

C. STREET FURNITURE

The aim of the street furniture palette should be that of coherence rather than uniformity; and distinctiveness rather than theming.

Style

Street furniture has the ability to communicate style and identity and should be potent symbol of a town's character. To do this well furniture needs to be able to:

- respond to areas of particular quality and importance
- react to a distinctive character or particular development
- respond to a particular character area if necessary
- be functional yet simple

Relying upon one palette of street furniture to achieve all that set out above is not a practical, or indeed, desirable solution. The key objective should be to introduce a *style* of street furniture that will act as the linking and unifying element throughout the centre whilst allowing the flexibility for innovation and variation where necessary. The aim of the street furniture should be that of coherence rather than uniformity.

This *style* of furniture should act as a *unifying element* which can be built upon and adapted depending on the character area and the individual qualities of a space.

Street furniture should be used in context with their setting and surrounding environment. References from existing buildings, historical context, the use of adjacent materials and any existing sculpture should influence the scale and detailing of the street furniture style. Street furniture style should not be seen as a single palette but more an overarching character that can be adapted to complement a space.

GRIMSBY STYLE

The street furniture should be simple, contemporary, and robust in form to reflect the town's civic importance and industrial port heritage.

Stainless Steel should be the unifying element that binds all the street furniture palettes together. Other materials such as timber and stone should also be introduced, where desirable, to add distinctiveness to the palette.

In the retail core and exemplar quality areas the

accent should be high civic quality with emphasis on metal street furniture and timber (or a combination of both) used in a contemporary and stylish manner. Bespoke street furniture elements or very High Quality *off-the-shelf* elements should be sought for these areas.

In High Quality areas (such as Freeman Street) a simple stainless steel palette should be used, alongside other materials introduced in the key focal spaces; thereby concentrating the more distinctive quality elements.

In the Docks areas there is industrial heritage precedent and the need for durability, so metal and stone may be more appropriate and used in a rugged, simple fashion.

In Standard Quality areas (such as residential suburbs or the retail park area) a simple stainless steel palette should still be applied. This should be used sparingly in response to the semi-urban nature of the areas. Street furniture elements should be located in focal areas.

CLEETHORPES STYLE

The street furniture style should be simple, contemporary and elegant in form.

The street furniture should mainly consist of metal or cast iron elements which are sufficiently durable and robust to cope with the harsh coastal environment. Other materials such as timber should be introduced where desirable, to create distinctiveness to the palette.

The street furniture should aim to achieve a good balance between modern design and the more traditional seaside character of Cleethorpes, without resorting to maritime pastiche. Although contemporary furniture will be applicable in many instances, a sensitive blend of contemporary with traditional styles of furniture should be specified as the norm.

The street furniture should have a unifying colour throughout. A matt-black/off-black finish will provide a modern feel to a traditional style. Black tones blend well with surroundings and is unobtrusive.

The Cleethorpes street furniture palette has the

opportunity to convey a very distinctive style and create a unique tourist experience. In the Premier Quality areas (such as Dolphin Square) the introduction of bespoke street furniture through working with sculptures, craftsmen and artists could produce a truly inspiring palette, and a strong sense of place.

In High Quality areas (such as Pier Gardens, the Promenades and the retail core) there will be more of an emphasis on a simple High Quality off the shelf metal/cast iron street furniture palette, with the possible introduction of bespoke elements or different materials such as timber in focal spaces. This shall concentrate the more distinctive quality elements.

In Standard Quality areas (such as along Grimsby Road/Kings Road) a simple metal street furniture palette should be applied but more sparingly. Street furniture elements should be concentrated in focal areas.

North Promenade and Lakeside provide the opportunity for a very different character or palette of materials to reflect the more naturalistic, parkland habitat. Here there should be more emphasis on timber and stone applied in a rugged, basic fashion with elements of metal/cast iron to tie it into the Cleethorpes style.

IMMINGHAM STYLE

Due to its distance from Grimsby and Cleethorpes Immingham has the potential to develop its own style and unique identity. It is proposed that a classical dark olive/racing green painted metal street furniture is used that will sit comfortably within the suburban context, and provide some continuity of the existing retail centre colour scheme in a more contemporary way. In High Quality areas there may be the opportunity to embellish the style with the use of timber and detailing on the street furniture.

The security fencing within the commercial gateway area should also fit within this style. Rustic timber elements may also be appropriate within green spaces and the rural edge. As with Grimsby and Cleethorpes street furniture should be concentrated within focal areas such as the retail centre and the secondary centres along Pelham Road.

GRIMSBY

Steel • Timber • Stone



RETAIL CORE & RIVERHEAD SQUARE

RETAIL CORE URBAN FRINGE
FREEMAN STREET



FISH DOCKS
ALEXANDRA DOCK

CLEETHORPES ROAD CORRIDOR

URBAN MIXED USE AREA

IMMINGHAM

Painted Steel • Timber • Unique Identity



LAYOUT PRINCIPLES

Streets and spaces should be designed with careful consideration. Street furniture should be kept to a minimum with thought given to quantity, scale and positioning. Clutter should be avoided and superfluous items removed.

- Items of street furniture including signs, shelters, CCTV cameras and lights should be integrated and combined into one unit wherever possible.
- The position of street furniture should help to create and define a space.
- Street furniture should be located with key pedestrian desire lines and circulation in mind.
- A space or street should be free of clutter to ensure it is easy to navigate; street furniture should not create barriers or obstacles.

Street furniture locations should be carefully considered in terms of disabled access:

- Sufficient space adjacent to seating areas should be incorporated to allow for wheelchairs and access in accordance with current mobility guidelines.
- Obstacles and gratings should be avoided adjacent to seats where they may cause difficulties for wheelchair users
- Temporary street furniture, such as street cafes, should be sensibly located and demarcated to avoid obstructing desire lines. Removal of general street clutter and barriers at pedestrian crossings should be considered.

Street furniture should be located so that there is sufficient space for access for emergency vehicles.

Street furniture locations should be carefully considered in terms of street cleansing and maintenance:

- avoid awkward corners and overhangs
- avoid locating street furniture against walls where it cannot be easily cleaned behind
- allow 1-1.5m between street

furniture elements to allow for access for street cleansing vehicles

Specification

The specification of street furniture elements needs to consider not only aesthetic qualities but also functionality and durability.

The aesthetics of an element of street furniture should consider:

- How does it tie in with surrounding?
- How does it relate to the street furniture *style* in the town?

Street furniture must be easy to use and flexible enough to cater for a range of users including disability groups

The specification of street furniture should consider the future maintenance of it. Street furniture should:

- Avoid excessive overhangs or awkward corners that attract litter/grime and are difficult to clean.
- Be durable and be constructed of robust materials that will withstand vandalism and damage, fading or staining of surrounding surfaces.
- Be considered in terms of ease of repair. Custom made elements should be designed in such a way that components can be replaced if damaged to avoid replacing the whole piece.

Individual Elements of Street Furniture

Seating should be simple in form as well as durable and robust. There should be a range of seating, both bespoke and *off-the-shelf*, provided to cater for all needs. Benches should be versatile in terms of their use and style, however, some seats with backrest and armrests should be included to cater for the needs of the infirm.

Seating should be ergonomically inclusive by creating a range of seating heights/positions to cater for all shape and sizes of people. Seating should also be accommodated at regular intervals to provide plenty of stopping points for elderly or infirm, and also to provide plenty of seating to

encourage people to stop and relax and enjoy a space.

Litter bins should have sufficient aperture width to take a 12" pizza box and should have integral cigarette stubbing facilities and chewing gum disposer. Bins should be no less than 100L in volume, have a self locking door, be fixed securely to the ground and incorporate rat baiting facilities. Locations should be carefully considered to ensure good distribution. Litter bins should always be located by bus shelters, seating areas and focal spaces.

Decorative railings should be simple and elegant in form, and should not be too intrusive or dominate the urban realm. Railing along waterfront areas should be seen as a feature that are of high quality and distinctive incorporating artwork where appropriate.

Bollards should be simple and elegant in form, of a stainless steel construction and only used where absolutely necessary - i.e. where prevention of/ protection from traffic is required. Consideration should be given to alternatives to bollards to reduce clutter, such as cycle racks and litter bins, which would be required as part of the space anyway.

Highway guardrails should be avoided at all times within the town centre. In areas where it is still necessary to provide some form of segregation, a more passive means of creating barriers should be utilised. This could include areas of seating, swathes of planting or custom made barriers. If pedestrian guardrails are absolutely necessary then they should *tie in* with the surrounding street furniture palette.

Cycle racks should be minimal and unobtrusive, a simple hoop shape is recommended. Cycle racks should have a *Duracast* finish to resist damage to cycles and the cycle rack.

Finger posts should be simple and elegant in form; and highly legible, displaying an adequate amount of information.

CCTV cameras should be building mounted, or combined with other items of street furniture, such as lighting, where possible to reduce the number of columns required.

Other street furniture (such as parking meters, cycle lockers, recycle bins, bin stores, rising bollards, signal control boxes and CCTV mounting poles) should complement the proposed street furniture palette by using the same colour and style where possible.

Coherence

Variation is inevitable and, in some cases, desirable. The key to a coherent and unifying style of street furniture is the interface between varying palettes used. The location and transition between street furniture is key so that there is no abrupt change or a conflict in styles:

- Where street furniture is part of a private development and directly adjacent to public realm it should take on the character of the surrounding street furniture.
- If there are different street furniture palettes on adjoining streets then the conflicting elements should be set back from one another so that differences are less apparent.
- When regenerating a street it is important to consider the whole street as one space and not split down the street (and thereby the street furniture) into different spaces/phases. This will create an incoherent street and poor visual experience.

Within a defined space the street furniture should be seen as a family of elements that complement one another and have a similar theme. The visual envelope and hence extents of a particular type of street furniture should be carefully considered. Each space should be judged on how it is experienced, and not limited to indicative development boundary lines. All street furniture in such a space should be coordinated with this family of elements including elements such as parking meters, recycle bins and feeder pillars for underground stats.

