## P7 – Minimising Street Clutter

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### Part C: Action the Preferred Design Solution
- | 20 |
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:

- **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.

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

**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.

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.

**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.

**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 Decluttering 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)  
Equality & Rights Impact Assessment (P2)  
Designing Inclusive Streets (P2)  
Footways (P3)
De-cluttering Assessment

<table>
<thead>
<tr>
<th>Part A</th>
<th>Part B</th>
<th>Part C</th>
</tr>
</thead>
</table>
| **Inventory Audit to create a database of the existing situation**  
See page 6 | **Identify opportunities for de-cluttering and propose a preferred design solution**  
See pages 7-19 | **Action the preferred design solution (engage with relevant agencies if required)**  
See page 20 |
| Conduct an on-street audit of an existing designated area, or a design review of a proposed scheme.  
Capture relevant information relating to the type, location and condition of:  
- Traffic signs  
- Road markings  
- Street furniture | • Identify opportunities for de-cluttering.  
• Determine if any change is required and then record recommendations in the Inventory Audit.  
• Identify Quick Wins | **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. |

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 B (P7)  
De-cluttering Assessment - Part C (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.

Recommended inventory audit structure

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

For further information see:

The City of Edinburgh Council
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

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, guardrail 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

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

   - Yes
     - Remove
   - No
     - Go to Q2

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

   - Yes
     - Modify
   - No
     - Retain

Remove

Merge or Relocate
Quick Wins: Traffic Signs

<table>
<thead>
<tr>
<th>Item</th>
<th>Status</th>
<th>Action</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>'At any time’ sign used in conjunction with double yellow lines / double kerb marks</td>
<td>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.</td>
<td>Remove sign</td>
<td><img src="image" alt="No loading at any time" /></td>
</tr>
<tr>
<td>'Give way’ road marking and a ‘give way’ sign at junction</td>
<td>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.</td>
<td>Remove vertical give way signs in 20mph zones except where there is a significant visibility/safety concern.</td>
<td><img src="image" alt="Give way" /></td>
</tr>
<tr>
<td>Waiting restrictions</td>
<td>Consider area-wide parking controls (such as Restricted Parking Zones) to reduce signage clutter and unnecessary lining.</td>
<td>Minimise use of signage / Remove road markings</td>
<td><img src="image" alt="At any time" /></td>
</tr>
</tbody>
</table>

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

**Relevant Factsheets:**
- Signage (F3)  
- Parking and Loading (G9)
<table>
<thead>
<tr>
<th>Item</th>
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</tr>
</thead>
<tbody>
<tr>
<td>20mph zone signs and repeaters</td>
<td>Standard size speed limit signs are only to be located at the entry point of a 20mph zone. Repeater are not required on streets where traffic calming features are in place (e.g. humps, speed tables etc.)</td>
<td>Minimise</td>
<td><img src="image" alt="20mph zone signs" /></td>
</tr>
<tr>
<td>Traffic calming warning signs in 20mph zones</td>
<td>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.</td>
<td>Remove</td>
<td><img src="image" alt="Traffic calming warning signs" /></td>
</tr>
<tr>
<td>Traffic calming information signs in 20mph zones</td>
<td>The “Traffic calmed area” sign (diagram 883) is redundant in 20mph zones.</td>
<td>Remove</td>
<td><img src="image" alt="Traffic calming information signs" /></td>
</tr>
<tr>
<td>Other traffic signs within 20mph zones</td>
<td>Generally use the smallest permissible sign size.</td>
<td>Assess and upgrade signage accordingly</td>
<td><img src="image" alt="Other traffic signs" /></td>
</tr>
</tbody>
</table>

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

**Relevant Factsheets:**
- Speed Management Through Geometry and Layout (G1)
- Signage (F3)
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Regulatory signs on both sides of the road and terminal speed signs</strong></td>
<td>Many regulatory signs do not need to be placed on both sides of a road, including controlled parking zone signage and no entry signs. 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.</td>
<td><strong>Assess and remove unnecessary signage</strong></td>
<td><img src="image1.png" alt="Example Image" /></td>
</tr>
<tr>
<td><strong>Diagram 957: shared use cycle signage</strong></td>
<td>Often over-used. It does not require illumination and should not be placed at a footway pinch-point. Consider using roundel applied to footway instead.</td>
<td><strong>Assess / minimise use / replace with a footway roundel</strong></td>
<td><img src="image2.png" alt="Example Image" /></td>
</tr>
<tr>
<td><strong>Diagram 610 ('keep left’) placed at pedestrian refuges and other islands</strong></td>
<td>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.</td>
<td><strong>Assess</strong></td>
<td><img src="image3.png" alt="Example Image" /></td>
</tr>
</tbody>
</table>

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)
### Factsheet

<table>
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<tr>
<th>Item</th>
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<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Directional signs</strong></td>
<td>Priority should be given to removing oversized and / or redundant signage in the city centre where 20mph zone standards can be applied</td>
<td>Replace / remove</td>
<td><img src="image1.jpg" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>Do not use oversized sign plates. Seek to avoid the use of 2 vertical posts.</td>
<td>Assess size of plate, assess pole requirement / remove</td>
<td><img src="image2.jpg" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>Signs mounted onto oversized pre-existing signs should be reduced in size, and rationalised to remove vertical posts</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>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.</td>
<td>Assess / relocate</td>
<td><img src="image3.jpg" alt="Image" /></td>
</tr>
<tr>
<td><strong>Low level traffic signs</strong></td>
<td>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: • mandatory turns (diagrams 606, 610 and 611) • cycling prohibition (diagram 951) • cycle routes or shared cycle / pedestrian routes (diagrams 955, 956 and 957).</td>
<td>Assess / rationalise existing high level signs onto bollards</td>
<td><img src="image4.jpg" alt="Image" /></td>
</tr>
<tr>
<td><strong>Illuminated traffic signs</strong></td>
<td>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.</td>
<td>Reflectorise signs that no longer require illumination</td>
<td><img src="image5.jpg" alt="Image" /></td>
</tr>
</tbody>
</table>

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<th>Example</th>
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</thead>
<tbody>
<tr>
<td>Speed limit signs below 20mph</td>
<td>Speed limit signs below 20mph require special authorisation from the Department for Transport; they may not be erected without an order.</td>
<td>Assess / apply as appropriate</td>
<td><img src="image1.png" alt="Image" /></td>
</tr>
<tr>
<td>Repeater speed limit signs</td>
<td>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</td>
<td>Assess / minimise use</td>
<td><img src="image2.png" alt="Image" /></td>
</tr>
</tbody>
</table>

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

- Yes → Remove
- No → Go to Q2

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

- Yes → Modify
- No → Retain

Merge or Relocate

Remove
## Quick Wins: Road Markings

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<tbody>
<tr>
<td><strong>Yellow box junctions</strong></td>
<td>Assess traffic capacity / safety implications of removing or replacing with 'Keep clear'</td>
<td>Assess / remove</td>
<td><img src="image" alt="Yellow box junction" /></td>
</tr>
<tr>
<td><strong>Centrelines</strong></td>
<td>There is a presumption in favour of no centrelines in 20mph zones.</td>
<td>Generally do not reinstate, except on strategic streets</td>
<td><img src="image" alt="Centreline" /></td>
</tr>
<tr>
<td></td>
<td>(See Omitting Centrelines Factsheet (G3) for further guidance)</td>
<td></td>
<td><img src="image" alt="Centreline" /></td>
</tr>
<tr>
<td><strong>‘Keep clear’, ‘slow’ and ‘no entry’</strong></td>
<td>Assess safety implications of removing worded markings, such as ‘keep clear’, ‘slow’ and ‘no entry’.</td>
<td>Assess / remove</td>
<td><img src="image" alt="‘Keep clear’, ‘slow’ and ‘no entry’" /></td>
</tr>
<tr>
<td><strong>Speed Limit Surface Marking Roundels</strong></td>
<td>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.</td>
<td>Assess / do not use on setted streets</td>
<td><img src="image" alt="Roundel" /></td>
</tr>
</tbody>
</table>

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

**Relevant Factsheets:**
- Omitting Centrelines (G3)
De-cluttering Process for Street Furniture

Q1. Can the item be lawfully removed without adversely impacting on safety or performance?

Review function of street furniture / Road Safety Audit

- Yes
  - Remove

- No
  - Go to Q2

Q3. Can the item be relocated or combined with another item to reduce physical clutter?

Review function of street furniture in context

- Yes
  - Modify

- No
  - Retain

Remove

Merge or Relocate

Relevant Factsheets:
De-cluttering Assessment - Part A (P7)  De-cluttering Assessment - Part C (P7)
# Quick Wins: Street Furniture

<table>
<thead>
<tr>
<th>Item</th>
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<th>Action</th>
<th>Example</th>
</tr>
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<tbody>
<tr>
<td>Bollards</td>
<td>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.</td>
<td>Assess / consider removal / replacement with alternative</td>
<td><img src="image1.jpg" alt="Example" /></td>
</tr>
<tr>
<td>Guardrailing</td>
<td>Follow existing approved guardrail process (2012) with a presumption for removal. (See Pedestrian Guardrail Factsheet (P5) for further guidance)</td>
<td>Assess / remove if appropriate</td>
<td><img src="image2.jpg" alt="Example" /></td>
</tr>
<tr>
<td>Planters</td>
<td>Assess the condition and siting of planters. Remove/relocate if obstructing the clear footway width.</td>
<td>Assess / relocate if necessary</td>
<td><img src="image3.jpg" alt="Example" /></td>
</tr>
<tr>
<td>Temporary signs</td>
<td>Ensure that temporary sign placement conforms to good practice and does not block the footway. When the temporary function has expired - remove the signage.</td>
<td>Assess / place appropriately / remove</td>
<td><img src="image4.jpg" alt="Example" /></td>
</tr>
</tbody>
</table>

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</tr>
</thead>
<tbody>
<tr>
<td>Poles</td>
<td>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.</td>
<td>Assess / relocate / remove</td>
<td><img src="image1.png" alt="Image" /></td>
</tr>
<tr>
<td>Cycle racks</td>
<td>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.</td>
<td>Assess</td>
<td><img src="image2.png" alt="Image" /></td>
</tr>
<tr>
<td>Street lighting</td>
<td>Mount lights onto buildings where feasible, especially when footways are busy with pedestrians. Locate at the rear of the footway.</td>
<td>Consider relocation on to building or to rear of footway</td>
<td><img src="image3.png" alt="Image" /></td>
</tr>
<tr>
<td>Overhanging branches</td>
<td>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.</td>
<td>Remove / cut back branches</td>
<td><img src="image4.png" alt="Image" /></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Status</th>
<th>Action</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement cafés</td>
<td>Enforce layout to correspond with clear footway width requirements – Localities team distribute tables and chairs permits. (See Footways Factsheet (P3) for further guidance)</td>
<td>Assess</td>
<td><img src="image1.png" alt="Image" /></td>
</tr>
<tr>
<td>Advertising boards (A-boards)</td>
<td>These should be removed as they are subject to a city wide ban as of the 5th November. (See Footways Factsheet (P3) for further guidance)</td>
<td>Remove</td>
<td><img src="image2.png" alt="Image" /></td>
</tr>
<tr>
<td>Telephone boxes</td>
<td>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.</td>
<td>Assess</td>
<td><img src="image3.png" alt="Image" /></td>
</tr>
<tr>
<td>Wheelie bins on the street</td>
<td>New developments to have Waste Management Strategy and reduce visibility of wheelie bins. (See Waste Management Factsheet (F5) for further guidance)</td>
<td>Assess and reduce impact</td>
<td><img src="image4.png" alt="Image" /></td>
</tr>
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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)
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/RqTgb4yuV692 [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
Illuminated signs: The City of Edinburgh Council

Speed limit signs below 20mph: Google Earth [ONLINE]. Available at: https://goo.gl/maps/JKSWBSYHUED2 [Accessed 16 May 2017]
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