

P7 – Minimising Street Clutter

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Minimising Street Clutter

The Council has the authority to select and position many types of street furniture, including signs, road markings, seating, cycle racks, bollards, street nameplates, trees and some bus shelters.

The design and positioning must consider the impact that the apparatus will have in terms of aesthetics, amenity and accessibility.

Conservation areas require additional de-cluttering processes.

Depending on the scope of works, a staged approach for de-cluttering existing streets should be adopted, utilising the following principles:

Relevant information:

- [Reducing sign clutter \(TAL 01/13, DfT, 2013\)](#)
- [DfT Circular 01/2016, The Traffic Signs Regulations and General Directions 2016](#)

Remove – Non-essential items are to be removed, with the presumption in favour of sign removal except where mandatory or direction signs that form part of a route

Merge – Rationalise features such as lighting and signage that could be combined to reduce the number of poles etc.

Relocate – Consider better placement of features, in particular, to reduce the use of poles.

Replace or repair damaged items that are legally required or remain useful.

Recreate the street – for large scale, transformational projects, complete redesign of the street utilising a 'blank canvas' approach, can embed the principles of minimal clutter from the start.

There is a need for **balance**. **Seats, trees and cycle racks** all make important positive contributions to streets. **Direction signs** are an essential component of the developing QuietRoutes network.



The City of Edinburgh Council: Successful application of de-cluttering on Castle Street to ensure the street acts as a stage for the wider urban realm.

Relevant Factsheets:

Street as a Place: Desired Characteristics (P1)

Promoting Pedestrian Movement and Activity (P2)

Traffic Signs

Traffic signs must comply with the TSRGD (2016). Where necessary the DfT permits the use of non prescribed signs in exceptional circumstances.

Design requirements

- Signage requirements, restrictions and potential visual impact should be considered during the development of any new scheme proposal.
 - Undertake site surveys for all new signage to ensure coordination with existing signage.
 - Identify signs that are not mandatory and may be used at the discretion of the Council (see **De-cluttering Assessment**)
 - Assess the function of each mandatory and advisory sign, and determine whether they can be safely rationalised or removed altogether.
 - Co-ordinate different signs and carefully consider the location of signs to reduce the number of poles required.
- In the World Heritage Site and Conservation areas, give extra consideration to the visual impact of signs and how this can be avoided or reduced.
 - Locate signage onto buildings, walls and street furniture where possible, and reduce the use of poles (follow current Council guidance on obtaining approval from owners and any agreement from Planning and Strategy).
 - Avoid using contrasting sized and shaped signs located together, as these may reduce the clarity of message for drivers and reduce the quality of the street scene.
 - Do not use oversize grey or yellow sign plates except in very exceptional circumstances for safety critical warning signs.



Relevant Factsheets:
Footways (P3)

TSRGD 2016 – Reducing sign clutter

2.09: Overuse of traffic signs blights our landscape, wastes taxpayers' money and dilutes important road safety messages. Research carried out by the Department to inform the Traffic Signs Policy Review showed that the number of traffic signs has doubled in the last 20 years. This is unsustainable, and bears out the need to reduce signing whenever possible. **A culture change is needed in the way signing is used.**

2.10: In June 2015 the Secretary of State asked Sir Alan Duncan MP to lead a task force looking into all the issues surrounding sign clutter and to make recommendations as to how this can be reduced further, building on the work TSRGD has already done. Ministers will decide how to take forward Sir Alan's recommendations, including amending TSRGD 2016 if needed.

2.11: Reducing sign clutter was a key aim of the revision of the Traffic Signs Regulations and General Directions. TSRGD 2016 contains a number of changes which will cut costs, complexity and sign clutter. It provides a modern framework that will mean far fewer signs need to be placed, and **gives local authorities the right to remove many of their existing signs.**

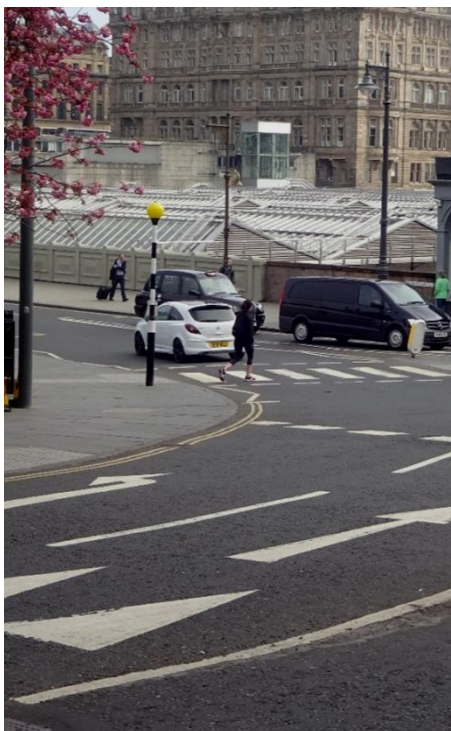
2.12: The Department sets the legislation governing what traffic signs look like and mean, but **decisions about which traffic signs to place and where to place them is a matter for local authorities.** TSRGD 2016 gives authorities more tools than ever before to tackle the scourge of too many signs.

2.13: The Department expects **authorities to be proactive in making use of these tools to get rid of unwanted and unnecessary signs, and design signing schemes to minimise visual clutter** from the outset.

[DfT Circular 01/2016, The Traffic Signs Regulations and General Directions 2016](#)

Road Markings

- As part of a review of street clutter, the size and quantity of thermoplastic markings should be reviewed as part of ongoing maintenance regimes.
- Proposed changes should be carefully considered where impacting on enforcement regimes, and require agreement with the Council's Enforcement Manager.
- Parking, loading and taxi ranks need to maintain the appropriate Traffic Regulation Orders.
- In Conservation Areas, single line and double yellow road markings should be 50mm in width.
- Centrelines should not generally be used in non-strategic 20mph streets (See **Omitting Centrelines** Factsheet for further guidance).
- Temporary signing and lining must conform to regulations if they are to be effectively enforced during the construction phase.



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Surface Materials

- The visual appearance of surface materials can have a significant impact on the visual quality of the streetscape.
- Maintenance regimes are important for establishing a long term strategy to minimise incremental reductions in aesthetic quality.
- Use of materials on footways and carriageways should be appropriate for, and consistent with street types and usage.



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Relevant Factsheets:

Footway Materials & Surfacing (M1)
Asphalt Footway (M2)
High Friction Surfacing (M5)

Omitting Centrelines (G3)
Footway Paving (M3)
Setted Streets (M6)

Zigzags (G4)
Tactile Paving (M4)

Street Furniture

Street furniture should be selected based on:

- Functional performance
- Context and character
- Durability and maintenance

Furniture which is underutilised, and affects pedestrian circulation, or is visually intrusive, should be considered for removal ([see De-cluttering Assessment](#)).

Equality/accessibility

Designers should consider the implications of street furniture placement for wheelchair users and people with visual and/or mobility impairments.

Materials palette

The palette of street furniture should be aesthetically consistent with surrounding elements.

Street lighting

Consider the daytime appearance of street lighting and select columns which are proportional to the character and scale of the street.

Always consider mounting lights onto buildings.

Licensing

Licensing of tables and chairs should be considered in terms of the impact of additional visual clutter, noise and litter. See factsheet P3 for details.

CCTV

CCTV cameras should be attached to street lighting columns or mounted onto buildings or shelters, where feasible, to avoid the need for additional supports.

Parking

TRSGD 2016 allows designation of parking using lining or signing alone, therefore it is unnecessary to do both. Consider using restricted parking zones ([TSM Chapter 3 page 102](#)) which minuses the need for signing and lining.

Related parking information should be positioned discreetly onto the ticket machine, or attached to existing posts or railings.

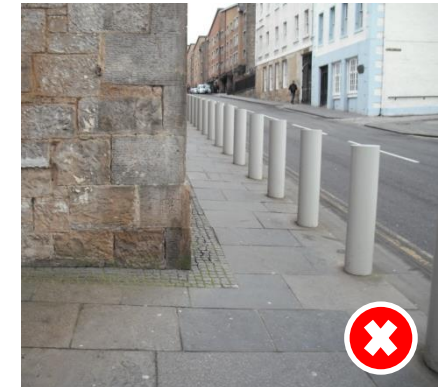


Relevant Factsheets:

Street Furniture (F1)
Footways (P3)



[Google Earth 2017](#): CCTV support placed next to lighting column and buildings, creating street clutter. Leith Walk, Edinburgh



The City of Edinburgh Council: Bollards placed along large length of narrow footway on a busy street. The Royal Mile, Edinburgh

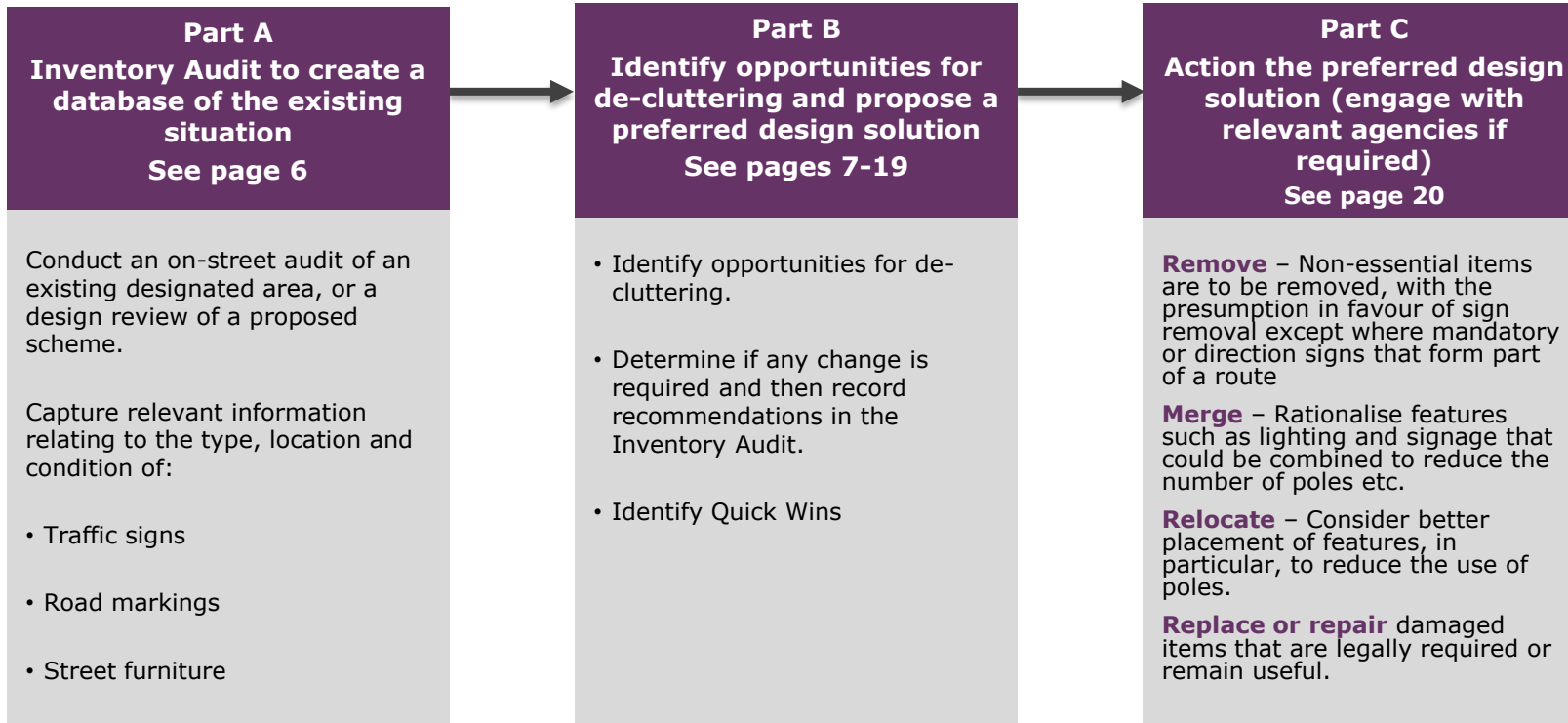


The City of Edinburgh Council: Light mounted on building. North Bridge, Edinburgh



The City of Edinburgh Council: Pay and display machine with information mounted on building. East Market Street, Edinburgh

De-cluttering Assessment



Use Transport Advice Leaflet ([TAL 01/13](#) Department for Transport (DfT), Traffic Signs Regulations and General Directions (TSRGD) 2016 guidance and / or consult with the City of Edinburgh Council Active Travel Team for context specific de-cluttering.

Relevant Factsheets:

De-cluttering Assessment - Part A (P7)

De-cluttering Assessment - Part C (P7)

De-cluttering Assessment - Part B(P7)

Part A: Audit Inventory

An initial audit inventory creates a database of the type, location and condition of existing street furniture including signage, road markings and/or street furniture (depending on the project requirements).

Auditing as a priority where major street/traffic schemes are being planned and before proposing any new signage / furniture. Audits can be conducted on a scheme by scheme basis, or as an area-wide initiative.

For further information see:

- [APPENDIX 4.3 – ASSESSMENT OF CONDITION OF TRAFFIC SIGNS - Traffic Signs Manual Chapter 8 Part 2 \(2009\)](#)



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Recommended inventory audit structure

Reference number	Item type	Description	Location / Placement	Quantity / Unit	Condition	Photograph	Existing issue	Action
Scheme reference / Item number	Traffic sign / Road marking / Street furniture	Detailed description including as appropriate: materials, sign content, size of item	Vertical measurement for sign position / horizontal measurement relative to kerb line	Number of items / Metric units as appropriate	Acceptable / Marginal / Unacceptable	Insert image for on-site audits	Can be lawfully removed / Clutters the footway / Can be better located	Retain / Modify / Remove

Relevant Factsheets:

De-cluttering Assessment - Part A (P7)

De-cluttering Assessment - Part C (P7)

Part B: Opportunities for De-cluttering

Identify signs and street furniture that are unnecessary, no longer required as a result of TSRGD amendments, or need to be replaced or moved.

Detailed advice on the signing of restrictions and minimum sizes is provided in the Traffic Signs Manual (TSM)5, and additional de-cluttering guidance in TAL 01/13 (DfT) and TSRGD 2016.

Use the Design Flow Process (overleaf) to assess the size, number, placement, mounting, and lighting of items and identify opportunities to minimise clutter.

For further information:

- [Traffic Advisory Leaflet 01/13 Reducing Sign Clutter \(DfT, 2013\)](#)
- [Traffic Advisory Leaflet 01/12](#)
- [TSRGD 2016](#)



All images: The City of Edinburgh Council



Traffic signs

Signage should be reviewed to identify redundant signs or poorly positioned items. This sign is no longer required under TSRGD 2016, the lines alone are sufficient (see page 9).

Road markings

Provision of road markings should be reviewed regularly. Where changes in access arrangements have been implemented, junction operations are likely to have been affected and it may be possible to remove some road markings.

Street furniture

Redundant wayfinding, guardrailing and poorly located signal controllers should be identified as part of the inventory audit and considered for removal or relocation.

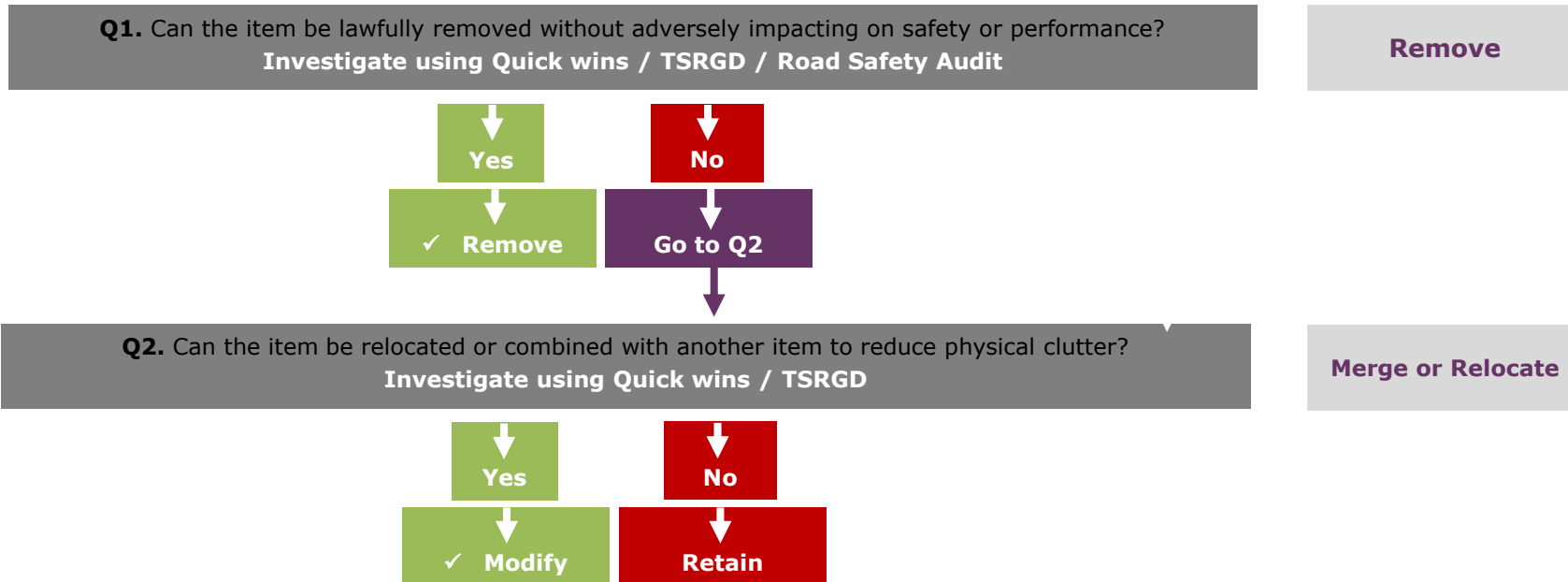
Relevant Factsheets:

Footway Zones (P3)
De-cluttering Assessment - Part A (P7)

Use of Wayfinding Products (P3)
De-cluttering Assessment - Part C (P7)

Furniture Zone (F1)

De-cluttering Process for Traffic Signs


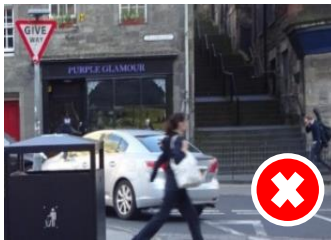



Relevant Factsheets:

De-cluttering Assessment - Part A (P7)

De-cluttering Assessment - Part C (P7)

Quick Wins: Traffic Signs





Item	Status	Action	Example
'At any time' sign used in conjunction with double yellow lines / double kerb marks	The requirement for 'at any time' signs used in conjunction with double yellow lines / no loading marks has been withdrawn from TSRGD. Note that double kerb marks for 'no loading' are generally not as well understood as double yellow lines, so removing the vertical signs needs to be carefully considered in areas where there is a heightened risk of motorists stopping to load/unload.	Remove sign	
'Give way' road marking and a 'give way' sign at junction	It is not mandatory to provide a give way sign in conjunction with a give way road marking. In 20mph zones, the presumption is that a vertical sign is not needed unless there is a particular safety issue to be addressed. See Traffic Signs Manual Chapter 5, 2009 .	Remove vertical give way signs in 20mph zones except where there is a significant visibility/safety concern.	
Waiting restrictions	Consider area-wide parking controls (such as Restricted Parking Zones) to reduce signage clutter and unnecessary lining.	Minimise use of signage / Remove road markings	

For all images references, please refer to main document: Edinburgh Street Design Guidance.

Relevant Factsheets:

Signage (F3)

Parking and Loading (G9)




Item	Status	Action	Example
20mph zone signs and repeaters	<p>Standard size speed limit signs are only to be located at the entry point of a 20mph zone.</p> <p>Repeaters are not required on streets where traffic calming features are in place (e.g. humps, speed tables etc.)</p>	Minimise	
Traffic calming warning signs in 20mph zones	<p>Warning signs for Road Humps and other traffic calming features are not required and should only be considered if there is a specific safety concern.</p>	Remove	
Traffic calming information signs in 20mph zones	<p>The "Traffic calmed area" sign (diagram 883) is redundant in 20mph zones.</p>	Remove	
Other traffic signs within 20mph zones	<p>Generally use the smallest permissible sign size.</p>	Assess and upgrade signage accordingly	

For all images references, please refer to main document: Edinburgh Street Design Guidance.

Relevant Factsheets:

Speed Management Through Geometry and Layout (G1)

Signage (F3)

Item	Status	Action	Example
<p>Regulatory signs on both sides of the road and terminal speed signs</p>	<p>Many regulatory signs do not need to be placed on both sides of a road, including controlled parking zone signage and no entry signs.</p> <p>At junctions where the carriageway is less than 5m wide, 'No Entry'; 'No Motor Vehicles'; 'Pedestrian Zones' and 'Width restriction' signs are only required on one side of the carriageway.</p>	<p>Assess and remove unnecessary signage</p>	
<p>Diagram 957: shared use cycle signage</p>	<p>Often over-used. It does not require illumination and should not be placed at a footway pinch-point.</p> <p>Consider using roundel applied to footway instead.</p>	<p>Assess / minimise use / replace with a footway roundel</p>	
<p>Diagram 610 ('keep left') placed at pedestrian refuges and other islands</p>	<p>Diagram 610 ('keep left') placed at pedestrian refuges and other islands can in many cases be removed. These signs are not required by TSRGD 2016 and should only be considered for very significant safety concerns or on high speed roads.</p>	<p>Assess</p>	




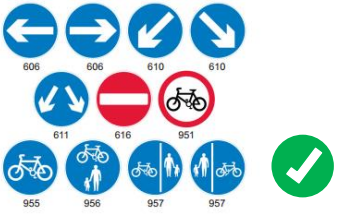

For all images references, please refer to main document: Edinburgh Street Design Guidance.

Relevant Factsheets:

Refuge Island Crossings (G4)

Speed Reduction and Traffic Management (G6)

Signage (F3)



Item	Status	Action	Example
<p>Directional signs</p>	<p>Priority should be given to removing oversized and / or redundant signage in the city centre where 20mph zone standards can be applied</p>	<p>Replace / remove</p>	
	<p>Do not use oversized sign plates. Seek to avoid the use of 2 vertical posts.</p> <p>Signs mounted onto oversized pre-existing signs should be reduced in size, and rationalised to remove vertical posts</p>	<p>Assess size of plate, assess pole requirement / remove</p>	
	<p>Icons should be used instead of extensive writing on repeater tourist signs to reduce sign size. Consider opportunities to mount signage onto lighting columns where good sign visibility can be maintained, with lighting team consulted accordingly.</p>	<p>Assess / relocate</p>	
<p>Low level traffic signs</p>	<p>A number of signs should, where possible, be mounted on retroreflective bollards (TAL 3/13) so long as they can be clearly observed by motorists, for example:</p> <ul style="list-style-type: none"> • mandatory turns (diagrams 606, 610 and 611) • cycling prohibition (diagram 951) • cycle routes or shared cycle / pedestrian routes (diagrams 955, 956 and 957). 	<p>Assess / rationalise existing high level signs onto bollards</p>	
<p>Illuminated traffic signs</p>	<p>Most signs no longer require illumination. See DfT Circular 01/2016, The Traffic Signs Regulations and General Directions 2016 p.17 for a list of signs that must remain illuminated during the hours of darkness.</p>	<p>Reflectorise signs that no longer require illumination</p>	

For all images references, please refer to main document: Edinburgh Street Design Guidance.

Relevant Factsheets:

Signage (F3)

Street Lighting (F6)

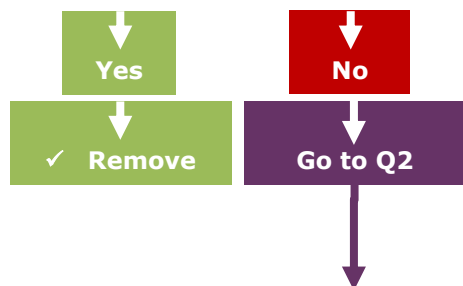
Item	Status	Action	Example
<p>Speed limit signs below 20mph</p>	<p>Speed limit signs below 20mph require special authorisation from the Department for Transport; they may not be erected without an order.</p>	<p>Assess / apply as appropriate</p>	
<p>Repeater speed limit signs</p>	<p>The requirement to place repeater speed limit signs has been removed in TSRGD 2016. A risk assessment and continued review should be provided to ascertain how many speed limit signs are needed on a route. Yellow backing plates should be avoided except in exceptional, safety critical situations</p>	<p>Assess / minimise use</p>	

For all images references, please refer to main document: Edinburgh Street Design Guidance.

De-cluttering Process for Road Markings

Q1. Can the marking be lawfully removed without adversely impacting on safety or performance?
Investigate using Quick wins / TSRGD / Road Safety Audit / Centreline removal factsheet

Remove



Q2. Can the marking be relocated or combined with another item to reduce visual clutter?
Investigate using Quick wins / TSRGD

Merge or Relocate







Relevant Factsheets:

De-cluttering Assessment - Part A (P7)

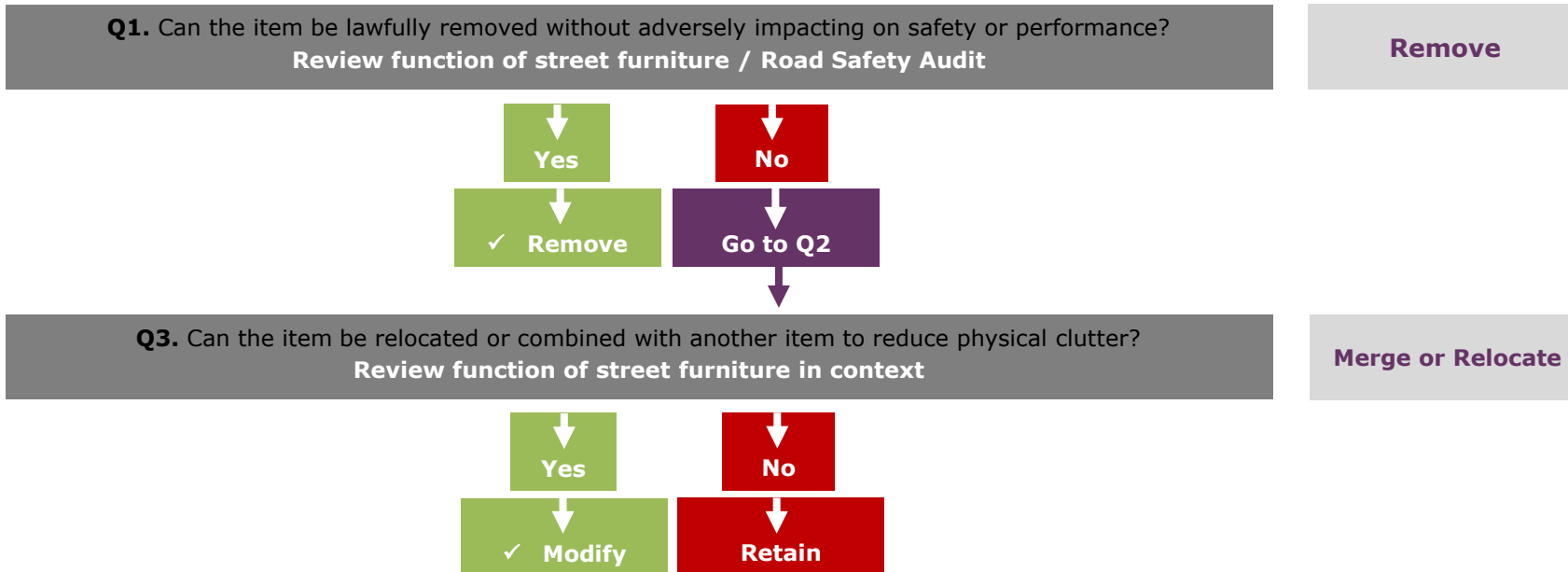
De-cluttering Assessment - Part C (P7)

Quick Wins: Road Markings

Item	Status	Action	Example
Yellow box junctions	Assess traffic capacity / safety implications of removing or replacing with 'Keep clear'	Assess / remove	
Centrelines	There is a presumption in favour of no centrelines in 20mph zones. (See Omitting Centrelines Factsheet (G3) for further guidance)	Generally do not reinstate, except on strategic streets	
'Keep clear', 'slow' and 'no entry'	Assess safety implications of removing worded markings, such as 'keep clear', 'slow' and 'no entry'.	Assess / remove	
Speed Limit Surface Marking Roundels	Roundels can be used without the vertical signs, when used as a repeater marking. Where a roundel is used as an exit marking for a zone, at least one vertical speed limit sign is required. Surface roundels are not to be applied on historic streets with setts.	Assess / do not use on setted streets	

For all images references, please refer to main document: Edinburgh Street Design Guidance.

De-cluttering Process for Street Furniture



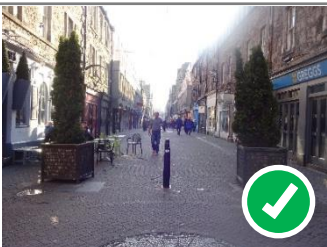



Relevant Factsheets:





De-cluttering Assessment - Part A (P7)

De-cluttering Assessment - Part C (P7)

Quick Wins: Street Furniture

Item	Status	Action	Example
Bollards	Review function of the bollard and the safety / operational implications if removed. Consider replacing with other street furniture e.g. seating / cycle parking / containerised trees as appropriate.	Assess / consider removal / replacement with alternative	
Guardrailing	Follow existing approved guardrail process (2012) with a presumption for removal. (See Pedestrian Guardrail Factsheet (P5) for further guidance)	Assess / remove if appropriate	
Planters	Assess the condition and siting of planters. Remove/relocate if obstructing the clear footway width.	Assess / relocate if necessary	
Temporary signs	Ensure that temporary sign placement conforms to good practice and does not block the footway. When the temporary function has expired - remove the signage.	Assess / place appropriately / remove	

For all images references, please refer to main document: Edinburgh Street Design Guidance.

Item	Status	Action	Example
Poles	Redundant poles should be removed as a priority, particularly where located in a central position, obstructing the footway. If required for event signage, consider installation of a retention socket for potential future use.	Assess / relocate / remove	
Cycle racks	Consider operational performance issues (for example cycle stands located too close to the building line to be usable). Ensure racks do not impinge on the minimum clear footway widths. Consider use of building mounted rails or loops.	Assess	
Street lighting	Mount lights onto buildings where feasible, especially when footways are busy with pedestrians. Locate at the rear of the footway.	Consider relocation on to building or to rear of footway	
Overhanging branches	Policy for trees that are overgrown to be cut back by owners. Failure to comply entitles the council to intervene and cut back foliage to an appropriate level at a charging out rate.	Remove / cut back branches	





For all images references, please refer to main document: Edinburgh Street Design Guidance.

Relevant Factsheets:

Cycle Parking (C7)
Street Tress (F5)

Street Furniture (F1)

Street Lighting (F6)

Item	Status	Action	Example
Pavement cafés	Enforce layout to correspond with clear footway width requirements – Localities team distribute tables and chairs permits. (See Footways Factsheet (P3) for further guidance)	Assess	
Advertising boards (A-boards)	These should be removed as they are subject to a city wide ban as of the 5 th November. (See Footways Factsheet (P3) for further guidance)	Remove	
Telephone boxes	Traditional red telephone boxes may be retained in conservation areas. Survey and build the case for removal or relocation of 'phone boxes' (e.g. used as advertising) where they are obstructing footways or shown to be redundant.	Assess	
Wheelie bins on the street	New developments to have Waste Management Strategy and reduce visibility of wheelie bins. (See Waste Management Factsheet (F5) for further guidance)	Assess and reduce impact	

For all images references, please refer to main document: Edinburgh Street Design Guidance.

Relevant Factsheets:

Use of Tables and Chairs on Footways (P3)
Use of A-boards on Footways (P3)

Furniture Zone (F1)

Waste Management (F4)

Part C: Action the Preferred Design Solution

Determining a course of action

- Action everything within the direct control of the Council.
- Work with other agencies to relocate or remove the apparatus.
- Issues such as maintenance and street cleaning need to be considered.
- Utilities companies need to be consulted regarding proposed relocation of manhole covers, cabinets, power lines, hydrants etc.

- Bus operators need to be consulted regarding the relocation of bus stop signs and/or shelters.
- Property owners need to be consulted regarding overgrown vegetation and drainage.

Post-implementation

- Carry out site inspections to ensure new installations are positioned as instructed and that they are appropriate for the location.
- Ensure that incremental additions to signage are avoided by maintaining a signage/street furniture database.

For further information see:

- [Guidance note for local authorities - reducing sign clutter \(TRL, 2010\)](#)



Waverley Bridge before de-cluttering, [Google Maps 2017](#)



Waverley Bridge after de-cluttering, [Google Maps 2017](#)

Image References

Minimising Street Clutter

De-cluttering on Castle Street: The City of Edinburgh Council

Road Markings / Surface Materials

All images: The City of Edinburgh Council

Street Furniture

CCTV: Google Earth [ONLINE]. Available at: <https://goo.gl/maps/RqTpb4yuV692> [Accessed 02 February 2017]

Bollards: The City of Edinburgh Council

Lights: The City of Edinburgh Council

Pay and display machine: The City of Edinburgh Council

Part A: Inventory Audit

Image: The City of Edinburgh Council

Part B: Opportunities for de-cluttering

All images: The City of Edinburgh Council

Quick Wins: Traffic Signs (Tables)

'At any time' sign: The City of Edinburgh Council

'give way' sign and road marking: The City of Edinburgh Council

Waiting restrictions: The City of Edinburgh Council

'20' zone sign and repeaters: The City of Edinburgh Council

Traffic warning sign : The City of Edinburgh Council

Traffic calming information signs: The City of Edinburgh Council

Other traffic signs within 20mph zones: The City of Edinburgh Council

Regulatory signs: The City of Edinburgh Council

Diagram 957 signs: The City of Edinburgh Council

Diagram 610 signs: The City of Edinburgh Council

Directional signs (replace/remove): The City of Edinburgh Council

Directional signs (assess/remove): The City of Edinburgh Council

Directional signs (assess/relocate): The City of Edinburgh Council

Low level traffic signs: TAL 3/13 [ONLINE]. Available at: <http://www.tsrgd.co.uk/pdf/tal/2013/tal-3-13.pdf> [Accessed 20 June 2017]

Illuminated signs: The City of Edinburgh Council

Speed limit signs below 20mph: Google Earth [ONLINE]. Available at: <https://goo.gl/maps/JKSWB5YHUED2> [Accessed 16 May 2017]

Repeater speed limit signs: CT Cooper, 2011 [ONLINE]. Available at:

https://commons.wikimedia.org/wiki/File:Portsmouth_Road_to_the_southwest_in_Liphook,_Hampshire,_England_4.jpg [Accessed 25 May 2017]

Quick Wins: Road Markings (Tables)

Yellow box junctions: The City of Edinburgh Council

Centrelines: The City of Edinburgh Council

Keep clear, slow and no entry road markings: The City of Edinburgh Council

Speed Limit Surface Marking Roundels: The City of Edinburgh Council

Quick Wins: Street Furniture (Tables)

Bollards: The City of Edinburgh Council

Guard railing: The City of Edinburgh Council

Planters: The City of Edinburgh Council

Temporary signs: The City of Edinburgh Council

Poles: The City of Edinburgh Council

Cycle racks: The City of Edinburgh Council

Street lighting: The City of Edinburgh Council

Overhanging branch: The City of Edinburgh Council

Pavement cafes: The City of Edinburgh Council

Advertising boards: The City of Edinburgh Council

Telephone boxes: The City of Edinburgh Council

Wheelie bins on the street: The City of Edinburgh Council

Part C: Action the preferred design solution

Before image: Google Earth [ONLINE]. Available at: <https://goo.gl/maps/Es2S1mefRiN2> [Accessed 21 June 2017]

After image: Google Earth [ONLINE]. Available at: <https://goo.gl/maps/FY1bowqH3ws> [Accessed 21 June 2017]

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