

# 3.6G DESIGN STUDIES - FURNITURE STRATEGY

## 3

Our approach to street furniture seeks to :

- Avoid the installation of unnecessary street furniture.
- Respond contextually to the siting and design of all street furniture, to ensure that street furnishings are viewed as a single coordinated palette.
- Locate furniture (and trading pitches) intelligently so that each item relates to the function of the building and spaces it serves (e.g. consider the role of seating in enhancing surveillance, its impact on congregation and the likelihood of furniture being misused).
- Locate furniture so that it may benefit from overlooking from passers by or adjacent buildings.
- Ensure that design considerations are balanced within functionality and future maintenance requirements.

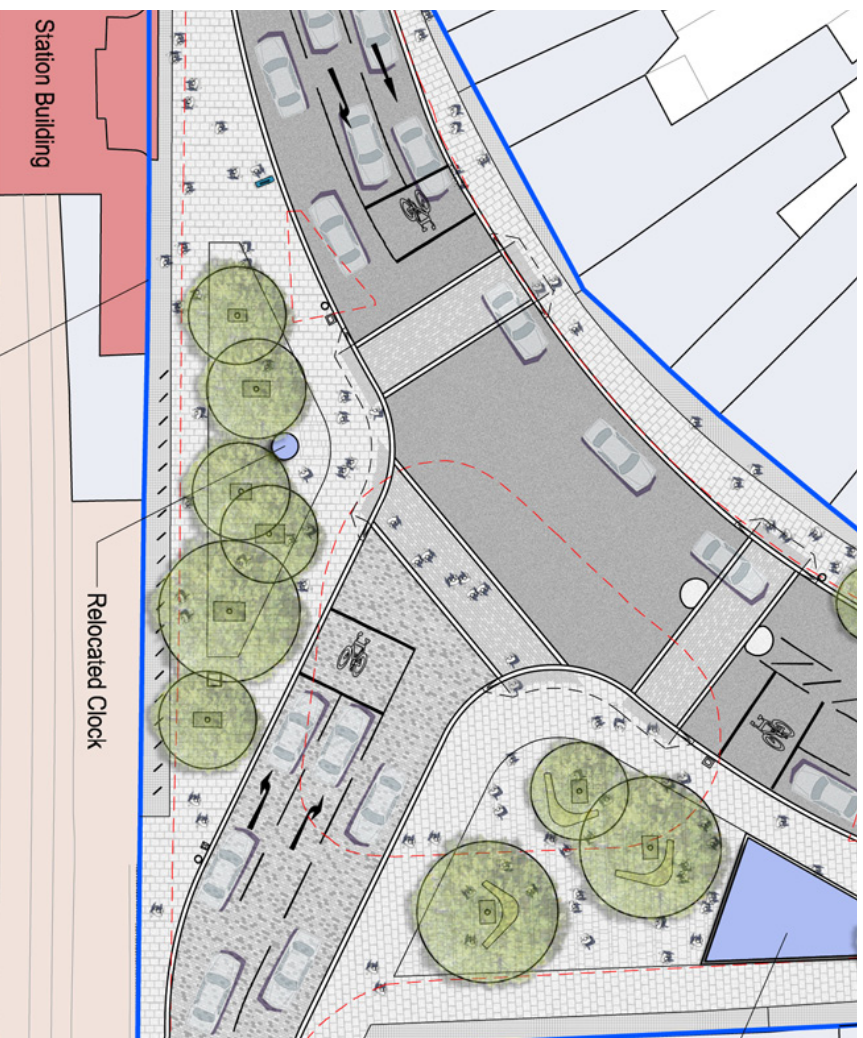
### Cycle parking:

TfL standards recommend that one cycle space is provided for every 200 daily entrants to the station. Using this figure, by 2026, 39 additional spaces should be added to the 5 cycle spaces currently provided at Maryland Station. The two Sheffield stands are located within the station and accessed via the stepped entrance. No on-street cycle parking is provided in the vicinity of the station.

It is proposed that 40 cycle parking spaces are provided in the new public realm outside the station to the east along the station wall. These cycle stands will be well accessed from all station approach routes and are well located to allow clear visibility in relation with the station entrance as well as safety and natural surveillance. There will be a potential to extend the facility in the future to provide for increase in passenger numbers beyond 2026.

In addition to this provision, cycle facilities are also proposed within the public realm to support local centre uses, such as 5 cycle stands (10 spaces) proposed at Maryland Point.

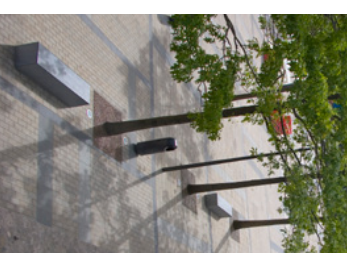
Design Guidelines have been provided for Wayfinding and Public Art in Chapter 6 of this report.



Furniture elements on station entrance plaza



Street furniture elements alignment principle



Street furniture elements



Cycle stands (selected according to LBN guidance)

LBN Design Guide for Borough Road extract :  
*The Council's preferred cycle stand is the Sheffield stand in a black finish. These shall be sited at convenient intervals, in groups of five to ten, away from main pedestrian flow. A 150mm wide contrasting colour partially sighted band shall be included on either side of the stand to assist partially sighted pedestrians in identifying the stand as a potential trip hazard.*