

# Southampton City Centre Streetscape Manual

Enriching the public realm

Final Report - March 2005



## Southampton

...a smarter, safer, cleaner city

## **SOUTHAMPTON CITY CENTRE STREETSCAPE MANUAL**

### **Enriching the Public Realm**

This is the final report of the Streetscape Manual. This document has been approved by the City Council for development control purposes as a material consideration pending the adoption of the Local Plan and the adoption of this advice as Supplementary Planning Guidance.

'It is proposed that the creation of a contemporary, yet timeless, streetscape image for the new century is incrementally introduced throughout key areas of the city. Through high quality design and carefully selected materials these improved pedestrian areas should last for many years.'

**City Centre Urban Design Strategy - Final Report (p.38)**

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For further information please contact

Daniel Wiseman  
City Design Planner  
City Development and Economy  
Southampton City Council  
3rd Floor, Marland House  
17 Civic Centre Road  
Southampton  
SO14 7LT

Tel: 023 8083 3043  
email: [daniel.wiseman@southampton.gov.uk](mailto:daniel.wiseman@southampton.gov.uk)



## FOREWORD

Across the country streets are being blighted by poor maintenance and an uncoordinated approach to street design; superfluous signing, excess clutter and a multitude of different paving materials dominate the streetscape. Streets have become places full of obstacles and barriers rather than places full of movement and activity. Southampton city centre is no exception.

The recent campaign by English Heritage to 'Save Our Streets' has captured the public's imagination and highlighted the growing problem. Public perception of our streets is poor and the reclamation of our streets is now gaining national impetus.

As we embrace a changing climate, we also embrace a new culture where streets and spaces play an increasingly important role in daily life, from walking to work to open-air dining.

The Southampton City Centre Streetscape Manual offers a blueprint that can transform the city centre's streets and public spaces, setting out new standards for a streetscape image that is contemporary yet respectful of our heritage, well designed, easily maintained, and above all people-friendly.

This document is an important contribution to the renaissance of the city centre and contains key policies and principles for the implementation of the North South Spine and the development of major new public spaces at Guildhall Square and City Plaza.

It gives guidance to those involved with our streetscape, including designers, engineers and planners, and sets out a framework to reinforce the character of our streets and spaces, to develop a sense of place and to ensure that Southampton continues to evolve as a successful international city.



*Adrian Vinson*

Adrian Vinson  
Leader of Southampton City Council



*Jill Baston*

Jill Baston  
Cabinet Member for Environment & Transport





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*Bristol - A cascading water feature provides a pleasant setting on the waterfront*



*Birmingham - High quality paving, a fountain and stone public art features form a new civic square*

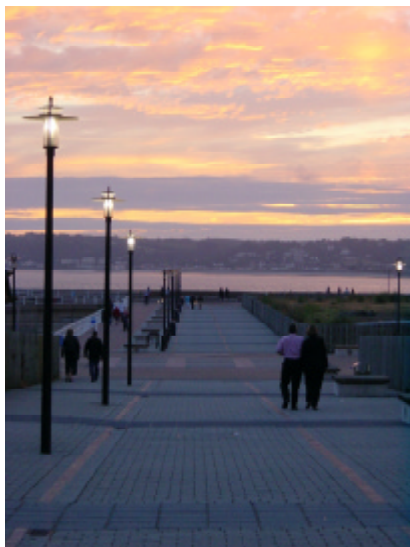


*Manchester - A row of trees focus the view on the Town Hall clock tower*



*Cherbourg - Stylised lamp posts and light features create a bold statement near the docks*

*St Helier, Jersey - a high quality public realm has been implemented as part of a land reclamation scheme*



*London - a surface level fountain allows people to interact with the water and provides a real focus to this space at Somerset House*





*Manchester - Public art provides a feature to a new public space*



*London - this inclusive space at Paddington Basin allows access for all, the steps provide informal seating*

*Bournemouth - Stainless steel furniture and high quality paving provide a robust public realm*



## 1.0 INTRODUCTION

### 1.1 What do we mean by 'Streetscape'?

1.1.1 Streets are the life blood of our city, they allow circulation, by pedestrians as well as vehicles, provide a public space for activity, meeting people and street entertainment, and access to buildings and open spaces. They also provide a conduit for above and below ground utilities, and space for parking and the delivery of goods.

1.1.2 The term 'streetscape' refers to the design quality of the street, the visual effect of all of its components; paving and street furniture, set in the context of the built form and landscape that frames it. The streetscape is also known as the 'public realm'; streets and public spaces that should all be accessible to the public and as such have a significant influence on the way we live. The public realm is largely, but not exclusively, within the control of the city council; some is privately owned and managed.

1.1.3 The 'edges' of the public realm are formed by both built form and landscape, which characterise the streetscape, giving it scale, varying degrees of enclosure, levels of natural and artificial light, a varied topography and identity. The function and uses of buildings, and therefore their frontages and signage impact on the perception of quality and overall character of the street or public space.

*Bristol - Feature lighting and stainless steel benches frame the edge of a new public space*





## 1.2 Why do we need a Streetscape Manual for the city centre?

1.2.1 Southampton City Council identified 'Improving the Streetscene and the Environment' as one of its five key themes. The city council is the guardian of the public realm; it has the remit to control and manage streets by ensuring an integrated approach to urban design, highway design, street lighting, enforcement, cleansing and city centre management. The street should be considered as a single entity, with a shared understanding of objectives, a means of monitoring progress and a suitable means of control.

1.2.2 To survive a highly competitive global economy and sustain growth and promote regeneration, cities must provide the necessary infrastructure to attract people to invest, live, work and spend their leisure time. An attractive, accessible and safe environment with a distinctive sense of place, contributes significantly to the impression of a place, its streets and public spaces, and what it has to offer.

1.2.3 The city centre is the "shop window" for the rest of the city; a key indication of the health and well being of the city as a whole and therefore must have an environment of the highest quality. It must continue to develop a strong sense of identity, with a rich and varied "offer", a vibrant and lively streetscene and culture that is sustainable through the day into the evening.

1.2.4 The public realm provides the setting for the city's rich heritage of historically and architecturally important buildings, as well as for key development heralding the renaissance of the city in the twenty-first century. It is therefore vital that the quality of the built environment and public realm reflects the city's ambitions to be a successful international city, making people friendly places and reinforcing local distinctiveness.

1.2.5 There are now many examples of high quality and successful public realm improvement projects in the United Kingdom, Europe and the rest of the western world. Birmingham, Bristol, London, Manchester and Newcastle are some of the many cities that have recently seen a renaissance in new and reinvigorated public spaces and connecting streets.

1.2.6 The adoption of public realm design guidance gives local authorities the ability to set minimum standards for a higher quality public realm, and to promote consistency of style, colour and materials. It also opens significant opportunities to make best use of developers' contributions, as clear objectives for the public realm are set out in the public realm design guidance. If design guidance was not available, the quality of the public realm would be determined by the developer and his architect, occasionally in consultation with the city council. In most cases this would lead to a piecemeal approach where the public realm does not integrate with adjacent streetscape styles.



*Manchester - A bespoke litter bin decorated with red ribbons on MayDay*



*London - High quality seating and paving by the waterside*



### 1.3 How was the Streetscape Manual achieved?

1.3.1 The guidance contained in the Streetscape Manual results from research carried out over the last two years; consultants prepared an initial scoping study of the city's public realm and an audit of the city centre streets has been carried out. Best practice in other cities, such as Bristol and Manchester has been researched and photographs of high quality public realm included to provide inspiration and to show how attractive and well designed streetscapes can be achieved.

1.3.2 Recent central government advice and guidelines e.g. 'Paving the Way' (2002) produced by the Commission for Architecture and the Built Environment and the Office of the Deputy Prime Minister (ODPM) has also been analysed.

1.3.3 To realise a strategy to enrich the city centre's public realm, it must be supported by a 'kit of parts'; a performance specification for each component that makes up the diverse streetscape. To achieve this, the wide range of components and products that are currently used in the streetscape has been researched and assessed for suitability. Typical cross sections are included to illustrate the relationship between these components.

1.3.4 This manual focuses on the design of pavements and public spaces, not roads and their surfaces. However, the interface between the edges of the pavements, public spaces and roads is an important feature, as if designed inclusively, this will give access to all users of the public realm, including people with mobility impairments and pushchair users.

### 1.4 Who should use the Streetscape Manual?

1.4.1 The manual's focus is Southampton's city centre, as defined by the plan on page 14, however *the key design principles* (see section 3) are just as applicable to the city's district centres and neighbourhoods. Design guidance for these areas will be produced in the future.

1.4.2 The manual is to be used by all designers of Southampton's city centre streetscape; including architects, landscape architects, civil and transport engineers, planners, urban designers and developers when considering the design of new and refurbished streets and public realm. All city council officers involved in the design, maintenance and management of the streetscape will also use the manual as a guide to implementing their work.

### 1.5 How to use the Streetscape Manual

1.5.1 To use the manual:

**A.** Refer to the key design principles in section 3.0 for guidance on the design of the streetscape and designing and specifying products in the streetscape. The key design principles summarise key issues addressed in the supporting text. Refer to each sub-section of section 3.0 for more detailed design guidance.

**B.** Check where your development lies in relation to the streetscape hierarchy (see section 3.4 for details); is it situated in or adjacent to:

- **level one: a primary public space or the North South Spine**
- or,
- **level two: one of the remaining public spaces or streets.**

**C.** Refer to the Kit of Parts for the specification of all products in level two of the hierarchy and the specification of some products in level one of the hierarchy. Please note that paving, seating, bins, bollards and street lighting may be specifically designed or specified to suit the role, function(s) and enhance the local distinctiveness of primary public spaces in level one of the hierarchy.

**D.** Refer to Typical Plans and Cross Sections for dimensional criteria for setting out designs.

**E.** If the development impacts upon the setting of a listed building or the Central Parks, or a scheduled ancient monument, and/or is in a conservation area, obtain advice from the Development Control service as to whether listed building consent or scheduled ancient monument consent should be sought.

### 1.6 Decision making

1.6.1 The City Design Team will provide guidance, supporting the decision making process. Public realm improvement schemes will be discussed and agreed by officers in the City Centre Design Team or in project teams set up to deliver specific projects, which will include the City Design Team. Design guidance will also be given through the development control process.



## 2.0 THE QUALITY OF OUR STREETS

### 2.1 Perception Of Quality

2.1.1 A key element of our environment is the public realm; the streets and public spaces in our city. The design quality of our streets impacts on our perception of the image of our city. Research has shown that a small area of poorly designed and maintained streets lead the public to perceive that the streetscape throughout the whole city is of a poor quality. This has direct connections with the 'broken glass syndrome', where a poorly managed and maintained environment does not encourage civic pride and leads to degradation caused by abuse, vandalism and graffiti. Conversely, a high quality, well designed and maintained streetscape is perceived positively, encourages civic pride and improves the perception of the city as a whole.



*Manchester - A high quality public realm enhances the experience of visiting the city*

### 2.2 MORI Southampton Residents' Surveys 2002 & 2004

2.2.1 The MORI Southampton Residents' Surveys undertaken in 2002 and 2004 identified the highest levels of satisfaction were with service areas such as parks and open spaces and street lighting. However the highest levels of dissatisfactions were with pavement maintenance, road maintenance and repairs, public conveniences and street cleaning (see table below).



*Brindley Place, Birmingham - A structure of street trees and furniture create an attractive clutter free zone, however natural surveillance is restricted by the trees and colonnade*

2.2.2 These are all services which impact on the quality of the streetscape. In particular, the durability and appropriateness of materials used in the streetscape will directly impact on long term maintenance and cleaning regimes.

	2002	2004
<b>Residents' Satisfied</b>		
Parks and open spaces	80%	86%
Street lighting	79%	83%
<b>Residents' Dissatisfied</b>		
Pavement maintenance	53%	48%
Road maintenance and repairs	53%	56%
Public conveniences	34%	39%
Street cleaning	33%	26%



*New waterfront public realm, St Helier, Jersey, has a palette of grey paving with black street furniture*

**2.3 National, Local Policy and Supplementary Planning Guidance**

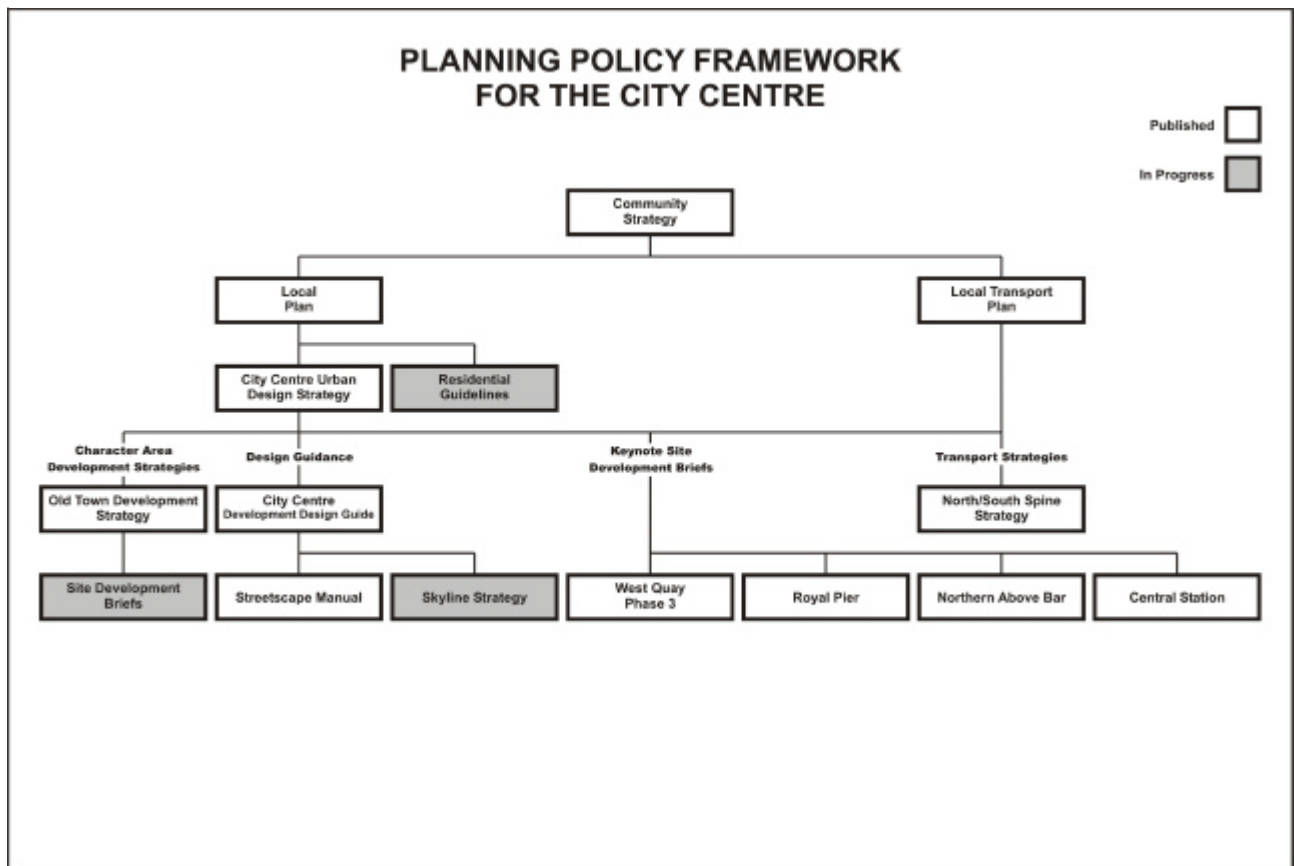
2.3.1 The quality of our streets and public spaces is currently promoted through a hierarchical framework of national and local planning policy and supplementary planning guidance that recognises the role a high quality environment has in supporting people’s health, well-being and prosperity, and in turn, that of the city as a whole. (See Appendix A for further details on planning policy).

2.3.2 The Streetscape Manual raises aspirations and sets new higher standards for the delivery of the Community Strategy’s key challenge - “improving the city’s environment”. It will enrich the streetscape and reinforce the character of distinct areas of the city centre to a quality which matches the standards expected of a successful international city.

2.3.3 It reinforces the importance of good design in the streetscape as identified by both national policy and key policies in the Revised Deposit Version of the Local Plan (February 2003).

2.3.4 It sets out a strategy “to enrich the public realm”, as recommended by in the City Centre Urban Design Strategy (adopted as Supplementary Planning Guidance in November 2000). As such it is a key tool in the planning process for achieving consistency in the design of the public realm.

2.3.5 The Streetscape Manual underpins the City Centre Urban Design Strategy, as well as recently prepared design guidance in the form of the City Centre Development Design Guide, the Old Town Development Strategy and the North/South Spine Strategy (all approved in early 2004).





## 2.4 Recent Streetscape Policy and Improvement Schemes

2.4.1 In 1994, proposals were approved for a corporate colour and style of street furniture for the city centre. This included the use of a dark blue colour for street furniture in the 'inner shopping core' and black for 'outer areas including the heritage areas'. Styles of street furniture were also stipulated, however a manual containing all the specification details was not produced.

2.4.2 This strategy was implemented in 1996-99, in a scheme to enhance Above Bar, funded under the Transport Policies and Programme (TPP) which included the development of a lighting column evoking a maritime theme, new street furniture arranged in a 'clutter zone' and new paving, trees and kerb treatment (a clutter zone is an area of the pavement set aside to include all elements of street furniture allowing adjacent areas to remain clutter free). The paving used was white/grey colour Charcon Leemoor (white Portland cement with Cornish granite aggregate and a ground finish). Detail strips of a green/grey Alta Quartzite stone were also used and a Baggeridge red clay brick as a contrasting colour to define clutter zones.

2.4.3 In 1998-2002, the Central Parks Heritage Lottery Project funded the refurbishment of street furniture, paving and landscape. A dark blue was adopted for lighting columns and black and grey for other street furniture. New styles of high quality street furniture were introduced enhancing the local distinctiveness of the parks, however these were not consistent with the corporate strategy approved in 1994.

2.4.4 In 1999 the redevelopment of West Quay as a new shopping centre for the city gave the opportunity to refurbish the Above Bar precinct. This scheme, approved by the Environmental Services Committee in April 2000, continued the theme developed further north in Above Bar of clutterfree zones but introduced a more contemporary range of street furniture, with a more subtle palette of neutral colours: of natural buffs and greys, using the green/grey Alta Quartzite and Pennant Sandstone for paving, polished and shot peen finished stainless steel and blonde coloured wood for seating. Approval was given by the Environment and Transport Programme Manager in August 2000 to paint all lighting columns including repainting blue columns black.



*Above Bar - Refurbishment of the whole street and placement of street furniture in zones provides better pedestrian access*



*Central Parks - The Heritage Lottery funded refurbishment provided the parks with new paving, lighting, seating and bins*



*Above Bar Precinct - The refurbishment provided a clutter free design approach with new seating set around a row of trees, with bins between*



*Above Bar - Inconsistency in colour and style between blue bespoke lighting columns and black standard ones*



*Bedford Place - Poorly located litter bin and recycling facilities give the impression of an uncared for streetscape, leading to it's abuse e.g. graffitti and dumping*



*Central Station forecourt - an example of private land poorly managed; clutter and inconsistency in colour and styles of signs, car park meter, posts and bollards, and abuse. The bicycle illustrates misuse.*

## 2.5 Audit Of The City Centre Streetscape

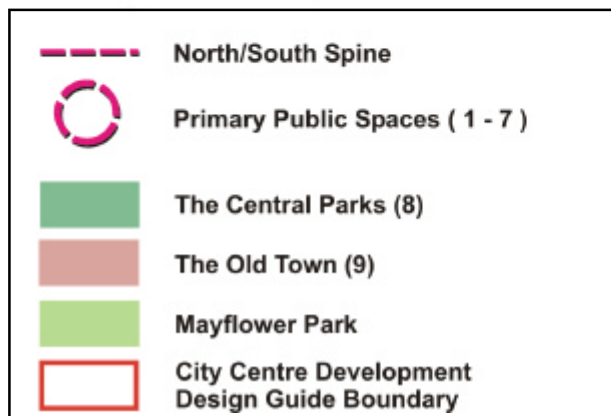
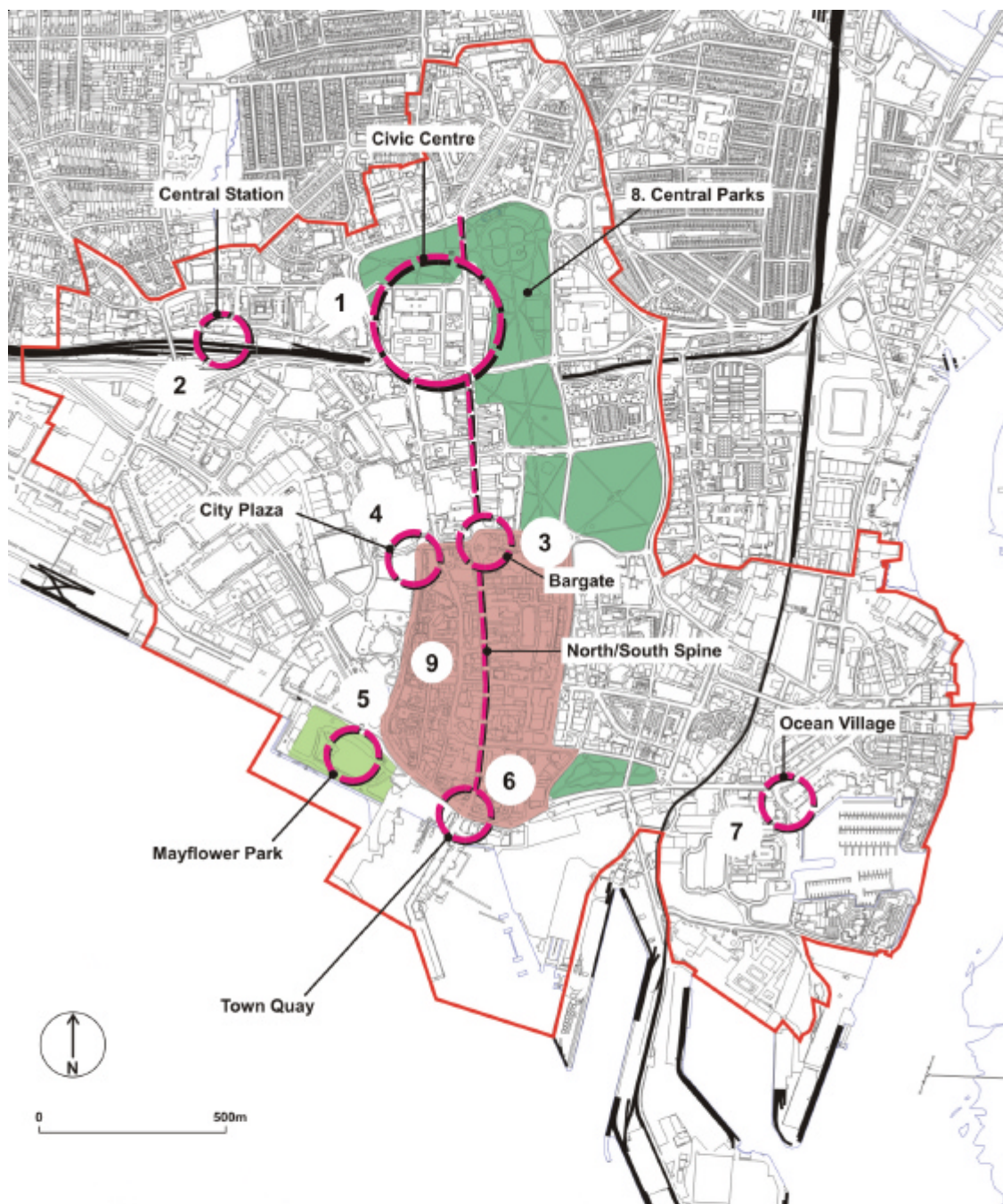
2.5.1 An audit of the city centre streetscape, "The Streets of Southampton City Centre – a working draft" was carried out in the autumn 2002. In addition, an audit was carried out of signing practices within the city centre, "Signing the City – a working draft" in the summer 2002.

2.5.2 These audits highlighted the following key issues for the public realm, streetscape furniture and paving. These need to be addressed if objectives for a clean, safe, accessible and attractive streets are to be achieved:

- Inconsistency – a wide variety of uncoordinated colours, materials and styles that are often unsympathetic to the surrounding context
- Clutter – inappropriately located and positioned, often causing unnecessary clutter
- Abuse – designs often not fit for purpose and do not encourage civic pride
- Poor maintenance – neglect, poor maintenance and enforcement, of both public and privately owned streetscape (see the audit of the city centre streetscape for further details).



'Enriching the Public Realm'  
The North/South Spine and Primary Public Spaces



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### 3.0 A STRATEGY FOR OUR STREETS

#### 3.1 The Vision

The vision for the city centre's streetscape is set in the context of one of the city council's five key priorities; in particular 'Improving the Streetscene and the Environment', but will also impact on 'Tackling Deprivation and Inequalities' and 'Improving Community Safety and Reducing Crime and Disorder'. The City Centre Urban Design Strategy sets out five key themes to drive the delivery for the strategic vision for the city; "...a city that is a strong, visually stimulating, memorable, iconic place with distinctive new buildings and people orientated public spaces". A high quality and enriched, well designed and well maintained streetscape will create a greater sense of place and local identity, thereby fostering civic pride, bringing increased vibrancy to the city centre and improving the quality of people's lives in the city as a whole.

#### 3.2 Aim and Outcomes

##### 3.2.1 Aim

To improve the city centre streetscene and the environment through long term commitment to the delivery of clean, safe, accessible, well designed and attractive streets and public places, to the high quality expected of a successful city of international standing.

##### 3.2.2 Outcomes

- Improved perception of a cleaner, safer and more attractive city centre environment and increased civic pride and public ownership (measured by MORI Southampton Residents' Survey)
- Improved management of the streetscape (measured by City Centre Management Board)

#### 3.3 The Strategy Framework

The strategy for the streetscape sets out a framework that expands on the key theme 'Enriching the Public Realm' to create a network of high quality streets and public spaces in the city centre, as defined in the City Centre Urban Design Strategy.

An enriched public realm can only be delivered if a set of integrated key structuring themes are adopted:

- Hierarchy
- Character
- Sustainability
- Colour
- Materials
- Style
- Location
- Street Trees
- Public Art
- Miscellaneous Items
- Advertising
- Management and control

Each of these themes is considered in the context of the city centre in greater detail over the following pages. A set of key urban design principles have been established that define how the vision for the streetscape will be achieved, addressing each of the key structuring themes. These will be applied to the detailed design and specification of new public realm in the city centre.

#### 3.4 Hierarchy

3.4.1 The strategy framework consists of just two distinct levels. This simplified approach, in comparison to that proposed by the City Centre Urban Design Strategy, will ensure a clear non-complex distinction between the two levels:

- Level One - The North South Spine and the primary public spaces
- Level Two - The remaining public spaces and streets

The diagram opposite shows the North/South Spine and the primary public spaces in the city centre.

## Level One – The North South Spine and the primary public spaces

3.4.2 The principal street, consisting of Above Bar and the High Street, lies on a north/south axis and converges on the heart of the city centre; the Bargate. The recently published North South Spine Strategy establishes the principal street as the back bone of the city centre, a 'processional way', reconnecting the city with the waterfront, linking together a number of key developments (newly built and proposed) and key public spaces of civic, historic and entrance gateway character.

3.4.3 The primary public spaces are defined as:

- North/South Spine
- Civic Centre Environs (inc. Guildhall Square)
- Bargate
- Town Quay
- Central Station
- City Plaza
- Mayflower Park
- Ocean Village
- the Central Parks
- the Old Town

The Old Town is considered to be a primary public space in its own right due to its special character and historic significance, which needs to be retained and enhanced in accordance with the aspirations of the Old Town Development Strategy.

3.4.4 These spaces are the busiest and most visited spaces in the city. They are each unique and 'special' to our city. To reinforce their local distinctiveness, the North South Spine and the primary public spaces will each have their own unique style of the highest quality, individually designed to reflect and enhance their distinct character, role and function.

3.4.5 As such the individual designs and specifications for the components of the streetscape in 'level one' - primary public spaces are not specified in this document. They will be designed and specified to the highest quality, specifically when new public realm schemes for the North South Spine and primary public spaces are commissioned. However the key design principles, set out in this manual will set minimum quality standards for the design of these new public realm schemes. The common thread throughout the whole of the city centre's public realm will be a new high quality standard with consistency of style, colour and material for each public space and each street.



*Civic Centre - the Municipal Block forecourt needs to be enhanced to reflect its civic status*



*St Michael's Square - an intimate space in the heart of the Old Town*



*Perspective of the proposed redevelopment of Northern Above Bar, showing the new street linking the refurbished Guildhall Square with the central parks*





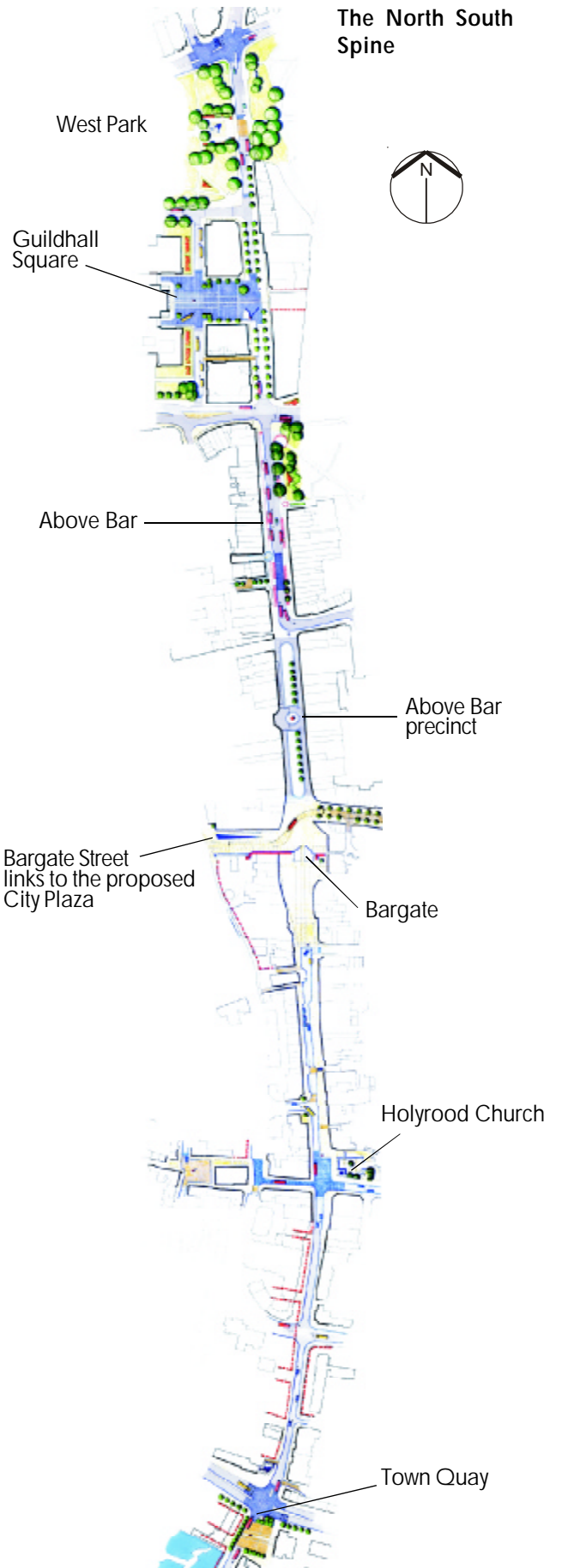
North Western character area - the Central Station concourse needs to be enhanced to reflect its importance as a key arrival point



The Bargate - its setting will be enhanced as part of the North South Spine Strategy



Model of the proposed development of the City Plaza, West Quay Phase 3



Level Two - The remaining public spaces and streets

3.4.6 At the secondary level are the remaining public spaces and streets, those that are of secondary importance to the primary public spaces and streets. The specification section of this manual sets out a minimum quality standard and specification for each component of the streetscape in the remaining public spaces and streets. The only exception to this is Oxford Street, which has been recently improved with its own style of street furniture. It will therefore remain an exception to level two in the streetscape hierarchy.

3.4.7 Some of these streets have been designed around the needs of vehicles, often with development presenting its 'backs' to the street. The visual qualities that contribute positively to the character and identity of the street are lost when viewed against overwhelmingly negative qualities. This creates a poor quality, unattractive and unsafe environment for the pedestrian that needs to be redressed.

3.4.8 Where opportunities emerge, complete stretches of the streetscape should be improved; this might focus on lighting or paving, or the whole streetscape, depending on what might have the most significant impact and on available budgets. Where budgets are limited, such as maintenance budgets, the emphasis should be on removing anomalies and poor quality street furniture, ensuring consistency along the existing streetscape, replacing street furniture with new that matches the overriding style of the rest of the streetscape along the street.



*A blue bin contrasts against the 'heritage' style lamp post and sign post, Oxford Street: contemporary street furniture in a black colour will be used in future enhancement projects*



*Castle Way, looking north, has mismatched paving and poorly maintained boundary wall and utilities cabinet*



*East Street, looking west towards High Street, is visually dominated by on street parking*





*New lamp posts are replacing existing ones on Queensway*



*Narrow streets such as the Strand are ideally suited to wall mounted lighting*



*Ogle Road, looking east towards Above Bar, is fronted by some 'backs' of buildings creating an inhospitable streetscene*

### Key Design Principles

**SM 1** The North South Spine and the primary public spaces will each have their own unique style of the highest quality, individually designed to reinforce their 'special' role and function in the city and their local distinctiveness (level one in the hierarchy).

**SM 2** All remaining public spaces and streets will be consistent in style, colour and material (level two in the hierarchy). The exception to this is Oxford Street, where its special character and need to be retained and enhanced where possible.

**SM 3** All streetscape designs, including the design of components of the streetscape will be designed to a minimum standard of quality, as specified in this manual.





### 3.5 Character

3.5.1 An understanding of the inherent function, built character and scale of each public space and street including cultural history and community memories provides the context for the design of its public realm. The character needs to be enhanced, and in some cases recreated, by raising quality standards to create a memorable identity for each street or public space, set in the overall context of the city centre.

3.5.2 Consideration should be given to whether the space or street is in a conservation area, or if there are any listed buildings or scheduled ancient monuments in the locality, as the public realm has a visual impact on their setting and so conservation area consent, or ancient scheduled monument consent will be required for any changes to the existing public realm in these cases.

#### Key Design Principle

**SM 4 All streetscape designs, including the design of components of the streetscape, will recreate or enhance existing positive characteristics to establish a new identity of high quality for each street or public space, being sympathetic in scale, and contemporary in style.**



*Commercial Road - north western character area*



*Western Approach - western character area*



*Bernard Street - eastern character area*



*Oxford Street - eastern character area*



*Bedford Place - northern character area*



*Houndwell Park - central parks character area*



*Above Bar - central character area*



*Lower High Street - Old Town character area*



*Town Quay - waterfront character area*



*Canute Road - waterfront character area*



### 3.6 Sustainability

3.6.1 In the redevelopment and maintenance of our streetscape, sustainability must be a key priority. Sustainability should be evaluated through the decision making process as well as the specification of the end product. The use of locally sourced materials and labour, and locally produced materials are encouraged. The environmental impact of implementation or maintenance works should be minimised and the disposal of expended products considered to maximise recycling of materials.

3.6.2 Initially, the need for each component of the streetscape must be evaluated, as it may be possible to combine with another component, thereby reducing capital costs as well as revenue costs in maintenance.

3.6.3 Consideration of the appropriateness of fixtures and fittings, sub-bases etc is necessary. All paving should and its sub-bases should have minimum load of 3.5 tonnes capacity appropriate to take light vehicular traffic and pavement sweepers increasing to a minimum of 7.5 tonnes where heavy vehicular traffic is anticipated. Consideration should also be given to weathering of materials and paint finishes, movement (including expansion and contraction) exposure to sunlight, excessive heat, frost and salt spray.

3.6.4 In all cases the design, materials used and finishes applied should be fit for the purpose intended, allow a suitable cleaning regime and withstand wear and tear, as well as potential abuse.

3.6.5 The products specified in this document are for guidance only and products of equal performance may be used subject to approval by city council officers. Products will be incorporated into a competitive tendering process as part of a partnering contract for highways maintenance works. A sustainable procurement policy should be adopted using materials from a certified or sustainable source and using contractors and/or sub contractors with a proven environmental policy or environmental management system in place.

3.6.6 In addition to the above environmental considerations, a whole life cost exercise to evaluate the appropriateness of the material, fixing details, foundations and its finishes and other alternatives should be carried out to ensure that the chosen product is sustainable and offers best value in the long term. Where untested products or finishes are being proposed a trial should be carried out to test suitability.

3.6.7 Where possible recyclable materials with low embodied energy levels should be specified. Products made from recycled materials should be given prior consideration. Products that use energy as part of their function; eg. street lighting, illuminated signs, water features, should be designed to use a minimal amount of energy and consideration should be given to alternative energy sources, such as renewable forms of energy, photo voltaics etc.

#### Key Design Principles

**SM 5 Each product specified should be procured using a sustainable procurement policy, using materials from a certified or sustainable source and implemented using contractors with a proven environmental management system in place.**

**SM 6 In addition, each product specified should be evaluated using whole life costing to ensure it offers the best value for the purpose intended, over the anticipated lifetime of the product, and where possible it is made from recycled materials, can be recycled, has low embodied energy levels and, if it uses energy in its function, should use renewable energy sources, where possible.**

**SM 7 All products specified, finishes and fixing methods, sub bases etc shall be fit for the purpose intended, as well as anticipated abuse.**

**SM 8 All products should require minimal maintenance, and be easily cleaned.**



*Cast iron painted finger posts are easily vandalised, but the white lettering on a black background is legible to the partially sighted*



*Contemporary stainless steel finger posts look attractive and are easily maintained, however the 'shot-peened' finish is not easy to maintain*



*Bicycle railings suffer from heavy use so painted finishes deteriorate quickly*



*Stainless steel bicycle railings need an occasional clean, but look good for many years*



*Adequate supplies of paving should be available so that replacement with black top is not necessary*



*Chewing gum is less noticeable on silver grey coloured paving like the Charcon Leemoor than the Pennant Sandstone and buff paving slabs used in the city centre*

### 3.7 Colour

3.7.1 Southampton city centre has strong colour characteristics that give it a light, spacious and luminous quality, typified by a predominance of neutral whites, creams and buffs accented by black, greys, terracotta reds and verdigris copper greens. These colours, referred to as the Southampton colour in the City Centre Development Design Guide, are part of the city's heritage, its past, present and also its future, influenced by its ever evolving maritime role as a major European port.

3.7.2 The colours used in the streetscape need to complement and strengthen the Southampton colour to enhance the specific identity of public space or street without overtly dominating it. By limiting the palette to a restrained range of colours, the overall visual impact of the streetscene, the built form as well as the spaces between, will be enhanced.

3.7.3 In this way, the use of a single colour in streetscape furniture can be used to visually bind together a multitude of different styles and materials used in the streetscape, giving an overall impression of consistency and a 'managed' environment.

3.7.4 Black has been predominantly used in the historic parts of the city centre, such as the Old Town and Oxford Street, and in the environs of the Civic Centre. Its use is largely historic, being the traditional colour for wrought and cast iron streetscape furniture and reinforces robust built form of much of the city centre's historic environment.

3.7.5 Recently, as part of an ongoing maintenance programme, new lamp posts, of a simple contemporary style, have been installed and painted black. It is clear that this approach, using a single colour, one for furniture and one for paving, unifies and strengthens identity where the built form context is weak or variable. The recently refurbished central parks, have used the colours grey, black and a very dark blue, which at first appears black. The consistency of colour and styles is successful, giving the impression of a well managed and cared for environment.

3.7.6 In the primary public spaces a contemporary colour is required that is not dominant and provides consistency, allowing the 'special' qualities of these spaces as a whole to dominate. It is therefore proposed to continue using stainless steel, complemented with grey, as appropriate, as introduced in the refurbishment of the Above Bar precinct in 2000.



*South Western House, with white painted stucco accented by terracotta red brick work*



*The Dolphin Hotel and the ruins of Holy Rood Church typify the predominance of neutral whites and buffs accented by terracotta reds*



*New paving scheme outside Marlands Shopping Centre using colours typical of Southampton city centre; whites, greys and buffs*





*A predominance of whites, greys, and greens in both the elevations of buildings and the new paving in the Above Bar precinct*



*The contemporary West Quay Shopping Centre continues the theme of whites and buffs alongside Georgian rendered buildings on Portland Terrace*



*Inconsistency of colours for bollards on Portland Street and poor waste management*

3.7.7 Bright and vibrant colours, such as blue, purple, pink, red, yellow and green are visually distracting and should therefore be avoided, unless to highlight safety hazards or to highlight something 'special' such as a landmark feature e.g. a building or some public art. However, careful consideration of the impact of the colour on the streetscape as a whole should be evaluated.

3.7.8 The exception to this is the use of the yellow coloured street furniture in close proximity to schools (currently only one within the city centre boundary), which is being proposed in the School Zones Manual, to improve road safety. Child friendly street furniture may be used, such as child-shaped bollards.

3.7.9 The colour blue, used in the 1990's, should be replaced with black or grey, as appropriate, when street furniture is replaced or refurbished.

### Key Design Principles

**SM 9** A palette of neutral whites, creams and buffs, accented by black, greys, terracotta reds and verdigris copper greens will be used in the city centre.

**SM 10** All street furniture will be coloured black or unpainted aluminium or steel, in all areas of the city centre, other than the North South Spine and the primary public spaces. These areas will have their own unique colour schemes, using a stainless steel, silver or grey colour palette except the Old Town, which will generally have black coloured street furniture. Shot peened finish will not be acceptable.

**SM 11** The colour blue previously used for street furniture will be replaced when possible.

**SM 12** Bold colours will not be acceptable, except as accents to neutral colour schemes, and in school zones.

### 3.8 Materials

3.8.1 Generally materials used in the streetscape should be rationalised and consistent, using 'off the shelf' standard products, to set a new minimum standard of quality, across the city centre. However, materials of a higher quality, possibly bespoke in design, should be considered in the primary public spaces to celebrate their unique character. The choice of materials should reinforce the character of the city centre as a whole as well as the inherent character and scale of each public space and street.

3.8.2 Metals should be limited to unpainted galvanised mild steel or aluminium, or stainless steel, through to painted steel, aluminium or cast iron. Due consideration should be given to low maintenance finishes where possible and potential corrosion in areas affected by sea spray. Shot peened finishes are not acceptable due to maintenance difficulties. Consideration should be given to minimising glare and improving the visibility of reflective materials.

3.8.3 Natural stone will be used for paving all primary public spaces. Streets within the Old Town and at the base of the Old Town Walls will be paved in Purbeck stone to complement the historic environment. Other natural stones or concrete paving materials should be of neutral creams, buffs and greys. Reds and yellows are not considered appropriate.

3.8.4 The drainage of paving, pavements and adjacent roads needs careful consideration. The use of dished channels are not acceptable as they restrict access for wheelchairs. ACO type slot channels (such as used in the Above Bar precinct) or fluted channels are acceptable, however these need to be cleaned annually. Where possible, paving designs should be porous to allow free draining of surface water. In all cases, designs should ensure adequate falls to remove standing surface water, linked to drainage systems of an adequate capacity.

3.8.5 Concrete, used for bollards and stone seating is inappropriate, unless it is of a very high quality with natural stone aggregates.

3.8.6 Hard woods from renewable resources should be used that weather naturally, uv resistant and sufficiently dense to resist damage from sharp objects. No finishes should be applied that need regular reapplication (in less than five year period) unless specific budgetary provision has been made for this purpose.

3.8.7 Plastic materials are not appropriate for use in the streetscape except where damage is likely to be frequent and replacement costly, for example, traffic island bollards.

#### Key Design Principles

**SM 13 Generally materials used in the streetscape shall be rationalised and consistent, using 'off the shelf' products throughout the city centre, except for the North South Spine and primary public spaces where higher quality materials, possibly bespoke in design, will be used to enhance local distinctiveness, and allow the creation of 'special' places.**

**SM 14 Natural stone should be used for all primary public spaces. Streets in the Old Town and at the base of the Town Walls should be paved in Purbeck stone with a scabbled finish, laid to strictly controlled tolerances.**

**SM 15 All products specified, should be readily obtainable 'off the shelf', if not, a suitably sized stock of replacements should be kept in secure storage.**



*Oak seats in Above Bar precinct, have not been sufficiently robust to stand upto everyday wear and tear*



*Silver grey painted lighting columns and bollards, Birmingham give a coordinate appearance, however illuminated bollards can conflict with the use of CCTV and frequently targetted by vandals*



*Stainless steel bollards, bus stops, finger posts and silver grey painted lighting columns, South Bank, London*



*Stainless steel bike stands, Windsor Terrace*



*Existing stainless steel bollards, in the Above Bar precinct, are too short and are not visible to people with visual disabilities*



*Green/grey coloured pennant sandstone natural stone paving slabs with silver grey coloured Charcon Leemore man made paving slabs in Above Bar*



*Purbeck natural stone paving slabs with a scabbled finish, Cement Terrace*



### 3.9 Style

3.9.1 The style or form of all new street furniture and paving, installed as part of an environmental or highway improvement scheme should be contemporary, fit for purpose, requiring zero or minimal maintenance. The styles used should be consistent throughout a distinct area or a public space.

3.9.2 The routine replacement of damaged or broken street furniture and paving should be consistent with the dominating style of the local context, such as the height of buildings and the width of the public space or street, as well as being in scale with adjacent items of street furniture and paving.

3.9.3 The Old Town Development Strategy aspires to strengthen the unique character and identity of the Old Town. The City Shield will therefore be incorporated in all streetscape furniture, including road name signs, within the Old Town.

#### Key Design Principles

**SM 16** The style of all new street furniture installed as part of an improvement scheme should be contemporary, and of appropriate scale to its context, both of the street or public space, as well as adjacent items of street furniture.

**SM 17** The routine replacement of damaged or broken street furniture or paving should be consistent with the dominating style of the street or public space.

**SM 18** All components will be designed and located to be safe in use and of use to and accessible to all sectors of our community, including the partially sighted, ambulant disabled, and people using pushchairs, walking aids and wheel chairs.

**SM 19** The City Shield, will be incorporated in all street furniture within the Old Town.



*Stainless steel litter bin in Above Bar*



*Contemporary paving, Bristol*



*The City Shield integral in a lamp post, Oxford Street*



*Contemporary pedestrian information signing, Bristol*



*Contemporary electronic pedestrian information, Bristol*



*The high quality contemporary public realm adds to the ambience created by the Admiral's Quay development at Ocean Village*



*A well designed and well surveilled public space at Admiral's Quay, Ocean Village provides a pleasant space for residents and visitors to enjoy*



*Contemporary grey coloured bus shelter in Kensington High Street, London*



*Contemporary grey coloured bus shelter along side galvanised steel lighting columns, in Cherbourg, France*



### 3.10 Location

3.10.1 As discussed in the section on Sustainability, the need for the component must be considered initially, as fewer components in the streetscene means less clutter, less to maintain or replace and ultimately a more efficient streetscene to manage and keep clean, and hence a more attractive people friendly streetscape.

3.10.2 The Disability Discrimination Act states that it is unlawful for a service provider to discriminate against a disabled person by refusing to provide a service, which he is prepared to offer to members of the public. This applies to the public realm; our streets and public spaces. The service provider is required to make reasonable alternative methods of making its services available by either removing the feature, altering it or providing an alternative means of avoiding the feature. This includes the provision of flush dropped kerbs, good colour rendering between vertical elements and paving and appropriate widths of footpaths among others.

3.10.3 The positioning of a component should be considered in relation to other components, adjacent boundaries (such as kerbs and walls) and the activity of the adjacent public space. For example; litter bins should be near areas of seating and where pedestrians stand and wait, such as by bus stops and information points, but positioned so as not to form a nuisance to people from insects and bad odours. The location of components should not cause litter traps or difficulties to clean and maintain.

3.10.4 Waste disposal or recycling facilities are now being designed to include storage underground. This should be considered where there is likely to be large amounts of waste accumulating in publically accessible areas, such as in residential areas.

3.10.5 The design and positioning of traffic signs on the highway are covered by the Traffic Signs Manual and S.I. 2002 (no. 3113), the traffic Signs regulations and general Directions manual 2002. The materials and manufacture of traffic signing is governed by BS873 and in the future will be covered by European Standard EN12988. Transportation officers should be consulted regarding the design of all pedestrian crossings.

3.10.6 Where possible, but in compliance of the above standards and regulations, lighting, traffic and direction signs should be positioned so as to keep the number of posts to a minimum and to allow safe and easy passage of all pedestrians, including disabled people and pushchair users. Lighting and signs should be wall mounted where possible (wayleaves will be required from building owners), thereby reducing clutter on the pavement. Typical cross sections for public spaces and streets of different widths are included in section 5.0.

#### Key Design Principles

**SM 20 All streetscape designs, including the design of components of the streetscape, will be designed inclusively, giving safe access to all users of the public realm and compliant with the Disability Discrimination Act. Designers should be trained in dealing with access issues and access consultants used where designers lack detailed knowledge. The needs of local access groups should be considered and all designs in the streetscape consulted on and amended accordingly.**

**SM 21 All designs will be clutter free, only containing essential street furniture and placed in appropriate locations in relation to each other and adjacent development, to ensure easy and safe access in use, maintenance and cleansing.**

**SM 22 Lighting, signs and street names will be mounted on walls rather than posts, unless there is some technical or legal obstacle to this.**



*Clutter free traffic island, Kensington High Street, London and a similar approach in the High Street, Southampton*



*A simplified approach to a traffic island on Town Quay, Southampton where visi-rails are replaced by railings*

*Kerb build outs in East Street*



*Stainless steel bin, bicycle racks grouped together with lighting, trees and paving, Nottingham*



*Stainless steel bus shelter with granite bollard, Plymouth (N.B Kerb details are not in accordance with SCC accessibility standards)*



### 3.11 Street Trees

3.11.1 Trees provide visual interest in our streets, creating a focal point or adding drama through the collective image of a row of trees. They add colour and soften the hard environment of an un-landscaped street. They also have an important ecological role, contributing to the biodiversity of the city, providing shade from the sun and temporary shelter from the rain, and also a haven for birds and insects, allowing a microclimate to develop. Trees have the added benefit of reducing noise levels, through acoustic absorption, purifying the air and filtering particulate pollution.

3.11.2 The design of the streetscape should take into consideration the need for trees either as individual features or as a formal group or row of trees. Individual trees can be used to create a focal point for a street or place, a place to stop and rest, or at the intersection of two streets, a place where some seating and a finger post would be usefully located. A formal group or row of trees is used where a strong structural form is required, such as in a formal square, a boulevard or where there is not a strong vertical edge to the space (such as along a waterfront edge).

3.11.3 Care must be taken not to obscure views or buildings of an attractive visual quality, or obscure street lighting. Adequate sight lines for vehicles at street junctions and access/egress points, as well as for safe pedestrian and CCTV surveillance of the area, should also be considered when designing the layout for tree locations. The location of trees should not provide an opportunity to breach the security of properties either.

3.11.4 In the city centre, trees should have a strong form and distinct character, generally compact and upright in form, unless specifically required to create a single informal feature. The ultimate height of the tree should not cause loss of light to adjoining buildings and the shading impact should be minimised in open spaces, unless specifically to create places to sit in the shade. Trees of a suitable trunk size to withstand vandalism should be specified, capable of withstanding a hostile urban environment. Trees planted in exposed locations, such as on the waterfront, should be resistant to wind damage and adequately supported during initial years after planting.



*Salford Quays*



*St Katherine's Dock, London*



*Manchester*



*Autumn colour, Above Bar precinct*



*Planting detail, Above Bar precinct. Care must be taken to prevent access for vermin*



*Above Bar Street - an example of bad practice - edgings to tree pits should be flush with adjoining surfaces and a contrasting colour used for the edging or gravel to warn visually impaired people of a change in surface finish*

3.11.5 Deciduous species, preferably native, should be used that have an interesting leaf, shoot and/or bark colour and form through the seasons of the year. Generally coniferous species will not be specified. Species that do not drop leaves, petals or residue that will cause a nuisance to the cleanliness of the street should be specified.

3.11.6 All trees should be planted at ground level, not in containers, in a suitably sized free draining pit. A drainage pipe should be fitted and an adequate maintenance programme put in place, ensuring adequate watering in the first year of planting. Structural soil should be used to back fill the pit in areas of potential vehicular over-run. The surface of the pit should be finished with a porous material; lightly compacted gravel or a permeable bonded gravel. Tree grilles and paving inset grilles should not be specified unless it is practically impossible to specify a gravel finishing detail, in which case, grilles will be supported by a concrete raft spanning the tree pit and all voids shall be suitably capped or covered with a fine galvanised steel mesh to prevent ingress of vermin, insects and litter.

3.11.7 Tree pits should be finished flush with adjoining surface finishes. It is advisable to use a contrasting colour for edgings or the surface finish of the pit if a different texture is to be used e.g. gravel. This will improve access for disabled persons, such as people with visual impairments and mobility disabilities.

3.11.8 Further guidance on the general design principles for trees and soft landscaping can be found in the City Centre Development Design Guide, which includes a plan indicating areas of the city centre where soft landscaping should be enhanced and a plan showing areas where ecological value of the city centre should be enhanced.

#### Key Design Principle

**SM 23** The use of street trees are encouraged in the design of the streetscape, providing the specification of species, planting, finishes is appropriate to the location, does not compromise adequate surveillance and safety, and a planned maintenance programme is put in place.



### 3.12 Public Art

3.12.1 Public art is an important visual feature of our environment. It is a statement of how we feel about our past and our future, our culture, society, history, local environment and context, and events and achievements that have shaped our city. It is therefore important that public art is fully integrated into the design of our streets and public places as it adds interest and variety, and creates a visual focus.

3.12.2 Public art can take many forms, but often the most successful is art that is integral with the design of a building, structure or product – art that has functional qualities as well as aesthetic qualities. Examples of this are artist designed seating or litter bins and bespoke imprinted paving slabs. Permanent sculptures or temporary installations that encourage people's interaction create dynamic and vibrant public spaces.

3.12.3 Occasionally there is opportunity to create a new focus for a street or public space that celebrates an achievement or commemorates an event. These works of art should still have a functional purpose, such as a water feature that adds an attractive background noise as well as a cooling microclimate to a busy public space.

3.12.4 The location of public art needs to be carefully considered in relation to how the adjoining street or space is to be used and in how it sits with, abuts or adjoins components of the streetscape, such as paving, street furniture and trees. The design of public art should be fit for purpose, using robust materials that can be easily maintained.

3.12.5 Further guidance on the general design principles for public art can be found in the City Centre Development Design Guide and the forthcoming Public Art Strategy.

### Key Design Principle

**SM 24** Public art should be fit for purpose in its design, use and maintenance. Its fixing or fitting should be designed to ensure full integration with abutting or adjoining components of the streetscape, such as paving, street furniture and trees. A full maintenance programme should be agreed before the art is commissioned.



*This iconic cloud sculpture by Anish Kapoor forms a landmark at the entrance to the Millennium Park in Chicago, Illinois, it looks equally as impressive at night*







*Pavers imprinted with names of the local community, Woolston Millenium Garden*



*Public art and water have been combined successfully here at the Pompidou Centre in Paris, to provide a popular tourist attraction and much loved play space for children and adults too*



*Functional seating sculpture, Sporenburg, Amsterdam*



*Mobile temporary art in the form of costumes, part of the May Day celebrations in Manchester*



*Artist designed canal bridge, Java Island, Amsterdam*



*Temporary inflated art forms create a vibrant temporary attraction on May Day in Manchester*

### 3.13 Miscellaneous Items

#### Pavement and Flood Lighting

3.13.1 One way of adding drama to a space or street at night is to install pavement lighting set level with surrounding paving. Lights can be used to demark the edge of a space or feature, such as public art, or set in a line, can be used as pointers to key routes through the public realm, or used as uplighters to trees and features.

3.13.2 Flood lighting of building facades and features, such as statues, monuments and public art enhance our public realm in the evening and at night by adding another dimension. Different colours and varying intensities can be used to create greater emphasis but should always be considered in the context of how flood lighting will appear in relation to other flood lit structures and distant views, particularly key views and vistas within the city centre and on key approaches.

3.13.3 Lighting levels should be calculated to ensure they do not cause a nuisance to adjacent properties at night. The design of fittings should be robust both to surface level loads and designed to be completely water tight. Floodlights and their protective housings should be positioned discreetly and painted grey or black in colour or left in a galvanised finish. The location of fittings should be considered in relation to adjacent paving designs and the location of bollards and other street furniture.

#### Tree Lighting

3.13.4 As discussed above, pavement lighting can also be used to uplight trees, creating a warm and welcoming ambiance from the evening and into the night. Alternatively tree lights can be installed, creating a festive feel for Christmas time and other periods of festivity through the year. Care must be taken when fixing electric cables to branches and the trunk of the tree so as to allow the tree room for growth. A water tight service box should be located in a discreet position close by. This should be designed in similar materials and colour to adjacent street furniture.

#### Water Features

3.13.5 The sound of water brings a unique quality to a place, drowning out the sound of adjacent traffic, creating a local microclimate, and a dynamic focus through the movement of running and splashing water. The potential for light in the form of natural reflected light and artificial feature lighting should be utilised in the design.

3.13.6 Southampton has a strong association with water, which should be exploited further through the creation of water features in some of the primary public spaces, such as Guildhall Square and City Plaza.

3.13.7 The design of water features needs careful consideration in relation to health and safety matters and robustness. Water that could come into contact with members of the public is required to be appropriately treated and sanitised. The design of the water feature should mitigate potential problems caused by freezing temperatures and standing water (i.e. potentially slippery surfaces). Electrical supplies to pumps and lighting should be installed to comply with relevant guidelines and standards.

#### Services for events in public spaces and streets

3.13.8 The city's public spaces provide ideal locations to host a variety of events. To support this potential the nature of events must be determined prior to any detailed design work commencing on the refurbishment of an existing public space or proposals for a new public space. Feasibility work should be carried out with relevant officers on suitable locations for temporary structures to be erected that will not impede access and egress for emergency vehicles, delivery vehicles and pedestrian etc. This should also identify the anticipated service needs of the event such as, electrical and water supplies. This information should be fed to the designers of the public space.

3.13.9 Detailed designs for ducting and service feeder pillars should be robust, fit for purpose, water tight and completely resistant to vermin and insects (preventing access, and of a robust material). Access covers and hatches will be locked with anti-vandal locking mechanisms and designed to suite with adjacent street furniture and associated paving.



Newcastle - Illuminated seats



Manchester - Water feature



Salford - Paving at the Lowry Centre

**Statutory manhole covers, access covers and meter cabinets**

3.13.10 All statutory manhole covers and access covers should be aligned parallel to adjacent coursing of paving. Paving should be cut to provide a mortar joint of the same width as the designed width for adjacent paving. As all paving will be designed to withstand vehicle loads, covers should be designed to the same minimum load capacity. Covers should be of similar colour to adjacent paving

3.10.11 Statutory undertakers meter cabinets should be positioned discretely, finished in a neutral colour, with a graffiti resistant surface, to blend in with the background (permission will be required for moving and painting from the relevant statutory undertakers).

**Key Design Principles**

**SM 25** All light fittings, associated housings, cabling, feeder pillars and ducts should be robust, fit for purpose, water tight, vermin and insect resistant. They should be designed as an integral part of the design of the surrounding paving and suite with adjacent street furniture.

**SM 26** All water features should be compliant with relevant health and safety guidelines and standards, fit for purpose and robustly designed.

**SM 27** All manhole and access covers should be aligned parallel to paving courses. The design bearing capacity should be sufficient to withstand anticipated vehicle loading.

**SM 28** All access hatches, covers and doors should be fitted with anti-vandal locking mechanisms.

**SM 29** All service feeder pillars and meter cabinets should be positioned discretely so that they can be adequately accessed and maintained and finished in a colour appropriate to blend into the background.



### 3.14 Advertising

3.14.1 This guidance deals with advertisements and their structures that do not form part of a shop front.

3.14.2 There is much pressure to allow an increasing level of advertising in our streetscape to bring in additional revenue. However the visual impact of advertising signs, notice boards or panels on the local context must be considered very carefully. Their scale, size, design, materials, colouring and luminance, should respect the character of the streetscape. In addition, the height, repetition and location in the streetscape should be considered in order to mitigate a negative impact on the streetscape character.

3.14.3 For example, an advert that is freestanding will have considerably more impact than one that is incorporated within a structure, such as in a bus shelter. By incorporating advertising within a structure deemed necessary in the streetscape street clutter can be kept to a minimum and access for cleansing improved.

3.14.4 An illuminated advert set against a high active street frontage of brightly illuminated shop fronts of primary retail and fast food outlets can be a lively addition to the streetscene. However set against a backdrop of less active street frontage, such as conservation areas, near listed buildings or residential areas, illuminated adverts can have a significant negative impact.

3.14.5 The repetitive location of an advert on every other lamp post along a long straight road will have significantly more impact than one placed ad hoc along the same road. This will dominate the streetscape and have a detrimental affect on the visual amenity of the street, and so should be avoided.

#### Key Design Principles

**SM 30** Adverts, placed either individually or in sequence, should not visually dominate the streetscape.

**SM 31** Where possible advertising should be incorporated within large structures deemed necessary in the streetscape, e.g. bus shelters.



*Advertising incorporated within an existing structure, such as a bus shelter is not as dominant as a freestanding advert*



*A freestanding advert structure is visually dominating in Above Bar*



*Freestanding advert combined with seating in the Above Bar Precinct*





*Paving specifications need to stand up to rigorous cleansing regimes*



### 3.15 Management and Ownership

3.15.1 The condition of the streetscape depends largely on a sense of civic pride and ownership being engendered in those who use it. A high quality public realm, which is well designed and well managed will encourage this.

3.15.2 During the design process, consideration should be given to how the public realm will be managed and the likely activities that will occur in it. In particular, this should take into consideration cleansing regimes, location of cleansing equipment, suitable welfare facilities for management and cleansing staff. Activities that might cause a nuisance, both legal and illegal, such as skate boarding and peddling, should be considered as well as personal safety to ensure that the streetscape is safe and attractive.

3.15.3 The North South Spine and primary public spaces will require a higher level of maintenance to keep them clean and in working order, and as places we can be proud of. It is vitally important that sufficient revenue funds are made available for an appropriate level of maintenance and there is a long term commitment to supporting this.

3.15.4 Where possible, the use of management companies, funded by new development, for long term management of new or redeveloped public spaces should be considered to ensure a high standard of maintenance appropriate to the function of the space and buildings around it. This will ensure that future revenue costs are not carried by the city council, giving businesses with a vested interest direct responsibility and will inevitably lead to a more highly focused delivery of a well maintained streetscape.

#### Key Design Principles

**SM 32** The streetscape should be managed, maintained and cleansed to a level appropriate to its level of usage and function, that will promote and engender civic pride and ownership.

**SM 33** Where appropriate, legal powers should be used to enforce the law and prevent nuisance that degrades the quality of the streetscape, prevents access and decreases personal safety.

## 4.0 THE KIT OF PARTS

### 4.1 Introduction

4.1.1 The following section deals with 'the kit of parts'; the components and products that are to be used in the city centre. The products specified in this document are for guidance only and products of equal performance may be used subject to approval by city council officers. Products will be incorporated into a competitive tendering process as part of a partnering contract for highways maintenance works.

4.1.2 The following page lists the components by type eg, surfaces, then by component, eg. footpaths, then specification eg. Charcon Malvern Andover paving slab. The specification sheets are set out in the order shown on this page. However when the final document is adopted these pages will be accessible 'on-line' and pages can be accessed by clicking on the relevant item will take the enquirer to the relevant specification page.

4.1.3 The specification page contains all relevant information for the designer and highway's engineer including; product name, location to be used, material, colour, finish, style, best practice location, date last amended, manufacturers details and approximate cost (for estimating purposes). Details of the relevant city council officer are also included. It is also hoped to provide a link to typical installation details that are to be prepared as part of the partnering contract mentioned above.

4.1.4 This information will be regularly updated on the City Web page, ensuring easy access to the most up to date information that will be available to internal and external enquirers.

4.1.5 The palettes of products give a good impression of how a street would look with a range of co-ordinated street furniture and surfaces for both typical streets and the North South spine.

4.1.6 The typical elevation, plan and cross sections illustrate how items needed on the footpath can be arranged to avoid disruption to pedestrians by positioning them near to the kerb line, creating 'clutter-zones'. Clutter zones have been used in Above Bar and have been very successful. These illustrations are indicative, detailed designs will be prepared for each street based on its specific requirements but having regard to these principles. Street lighting has not been shown as wall mounted street lighting is preferable. Items such as letter boxes, telephone call boxes and statutory undertakers equipment have also been excluded, where these items are required they will be placed in clutter zones.

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP1

[Index](#) / [Surfaces](#) / [Kerbs](#) / Granite Kerb

Product name

Granite Kerb

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre

Previous versions (now discontinued)

None

Material

Solid granite

Product costs\*

N/A as granite kerbs are not to be purchased

Colour/finishes

Natural silver grey

Local examples of best practice installations

Various installations throughout City Centre

Style

Traditional

Co-ordinating items available

None

Product/installation details

Granite kerbs shall be re-laid in situ or re-used from existing stock and laid to engineers details, due to the weight of these kerbs, mechanical lifting will normally be required

Manufacturer's product ref. no.

Not applicable

Manufacturer

Not applicable as new granite kerbs will not normally be procured as it is not sustainable

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
nigel.berry@southampton.gov.uk

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*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP2

[Index](#) / [Surfaces](#) / [Kerbs](#) / Conservation Kerb

Product name

Charcon Conservation Kerb

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre

Previous versions (now discontinued)

None

Material

Split stone reproduction of natural granite

Product costs\*

£15 per kerb (excluding installation)

Colour/finishes

Silver grey

Local examples of best practice installations

Various installations throughout City Centre

Style

Traditional

Co-ordinating items available

None

Product/installation details

To engineers details, due to the weight of these kerbs, mechanical lifting will normally be required

Manufacturer's product ref. no.

Conservation Kerb

Manufacturer

Charcon Hard Landscaping

Aggregate Industries UK Ltd.  
Hulland Ward  
Ashbourne  
Derbyshire  
DE6 3ET

tel. 01335 372222  
fax. 01335 370074  
e-mail [sales@charcon.com](mailto:sales@charcon.com)  
web [www.charcon.com](http://www.charcon.com)

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
[nigel.berry@southampton.gov.uk](mailto:nigel.berry@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP3

[Index](#) / [Surfaces](#) / [Kerbs](#) / Accessible Kerb

Product name

Charcon Accessible Kerb

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre

Previous versions (now discontinued)

None

Material

Concrete

Product costs\*

£1500 for a typical installation of 5 access kerbs with 2 transition kerbs (including installation)

Colour/finishes

Neutral finish

Local examples of best practice installations

Various installations throughout City Centre

Style

Functional

Co-ordinating items available

None

Product/installation details

To engineers details

Manufacturer's product ref. no.

Access Kerb

Manufacturer

Charcon Hard Landscaping

Aggregate Industries UK Ltd.  
Hulland Ward  
Ashbourne  
Derbyshire  
DE6 3ET

tel. 01335 372222

fax. 01335 370074

e-mail [sales@charcon.com](mailto:sales@charcon.com)

web [www.charcon.com](http://www.charcon.com)

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
[nigel.berry@southampton.gov.uk](mailto:nigel.berry@southampton.gov.uk)

Peter Davies - Traffic Technician  
023 8083 3938  
[peter.davies@southampton.gov.uk](mailto:peter.davies@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP4

[Index](#) / [Surfaces](#) / [Footpaths](#) / Charcon Malvern 'Leemoor Ground'

## Product name

Charcon Malvern Leemoor Flag

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

City Centre except primary public spaces and Old Town (including base of Town walls)

## Previous versions (now discontinued)

None

## Material

Concrete

## Product costs\*

£60 per square metre (including installation)

## Colour/finishes

Leemoor ground finish

## Local examples of best practice installations

Various installations throughout City Centre

## Style

Contemporary Urban

## Co-ordinating items available

[Pennant Sandstone](#), [Alta Quartzite](#) and [Charcon Parliament](#) for contrast/feature banding

## Product/installation details

To be laid to engineers details where surfaces have a gradient less than 1:20

## Manufacturer's product ref. no.

Malvern Leemoor Ground Flag

## Manufacturer

Charcon Hard Landscaping

Aggregate Industries UK Ltd.  
Hulland Ward  
Ashbourne  
Derbyshire  
DE6 3ET

tel. 01335 372222  
fax. 01335 370074  
e-mail [sales@charcon.com](mailto:sales@charcon.com)  
web [www.charcon.com](http://www.charcon.com)

## Photograph(s)



## Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
[nigel.berry@southampton.gov.uk](mailto:nigel.berry@southampton.gov.uk)

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*E&OE*



# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP5

[Index](#) / [Surfaces](#) / [Footpaths](#) / Charcon Malvern 'Andover Silver Grey Textured'

## Product name

Charcon Malvern Andover Flag

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

City Centre except primary public spaces and Old Town (including base of Town walls)

## Previous versions (now discontinued)

None

## Material

Concrete

## Product costs\*

£60 per square metre (including installation)

## Colour/finishes

Silver grey textured finish

## Local examples of best practice installations

Hanover Buildings

## Style

Contemporary Urban

## Co-ordinating items available

[Pennant Sandstone](#), [Alta Quartzite](#) and [Charcon Parliament](#) for contrast/feature banding

## Product/installation details

To be laid to engineers details where surfaces have a gradient greater than 1:20

## Manufacturer's product ref. no.

Malvern Andover Silver Grey Textured Flag

## Manufacturer

Charcon Hard Landscaping

Aggregate Industries UK Ltd.  
Hulland Ward  
Ashbourne  
Derbyshire  
DE6 3ET

tel. 01335 372222  
fax. 01335 370074  
e-mail [sales@charcon.com](mailto:sales@charcon.com)  
web [www.charcon.com](http://www.charcon.com)

## Photograph(s)



## Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
[nigel.berry@southampton.gov.uk](mailto:nigel.berry@southampton.gov.uk)

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*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP6

[Index](#) / [Surfaces](#) / [Footpaths](#) / Charcon Parliament

Product name

Charcon Parliament Block

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre except primary public spaces and Old Town (including base of Town walls)

Previous versions (now discontinued)

None

Material

Concrete

Product costs\*

£60 per square metre (including installation)

Colour/finishes

Charcoal

Local examples of best practice installations

None locally

Style

Contemporary Urban

Co-ordinating items available

[Pennant Sandstone](#) and [Charcon Malvern Leemoor](#) or [Andover](#) for contrast

Product/installation details

To engineers details

Manufacturer's product ref. no.

Parliament Charcoal Block

Manufacturer

Charcon Hard Landscaping

Aggregate Industries UK Ltd.  
Hulland Ward  
Ashbourne  
Derbyshire  
DE6 3ET

tel. 01335 372222  
fax. 01335 370074  
e-mail [sales@charcon.com](mailto:sales@charcon.com)  
web [www.charcon.com](http://www.charcon.com)

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
[nigel.berry@southampton.gov.uk](mailto:nigel.berry@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP7

[Index](#) / [Surfaces](#) / [Footpaths](#) / Pennant Sandstone

Product name

Pennant Sandstone

Date last amended

21 March 2005

Version

1.0

Locations to be used

North/South Spine; precinct and northwards

Previous versions (now discontinued)

None

Material

Natural stone

Product costs\*

£85 per square metre (including installation)

Colour/finishes

Natural

Local examples of best practice installations

Above Bar Precinct

Style

Contemporary urban

Co-ordinating items available

[Charcon Malvern Leemoor/Andover](#) for contrast and [Alta Quartzite](#) for feature banding

Product/installation details

To be agreed

Manufacturer's product ref. no.

N/A

Manufacturer

Source to be agreed

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
nigel.berry@southampton.gov.uk

Mark Ellison - Principal Urban Designer  
023 8083 2889  
mark.ellison@southampton.gov.uk

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP8

[Index](#) / [Surfaces](#) / [Footpaths](#) / Alta Quartzite

Product name

Alta Quartzite

Date last amended

21 March 2005

Version

1.0

Locations to be used

North/South Spine; precinct northwards

Previous versions (now discontinued)

None

Material

Natural stone

Product costs\*

£85 per square metre (including installation)

Colour/finishes

Natural

Local examples of best practice installations

Above Bar

Style

Contemporary urban

Co-ordinating items available

[Pennant Sandstone](#), [Charcon Malvern Leemoor](#) or [Charcon Malvern Andover](#) for main paving

Product/installation details

To be agreed

Manufacturer's product ref. no.

N/A

Manufacturer

Source to be agreed

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
nigel.berry@southampton.gov.uk

Mark Ellison - Principal Urban Designer  
023 8083 2889  
mark.ellison@southampton.gov.uk

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP9

[Index](#) / [Surfaces](#) / [Footpaths](#) / Purbeck Stone

Product name

Purbeck Stone

Date last amended

21 March 2005

Version

1.0

Locations to be used

North/South Spine; Bargate and southwards, plus streets within the Old Town

Previous versions (now discontinued)

None

Material

Natural stone

Product costs\*

£95 per square metre (including installation, but price may vary according to sub-base requirements)

Colour/finishes

Natural colour, finish to be agreed

Local examples of best practice installations

Cement Terrace

Style

Traditional urban

Co-ordinating items available

None

Product/installation details

Specification to be agreed

Manufacturer's product ref. no.

N/A

Manufacturer

Source to be agreed

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
nigel.berry@southampton.gov.uk

Mark Ellison - Principal Urban Designer  
023 8083 2889  
mark.ellison@southampton.gov.uk

Daniel Wiseman - City Design Planner  
023 8083 3043  
daniel.wiseman@southampton.gov.uk

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP10

[Index](#) / [Surfaces](#) / [Tactile Paving](#) / Red Blister Paving

Product name

Red Blister Paving

Date last amended

21 March 2005

Version

1.0

Locations to be used

At all controlled crossings in City Centre

Previous versions (now discontinued)

None

Material

Concrete

Product costs\*

£50 per square meter (including installation)

Colour/finishes

Red with blister finish

Local examples of best practice installations

Various installations throughout City Centre

Style

Functional

Co-ordinating items available

None

Product/installation details

To engineers details and in accordance with DTLR 'Guidance on the use of Tactile Paving Surfaces'

Manufacturer's product ref. no.

Red Blister slab

Manufacturer

Marshalls

Adlington Estate  
Macclesfield  
SK10 4NL

tel. 0870 600 2425  
fax. 0870 600 2426  
e-mail [sales@marshalls.co.uk](mailto:sales@marshalls.co.uk)  
web [www.marshalls.co.uk](http://www.marshalls.co.uk)

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
[nigel.berry@southampton.gov.uk](mailto:nigel.berry@southampton.gov.uk)

Kevin Jenkin - Engineer  
023 8083 2448  
[kevin.jenkin@southampton.gov.uk](mailto:kevin.jenkin@southampton.gov.uk)

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*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP11

[Index](#) / [Surfaces](#) / [Tactile Paving](#) / Buff Blister Paving

Product name

Buff Blister Paving

Date last amended

21 March 2005

Version

1.0

Locations to be used

At all un-controlled crossings in City Centre

Previous versions (now discontinued)

None

Material

Concrete

Product costs\*

£50 per square meter (including installation)

Colour/finishes

Buff with blister finish

Local examples of best practice installations

Various installations throughout City Centre

Style

Functional

Co-ordinating items available

None

Product/installation details

To engineers details and in accordance with DTLR 'Guidance on the use of Tactile Paving Surfaces'

Manufacturer's product ref. no.

Buff Blister slab

Manufacturer

Marshalls

Adlington Eestate  
Macclesfield  
SK10 4NL

tel. 0870 600 2425  
fax. 0870 600 2426  
e-mail [sales@marshalls.co.uk](mailto:sales@marshalls.co.uk)  
web [www.marshalls.co.uk](http://www.marshalls.co.uk)

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
[nigel.berry@southampton.gov.uk](mailto:nigel.berry@southampton.gov.uk)

Kevin Jenkin - Engineer  
023 8083 2448  
[kevin.jenkin@southampton.gov.uk](mailto:kevin.jenkin@southampton.gov.uk)

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*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP12

[Index](#) / [Highway Infrastructure](#) / [Railings](#) / Pedestrian Guard Rail

Product name

Pedestrian Guard Rail

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre, except North/South Spine and primary public spaces

Previous versions (now discontinued)

None

Material

Galvanised steel

Product costs\*

Prices vary according to specific installation requirements

Colour/finishes

Black paint finish

Local examples of best practice installations

Various installations throughout City Centre

Style

Functional

Co-ordinating items available

None available

Product/installation details

To engineers details

Manufacturer's product ref. no.

Pedestrian Guard Rail

Manufacturer

Fabrikat (Nottingham) Ltd.

Hamilton Road  
Sutton in Ashfield  
Nottinghamshire  
NG17 5LN

tel. 01623 442200

fax. 01623 442233

e-mail none available

web none available

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
nigel.berry@southampton.gov.uk

Kevin Jenkin - Engineer  
023 8083 2448  
kevin.jenkin@southampton.gov.uk

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*E&OE*



# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP13

[Index](#) / [Highway Infrastructure](#) / [Railings](#) / Woodhouse GEO Railing

## Product name

Woodhouse GEO Balustrade

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

North/South Spine

## Previous versions (now discontinued)

None

## Material

316 grade stainless steel

## Product costs\*

Prices vary according to specific installation requirements

## Colour/finishes

Polished, bead blasted and satin (240 grit brushed)

## Local examples of best practice installations

None locally

## Style

Contemporary urban

## Co-ordinating items available

[Highway sign](#), [bollard](#), [litter bin](#), [seat](#), [finger post](#)

## Product/installation details

To engineers details

## Manufacturer's product ref. no.

GEO Railing

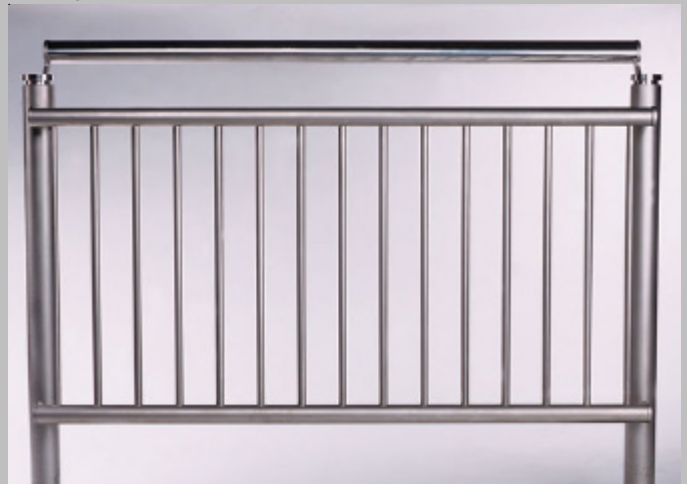
## Manufacturer

Woodhouse UK Plc.

Spa Park  
Leamington Spa  
CV31 3HL

tel. 01926 314313  
fax. 01926 883778  
e-mail [enquire@woodhouse.co.uk](mailto:enquire@woodhouse.co.uk)  
web [www.woodhouse.co.uk](http://www.woodhouse.co.uk)

## Photograph(s)



## Southampton City Council Contact(s)

Daniel Wiseman - City Design Planner  
023 8083 3043  
[daniel.wiseman@southampton.gov.uk](mailto:daniel.wiseman@southampton.gov.uk)

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*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP14

[Index](#) / [Highway Infrastructure](#) / [Traffic Signals](#) / Signal Heads

Product name

Signal Heads

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre, except North/South Spine and primary public spaces

Previous versions (now discontinued)

None

Material

Galvanised steel circular section post

Product costs\*

Prices vary according to specific installation requirements

Colour/finishes

Black paint/polyester powder coated

Local examples of best practice installations

Town Quay

Style

Functional

Co-ordinating items available

None available

Product/installation details

To engineers details

Manufacturer's product ref. no.

Black Curved 'S' Pole

Manufacturer

Siemens Traffic Controls Ltd.

Sopers Lane  
Poole  
Dorset  
BH17 7ER

tel. 01202 782000  
fax. 01202 782838  
e-mail none available  
web [www.siemenstraffic.com](http://www.siemenstraffic.com)

Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
[nigel.berry@southampton.gov.uk](mailto:nigel.berry@southampton.gov.uk)

Kevin Jenkin - Engineer  
023 8083 2448  
[kevin.jenkin@southampton.gov.uk](mailto:kevin.jenkin@southampton.gov.uk)

Photograph(s)



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*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP15

[Index](#) / [Signing](#) / [Highway Signing](#) / Standard Black Pole

Product name

Standard Black Pole

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre, except North/South Spine and primary public spaces

Previous versions (now discontinued)

None

Material

Galvanised steel circular section post

Product costs\*

£40

Colour/finishes

Black paint/polyester powder coated

Local examples of best practice installations

Various installations throughout City Centre

Style

Functional

Co-ordinating items available

None available

Product/installation details

To engineers details

Manufacturer's product ref. no.

Standard Black Pole

Manufacturer

Fabrikat (Nottingham) Ltd.

Hamilton Road  
Sutton in Ashfield  
Nottinghamshire  
NG17 5LN

tel. 01623 442200

fax. 01623 442233

e-mail none available

web none available

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
nigel.berry@southampton.gov.uk

Kevin Jenkin - Engineer  
023 8083 2448  
kevin.jenkin@southampton.gov.uk

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*Or other equal, or better and approved*

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP16

[Index](#) / [Signing](#) / [Highway Signing](#) / Standard Stainless Steel Pole

Product name

Standard Aluminium Pole

Date last amended

21 March 2005

Version

1.0

Locations to be used

North/South Spine

Previous versions (now discontinued)

None

Material

Stainless steel circular section post

Product costs\*

£80

Colour/finishes

Electro-polished or 240 grit brushed

Local examples of best practice installations

Various installations throughout City Centre

Style

Functional

Co-ordinating items available

None available

Product/installation details

A 150mm high black contrasting detail is incorporated at base level to aid those with sight impairments

Manufacturer's product ref. no.

Standard Stainless Steel Pole

Manufacturer

Fabrikat (Nottingham) Ltd.

Hamilton Road  
Sutton in Ashfield  
Nottinghamshire  
NG17 5LN

tel. 01623 442200

fax. 01623 442233

e-mail none available

web none available

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
nigel.berry@southampton.gov.uk

Kevin Jenkin - Engineer  
023 8083 2448  
kevin.jenkin@southampton.gov.uk

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*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP17

[Index](#) / [Signing](#) / [Highway Signing](#) / Woodhouse GEO Traffic Sign

Product name

Woodhouse GEO Traffic Sign

Date last amended

21 March 2005

Version

1.0

Locations to be used

North/South Spine

Previous versions (now discontinued)

None

Material

316 grade stainless steel

Product costs\*

£tbc

Colour/finishes

Polished finish

Local examples of best practice installations

None locally

Style

Contemporary urban

Co-ordinating items available

[Bollard](#), [railing](#), [litter bin](#), [seat](#), [finger post](#)

Product/installation details

To engineers details

Manufacturer's product ref. no.

GEO Traffic Sign

Manufacturer

Woodhouse UK Plc.

Spa Park  
Leamington Spa  
CV31 3HL

tel. 01926 314313  
fax. 01926 883778  
e-mail [enquire@woodhouse.co.uk](mailto:enquire@woodhouse.co.uk)  
web [www.woodhouse.co.uk](http://www.woodhouse.co.uk)

Photograph(s)



Southampton City Council Contact(s)

Daniel Wiseman - City Design Planner  
023 8083 3043  
[daniel.wiseman@southampton.gov.uk](mailto:daniel.wiseman@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP18

[Index](#) / [Signing](#) / [Fingerposts](#) / [Woodhouse GEO Finger Post](#)

## Product name

Woodhouse GEO Finger Post

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

City Centre

## Previous versions (now discontinued)

None

## Material

316 grade stainless steel body, extruded aluminium fingers

## Product costs\*

£2140 based on post with with eight fingers  
£120 per additional finger  
(exc. delivery and installation)

## Colour/finishes

Electro-polished body, polyester powder coated fingers, vinyl or screen printed lettering

## Local examples of best practice installations

None locally

## Style

Contemporary urban

## Co-ordinating items available

[Highway sign](#), [bollard](#), [railing](#), [litter bin](#), [seat](#)

## Product/installation details

A 150mm high black contrasting detail is incorporated at base level to aid those with sight impairments

## Manufacturer's product ref. no.

GEO Fingerpost

## Manufacturer

Woodhouse UK Plc.

Spa Park  
Leamington Spa  
CV31 3HL

tel. 01926 314313  
fax. 01926 883778  
e-mail [enquire@woodhouse.co.uk](mailto:enquire@woodhouse.co.uk)  
web [www.woodhouse.co.uk](http://www.woodhouse.co.uk)

## Southampton City Council Contact(s)

Daniel Wiseman - City Design Planner  
023 8083 3043  
[daniel.wiseman@southampton.gov.uk](mailto:daniel.wiseman@southampton.gov.uk)

## Photograph(s)



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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP19

[Index](#) / [Signing](#) / [Street Name Plates](#) / Southampton Design

## Product name

Southampton Street Name Plate

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

City Centre (except within the Old Town)

## Previous versions (now discontinued)

None

## Material

Low carbon (CR1v) mild steel front plate, aluminium back plate, pyroc insert

## Product costs\*

iro £300 (for 1 wall mounted name plate, excluding installation, prices are dependent upon number of characters, size of plate, number of identical plates ordered and size of whole order)

## Colour/finishes

Three-tone vitreous enamel front plate, white powder coated back plate

## Local examples of best practice installations

Civic Centre and Portland Terrace

## Style

Contemporary urban

## Co-ordinating items available

[Southampton \(Old Town\) Design](#)

## Product/installation details

To be mounted on walls when possible, posts to be used where absolutely necessary, please refer to Street Name Plate Policy document

## Manufacturer's product ref. no.

Southampton SNP

## Manufacturer

Wood and Wood

Heron Road  
Sowton Estate  
Exeter  
EX2 7LX

tel. 01392 444501  
fax. 01392 252358  
e-mail [sales@wwsigns.co.uk](mailto:sales@wwsigns.co.uk)  
web [www.wwsigns.co.uk](http://www.wwsigns.co.uk)

## Photograph(s)



## Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
[nigel.berry@southampton.gov.uk](mailto:nigel.berry@southampton.gov.uk)

Pete Brunskill - Principal Transport Planner  
023 8083 2628  
[pete.brunskill@southampton.gov.uk](mailto:pete.brunskill@southampton.gov.uk)

Daniel Wiseman - City Design Planner  
023 8083 3043  
[daniel.wiseman@southampton.gov.uk](mailto:daniel.wiseman@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP20

[Index](#) / [Signing](#) / [Street Name Plates](#) / Southampton (Old Town) Design

## Product name

Southampton (Old Town) Street Name Plate

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

Old Town

## Previous versions (now discontinued)

None

## Material

Low carbon (CR1v) mild steel front plate, aluminium back plate, pyroc insert

## Product costs\*

iro £300 (for 1 wall mounted name plate, excluding installation, prices are dependent upon number of characters, size of plate, number of identical plates ordered and size of whole order)

## Colour/finishes

Three-tone vitreous enamel front plate, white powder coated back plate

## Local examples of best practice installations

To be installed in City Centre locations shortly

## Style

Contemporary urban

## Co-ordinating items available

[Southampton Design](#)

## Product/installation details

To be mounted on walls when possible, posts to be used where absolutely necessary, please refer to Street Name Plate Policy document

## Manufacturer's product ref. no.

Southampton SNP

## Manufacturer

Wood and Wood

Heron Road  
Sowton Estate  
Exeter  
EX2 7LX

tel. 01392 444501  
fax. 01392 252358  
e-mail [sales@wwsigns.co.uk](mailto:sales@wwsigns.co.uk)  
web [www.wwsigns.co.uk](http://www.wwsigns.co.uk)

## Photograph(s)



## Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
[nigel.berry@southampton.gov.uk](mailto:nigel.berry@southampton.gov.uk)

Pete Brunskill - Principal Transport Planner  
023 8083 2628  
[pete.brunskill@southampton.gov.uk](mailto:pete.brunskill@southampton.gov.uk)

Daniel Wiseman - City Design Planner  
023 8083 3043  
[daniel.wiseman@southampton.gov.uk](mailto:daniel.wiseman@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP21

[Index](#) / [Security](#) / [CCTV](#) / Cabinet Base Column 01

## Product name

Cabinet Base Column 01

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

City Centre, except North/South Spine and primary public spaces

## Previous versions (now discontinued)

None

## Material

Hot dip galvanised steel

## Product costs\*

6 metre pole	£1000 (inc. installation)
Camera	£4000 (inc. installation)
Power supply	£500 (inc. installation)
Excavations	£40 (per m <sup>2</sup> exc. cable)

## Colour/finishes

Polyester powder coated or painted black

## Local examples of best practice installations

Various installations throughout City Centre

## Style

Functional

## Co-ordinating items available

None available

## Product/installation details

The use of anti-graffiti and anti-adhesive treatments should be considered to prevent graffiti and flyposting of the base cabinet

## Manufacturer's product ref. no.

TC6

## Manufacturer

WEC

Brittania House  
Junction Street  
Darwen  
Lancashire  
BB3 2RB

tel. 01254 773718  
fax. 01254 873637  
e-mail [all@wecl.co.uk](mailto:all@wecl.co.uk)  
web [www.wecl.co.uk](http://www.wecl.co.uk)

## Photograph(s)



## Southampton City Council Contact(s)

Mark Smith - CCTV Manager  
023 8083 4634  
[mark.smith@southampton.gov.uk](mailto:mark.smith@southampton.gov.uk)

Ian Wilkins - Engineer  
023 8083 2132  
[ian.wilkins@southampton.gov.uk](mailto:ian.wilkins@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP22

[Index](#) / [Security](#) / [CCTV](#) / Cabinet Base Column 02

## Product name

Cabinet Base Column 02

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

North/South Spine and primary public spaces

## Previous versions (now discontinued)

None

## Material

316 grade stainless steel

## Product costs\*

6 metre pole	£2000 (inc. installation)
Camera	£4000 (inc. installation)
Power supply	£500 (inc. installation)
Excavations	£40 (per m <sup>2</sup> exc. cable)

## Colour/finishes

Polished finish

## Local examples of best practice installations

None locally

## Style

Contemporary Urban

## Co-ordinating items available

None available

## Product/installation details

The use of anti-graffiti and anti-adhesive treatments should be considered to prevent graffiti and flyposting of the base cabinet

## Manufacturer's product ref. no.

TC6

## Manufacturer

WEC

Brittania House  
Junction Street  
Darwen  
Lancashire  
BB3 2RB

tel. 01254 773718  
fax. 01254 873637  
e-mail [all@wecl.co.uk](mailto:all@wecl.co.uk)  
web [www.wecl.co.uk](http://www.wecl.co.uk)

## Southampton City Council Contact(s)

Mark Smith - CCTV Manager  
023 8083 4634  
[mark.smith@southampton.gov.uk](mailto:mark.smith@southampton.gov.uk)

Ian Wilkins - Engineer  
023 8083 2132  
[ian.wilkins@southampton.gov.uk](mailto:ian.wilkins@southampton.gov.uk)

## Photograph(s)



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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP23

[Index](#) / [Public Transport Infrastructure](#) / [Bus Shelters](#) / Adshel Alpha

## Product name

Adshel Alpha Bus Shelter

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

City Centre, except North/South Spine and primary public spaces

## Previous versions (now discontinued)

None

## Material

Galvanised mild steel body

## Product costs\*

£7000 (inc. installation and power supply)

## Colour/finishes

Black painted finish

## Local examples of best practice installations

Various installations throughout City Centre

## Style

Functional

## Co-ordinating items available

None available

## Product/installation details

To be installed with black mid rail (not yellow) with glass panels (not solid sections) from ground to roof level

## Manufacturer's product ref. no.

Alpha - Townplan 2000

## Manufacturer

Clear Channel Adshel

Clear Channel Development Centre  
1 Cluny Mews  
London  
SW5 9EG

tel. 020 7341 5400

fax. 020 7341 5360

e-mail [adshel@adshel.com](mailto:adshel@adshel.com)

web [www.adshel.co.uk](http://www.adshel.co.uk)

## Photograph(s)



## Southampton City Council Contact(s)

Simon Bell - Principal Transport Planner  
023 8083 3814  
[simon.bell@southampton.gov.uk](mailto:simon.bell@southampton.gov.uk)

Peter Davies - Traffic Technician  
023 8083 3938  
[peter.davies@southampton.gov.uk](mailto:peter.davies@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP24

[Index](#) / [Public Transport Infrastructure](#) / [Bus Shelters](#) / Adshel Landmark

## Product name

Landmark Bus Shelter

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

North/South Spine and primary public spaces

## Previous versions (now discontinued)

None

## Material

316 grade stainless steel

## Product costs\*

£11,000 (inc. installation and power supply)

## Colour/finishes

Brushed finish

## Local examples of best practice installations

Adjacent to the Central Library and the Cenotaph

## Style

Contemporary urban

## Co-ordinating items available

None available

## Product/installation details

Four roof designs are available, only the flat 'Bay' roof is specified, shelter to be installed with a grey narrow seat without the advertisement panel in key spaces

## Manufacturer's product ref. no.

Landmark

## Manufacturer

Clear Channel Adshel

Clear Channel Development Centre  
1 Cluny Mews  
London  
SW5 9EG

tel. 020 7341 5400

fax. 020 7341 5360

e-mail [adshel@adshel.com](mailto:adshel@adshel.com)

web [www.adshel.co.uk](http://www.adshel.co.uk)

## Photograph(s)



## Southampton City Council Contact(s)

Simon Bell - Principal Transport Planner  
023 8083 3814  
[simon.bell@southampton.gov.uk](mailto:simon.bell@southampton.gov.uk)

Peter Davies - Traffic Technician  
023 8083 3938  
[peter.davies@southampton.gov.uk](mailto:peter.davies@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP25

[Index](#) / [Public Transport Infrastructure](#) / [Bus Stop Poles](#) / Trueform Elite System

Product name

Trueform Elite System

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre

Previous versions (now discontinued)

None

Material

Extruded aluminium body

Product costs\*

£500 (inc. installation and power supply)

Colour/finishes

Satin (grit brushed) with black plastic infill strip

Local examples of best practice installations

None locally

Style

Contemporary urban

Co-ordinating items available

None available

Product/installation details

Solar powered illuminated timetable displays should be used where operationally feasible.

Manufacturer's product ref. no.

Trueform Bus Pole

Manufacturer

Trueform Group

Unit 4, Pasadena Trading Estate  
Pasadena Close  
Hayes  
Middlesex  
UB3 3NQ

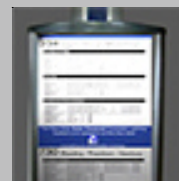
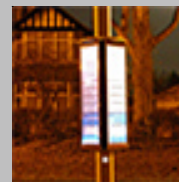
tel. 020 8561 4959  
fax. 020 8848 1397  
e-mail [sales@trueform.co.uk](mailto:sales@trueform.co.uk)  
web [www.trueform.co.uk](http://www.trueform.co.uk)

Southampton City Council Contact(s)

Simon Bell - Principal Transport Planner  
023 8083 3814  
[simon.bell@southampton.gov.uk](mailto:simon.bell@southampton.gov.uk)

Peter Davies - Traffic Technician  
023 8083 3938  
[peter.davies@southampton.gov.uk](mailto:peter.davies@southampton.gov.uk)

Photograph(s)



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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP26

[Index](#) / [Street Lighting](#) / [Columns](#) / CU Phosco 8m & 10m Columns

## Product name

CU Phosco Forest 8m & 10m Columns

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

City Centre, except North/South Spine and primary public spaces

## Previous versions (now discontinued)

None

## Material

Galvanised steel column

## Product costs\*

£900 for 8m  
£1050 for 10m  
(inc. lantern, installation and power supply)

## Colour/finishes

Hot dip galvanised finish with 'G2A' protection coating, then painted black in situ

## Local examples of best practice installations

Various installations throughout City Centre

## Style

Functional urban

## Co-ordinating items available

[Lanterns](#)

## Product/installation details

This lighting column requires the Urbis 'ZX2' lantern head, see co-ordinating items

## Manufacturer's product ref. no.

FR506B03

## Manufacturer

CU Phosco Lighting

Charles House  
Great Amwell  
Ware  
Hertfordshire  
SG12 9TA

tel. 01920 860600  
fax. 01920 860635  
e-mail [sales@cuphosco.co.uk](mailto:sales@cuphosco.co.uk)  
web [www.cuphosco.com](http://www.cuphosco.com)

## Southampton City Council Contact(s)

Mike Adams - Street Lighting Manager  
023 8083 2332  
[mike.adams@southampton.gov.uk](mailto:mike.adams@southampton.gov.uk)

## Photograph(s)



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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP27

[Index](#) / [Street Lighting](#) / [Columns](#) / URBIS 8m Plain Tapered Column

Product name

URBIS 8m Plain Tapered Column

Date last amended

21 March 2005

Version

1.0

Locations to be used

North/South Spine except primary public spaces

Previous versions (now discontinued)

None

Material

Hot dip galvanised steel column

Product costs\*

£1150 (inc. lantern, installation and power supply)

Colour/finishes

M10 undercoat with silver top coat painted after installation

Local examples of best practice installations

Adjacent to Cenotaph and High Street at junction with East Street

Style

Contemporary urban

Co-ordinating items available

None

Product/installation details

To engineers details

Manufacturer's product ref. no.

Southampton Tapered

Manufacturer

Urbis Lighting Ltd.

Telford Road  
Houndmills  
Basingstoke  
Hampshire  
RG21 6YW

tel. 01256 354446  
fax. 01256 841314  
e-mail [sales@urbislighting.com](mailto:sales@urbislighting.com)  
web [www.urbislighting.com](http://www.urbislighting.com)

Photograph(s)



Southampton City Council Contact(s)

Mike Adams - Street Lighting Manager  
023 8083 2332  
[mike.adams@southampton.gov.uk](mailto:mike.adams@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP28

[Index](#) / [Street Lighting](#) / [Lanterns](#) / URBIS ZX2 & ZX3 Lanterns

## Product name

URBIS ZX2 & ZX3 Lanterns

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

City Centre, except North/South Spine and primary public spaces

## Previous versions (now discontinued)

None

## Material

High pressure die-cast aluminium

## Product costs\*

See lighting columns for prices

## Colour/finishes

Stoved polyester dark grey paint finish over an Alocrom 1200 substrate

## Local examples of best practice installations

Various installations throughout City Centre

## Style

Contemporary urban

## Co-ordinating items available

[8m & 10m columns](#)

## Product/installation details

This lantern requires an 8 metre or 10 metre lighting column to suit lighting engineers design, see co-ordinating items

## Manufacturer's product ref. no.

ZX2 & ZX3

## Manufacturer

Urbis Lighting Ltd.

Telford Road  
Houndmills  
Basingstoke  
Hampshire  
RG21 6YW

tel. 01256 354446  
fax. 01256 841314  
e-mail [sales@urbislighting.com](mailto:sales@urbislighting.com)  
web [www.urbislighting.com](http://www.urbislighting.com)

## Photograph(s)



## Southampton City Council Contact(s)

Mike Adams - Street Lighting Manager  
023 8083 2332  
[mike.adams@southampton.gov.uk](mailto:mike.adams@southampton.gov.uk)

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*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP29

[Index](#) / [Street Lighting](#) / [Wall Mounted](#) / Wall Bracket

Product name

Wall Bracket

Date last amended

21 March 2005

Version

1.0

Locations to be used

North/South Spine

Previous versions (now discontinued)

None

Material

316 grade stainless steel

Product costs\*

Prices dependant upon type of installation and amount of control gear required

Colour/finishes

Polished finish

Local examples of best practice installations

None locally

Style

Functional

Co-ordinating items available

None

Product/installation details

To engineers details

Manufacturer's product ref. no.

Wall Bracket

Manufacturer

Pudsey Diamond Engineering Ltd.

Macadam Way  
West Portway Industrial Estate  
Andover  
SP10 3LF

tel. 01264 336677  
fax. 01264 336688  
e-mail [sales@pudseydiamond.com](mailto:sales@pudseydiamond.com)  
web [www.pudseydiamond.com](http://www.pudseydiamond.com)

Photograph(s)



Southampton City Council Contact(s)

Mike Adams - Street Lighting Manager  
023 8083 2332  
[mike.adams@southampton.gov.uk](mailto:mike.adams@southampton.gov.uk)

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# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP30

[Index](#) / [Street Lighting](#) / [Wall Boxes](#) / Wall Box

Product name

Wall Box

Date last amended

21 March 2005

Version

1.0

Locations to be used

North/South Spine

Previous versions (now discontinued)

None

Material

316 grade stainless steel

Product costs\*

Prices dependant upon type of installation and amount of control gear required

Colour/finishes

Polished finish

Local examples of best practice installations

None locally

Style

Functional

Co-ordinating items available

None

Product/installation details

To engineers details

Manufacturer's product ref. no.

Wall Box

Manufacturer

Pudsey Diamond Engineering Ltd.

Macadam Way  
West Portway Industrial Estate  
Andover  
SP10 3LF

tel. 01264 336677  
fax. 01264 336688  
e-mail [sales@pudseydiamond.com](mailto:sales@pudseydiamond.com)  
web [www.pudseydiamond.com](http://www.pudseydiamond.com)

Photograph(s)



Southampton City Council Contact(s)

Mike Adams - Street Lighting Manager  
023 8083 2332  
[mike.adams@southampton.gov.uk](mailto:mike.adams@southampton.gov.uk)

*\*Prices quoted are correct at time of publishing and based upon the purchase of a single item, prices are therefore subject to fluctuations and are subject to VAT at the standard rate (unless otherwise stated)*

*Or other equal, or better and approved*

*E&OE*



# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP31

[Index](#) / [Street Furniture](#) / [Litter Bins](#) / Glasdon Futuro

Product name

Futuro litter bin

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre, except North/South Spine and primary public spaces

Previous versions (now discontinued)

None

Material

Durapol outer shell, galvanised steel liner

Product costs\*

£400

Colour/finishes

Black finish, no detailing

Local examples of best practice installations

West Quay

Style

Functional urban

Co-ordinating items available

None

Product/installation details

'FireExpire' device must be installed in all litter bins

Manufacturer's product ref. no.

Futuro

Manufacturer

Glasdon UK Ltd.

Preston New Road  
Blackpool  
Lancashire  
FY4 4UL

tel. 01253 600410  
fax. 01253 792558  
e-mail [sales@glasdon-uk.co.uk](mailto:sales@glasdon-uk.co.uk)  
web [www.glasdon.com](http://www.glasdon.com)

Photograph(s)



Southampton City Council Contact(s)

John Martin - Cleansing Team Leader  
023 8083 3420  
[john.martin@southampton.gov.uk](mailto:john.martin@southampton.gov.uk)

*\*Prices quoted are correct at time of publishing and based upon the purchase of a single item, prices are therefore subject to fluctuations and are subject to VAT at the standard rate (unless otherwise stated)*

*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP32

[Index](#) / [Street Furniture](#) / [Litter Bins](#) / Woodhouse GEO

## Product name

Woodhouse GEO Litter Bin

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

North/South Spine

## Previous versions (now discontinued)

None

## Material

316 grade stainless steel

## Product costs\*

£1180 (exc. delivery and installation)

## Colour/finishes

Electro-polished finish

## Local examples of best practice installations

None locally

## Style

Contemporary urban

## Co-ordinating items available

[Highway sign](#), [bollard](#), [railing](#), [seat](#), [finger post](#)

## Product/installation details

Bin consists of a stainless steel cylindrical body with a polyethylene liner with 70 litres capacity, gas struts control the body as it pivots forward when unocked to allow the liner to be removed for emptying

## Manufacturer's product ref. no.

GEO Litter Bin

## Manufacturer

Woodhouse UK Plc.

Spa Park  
Leamington Spa  
CV31 3HL

tel. 01926 314313  
fax. 01926 883778  
e-mail [enquire@woodhouse.co.uk](mailto:enquire@woodhouse.co.uk)  
web [www.woodhouse.co.uk](http://www.woodhouse.co.uk)

## Photograph(s)



## Southampton City Council Contact(s)

John Martin - Cleansing Team Leader  
023 8083 3420  
[john.martin@southampton.gov.uk](mailto:john.martin@southampton.gov.uk)

Daniel Wiseman - City Design Planner  
023 8083 3043  
[daniel.wiseman@southampton.gov.uk](mailto:daniel.wiseman@southampton.gov.uk)

*\*Prices quoted are correct at time of publishing and based upon the purchase of a single item, prices are therefore subject to fluctuations and are subject to VAT at the standard rate (unless otherwise stated)*

*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP33

[Index](#) / [Street Furniture](#) / [Bollards](#) / Waisted Bollard

Product name

Wated Bollard

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre, except North/South Spine and primary public spaces

Previous versions (now discontinued)

None

Material

Galvanised steel body

Product costs\*

£95

Colour/finishes

Black paint finish

Local examples of best practice installations

Various installations throughout City Centre

Style

Functional

Co-ordinating items available

None

Product/installation details

White 'ScotchLite' reflective tape must be used to form a contrasting strip within the waist, please note that bollards should only be used where absolutely necessary

Manufacturer's product ref. no.

N/A

Manufacturer

From stock held at Town Depot

Photograph(s)



Southampton City Council Contact(s)

Nigel Berry - Road Care Manager  
023 8083 4353  
nigel.berry@southampton.gov.uk

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*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP34

[Index](#) / [Street Furniture](#) / [Bollards](#) / Woodhouse GEO

## Product name

Woodhouse GEO Bollard

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

North/South Spine

## Previous versions (now discontinued)

None

## Material

316 marine grade stainless steel body

## Product costs\*

£418 (excluding delivery and installation)

## Colour/finishes

Electro-polished body and 240 grit brushed top cap

## Local examples of best practice installations

Above Bar Street

## Style

Contemporary urban

## Co-ordinating items available

[Highway sign](#), [railing](#), [litter bin](#), [seat](#), [finger post](#)

## Product/installation details

A 150mm high black contrasting detail is incorporated at base level to aid those with sight impairments

## Manufacturer's product ref. no.

GEO Bollard

## Manufacturer

Woodhouse UK Plc.

Spa Park  
Leamington Spa  
CV31 3HL

tel. 01926 314313  
fax. 01926 883778  
e-mail [enquire@woodhouse.co.uk](mailto:enquire@woodhouse.co.uk)  
web [www.woodhouse.co.uk](http://www.woodhouse.co.uk)

## Southampton City Council Contact(s)

Daniel Wiseman - City Design Planner  
023 8083 3043  
[daniel.wiseman@southampton.gov.uk](mailto:daniel.wiseman@southampton.gov.uk)

## Photograph(s)



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*Or other equal, or better and approved*

*E&OE*



# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP35

[Index](#) / [Street Furniture](#) / [Seating](#) / [Vekso PB 3001A](#)

## Product name

Vekso PB 3001A

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

City Centre except North/South Spine and primary public spaces

## Previous versions (now discontinued)

None

## Material

Hot dip galvanised steel frame, mahogany hardwood slats and arm rests

## Product costs\*

£991 (exc. delivery and installation)

## Colour/finishes

Black powder coated frame, oil treated slats

## Local examples of best practice installations

Portswood High Street

## Style

Contemporary urban

## Co-ordinating items available

None

## Product/installation details

Nothing specific

## Manufacturer's product ref. no.

Vekso PB 3001A

## Manufacturer

Vekso Street Design Ltd.

15 Hollingworth  
Turkey Mill  
Ashford Road  
Maidstone  
Kent  
ME14 5PP

tel. 01622 609000  
fax. 01622 606006  
e-mail [info@vekso.co.uk](mailto:info@vekso.co.uk)  
web [www.vekso.co.uk](http://www.vekso.co.uk)

## Photograph(s)



## Southampton City Council Contact(s)

Daniel Wiseman - City Design Planner  
023 8083 3043  
[daniel.wiseman@southampton.gov.uk](mailto:daniel.wiseman@southampton.gov.uk)

*\*Prices quoted are correct at time of publishing and based upon the purchase of a single item, prices are therefore subject to fluctuations and are subject to VAT at the standard rate (unless otherwise stated)*

*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP36

[Index](#) / [Street Furniture](#) / [Seating](#) / [Woodhouse GEO Seat](#)

## Product name

Woodhouse GEO Seat

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

North South Spine

## Previous versions (now discontinued)

None

## Material

Iroko hardwood slats, 316 grade stainless steel body, galvanised mild steel legs

## Product costs\*

£1186 (exc. delivery and installation)

## Colour/finishes

Oiled timber finish, electro-polished body, M10 painted mild steel legs

## Local examples of best practice installations

Above Bar

## Style

Contemporary urban

## Co-ordinating items available

[Highway sign](#), [bollard](#), [railing](#), [litter bin](#), [finger post](#)

## Product/installation details

Seat specified with end and mid arms (as shown) to prevent damage from skateboards and cycles, paving materials should be cut flush around the legs of the seat

## Manufacturer's product ref. no.

GEO Seat

## Manufacturer

Woodhouse UK Plc.

Spa Park  
Leamington Spa  
CV31 3HL

tel. 01926 314313  
fax. 01926 883778  
e-mail [enquire@woodhouse.co.uk](mailto:enquire@woodhouse.co.uk)  
web [www.woodhouse.co.uk](http://www.woodhouse.co.uk)

## Photograph(s)



## Southampton City Council Contact(s)

Daniel Wiseman - City Design Planner  
023 8083 3043  
[daniel.wiseman@southampton.gov.uk](mailto:daniel.wiseman@southampton.gov.uk)

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*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP37

[Index](#) / [Street Furniture](#) / [Cycle Stands](#) / Sheffield Cycle Stand

Product name

Sheffield Cycle Stand

Date last amended

21 March 2005

Version

1.0

Locations to be used

City Centre

Previous versions (now discontinued)

None

Material

316 grade stainless steel

Product costs\*

£175 (including installation)

Colour/finishes

Polished

Local examples of best practice installations

Various installations throughout City Centre

Style

Contemporary urban

Co-ordinating items available

None available

Product/installation details

To engineers details

Manufacturer's product ref. no.

N/A

Manufacturer

Several manufacturers are currently used to manufacture this standard design

Photograph(s)



Southampton City Council Contact(s)

Kevin Jenkin - Engineer

023 8083 2448

kevin.jenkin@southampton.gov.uk

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*Or other equal, or better and approved*

*E&OE*

# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP38

[Index](#) / [Street Furniture](#) / [Parking Meters](#) / Metric Accent Solar 01

## Product name

Accent Solar

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

City Centre, except North/South Spine and primary public spaces

## Previous versions (now discontinued)

None

## Material

Galvanised steel body

## Product costs\*

Subject to contract

## Colour/finishes

Black powder coated finish

## Local examples of best practice installations

None locally

## Style

Functional

## Co-ordinating items available

None available

## Product/installation details

To engineers details, solar cells to be used where operationally feasible

NB the contract for the supply and maintenance of parking meters is due for renewal shortly

## Manufacturer's product ref. no.

Accent Solar

## Manufacturer

Metric Group Ltd.

Parking Division  
Love Lane  
Cirencester  
Gloucestershire  
GL7 1YG

tel. 01285 651441

e-mail [info@metricgroup.co.uk](mailto:info@metricgroup.co.uk)

web [www.metricgroup.co.uk](http://www.metricgroup.co.uk)

## Photograph(s)



## Southampton City Council Contact(s)

Jas Sahota - Technical Manager

023 8022 7948

[jas.sahota@southampton.gov.uk](mailto:jas.sahota@southampton.gov.uk)

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*Or other equal, or better and approved*

*E&OE*



# Streetscape Manual - Final Report - Section 4.0 - Kit of Parts - KOP39

[Index](#) / [Street Furniture](#) / [Parking Meters](#) / Metric Accent Solar 02

## Product name

Accent Solar

## Date last amended

21 March 2005

## Version

1.0

## Locations to be used

North/South Spine

## Previous versions (now discontinued)

None

## Material

Galvanised steel body

## Product costs\*

Subject to contract

## Colour/finishes

Silver powder coated finish

## Local examples of best practice installations

None locally

## Style

Functional

## Co-ordinating items available

None available

## Product/installation details

To engineers details, solar cells to be used where operationally feasible

NB the contract for the supply and maintenance of parking meters is due for renewal shortly

## Manufacturer's product ref. no.

Accent Solar

## Manufacturer

Metric Group Ltd.

Parking Division  
Love Lane  
Cirencester  
Gloucestershire  
GL7 1YG

tel. 01285 651441  
e-mail [info@metricgroup.co.uk](mailto:info@metricgroup.co.uk)  
web [www.metricgroup.co.uk](http://www.metricgroup.co.uk)

## Photograph(s)



NB a photograph showing the parking meter in the silver finish could not be obtained

## Southampton City Council Contact(s)

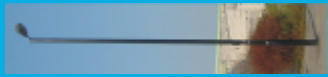
Jas Sahota - Technical Manager  
023 8022 7948  
[jas.sahota@southampton.gov.uk](mailto:jas.sahota@southampton.gov.uk)

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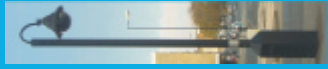
*Or other equal, or better and approved*

*E&OE*

Palette of Products for use in a Typical Street



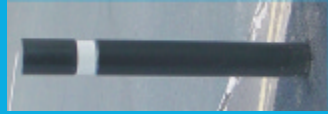
1



2



3



4



5



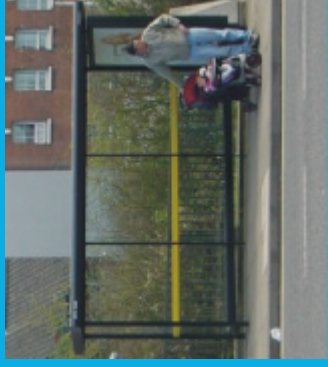
6



7



8



9



10



11

1

- 1 CU Phosco Lighting Column
- 2 WECL CCTV Column
- 3 Standard Signing Pole
- 4 Waisted Bollard
- 5 Pedestrian Guard Rail
- 6 Metric Solar Ticket Meter
- 7 Glasdon Futuro Litter Bin
- 8 Vekso Pb3001a Bench

9

- 9 Adshel Alpha Bus Shelter
- 10 Charcon Malvern Andover Slab
- 11 Scabbled Purbeck Stone
- 12 BDIS Screen
- 13 Trueform Bus Pole
- 14 Woodhouse GEO Finger Post
- 15 Sheffield Cycle Stand

12



13

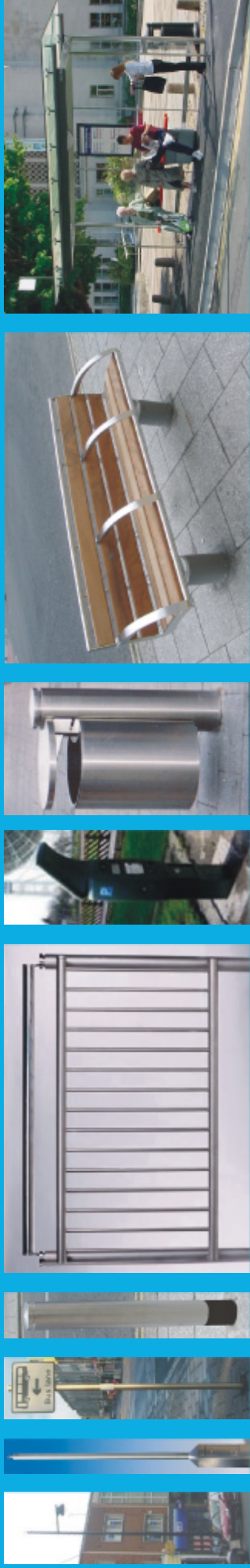


14



15

Palette of Products for use on the North/South Spine



1

2

3

4

5

6

7

8

9



10

11

12

13

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9

- 10 Urbis Tapered Lighting Column\*
- 11 WECL CCTV Column
- 12 Aluminium Signing Pole
- 13 Woodhouse GEO Bollard
- 14 Woodhouse GEO Railing
- 15 Metric Solar Ticket Meter\*
- 16 Woodhouse GEO Litter Bin
- 17 Woodhouse GEO Seat
- Adshel Landmark Bus Shelter

\* these items are specified in silver finishes

- 10 Pennant Sandstone
- 11 Alta Quartzite Stone
- 12 Charcon Malvern Andover Slab
- 13 Scabbled Purbeck Stone
- 14 BDIS Screen
- 15 Trueform Bus Pole
- 16 Woodhouse GEO Finger Post
- 17 Sheffield Cycle Stand



14



15



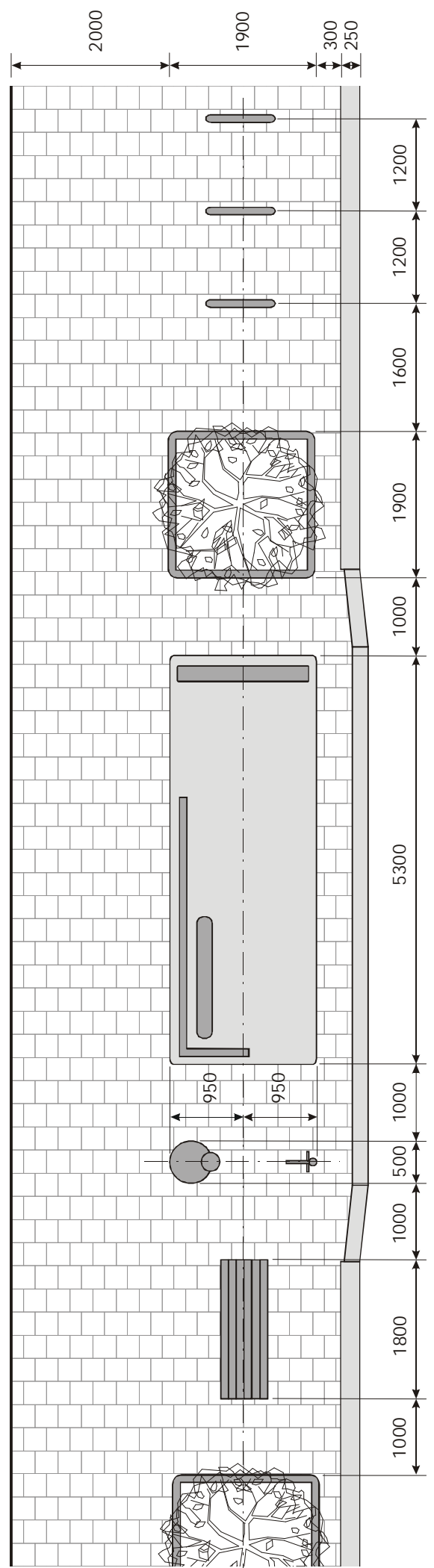
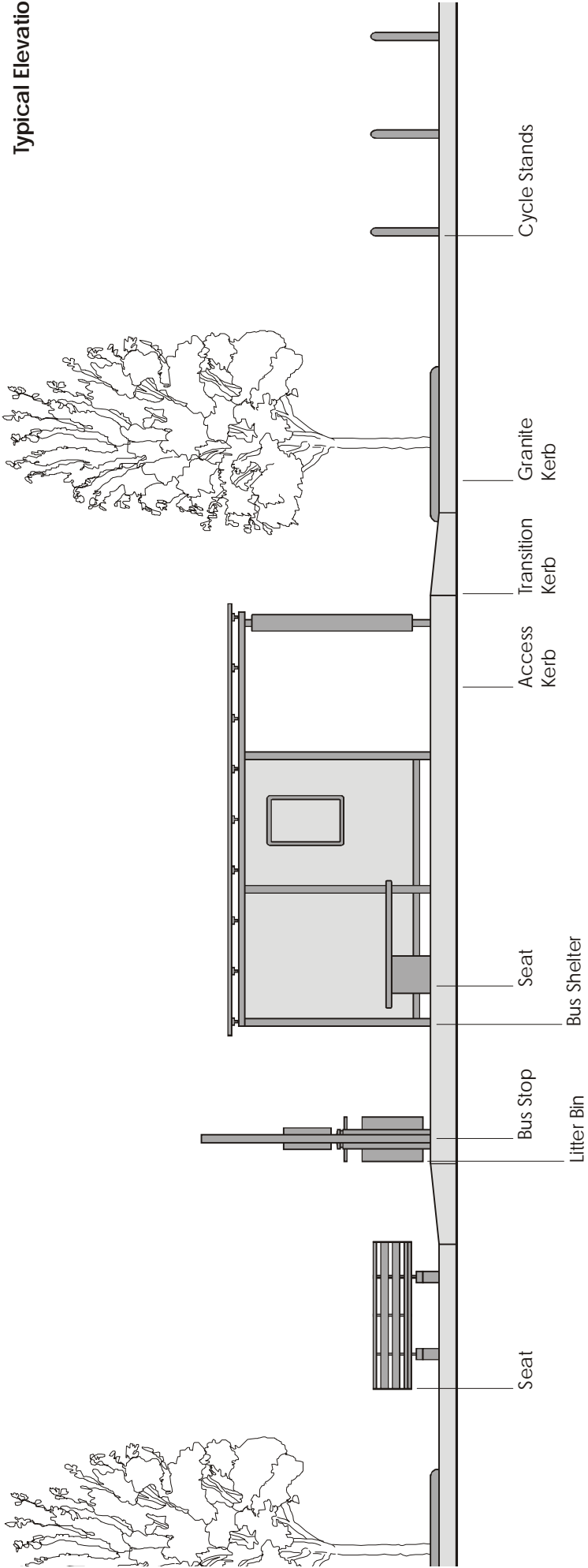
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17

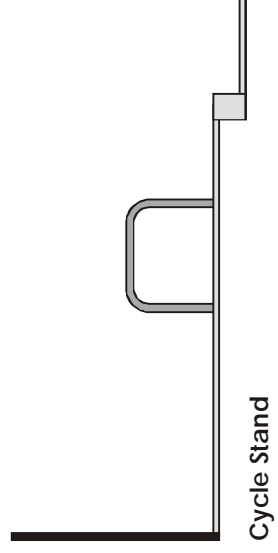
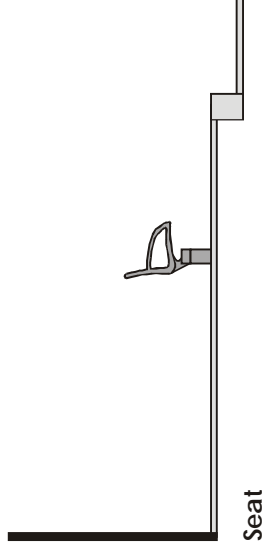
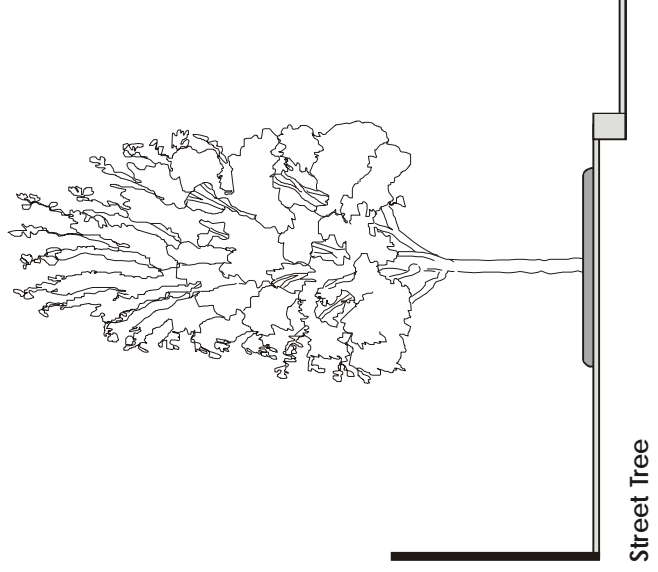
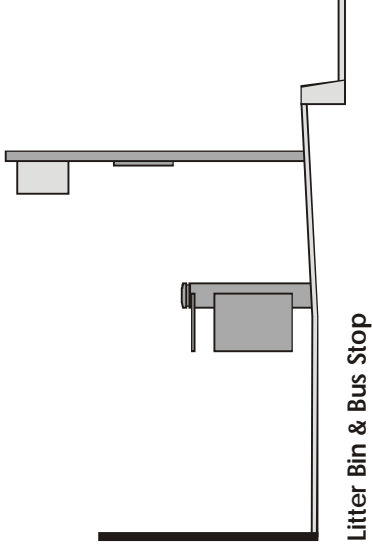
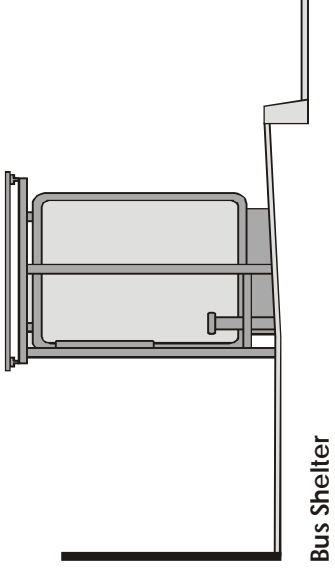


Typical Elevation & Plan





Typical Cross Sections



## Appendices

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## APPENDIX A

### PLANNING POLICY CONTEXT

#### National Policy

The Town and Country Planning Act (1990) requires local authorities to set out policies for the improvement of the physical environment. The Planning Policy Guidance Note 1: General Policy and Principles states that: good design will improve the quality of the existing environment, promote a sustainable development, attract business and investment and reinforce civic pride and a sense of place. It also states that the appearance and treatment of the spaces between and around buildings is just as important as the design of buildings themselves and a thorough understanding of the local context is needed to ensure compatibility of scale and reinforce local distinctiveness.

Since the publication of *Towards an Urban Renaissance* in 1999 and the *Urban White Paper* in 2001, the Office of the Deputy Prime Minister (ODPM) has been progressing initiatives to deliver an urban renaissance in our towns and cities, through the creation of sustainable communities. A key element of this agenda is the recognition of the role that high quality public spaces play in improving the physical environment, as well as enhancing people's health and sense of well being, leading improvements in the prosperity of local communities - people and businesses.

Through the "Liveability" agenda, launched in 2001, the ODPM have been striving for cleaner, safer and greener public spaces, improving the liveability of places where people live. A key message emerging from the Urban Summit held in 2002 by the ODPM to debate urban issues, was to "improve and maintain public realm" and that "standards of public space affect the quality of life of all citizens - good public space requires excellent design and long term maintenance".

The message from national government policy is clear; that to sustain our communities we need to strive for high quality public spaces and streets that we and our communities can be proud of. This mantle has been taken up by CABI who published "Paving the Way" in 2002 and launched their Streets of Shame campaign to highlight the worst and best streets in the country and raise awareness of the issues to be addressed in our public realm.

#### Paving the Way

In 2002 CABI and OPDM published 'Paving the Way' - which sets out a clear agenda and recommendations as to how we can "..... achieve clean, safe and attractive streets". These recommendations result from the detailed analysis and appraisal of 12 case studies covering a full spectrum of current street design and contexts from across the country.

The evidence from these case studies highlights the issues of streetscape quality that most need to be addressed. A number of these recommendations (See table page 90 - Recommendations 2,4,7,9 and 11) are identified as the sole or joint responsibility of the local authority, and as such, should be addressed through the adoption and implementation of the policy set out in the Streetscape Manual. In particular it recommends that specific policies for the maintenance and improvement of the streetscape are included in key policy documents.

**Local Policy**

The Community Strategy sets out eleven key challenges and five outcomes that will drive forward a new vision for the city in 2020, as ‘Capital of the South’ and one of the world’s most successful cities, that will improve the quality of people’s lives. One challenge is ‘improving the city’s environment’, which addresses the outcome to deliver a sustainable environment through ‘creating sustainable businesses, lifestyles and built environments, which ensure a green, clean city’.

This manual aims to make a significant contribution to this challenge and the long term(2020) target to ‘provide better co-ordinated local services that deliver sustained improvements to our streets, parks and housing estates’ focussing on our city centre.

The Medium Term Plan sets out these aspirations as a series of objectives which are to be achieved over a four year period, 2003/4 to 2006/7. Both documents consider the theme of the vibrant city centre and how economic, social and environmental vitality of the city centre it can be improved.

In particular, the outcomes of initiatives set under two objectives will improve the city centre streetscape over the next four years:

VCC2 to deliver an accessible, clean, safe and well maintained city centre:

- North South Spine Strategy - implement phases to extend city centre pedestrianisation (approved; to be adopted as SPG under new Local Plan)
- Signing Strategy – develop and implement by 2007/8
- City Centre Cleansing Improvements – Sparkling Southampton, implement by end of 2003)

VCC3 to continue to deliver a robust design and development framework:

- City Centre Vision
- City Centre Development Design Guide (approved; to be adopted as SPG under new Local Plan)
  
- Old Town Development Strategy (approved; to be adopted as SPG under new Local Plan)
- Streetscape Manual (this document)

*The Revised Deposit Draft of the Local Plan (February 2003)* sets out key policies which reinforce national planning policy and guidance on the importance of good design in the streetscape (full details in Appendix x):

- SDP 1            Quality of Development
- SDP 6            Urban Design Principles
- SDP 7            Context
- SDP 8            Urban Form and Public Space
- SDP 9            Scale, Massing and Appearance
  
- SDP 10          Safety and Security
- SDP 11          Accessibility and Movement
- SDP 24          Advertisements
- MSA 1            City Centre
- HE 1             New Development in Conservation Areas
  
- HE 3             Listed Buildings



## Supplementary Planning Guidance

There are currently four documents that provide some supplementary planning guidance (three currently in draft form) on the city centre streetscape. These are the City Centre Urban Design Strategy, the City Centre Development Design Guide (approved), the Old Town Development Strategy (approved) and the North South Spine Strategy (approved). The latter three documents will be adopted under the new Local Plan in 2004/5 as supplementary planning guidance.

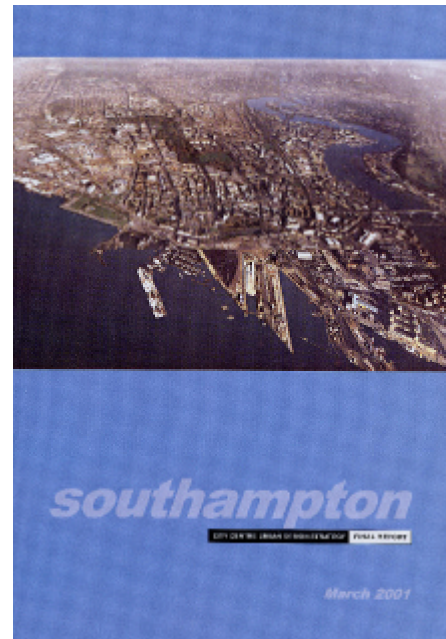
*The City Centre Urban Design Strategy:* One of the five key themes set out in this document (CCUDS), adopted as supplementary planning guidance in 2000, is "Enriching the Public Realm", which focuses on the creation of a network of high quality streets and public spaces.

It sets out strategic objectives that must aim to:

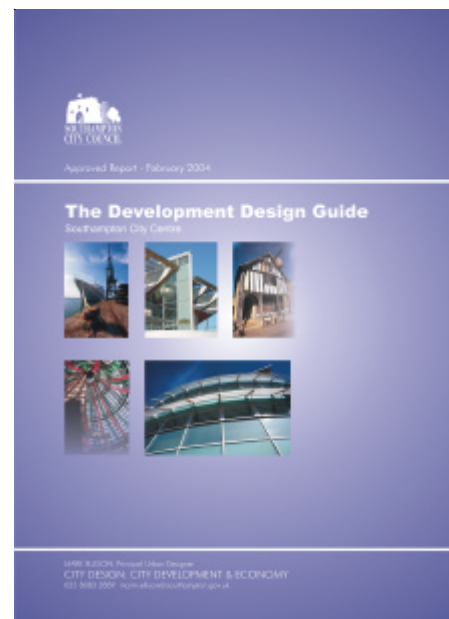
- Identify the key pedestrian routes
- Define a hierarchy and network of public spaces
- Promote improved connections with the waterfront
- Reinforce connections to existing spaces

*The City Centre Development Design Guide:* Approved in February 2004, includes general guidance on how to design a high quality streetscape in the following chapters:

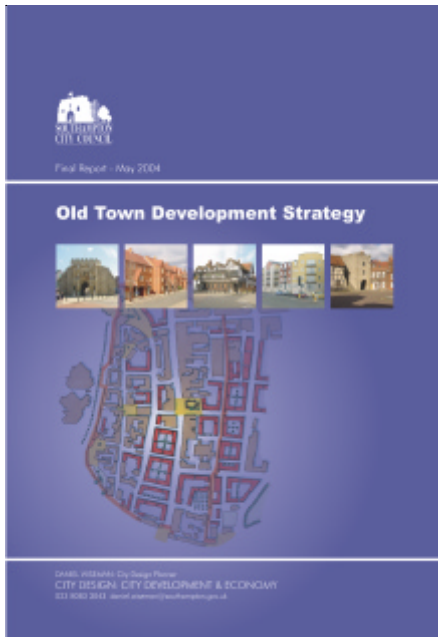
- Chapter 1 Character and Context
- Chapter 5 Public Realm Quality



*The City Centre Urban Design Strategy*



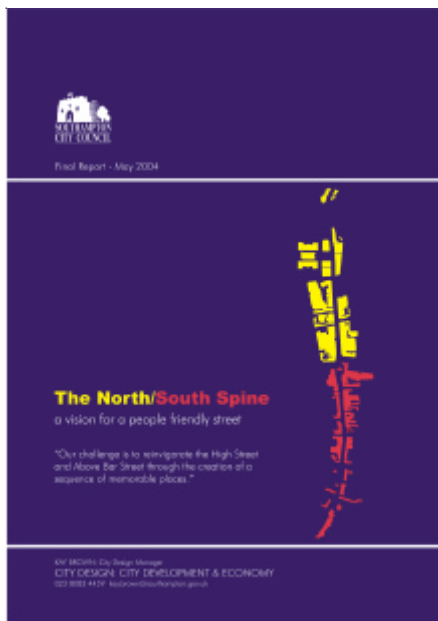
*The City Centre Development Design Guide*



*The Old Town Development Strategy*

*The Old Town Development Strategy:* Approved in February 2004, sets out a framework for the future development of the old town character of the city centre. Chapter 4 sets out Old Town Urban Design Principles OTUDP 32 to 42 inclusive (see appendix 5 for full description) which give specific design guidance for the streetscape.

*The North South Spine Strategy:* Approved in February 2004, sets out a strategy for extending pedestrianisation measures in the city centre. Its purpose is “to develop urban design led, place orientated proposals for a pedestrian priority enhancement from Cumberland Place, along above Bar Street and the High Street, to Town Quay”. The North South spine is the principal street of the city, interconnecting the major city developments of the city centre. This key role needs to be appropriately recognised through a strongly coherent and individual streetscape character.



*The North South Spine Strategy*

**APPENDIX B**

**REVIEW OF “PAVING THE WAY”  
RECOMMENDATIONS**

The Streetscape Manual needs to address a number of recommendations (Recommendation 2, 4, 7, 9 and 11) identified as the sole or joint responsibility of the local authority, of which, CABE suggests, Recommendation 2 and 9 are the most urgent.

**Recommendation 2 : Design decision audit trail**

To enable the City Council to demonstrate that it has acted ‘reasonably’, if faced with liability claims. The audit trail will show that due care was taken in the design of the streetscape project and demonstrate that all users have been considered in decision making.

**Recommendation 4 : Cross sectoral management of streets**

A review is required of procedures within the city council which will result in a rationalisation of current practices to ensure that there is an integrated approach to the public realm and shared understanding of planning and highways aims and objectives, as well as the systematic review of completed schemes.

**Recommendation 7 : Development plans / LTPs**

This recommends that specific policies for the maintenance and improvement of the streetscape are included in key policy documents. The second deposit version ..... The Local Transport Plan 2001/2 to 2005/6 ..... Southampton’s “Streetscape Manual” will add to these by providing a more detailed policy and design guidance which when adopted as Supplementary Planning Guidance will proactively promote specific policies to enhance the public realm. Key performance indicators need to be identified to measure the benefits of these policies over time.

**Recommendation 9 : Utility lane rental and over charging**

The DoT is currently reviewing some regulations under the New Roads and Street Works Act. It is hoped that these will tighten controls on utility companies concerning works in the street. Currently the level of charges for inspection carried out

by the city council is based on only a third of the number of works done, which is insufficient to carry out an appropriate level of inspection. Powers to fine utilities exist but are not set at a level to cover the city council’s costs. Time charging and charging for over staying beyond an agreed programme of work have been suggested to limit disruptions and provide a potential income stream.

**Recommendation 11 : Long term cost**

This involves encouraging the local community to take greater interest and have a greater sense of ownership in the improvement and management of their local streets. This principle “the promotion or improvement of the environmental well-being of their area” initiated under the Local Government Act 2000 is being progressed at a city wide level through the Southampton City Partnership and Neighbourhood Partnerships, and at a local level by local community and business groups. These groups might form a basis for community-based care of the street which could raise funds through raising additional local rates (using Business Improvement District principles) and technical support and “seed-funding” from the city council or other agencies.

## APPENDIX C

### KEY SOURCE DOCUMENTS

#### National Policy and Guidance

- Towards an Urban Renaissance
- Urban Summit 2002
- By Design (DETR/CABE 2001?)
- Urban Design Compendium
- Paving the Way (CABE/OPDM 2002)
- Inclusive Mobility (A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure DfT 2002)
- Liveability Agenda

#### Local Policy and Relevant Documents

- Community Strategy
- Local Plan
- Local Transport plan
- City Centre Urban Design Strategy (2000)
- City Centre Development Design Guide (approved February 2004)
- Old Town Development Strategy (approved February 2004)
- North South Spine Strategy (approved February 2004)
- Royal Pier Development Brief
- West Quay Phase 3 Development Brief
- Northern Above Bar Development Brief
- Southampton City Centre - Public Realm Design Guidelines - An Outline Approach (Hyland Edgar Driver Nov 2000)
- Signing the City (an audit-draft July 2002)
- The City's Streets (an audit of the city centre streetscape -draft Nov 2002)

#### Area Specific Guidance

City of Westminster - Street Furniture Manual  
 The Historic Core Zones Project (EHTF 1999)  
 The Historic Core Zones Project Review (EHTF 2003)

#### Relevant Regulations

Disability Discrimination Act



## APPENDIX D: HIERARCHICAL LIST OF PRIMARY PUBLIC SPACES AND STREETS IN THE CITY CENTRE

<b>Level One: Primary Public Spaces</b>	<b>Hierarchical Level</b>		<b>Street Furniture Colour</b>	<b>Paving</b>
Bargate	1		Silver/grey	Purbeck
Central Parks	1		Dark Blue/Black	
Central Station	1		tba	tba
City Plaza	1		tba	tba
Civic Centre (inc Guildhall Square)	1		Silver/grey	Leemoor
Mayflower Park	1		tba	tba
North South Spine North (of the Bargate)	1		Silver/grey	Leemoor/Alta Quartzite/ Pennant
North South Spine South (of the Bargate)	1		Silver/grey	Purbeck
Ocean Village	1		Black	tba
Old Town	1		Black	Purbeck
Town Quay	1		tba	tba
<b>Level One and Two: Street Name</b>	<b>Hierarchical Level</b>	<b>Primary Public Space</b>	<b>Street Furniture Colour</b>	<b>Paving</b>
Above Bar Street	1	NSS	Silver/grey	Leemoor/Alta Quartzite
Albert Road North	2		Black	Leemoor
Albion Place	1	Old Town	Black	Purbeck
Albion Place (alley)	1	Old Town	Black	Purbeck
Amoy Street	2		Black	Leemoor
Anderson's Road	2		Black	Leemoor
Anglesea Terrace	2		Black	Leemoor
Asylum Road	2		Black	Leemoor

<b>Level One and Two: Street Name</b>	<b>Hierarchical Level</b>	<b>Primary Public Space</b>	<b>Street Furniture Colour</b>	<b>Paving</b>
Back of The Walls	1	Old Town	Black	Purbeck
Back of the Walls	1	Old Town	Black	Purbeck
Bargate Street	1	NSS	Silver/grey	Leemoor
Bargate Street	1	NSS	Silver/grey	Leemoor/ Purbeck
Bedford Place	2		Black	Leemoor
Bellevue Road	2		Black	Leemoor
Bernard Street East	2		Black	Leemoor
Bernard Street West	1	Old Town	Black	Purbeck
Blechynden Terrace	1	Central Station	Silver/grey	tba
Brunswick Place	2		Black	Leemoor
Brunswick Square	2		Black	Leemoor
Bugle Street	1	Old Town	Black	Purbeck
Canal Walk	1	Old Town	Black	Purbeck
Canton Street	2		Black	Leemoor
Canute Road	2		Black	Leemoor
Carlton Crescent	2		Black	Leemoor
Carlton Place	2		Black	Leemoor
Carlton Place	2		Black	Leemoor
Castle Lane	1	Old Town	Black	Purbeck
Castle Square	1	Old Town	Black	Purbeck
Castle Way	1	Old Town	Black	Purbeck
Cement Terrace	1	Old Town	Black	Purbeck
Central Bridge	2E		Silver/grey	Leemoor
Chantry Road	2		Black	Leemoor
Chapel Road	2		Black	Leemoor
Charles Street	2		Black	Leemoor
Charlotte Place	2		Black	Leemoor
Civic Centre Road	1	NSS	Silver/grey	Leemoor
Civic Centre Road West	1	Civic Centre	Silver/grey	tba

<b>Level One and Two: Street Name</b>	<b>Hierarchical Level</b>	<b>Primary Public Space</b>	<b>Street Furniture Colour</b>	<b>Paving</b>
College Street	2		Black	Leemoor
Commercial Road	2		Black	Leemoor
Cross House	2		Black	Leemoor
Cross House Road	2		Black	Leemoor
Cumberland Place	2		Black	Leemoor
Devonshire Road	2		Black	Leemoor
Duke Street	2		Black	Leemoor
East Park Terrace	2		Black	Leemoor
East Street East (of Queensway)	2		Black	Leemoor
East Street West (of Queensway)	1	Old Town	Black	Purbeck
Eastgate Street	1	Old Town	Black	Purbeck
Elm Terrace	2		Black	Leemoor
Endle Street	2		Black	Leemoor
Floating Bridge Road	2		Black	Leemoor
Forest View	1	Old Town	Black	Purbeck
Fourposts Lane	2		Black	Leemoor
French Street	1	Old Town	Black	Purbeck
Gantry - access road	2		Black	Leemoor
Gibbs Road	2		Black	Leemoor
Grosvenor Square	2		Black	Leemoor
Handford Place	2		Black	Leemoor
Hanover Buildings	1	NSS	Silver/grey	Andover
Harborough Parade	2		Black	Leemoor
Harbour Parade	2		Black	Leemoor
Havelock Road	1	Civic Centre	Silver/grey	Leemoor
Herbert Walker Avenue	2		Black	Leemoor
High Street (NSS)	1	NSS	Silver/grey	Purbeck
Hill Lane	2		Black	Leemoor
Houndwell Place	2		Black	Leemoor

<b>Level One and Two Street Name</b>	<b>Hierarchical Level</b>	<b>Primary Public Space</b>	<b>Street Furniture Colour</b>	<b>Paving</b>
Itchen Bridge	2E		Silver/grey	Leemoor
John Street	2E		Black	tba
Kings Park Road	2		Black	Leemoor
Kingsway	2		Black	Leemoor
Lansdowne Hill	1	Old Town	Black	Purbeck
Latimer Street	2E		Black	tba
Lime Street	2		Black	Leemoor
London Road	2		Black	Leemoor
Lower Canal Walk	1	Old Town	Black	Leemoor
Maritime Walk	2		Black	Leemoor
Marsh Lane	2		Black	Leemoor
Maryfield	2		Black	Leemoor
Millbrook Road East (part)	2		Black	Leemoor
Morris Road	2		Black	Leemoor
Mountbatten Way	2		Black	Leemoor
Neptune Way	2		Black	Leemoor
New Road	2		Black	Leemoor
North Front	2		Black	Leemoor
Ocean Way	2		Black	Leemoor
Ogle Road	2		Black	Leemoor
Orchard Lane	2		Black	Leemoor
Orchard Place (1)	2	Old Town	Black	Purbeck
Orchard Place (2)	2	Old Town	Black	Purbeck
Ordnance Road	2		Black	Leemoor
Oxford Street	2E		Black	tba
Paget Street	2		Black	Leemoor
Palmerston Road	2		Black	Leemoor
Park Walk	2		Black	Leemoor
Pirelli Street	2		Black	Leemoor



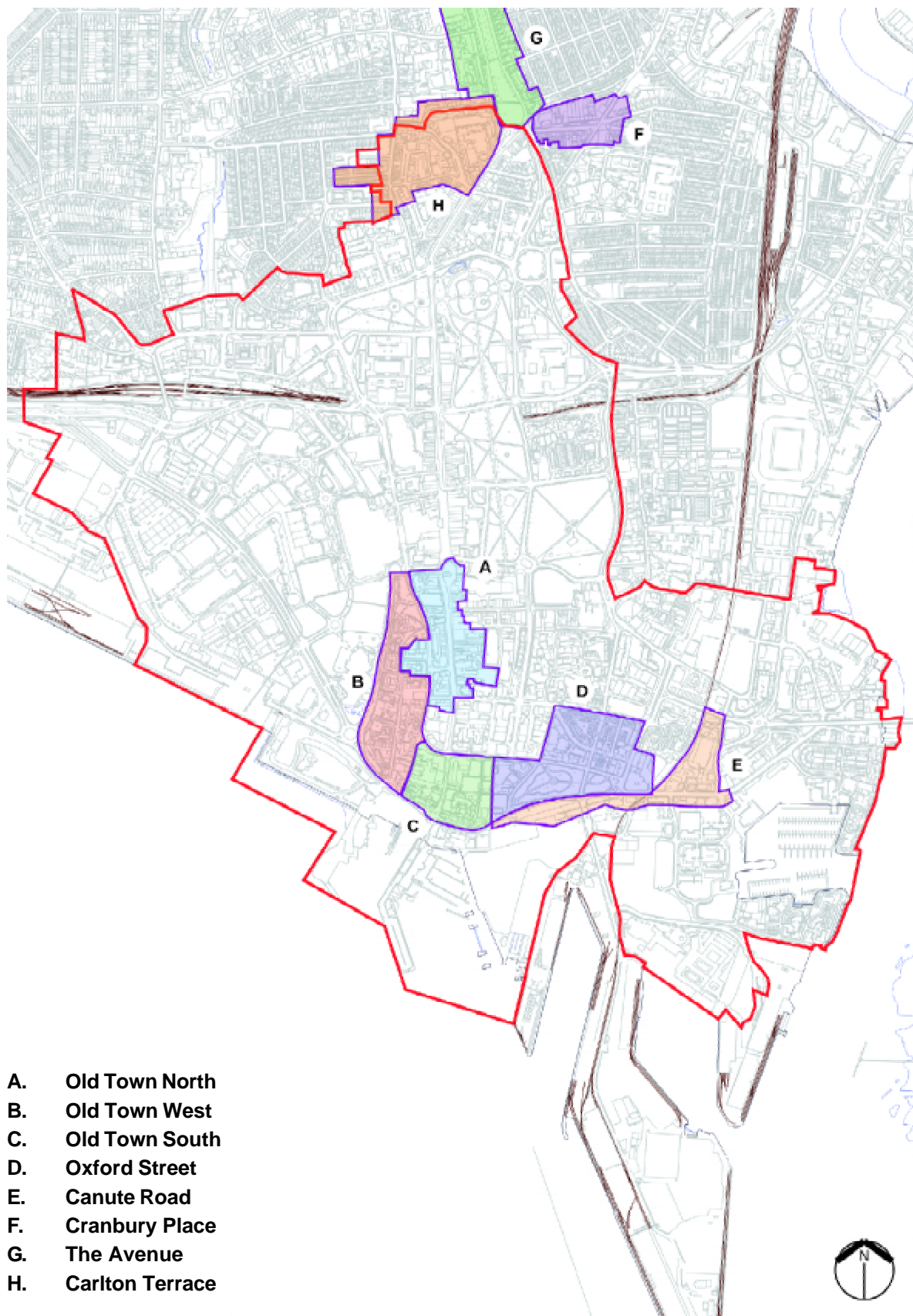
<b>Level One and Two: Street Name</b>	<b>Hierarchical Level</b>	<b>Primary Public Space</b>	<b>Street Furniture Colour</b>	<b>Paving</b>
Platform Road	2		Black	Leemoor
Portland Street	2		Black	Leemoor
Portland Terrace	2		Black	Leemoor
Pound Tree Road	2		Black	Leemoor
Queen's Terrace	2		Black	Leemoor
Queensway	1	Old Town	Black	Purbeck
Queensway	2		Black	Leemoor
Richmond Street	2		Black	Leemoor
Royal Crescent Road	2		Black	Leemoor
Salisbury Street	2		Black	Leemoor
Saltmarsh Road	2		Black	Leemoor
Scullards Lane	2		Black	Leemoor
Shirley Road	2		Black	Leemoor
Simnel Street	1	Old Town	Black	Purbeck
Six Dials	2		Black	Leemoor
Solent Road	2		Black	Leemoor
South Front	2		Black	Leemoor
Southampton Street	2		Black	Leemoor
Southbrook Road	2		Black	Leemoor
Southern Road	2		Black	Leemoor
St Andrews Road	2		Black	Leemoor
St Georges Street	2		Black	Leemoor
St Mary Street	2		Black	Leemoor
St Marys Place	2		Black	Leemoor
St Mary's Place	2		Black	Leemoor
St Michael's Square	1	Old Town	Black	Purbeck
St Michael's Street	1	Old Town	Black	Purbeck
Strand	2		Black	Leemoor
Sussex Road	2		Black	Leemoor

Level One and Two: Street Name	Hierarchical Level	Primary Public Space	Street Furniture Colour	Paving
Terminus Terrace	2		Black	Leemoor
The Polygon	2		Black	Leemoor
Threefield Lane	2		Black	Leemoor
Town Quay	1	Town Quay	Silver/grey	tba
Upper Bannister Street	2		Black	Leemoor
Upper Bugle Street	1	Old Town	Black	Purbeck
Vincent's Walk	2		Black	Leemoor
Vyse Lane	1	Old Town	Black	Purbeck
Waterloo Terrace	2		Black	Leemoor
Waterloo Terrace	2		Black	Leemoor
West Gate	1	Old Town	Black	Purbeck
West Marlands Road	2		Black	Leemoor
West Park Road East (of Havelock Rd)	1	Civic Centre	Silver/grey	Leemoor
West Park Road West (of Havelock Rd)	2		Black	Leemoor
West Quay Road	2		Black	Leemoor
West Street	1	Old Town	Black	Purbeck
Western Esplanade	1		Black	Leemoor
Western Esplanade (south)	1	Old Town	Silver/grey	Purbeck
Westgate Street	1	Old Town	Black	Purbeck
Winchester Street	2		Black	Leemoor
Windsor Terrace	2		Black	Leemoor
Winkle Street	1	Old Town	Black	Purbeck
Wyndham Place	1	Central Station	Silver/grey	tba
York Buildings	1	Old Town	Black	Purbeck
York Buildings	1	Old Town	Black	Purbeck

**N.B. Streets marked '2E' are be dealt with as an exception to Level 2 in the hierarchy due to the special character of the existing streetscape.**

**APPENDIX E**

**MAP OF CITY CENTRE SHOWING CONSERVATION AREAS**



## QUOTES

Nothing says more, nor more immediately, of how a nation feels about itself, than the way it dresses its streets. England's streets are very important to how it is perceived by the world. For people like me, parachuted in from abroad, the way a nation presents its streets is the first thing they notice. This is a country thoughtful enough to remind people to look left and right before stepping off the kerb, and stylish enough to produce iconic pieces of street furniture such as red telephone and letter boxes. It is incumbent upon England to show world leadership in civilised streets.

**Bill Bryson, English Heritage Commissioner, October 2004**

We have a great English tradition of making and maintaining beautiful streetscapes. But in recent decades we have allowed that to be marred by great swathes of unnecessary clutter, put there largely to meet national traffic engineering regulations. The result is streets that offer barriers, not access, to pedestrian movement and disfigure the great buildings that we ought to be so proud of. Now is the time to make a concerted effort to do away with this clutter, both by changing national regulations and by expecting every highways engineer to embark on a campaign to review and remove whatever is not absolutely necessary. It will then be for the public to ensure that what is taken away is never put back.

**Daniel Moylan, Deputy Leader of Kensington and Chelsea Borough Council**

Traffic safety figures are highly deceptive. Whilst fewer drivers and passengers get hurt on our roads, we have transferred the risk to other street users, or forced them to retreat from the streets altogether. Our pedestrian casualty rate, especially for children, is among the worst in Europe.

**Ben Hamilton-Baillie, street design specialist**

Quotations taken from English Heritage's 'Save our Streets' campaign





