture etc. The concept of a clear zone, whereby a clear unobstructed route is achieved along the footway is sought and requires careful planning of street furniture and other potential obstructions.

Key Streetscape Policy – Footways

Appropriate footway treatments will be used, based on the standard palate of materials, taking into account existing treatment locally, footway category and function, location and style of frontage buildings and susceptibility to vehicle abuse.

Bituminous footways will generally be used in residential streets rural locations and footways susceptible to vehicle overrun.

Paving will generally be used in high profile locations and shopping parades.

Where artificial stone paving is used in areas where vehicle overrun is anticipated, consideration will be given to an appropriate kerb edge treatment

Existing kerb materials will be retained and the use of granite kerbs on new developments encouraged.

Signs

Traffic Signs and Carriageway Markings

Enfield Council adopts a risk based approach to signing, recognizing the different needs of rural and urban roads and the specific objectives of each sign. The minimum number of traffic signs and road markings will be installed to comply with legislation and ensure robust and sufficient information for road users. Signs will be combined on posts to reduce street clutter.

The format of all traffic signs will comply with regulations, but minimum sizes will be adopted. Approval will be sought from the Department for Transport, in specific circumstances, where it is considered unnecessary to comply with regulations and that the streetscape would benefit in taking a less rigid approach.

Non-illuminated signs and bollards will be used wherever possible, including keep left signs on traffic islands.

Yellow lines will be the narrow, primrose yellow type on all non-principal roads and in conservation areas.

Enfield will continue to introduce a number of vehicle activated signs (VAS) to remind drivers of the speed limit as an alternative to other forms of physical traffic calming.

At a number of road junctions across Enfield, traditional style direction signs (white finger posts) have been retained. These signs make a very important contribution to the local character and identity of an area and will be maintained in their original format, colour and style. Other locations will be considered for their reintroduction.

Pedestrian and Other Signs

Whilst it is important that street signage is minimised to avoid clutter it is important to ensure that key messages can be conveyed to pedestrians. Black and white heritage style pedestrian signs have been used in many town centre schemes, but the format should be chosen, in keeping with the townscape or conservation area within which they are sited.

Signs to specific premises such as community halls, places of worship, schools and tourist signs will only be provided where there is a clear need to give direction.

Borough and Neighbourhood Signs

Entry to the borough is marked by a standard sign and, in some places County of Middlesex signs have been retained. Across the borough a number of local neighbourhoods and shopping parades are identified by signs. These vary in style and format and Enfield will review these and their location with a view to improving the standard across the borough.

Colour and Finish

All sign posts, unless in a specific high quality finish shall be black in colour. The backs of signs will also be painted black.

Street Nameplates

Various types and styles of street nameplate exist around the borough. A borough wide standard street nameplate is now used throughout the borough, which will over time replace the existing stock. Where possible these will be mounted directly onto walls and fences rather than on posts.

Where appropriate, a no through road sign will be incorporated onto the street nameplate, replacing the need for a separate no through road sign in order to reduce street clutter and signage.

In conservation areas street nameplates are made from pressed steel to give the wording in relief similar to the traditional cast iron ones. Where original cast iron street nameplates still exist they will be renovated.



*Above
Standard Street Nameplate*

Key Streetscape Policy – Signs

A risk based approach to signing will be undertaken, recognising the different requirements of rural and urban roads and the specific objectives of each sign.

Only the minimum number of traffic signs and road markings will be installed to comply with legislation and ensure robust and sufficient information to road users.

Where possible, signs will be combined on to posts to reduce street clutter.

Sign posts and the back of signs will be black in colour.

Traditional style direction signs (white finger posts) will be retained and other locations will be considered for their reintroduction.

Street Furniture

Provision

Footways can get very congested and obstructed with the uncoordinated proliferation and inappropriate location of street furniture. This can cause problems for pedestrians, in particular wheelchair users and people who are visually impaired.

Enfield Council wishes to minimise the amount of street furniture on its streets. However, a street scene with a lot less furniture needs to be carefully balanced to maintain pedestrian safety taking account of

- The street furniture's primary purpose;
- Available footway and verge widths;
- Vehicle and pedestrian flows;
- Parking / loading requirements;
- Activity along highway frontage; and
- Regulations and guidance governing street furniture size and location requirements.

As part of its highway asset management, Enfield Council maintains a database of location, type and condition of all its street furniture and will, through a risk assessment process, commence the removal of unnecessary street furniture.

Colour Schemes and Finishes

The use of colour can dramatically affect the streetscape. Within the borough, town centres and residential developments have been given individual identities by the use of different colours applied to the street furniture. However, this has detracted from 'Enfield the place' so in future all street furniture, in a coloured finish, will be moved to a black finish.

It is however, acknowledged that within Enfield individual places have distinctive character and this will be recognised where appropriate.

Railings, Fences and Protection Barriers

Traditionally pedestrian guard railing (PGR) has been used extensively in town centres. Applied appropriately PGR can assist road safety, however, it can also create severance and significantly detract from the quality of the streetscape.

Placement will be risk assessed to ensure need, with a presumption that it will be used in exceptional circumstances, rather than the norm. Existing PGR will be subject to a risk assessment before removal.

Enfield Council will limit the range to a single basic design for general applications. Where railings of historic character already exist these styles will be retained where they add to the character of the area.

Vehicle restraint barriers are a necessary road safety requirement to restrain vehicles from accidentally straying over changes in level such as when watercourses or railway tracks pass beneath the highway.

Bollards

Bollards are used to physically separate pedestrian and vehicular space. Their use can discourage vehicles from entering pedestrian space and cycle tracks preventing obstruction, damage to footway surfaces, street furniture and structures. Bollards, however, clutter the streetscape and can create an unnecessary hazard for people with visual impairment. Other options will, therefore, be considered first, such as raised kerbs and where a bollard scheme is necessary it will incorporate signposts, trees and other features so reducing the number of bollards required.

The standard bollard is a traditional cast iron appearance fluted 'doric' style with pillar box top. In some circumstances these will incorporate small signs, such as waiting restriction plates, thus reducing the need for additional sign posts.

Timber bollards are used to protect verges and other green areas.



*Far left
'Doric' Bollard*

*Left
Timber Bollard*

Litter Bins

The provision of litterbins is especially relevant where large numbers of people congregate and therefore will be provided in town centres and at bus stops. A standard circular bin is now used which has an open top. In addition, gum bins are also provided in town centres, usually mounted on lamp columns.

Seats and Benches

Within areas of green open spaces and similar areas within conservation areas a standard timber bench will be used in keeping with the surroundings.

In urban areas, town centres and high streets a standard traditional style slatted bench with metal ends will be used, in keeping with the formal built environment. The ends will contain the Enfield crest and borough name.

Other types of benches are considered for specific locations, where the use of a standard bench is not appropriate.



*Above
Standard Timber Seat*



*Above
Metal Ended Slatted Seat*

Other Street Furniture

Large amounts of street furniture are placed on the highway outside the direct control of Enfield Council. Enfield Council seeks to both minimise these elements and, ensure as far as practicable, a unified approach is adopted.

The provision of high quality bus shelters at bus stops is important in improving the total journey quality of those using buses, increasing the attraction of bus travel and is in furtherance of the Mayor of London's Transport Strategy for improving bus travel.

Advertising billboards can dominate the street scene. Enfield Council will seek to control the placement of advertising boards, so as to minimise their impact on the street scene.

Enfield Council has been working with utility companies to ensure graffiti on cabinets is painted over and measures applied for ease of removal of graffiti and fly-posting. A project designing art for cabinets has been organised by Enfield Council with positive results.

Key Streetscape Policy – Street Furniture

Provision of street furniture will be minimised.

Street furniture colour will be black, except where specific high quality finishes are used.

Street furniture will generally be standard as detailed and specified in the Streetscape Policy and Guidance. Other styles may be considered in specific circumstances where the local character of a town centre is to be enhanced, or existing theme continued.

Enfield Council will work with utility companies to minimise their apparatus placed on the highway and will seek, as far as practicable, a unified approach to street furniture and the streetscape.

Street Lighting

Enfield's policy is to install lamp columns at the back of footway unless obstructions or design factors dictate otherwise. Every effort is made to locate lamp columns at the boundary line of properties so that the column is not directly outside individual properties. Within Town Centres we will seek legal approval to mount lights on buildings where consistent facades makes it appropriate.

In town centre locations ceramic metal halide white light is used. This gives improved colour rendering and surroundings appear in their true colours, which is also better for CCTV images.

Outside town centres, a modern high pressure version of the traditional low pressure sodium lighting is used, which gives a creamy white light rather than the older yellow light.

Light columns will vary in height and spacing depending on design parameters and the need to provide the required luminance at surface level.

On certain routes embellished columns have been used, together with a more ornate lantern in order to make a feature of the lighting. In general however, across the borough, plain columns and lanterns are installed.

In conservation areas where a particular form of heritage lighting previously existed, a similar modern version, if possible, is to be implemented or the ornate column and lantern.



*Far left
Embellished Lantern*

*Left
Standard Lantern*

Key Streetscape Policy – Street Lighting

Lanterns and columns will be of a standard format throughout the borough.

All columns and lighting units will be painted black.

Lamp columns will be installed at the back of footway, unless design factors or obstructions dictate otherwise.

Soft Landscaping

Street Trees

Street trees are an important part of urban planning and have a major impact of the streetscape. Tree lined residential roads are a hallmark of many areas in the borough.

Enfield Council values its remarkable legacy of over 20,000 street trees and continues to treasure them and promote and extend the planting of trees within the built environment.

Trees are removed if dead, dying or unstable following storm damage. Occasionally removal is required to allow for other facilities to be built, such as pedestrian crossings, junction improvements or vehicle crossovers to premises. In all cases these trees will be replaced in a nearby location

Pruning and pollarding is carried out as part of the tree management process and whilst this can, in the short term, quite drastically affect the appearance of the trees and the street, it is best practice for the long-term preservation of the trees.

Grass Verges

Grass verges are a key part of the soft landscaping of the streets, providing a pleasant and visual barrier between the road and footway. They are important in reducing rainwater runoff from the footway. Grass verges and grass areas within Enfield are managed to a high standard, with maintenance undertaken every two weeks in the growing season.

Bulb Planting

Bulb planting is used to provide colour and a feature in large verge areas. The effect has a relatively short life, but can look wonderful where mass carpet planting is undertaken. It is important that grass is not cut for a period after the bulbs have flowered in order that they flower the following year and for this reason bulb beds can look un-kept for a while.

Shrub Beds and Hedges

Shrub beds are provided where it is not appropriate to provide trees or grass. Plants are selected to provide all year round interest.

Hedges and hedgerows are essentially shrub beds, which are maintained in a continual uniform fashion to width and height. Because of the need to maintain

visibility splays and a maximum height at junctions and driveways, many of the shrub beds are maintained as hedges.

Hanging Baskets and Planters

Hanging baskets exist in a number of town centres across Enfield and allow the display of flowers in locations where it would otherwise be difficult to plant trees or shrubs, due to the constricted nature of the streets.

Hanging baskets are seasonal. They have a relatively short life, but provide colour and interest during the summer months.

Planters are only installed in exceptional circumstances due to their higher maintenance requirements. Where they are used, their construction must be in keeping with the surrounding streetscape.

Key Streetscape Policy – Soft Landscaping

Protect existing trees, highway open space and wildlife habitat.

Enhance, increase and improve existing street trees, grass verges and shrub planting areas.

Where trees are removed they will be replaced and where possible with more trees than originally removed.

Grass verges will, where necessary, be protected with timber bollards or other methods such as shrub planting.

Carriageways

Carriageway Surfacing

Enfield, like most highway authorities, uses asphalt for its road construction. This, in its various forms is the most economical, easiest to lay, easily maintainable, resistant surfacing.

Many older residential roads in Enfield, built in the 1930s, were constructed using concrete, although some have since been surfaced over. The concrete provides a strong foundation and given that it would be neither practical nor economical to reconstruct these roads, the concrete will be surfaced / resurfaced using asphalt.

Coloured and Textured Surfacing

Coloured surfacing has been used to designate areas where different types of user may use the road or to highlight a particularly hazardous stretch of road. However, over use can lead to familiarity and less impact. In addition the use of such surfacing material requires a higher level of maintenance and therefore cost.

Coloured surfacing will only be used to treat locations with a poor accident history or where it is considered it will have a real impact. Bus lanes, bus stops and cycle lanes will not be surfaced in a colour unless there is clear abuse and violation.

Skid resistant surfacing is used at locations where it can benefit in aiding vehicle stopping distance, particularly in wet weather, such as at pedestrian crossing points or road junctions. It is installed purely as a safety measure. The colour will be grey so as to have the minimal impact on the street scene.

Key Streetscape Policy – Carriageways

Carriageway construction will be asphalt. In specific areas, other materials may be considered to provide specific features or demarcation.

Coloured surfacing will only be used where it is considered the need for colour contrast is essential.

Conservation Areas and Historic Features

Enfield's heritage is of growing importance to local people and its effective protection and beneficial utilisation is a key foundation upon which healthy, engaged and sustainable communities can be built.

Local distinctive features will be preserved, enhanced and used as references for design work.

Conservation Areas

There are currently 22 Conservation Areas in Enfield.

Each Conservation Area has its own character and has been the subject of an appraisal, which defines the qualities that make the area special, the findings of which are taken into account with regard to streetscape issues. Proposals for the conservation and enhancement of each area are contained in published management proposals.

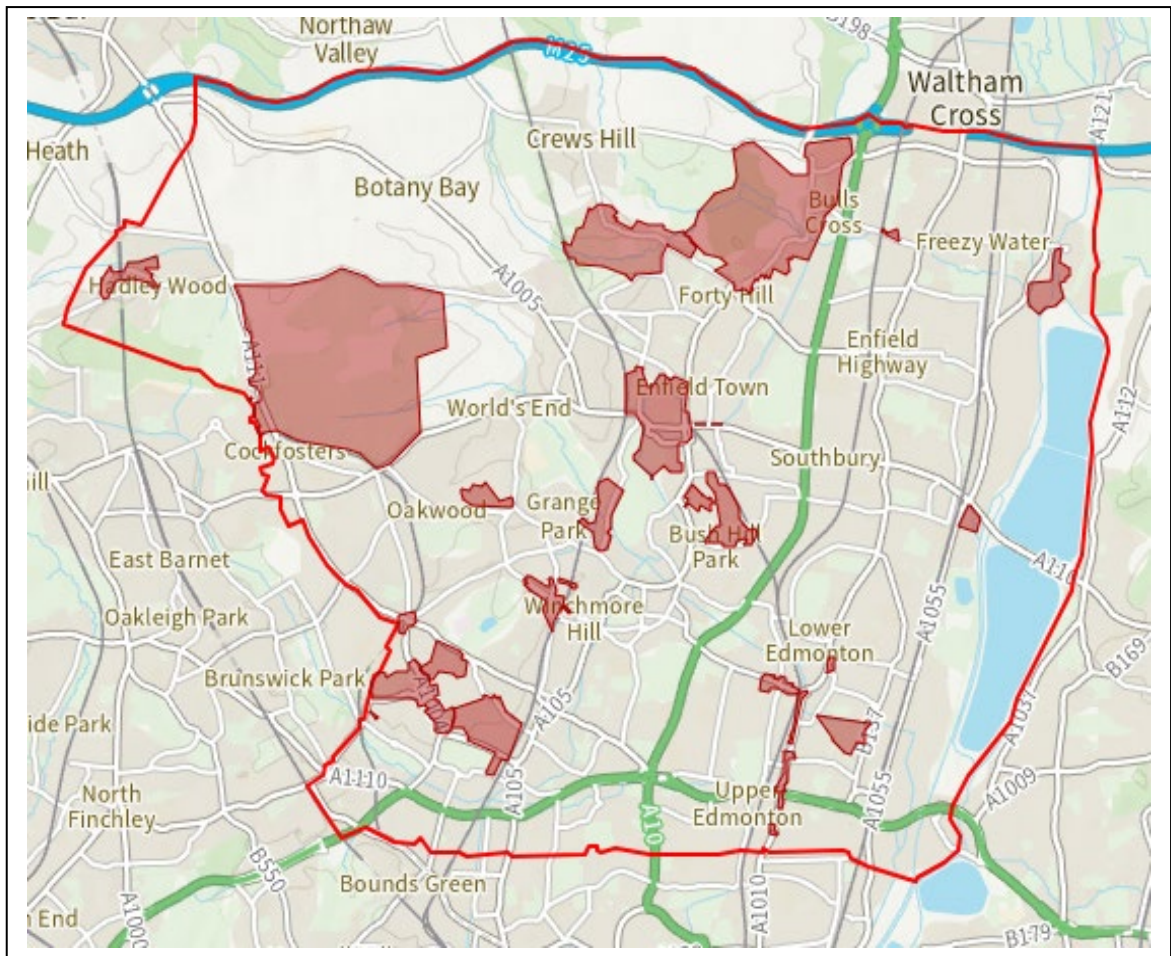
Historic Features

Enfield has a number of listed buildings and other historic features in its streets, which form part of Enfield's heritage and add to the character of the towns and public realm. Historic features will be maintained to a high standard and through the sensitive treatment of its roads and footways; Enfield Council will seek to enhance the setting of the listed buildings and historic features.

Key Streetscape Policy – Conservation Areas and Historic Features

Undertake carriageway and footway works in conservation areas in line with strategies identified in the character appraisals.

Enhance the setting of listed buildings and historic features.



Conservation Areas

Public Art and Street Festivals

Street art and events make a positive contribution to community cohesiveness, and the use of the street as a 'place'.

Enfield Council recognises that art can improve the interest, appearance and understanding of the public realm. It can enhance the local character and become a focal point and source of identity. The Council supports permanent public art installations although they must be carefully planned, located and executed to enhance the public realm.

Shows, parades and other events are part of public life. Many events are held in Enfield's parks and open spaces for ease and convenience, but streets provide penetration into a neighbourhood providing an immediate and local relationship. Events that have taken place on Enfield's streets include Southgate Street Festival, Southgate Green Mayday Festival, sculptural/sound workshops on Fountain Island, festivals in Edmonton Green, Mela in Ponders End and photographic artwork and live art performances around the borough.

Enfield Council welcomes community events and will, as far as possible, help to facilitate them on its streets and village greens (which are also highway land). Permission must be sought and it may be necessary for roads to be formally closed to traffic. In addition licences may also be required where entertainment and/or sale of food and drink are involved.

Permission for commercial events on the highway will not generally be given. Filming on the highway is permitted, subject to approval and all directions being met.

Key Streetscape Policy – Public Art and Street Festivals

Enfield Council will support the creation of a public realm, which make possible public art and outdoor events.

Enfield Council will, as far as possible, help to facilitate community events on its streets and village greens.

Licensing and Enforcement

Street Trading and Table and Chairs

A Street Trading Licence is required for all street trading activities on the highway, including occasional use of the footways for seasonal and farmers markets and for table and chairs adjacent to restaurants, bars and cafés. Currently 52 streets in the borough are designated as 'licence streets', which allows licences to be applied for these activities.

There is a demand within the borough for cafés, restaurants and pubs to place tables and chairs on the footway outside their premises. Accommodating this demand can pose problems because of the narrowness of some footways and the number of people using them. However, Enfield welcomes the development of a 'café culture' in its town centres. Sometimes Planning Permission, will also be required in addition to a Street Trading Licence ('tables & chairs licence')

Sufficient space for pedestrian movement will be required and the effect of the proposed tables and chairs on the appearance of the premises and adjacent buildings as well as on the character of the area will be taken into account.

Building Works

It is recognised that building work needs to be undertaken and this will sometimes involve making use of the highway. It is important however, that it is done in a sensible and safe manner.

Any scaffold or hoarding, which encroaches or projects over the highway, or any skip requires a permit. In Enfield, permits are only issued to companies registered with the council. This helps to ensure compliance and safety.

It is illegal to deposit materials in the highway. All materials should be stored off highway or within a designated hoarded area for which a permit has been obtained.

Key Streetscape Policy – Licensing and Enforcement

Enfield will carryout effective enforcement to ensure that streets are used correctly for the well being and safety of all users.

Street Maintenance

Enfield council maintains 351 miles of road and 736 miles of footways, footpaths and cycleways, plus highway structures and drainage.

Enfield Council has a Highway Asset Management Plan (HAMP), which sets out how it manages the highway infrastructure and associated highway assets.

Highway Maintenance

Enfield undertakes both reactive and planned maintenance, responding to small defects such as potholes and paving trips as and when they occur and large scale road and footway resurfacing and reconstruction schemes.

Enfield Council balances its budgets and resources against potential risk to road users and in practice maintains an acceptable and achievable condition for its roads and footways. The Council's dedicated highways inspectorate team inspects all the borough's roads and footways every six months and Principal Roads and associated footways every month looking for defects and responding to reports of defects.

A trip or pothole greater than 40mm in the carriageway or 25mm in the footway will be treated. This is general guidance and professional judgement is used by the inspectors.

Defects requiring attention are normally treated within 7 days or 28 days depending on location. If the damage is judged dangerous, repairs will be completed within 24 hours.

Many residents would like to see a whole street approach to planned maintenance, whereby roads and footways and other elements such as the verges and planting are all treated at the same time. This however, is not always affordable and jeopardises the allocation of funding to treat other parts of the highway network that are of a higher priority for attention.

Street Cleansing

Street cleansing operations involve routine litterbin emptying, street cleaning, targeted cleaning to remove graffiti and fly tipping.

Town centre locations and other high usage areas are cleansed on a continuous beat sweep cycle throughout the day. Residential roads are cleaned once a week. In addition street washing and gum removal cleaning is undertaken on a rolling programme across the borough. During the autumn additional street sweeping is undertaken so as to clear fallen leaves.

Weed spraying is undertaken on all public roads and paths four times each year to keep the areas free from weeds.

Enfield Council has a proactive programme of fly tip removal and fly tips are removed within four working hours from report. Graffiti on Council property is removed within 7 days, with offensive graffiti removed within 24 hours of report.

Winter Maintenance and Emergencies

Enfield Council provides a winter maintenance service on a 24 hour a day, seven day a week basis during the winter season (November to April) and treats approximately 42% of its total network. In a typical season over 16,000 miles of road is gritted using approximately 1500 tonnes of grit / salt.

Emergency response teams respond following traffic collisions, dangerous structures and trees, serious highway defects, spillages and flooding.

Key Streetscape Police – Street Maintenance

All streets will be maintained to the highest possible standards in order to maintain and enhance Enfield's streetscape.

Intentionally Blank

Further Information

References and Further Information

By Design – Urban design in the planning system: towards better practice
CABE, DETR, 2000

Inclusion by Design, CABE, 2008

Link and Place – A guide to street planning and design,
Jones, Boujenko, Marshall, 2007

Living Places: Cleaner, Safer, Greener
ODPM, 2002

Manual for Streets
Department for Transport 2007

Paving the Way – How to achieve clean, safe and attractive streets,
CABE, ODPM, 2002

Guidance on the use of Tactile Paving Surfaces, Department for Transport, 1998

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For further information regarding Enfield's streetscape policies and strategies, or for further copies of this guidance, or if you would like this document in another format, please contact Highway Services.

highway.services@enfield.gov.uk

Contacting Enfield

Enfield's management of the street scene is undertaken through a number of departments and teams. Further information on the range of services is available on the Council's website.

If you wish to speak to someone regarding any aspect of the street scene, roads, pavements, footpaths or traffic please phone: -

0208 379 1000 (details of which section to ask for are given below)

This is also a 24 hour emergency number to report dangerous occurrences or emergencies on the highway.

To report a fault with a street light (including illuminated signs) please phone the Council's contractor direct: -

0800 0326788

For parking enforcement issues please phone; -

0208 443 0602

Highway Services is responsible for the repair and maintenance of the highway, associated structures and drainage, street trees and shrub beds and the coordination of works on the highway. Contact Highway Services for road and footway repairs, information about road works, crossover applications, skips and scaffolding licences, materials to be deposited on the highway.

Waste Services is responsible for installing litterbins and the removal of litter and fly tipping from Enfield's streets.

Environmental Crime Unit deals with enforcement of fly tipping, footway overrun by vehicles, obstructions, graffiti, abandoned vehicles, etc.

Traffic and Transportation is responsible for traffic and transportation policy, traffic schemes and road safety. Contact Traffic and Transportation for information regarding traffic schemes, parking, road safety, projection licences, published traffic orders and notices.

Parking Enforcement is responsible for enforcing illegal parking where parking controls operate, such as yellow lines, designated parking bays and obstruction of crossovers.

Trading Standards and Licensing are responsible for licensing activities on the highway such as table and chairs and street trading.

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| All services (except Parking Enforcement) are based at the Civic Centre PO Box 50 Civic Centre Silver Street Enfield EN1 3XA | Parking Enforcement is operated through NSL Services Ltd Crown Road Vehicle Park EN1 4TH |
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