



Streetscape Guidance Consultation (Specific issues) Feedback Report



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1. Background

1.1 About Transport for London's (TfL's) Streetscape Guidance

TfL's Streetscape Guidance gives advice and information to TfL staff responsible for the design, operation and management of the Transport for London Road Network (TLRN). It can be viewed online at: <http://www.tfl.gov.uk/businessandpartners/publications/4858.aspx> and is also available on the Borough extranet for borough officers with design responsibility to use.

Although TfL's Streetscape Guidance applies to the TLRN, its design principles apply to any of London's streets and it has much in common with other authority's guidelines.

Currently, TfL's Streetscape Guidance promotes:

- A quiet backdrop to the activities on the streetscape through the use of a limited palette of materials and street furniture
- An exceptions process to approve alternatives to the palette of materials in special circumstances
- Black (RAL 9005) street furniture in central London and Signal Grey (RAL 7004) in all other areas (see map on page 5.2 in TfL's Streetscape Guidance).

1.2 History of the proposed changes to Streetscape Guidance

In response to the views of stakeholders in Brixton during an urban realm improvement scheme, TfL has reviewed the advice contained in TfL's Streetscape Guidance and has consulted stakeholders on its intention to change the parameters of where black or grey street furniture is to be used to align with the Mayor's Transport Strategy zones so that Inner and central London generally has black street furniture and Outer London generally has grey, retaining the scope for allowing exceptions to this based on streetscape character.

In addition a number of boroughs requested that the style and layout of tactile paving on the TLRN be designed to better reflect local policies regarding conservation and simple streetscapes. We therefore consulted stakeholders about amending Streetscape Guidance so that it supports the use of contrasting grey paving or natural stone, without tails, at signalised crossings.

1.2 Consultation Objectives

TfL sought the views of London local authorities, English Heritage, the Department of Transport (DfT), the London Visual Impairment Forum and our Independent Disability Advisory Group (IDAG) (IDAG is made up of seven disabled people, who are not employed by TfL to ensure independence, they bring extensive expertise and knowledge to the advisory role they provide and as well as working together as an advisory group, each IDAG member has a particular responsibility for a specific part of TfL to enable them to focus on key issues affecting disabled people and transport) on proposed changes to the Streetscape Guidance in respect of the colour of street furniture and tactile paving.

We will use responses to this consultation to revise the advice contained in Transport for London's Streetscape Guidance. It is not the intention however, to make large-scale retrospective changes to the TLRN as a result of any update to the Streetscape Guidance.



2. Consultation/Engagement

2.1 Aims of the Consultation letter

The aim of the consultation letter was to ask stakeholders to tell us their views with supporting comments on the following issues.

Street furniture:

Does your authority think that the colour of street furniture (including street lighting columns, sign posts, bollards, seats and traffic signal posts and cabinets) on the TLRN should be:

- a) black in certain character areas, grey elsewhere (as advised in TfL's Streetscape Guidance 2009)?
- b) black in inner London, grey elsewhere (as proposed)?
- c) grey throughout London?

if a), what should those character areas be in your borough or area of influence be:

- a) borough-wide?
- b) character area? (see Streetscape Guidance for TLRN)
- c) town centres?

Tactile paving at pedestrian crossings:

Do you think the colour of tactile paving on the TLRN should:

- a) be red for controlled crossings and contrasting grey for uncontrolled crossings with exceptions possible in conservation areas (as advised in TfL's Streetscape Guidance 2009)?
- b) all be contrasting grey (or variation in natural stone) (as proposed)?
- c) all match the colour and material of the surrounding footway?

Do you think TfL's Streetscape Guidance should recommend the use of tactile paving stems ('tails') at controlled crossings or not?

Tactile paving for cycling facilities:

Do you agree that the width (length along the kerb) of corduroy, ladder and tramline tactile paving in cycle schemes should normally be no more than 1.2m?

2.2 Who did we consult on the proposed changes?

The letter was sent to London local authorities, DfT, English Heritage, IDAG and the London Visual Impairment Forum.

3. Results of the Consultation

3.1 Feedback/Issues Raised

A limited response was received and stakeholders were given a second opportunity to respond.



Seven responses were received from London boroughs in addition to a response from English Heritage, IDAG and the London Visual Impairment Forum (representative of over 30 blind and visually impaired groups across London). Responses against questions are listed in the comments matrix below. TfL's consultation letters and the list of contacts are attached in Appendix A.

4. Summary of responses

Street Furniture

The majority of respondents replied that black is the preference for street furniture irrespective of Inner or Outer London region. There were a variety of responses regarding character areas in boroughs and what they should be but the majority of responses called for the colour finish to be black to match the borough palette, historic environments and town centres. The disability groups expanded on the need for contrast and the difficulties experienced with grey.

Tactile paving at pedestrian crossings

With regard to the colour of tactile paving on the TLRN there was an almost equal split between those favouring a) red for controlled crossings and contrasting grey for uncontrolled crossings with exceptions possible in conservation areas and b) contrasting grey for all crossings. There was an almost equal split between yes and no to the question relating to the removal of tactile paving stems (tails) at controlled crossings. Without exception **all** responses from blind and partially sighted groups endorsing the London Visual Impairment Forum expressed concerns about the removal of 'tails' at controlled crossings and stated that it would present safety issues for vulnerable pedestrians.

Tactile paving for cycling facilities

Where a view was expressed regarding whether the width of corduroy, ladder and tactile paving in cycle schemes should be no more than 1.2m, the majority of responses called for the width to be reduced as proposed. One of the disability groups recommended trials with people with visual impairment before a final decision is made.



4. Issues/Comments Matrix

Responses from stakeholders:

The responses to questions asked in TfL letters dated 11th March & 30th June 2011 are listed below:

	Question	Response
1	Does your authority think that the colour of street furniture (including street lighting columns, sign posts, bollards, seats and traffic signal posts and cabinets) on the TLRN should be: a) black in certain character areas, grey elsewhere (as advised in TfL's Streetscape Guidance 2009)? b) black in inner London, grey elsewhere (as proposed)? c) grey throughout London?	Westminster Council 19/04/11: We are fully in agreement that black street furniture in central London is appropriate.
		Barnet 26/04/11: It is not so important that the colour of street furniture is coloured in a specific colour, but that there should be co-ordination to ensure consistency of the colour used for all street furniture in Barnet, and we would like to be consulted on any changes when repainting or replacement is planned.
		Camden 21/04/11: As set out in our own Streetscape Design Manual, all street furniture on Camden borough roads is finished in black. Our preference is to maintain black street furniture on TfL roads to help create a more consistent public realm across all streets in Camden.
		28/06/11: Camden's street furniture is black, and I consider that furniture on TfL routes in inner London Borough's should also be black to maintain consistency. You give no option for black everywhere, and I'm not sure what the particular merits of grey street furniture area, so as regards your second question on the location of grey furniture I'd advise that visual consistency, as well as responding to any local historic characteristics of an area should inform the choice.
		Redbridge 26/04/11: agree with option a)
		Lambeth 28/06/11: b) black in inner London, grey elsewhere (as proposed)



	Hackney 30/06/11: We support b) Hackney Council would continue to insist in the use of black for the whole of Hackney's TLRN. We have in the past had an agreement during major schemes that TfL furniture is black to complement the streetscape and not demarcate maintenance boundaries. One particular scheme where we have worked together on this is Dalston Bus Garage whereby the TfL street furniture is galvanised grey and it has been agreed that an improved public realm would be achieved if this furniture was black. Whilst we think your suggestion for a difference between inner London and outer London is logical, we do believe that boroughs should be allowed to determine the end points for one colour into another.
	RBK&C 07/07/11: The Sensory Team at Royal Borough of Kensington & Chelsea recommends a) black throughout London because this offers greatest contrast for visually impaired people helping them maximise their remaining functional vision.
	EH 12/07/11: Colour of street furniture to be painted black in inner London (as defined within the Mayor's Transport Strategy i.e. including the boroughs of Lewisham, Greenwich, Lambeth, Southwark, Wandsworth, Tower Hamlets, Newham, Hackney, Islington, Camden, Hammersmith & Fulham, City of Westminster, Kensington & Chelsea, and City of London).
	LVIF 14/07/11: Ideally street furniture should contrast with the surroundings to assist detection by people with low vision. However, recognising that paving treatments are not consistent across London, or even within the same street, we recognise that achieving the ideal level of contrast is likely to be impracticable and costly. In terms of the options proposed we cannot see any practical benefits in option b). Grey can be problematic for people with low vision as it can blend with background: most of the palette of materials in the Streetscape Guidance is lighter coloured materials and against those, grey would be less visible.