Activity Centres Streetscape Suite

June 2013

City of KINGSTON

Review Periods

The Activity Centres Streetscape Suite should be reviewed as required and/or every 5 years.

Issue No.	Revision No.	Details	Prepared By	Checked By	Approved By	Approval Date
1	0	First Edition	Andrew Roberts	Aidan Mullen	Rachel Hornsby	7 June 2013

Customer Service Centres

Cheltenham (Head office)

1230 Nepean Highway, Cheltenham
Melways Ref: 86 J2
Hours: Monday to Friday,
8.30am – 5.30pm

Mentone

34 Brindisi Street, Mentone
Melways Ref: 86 K6
Hours: Monday to Friday,
9.00am – 5.00pm

Chelsea

1 Chelsea Road, Chelsea
(co-located with the Library)
Melways Ref: 97 B1
Hours: Monday to Friday,
10.00am – 4.30pm

General Information

Telephone: 1300 653 356
Facsimile: 9581 4500
TTY (For Hearing Impaired):
9581 4506
Multilingual Telephone Line:
9581 4506
Post: PO Box 1000, Mentone,
Vic., 3194
Email: info@kingston.vic.gov.au
Website: www.kingston.vic.gov.au
Facebook: www.facebook.com/
CityOfKingston

Further Copies

A copy of the City of Kingston, Activity Centres Streetscape Suite is available for viewing at www.kingston.vic.gov.au or Contact Council on 1300 653 356.

Acknowledgments

Council would like to thank all who Contributed to the development of the Activity Centres Streetscape Suite.

Disclaimer:

CONTENTS

The Activity Centres Streetscape Suite will provide guidance on the use of a suite of design treatments and details throughout Activity Centres within the City of Kingston. The notes will be used by designers, developers, installers and contractors as a guide to design and install treatments.

The Activity Centres Streetscape Suite applies to the public domain in the major and neighbourhood Activity Centres and includes streets, lanes, squares, as well as building frontages and setbacks.

The objective of the Activity Centres Streetscape Suite is to define design principles and provide a standard palette of materials and elements, with the aim to:

- Establish a clear and consistent public domain image within Activity Centres in the City of Kingston;
- Provide clarity in design requirements and principles;
- Reinforce the streetscape hierarchy;
- Promote pedestrian priority;
- Maintain construction standards for streetscape elements;
- Facilitate the integrated management, maintenance and repairs of Council assets, and;
- Where appropriate build upon established streetscape treatments and practices.

The Activity Centres Streetscape Suite should be read in two parts:

Part 1 - Design Principles

Part 1 provides information on the characteristics and design principles of different streetscape typologies to assist in the design concept and design development stages (including the preparation of cost estimates).

Part 2 – Technical Information

Part 2 provide technical information to select and locate standard streetscape elements, such as furniture and footpaths for installation, management, repairs and replacement.

The Activity Centres Streetscape Suite has been developed by a Council working group of relevant internal experts in the delivery of streetscapes in the public realm.



Access - Passing pedestrians, cyclist and vehicular traffic

Street Edge - Business, retail, food outlet, public institutions



Public Space - Footpaths, footpath trading, lighting, furniture, planting

1.1 DESIGN PRINCIPLES

It is important that streetscapes within Activity Centres are designed and built to reflect local character as well as creating a coordinated and consistent image for City of Kingston.

Streetscapes in an activity centre should be designed to achieve the following desired outcomes:

- Strengthen the character within of activity centres;
- Be well used by the local community;
- Based on environmentally sustainable design principles;
- Practical and cost effective to maintain;
- Stand the test of time;
- Provide a functional, safe and universally accessible environment for all people, including those with disabilities;
- Of high quality in design and construction.

To achieve these desired outcomes, a successful streetscape relies on a supportive combination of the following:

Access

Passing pedestrians, cyclist and vehicular traffic.

Street Edge

Business, retail, food outlet, and public institutions.

Public Space

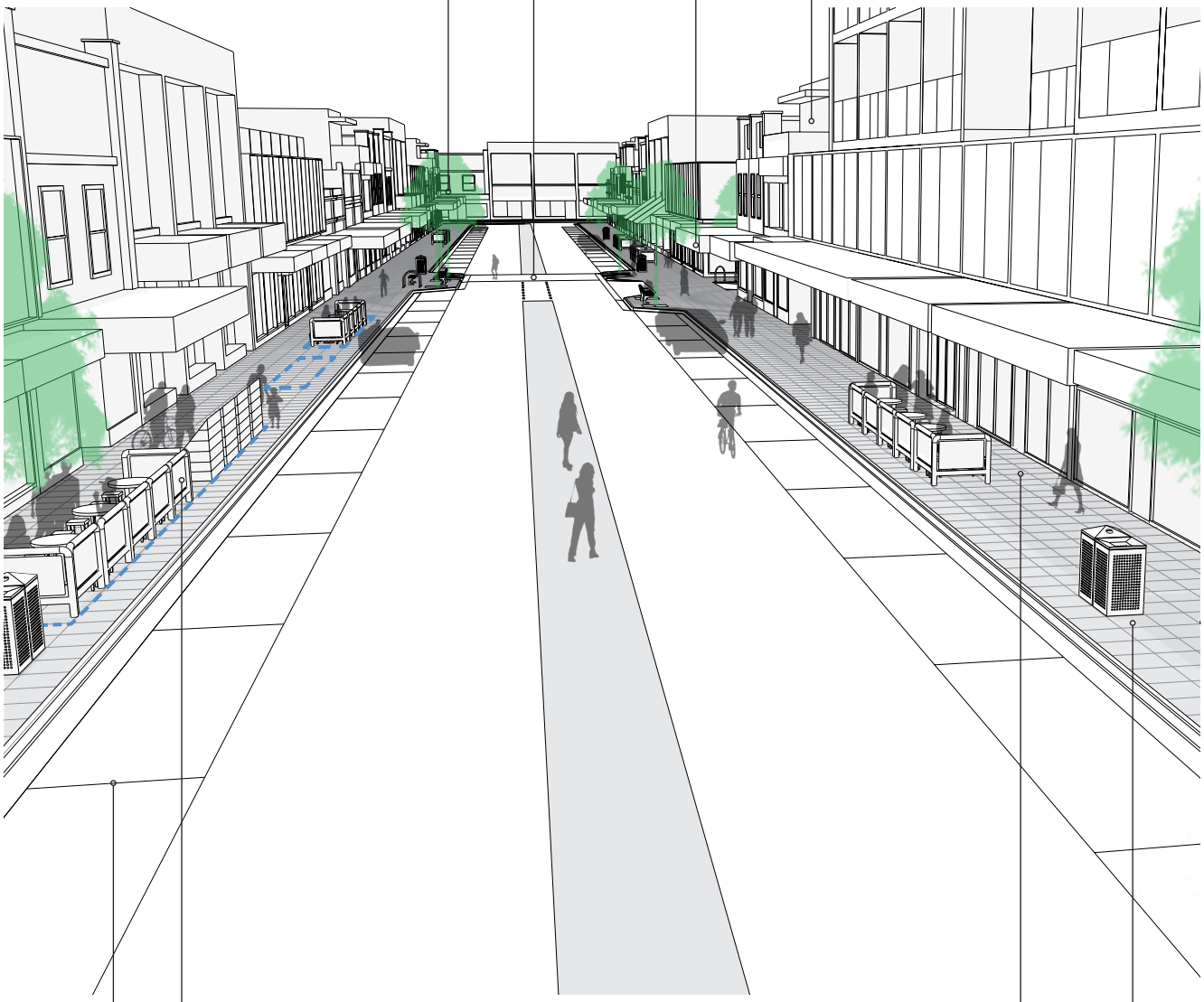
Footpaths, footpath trading, lighting, furniture, and planting.

It is important that the role of each streetscape is clearly understood for these combinations to work successfully together.

The City of Kingston has identified the five streetscape typologies that provide distinct roles within its Activity Centres:

- Primary Commercial Streetscapes;
- Secondary Commercial Streetscape;
- Laneways;
- Social Nodes;
- Public Spaces & Shared Spaces.

The importance of the ‘street access’, ‘street edge’ and ‘public space’ will vary across the streetscape typologies.



Typical Commercial Streetscape

1.2 PRIMARY COMMERCIAL STREETSCAPES

Primary Commercial Streetscapes have active commercial uses such as retail shops, cafes, restaurants, green grocers etc. The on-going economic success of these commercial uses is vital in achieving a vibrant, attractive, and sustainability Activity Centres.

Ideally, Primary Commercial Streetscapes should cater for a variety of commercial uses and be active on throughout the day, night and weekends.

As such, Primary Commercial Streetscapes should be mainly focussed on supporting these commercial uses by providing clear pedestrian access as well as footpath space for suitable trading. Safe and accessible streetscapes are vital in encouraging pedestrians, which is needed for commercial uses and trading.

Design Principles

- Provide wide and clear footpaths along building lines with space dedicated for pedestrian movement and footpath trading.
- Ensure a minimum path of travel is 1800mm wide with a greater width in the busiest areas and near transport interchanges to facilitate the greater pedestrian volumes.
- Provide clear area along the kerb line for footpath trading with essential furniture such as public seating and bins every 50 metres or where appropriate.
- Encourage adjacent buildings to have large open windows and canopies.
- In locations with no shop canopies, encourage inviting and shaded streetscapes through ‘nodal’ street planting.
- Consider short term parallel car parking with all bays line marked.
- Maintain regular kerb alignments and setbacks for street furniture.
- All furniture and pavement to be selected as outlined in the Streetscape Suite.
- Review the preferred traffic configurations and extend the pedestrian footpath width where possible

Typical Collector Streetscapescape

1.3 SECONDARY COMMERCIAL STREETSCAPES

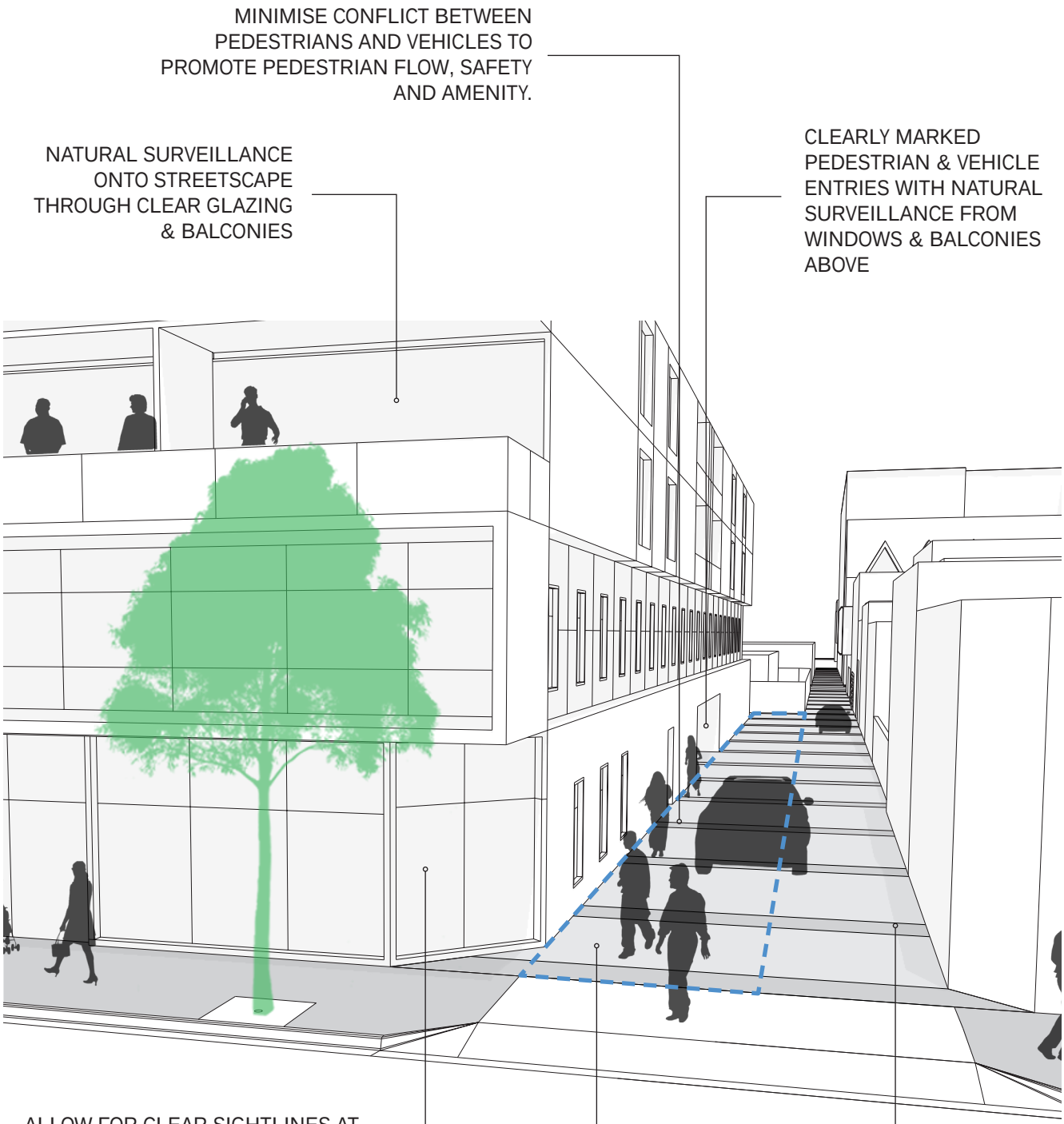
Secondary Commercial Streetscapes are streets within Activity Centres that do not have established retail uses but are likely to experience significant transformation through new developments in the future. Generally, these streets do not include large amounts of commercial activities and are often adjacent to residential, office or car parking uses.

On Secondary Commercial Streetscapes, asphalt footpaths are to be used as an interim material to help facilitate the siting of new developments without major disruption and/or expenditure to existing footpaths. Once new development takes place on these streetscapes (through the development approval process), the streetscape can be upgraded to a Primary Commercial Streetscape, with private development facilitating installation of the new footpaths.

As such, Secondary Commercial Streetscape should mainly focus on maintaining safe and sufficient footpath space for pedestrians, cyclists, and delivery trolleys servicing businesses throughout the Activity Centre.

Design Principles

- Review the preferred traffic configurations and extend the pedestrian footpath width where possible.
- Provide safe and generous pedestrian route along building lines by paving the full width of the pavement up to the kerb.
- Ensure a minimum path of travel is 1500mm wide for all footpaths.
- Provide a safe cyclist routes through separated bicycle lanes where possible.
- In locations with no shop canopies, encourage inviting and shaded streetscapes through ‘avenue’ street planting.
- Provide clear area along the kerb line for footpath trading with essential furniture such as public seating and bins every 100m or where appropriate.
- Consider car parking with all bays line marked.
- Promote safe streets at night for all uses through sufficient street lighting.
- All furniture and pavement to be selected as outlined in the Streetscape Suite.



Typical Laneway

1.4 LANEWAYS

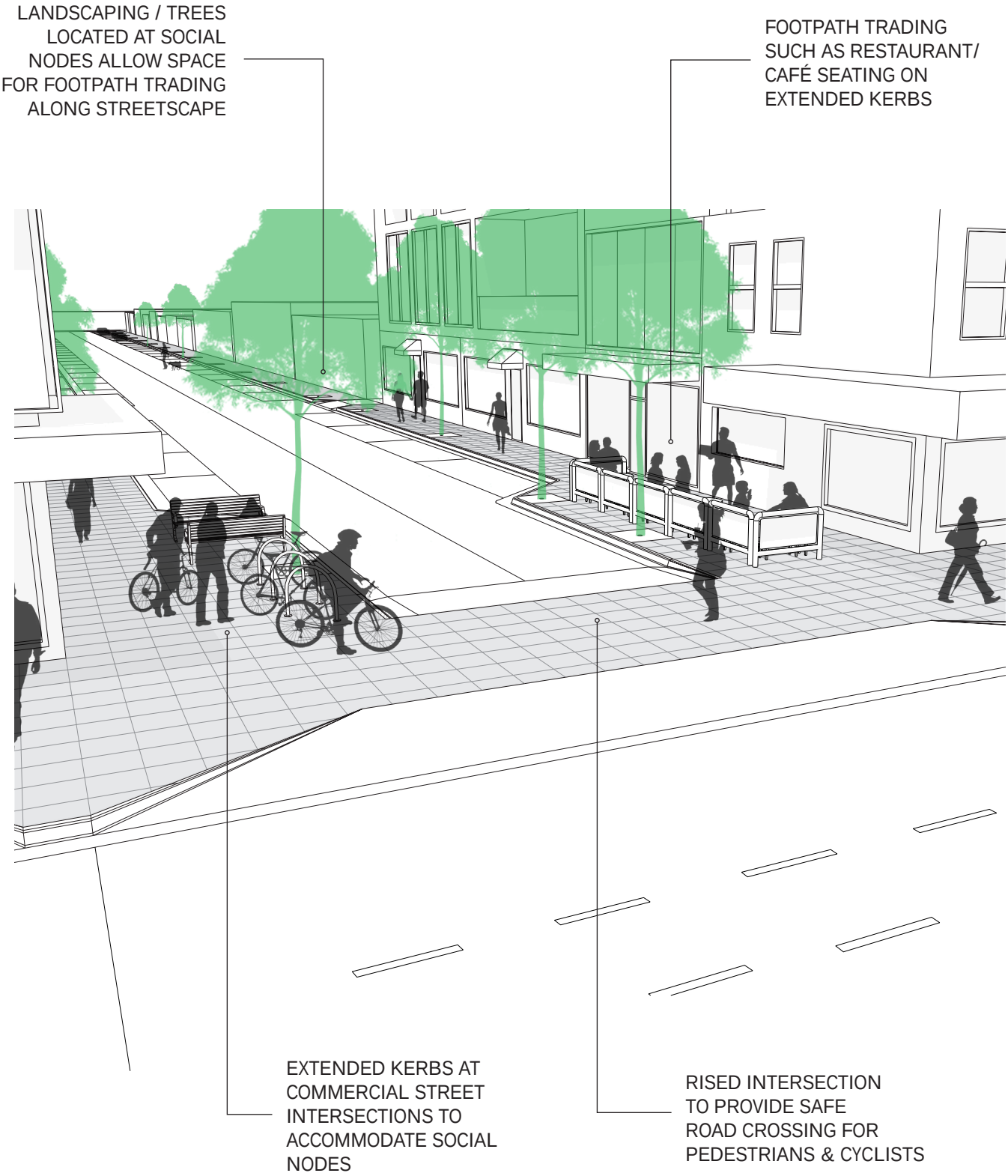
Laneways are different from Commercial Streetscapes as they are narrow public streets that provide vehicular access and servicing to the rear of adjacent buildings.

Laneways also provide links between buildings and can form an integral part of a pedestrian network and pedestrian accessibility within Activity Centres.

As such, Laneways should focuss on the continued servicing of existing buildings, while maximising opportunities to provide safe and sufficient access for pedestrians.

Design Principles

- Provide visual interest within Laneways through Coucil's standard laneway treatment (See Part 3.2.4 Laneway Pavement).
- In shared Laneways, minimise conflict between pedestrians and vehicles to promote pedestrian flow, safety and amenity.
- Minimise the visual impact of car and service zones on the Laneway and public realm.
- Ensure that car parking access points do not dominate the Laneways.
- Pedestrian routes into building entries and other destination points should be clearly marked and separated from traffic.
- Provide consistent lighting and clear sight lines to provide safe pedestrian routes and deter anti-social activities.
- Provide natural surveillance to Laneways through viewing opportunities from adjacent buildings.
- Avoid concealed alcoves, dark areas, and hidden entrances etc. which provide vulnerable areas for crime.
- Ensure that Laneways comply with the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.
- Where high pedestrian activity is expected in laneways consider providing furniture in appropriate locations to sepearate pedestrian and vehicle spaces.



Typical Social Nodes

1.5 SOCIAL NODES

While Commercial Streetscapes are focused on commercial uses with space maximised for footpath trading, intersections within these streetscapes can also play an important role in creating Social Nodes focused on public uses.

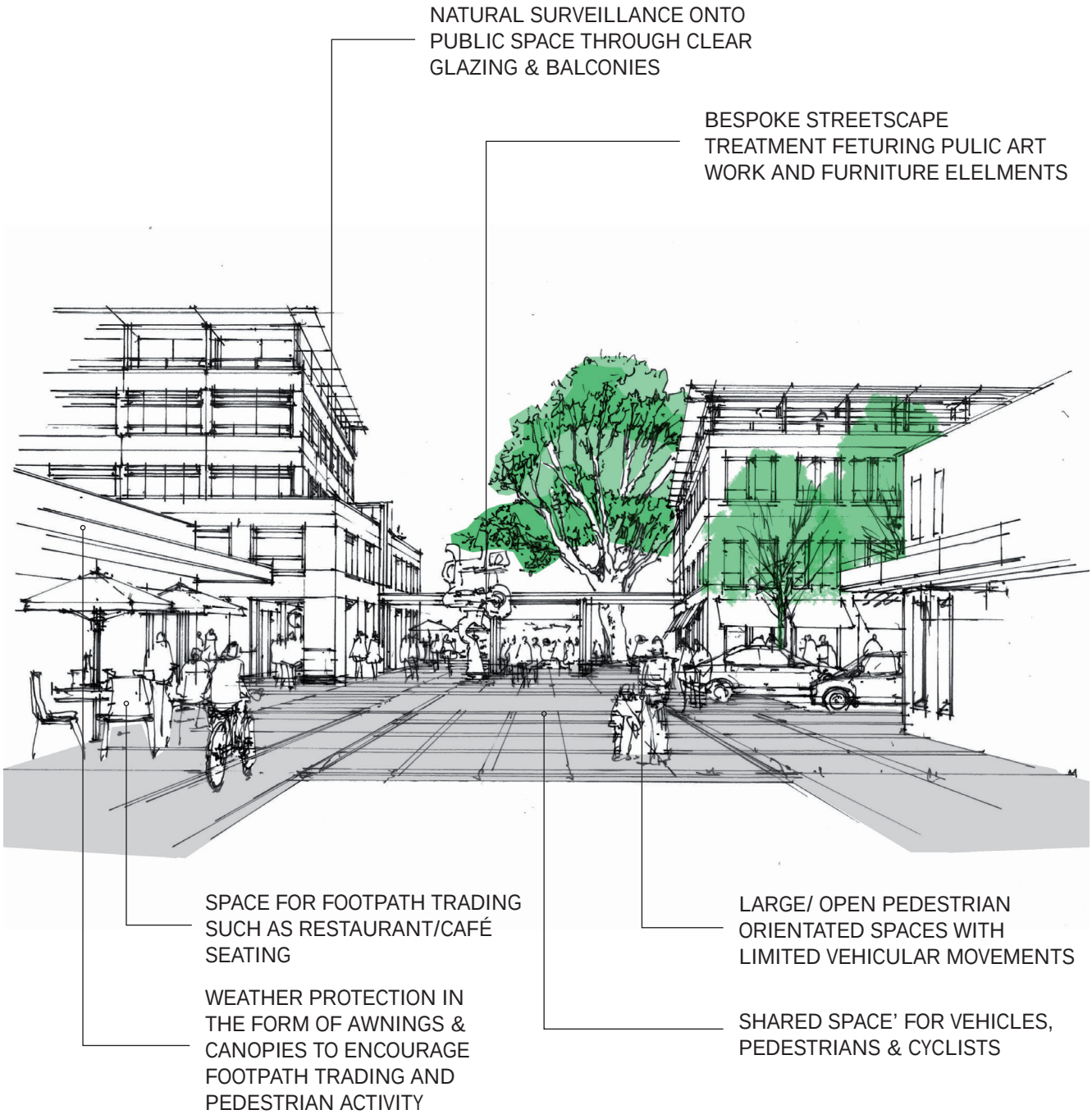
Social nodes are wider areas where streetscape elements such as bins, seats, and bicycle facilities are configured to allow for groups or a number of people to gather. Social Nodes can also allow sufficient footpath space for outdoor dining, such as cafes and restaurants. Social Nodes are also commonly located close to public transport infrastructure such as bus stops, taxi ranks and railway station entries.

As parking is not provided close to intersections, kerbs can be extended to the width of the adjacent car parking lanes to make best use of the space for 'Social Nodes'. Where possible Social Nodes should incorporate raised intersections to encourage pedestrian connectivity along commercial streetscapes.

In some instances, there may be opportunities for bespoke and nonstandard streetscape elements.

Design Principles

- Extend kerbs where possible at commercial street intersections to provide greater footpath area to accommodate Social Nodes.
- Encourage the incorporation of raised intersections to provide safe road crossings for pedestrians, cyclists, and people with limited mobility.
- Provide generous seating, planting, signage, bicycle racks and public transport infrastructure at extended intersections.
- Provide room for footpath trading such as restaurant/café seating on extended kerbs where practical.
- All furniture and pavement to be selected as outlined in the Streetscape Suite.
- Opportunities for bespoke and nonstandard streetscape elements may be used in Social Nodes that have been identified or are recognised as an important local focal point, which warrants an alternative treatment.



Example of a Public & Shared Spaces as shown in the Moorabbin Activity Centre Structure Plan May 2011

1.6 PUBLIC SPACES & SHARED SPACES

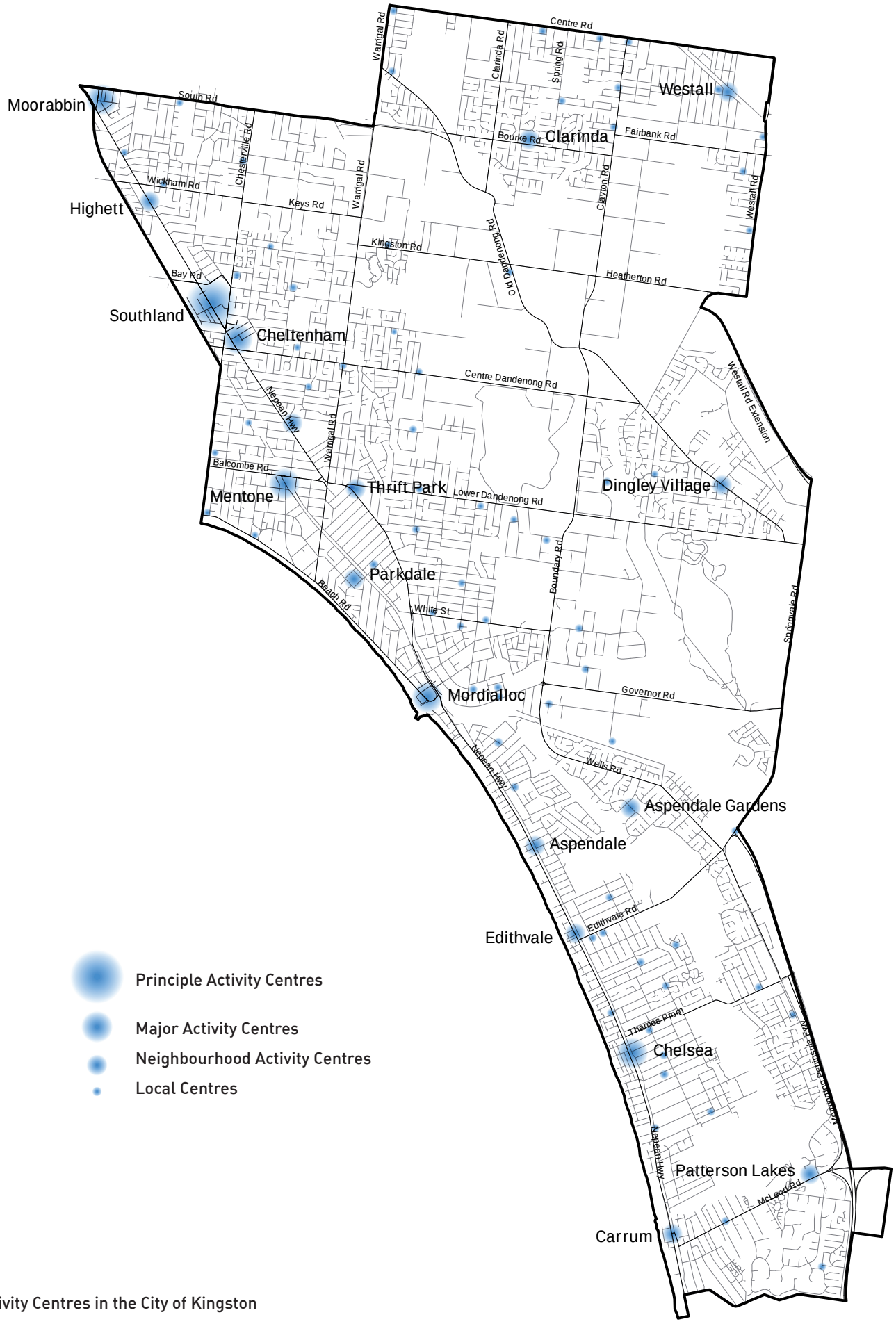
Public Spaces perform a range of roles and are a range of sizes, but most importantly they are places where people can comfortably gather and engage with each other in a safe and comfortable space.

These spaces can be large 'town squares' or 'pedestrianised streets'. Public Spaces should be focus on prioritising people, how they interact with each other, how they move around, and how they use a place.

In the City of Kingston, there is a need to increase Public Spaces that can provide opportunities to gather for lunch or informal meetings outside of 'commercial' activities such as cafés within its Activity Centres.

Design Principles

- Provide wide and generous pedestrian orientated spaces by limiting vehicular movements and where possible extending kerbs.
- Encourage the use of 'shared spaces' for vehicles and pedestrians, where appropriate.
- Provide seating layouts with a variety of sitting options to accommodate a range of users and allow for comfortable socialising.
- Locate street furniture elements a minimum of 300mm from buildings or set back a sufficient distance to permit pedestrian access between the elements and building.
- Provide room for footpath trading such as restaurant/café seating where appropriate.
- Provide a comfortable and inviting place with carefully considered furniture, pavements and planting.
- Opportunities for bespoke and nonstandard streetscape elements may be used in Public Spaces that have been identified or are recognised as an important local focal point, which warrants an alternative treatment.



Activity Centres in the City of Kingston

1.7 ACTIVITY CENTRE AREAS

The City of Kingston area includes a Principle Activity Centre, Major Activity Centres, Neighbourhood Activity Centres, and Local Centres. The Activity Centres which the Streetscape Suite applies to include:

Principle Activity Centre

Southland

Major Activity Centres

Chelsea
Cheltenham
Mentone
Moorabbin
Mordialloc

Neighbourhood Activity Centres

Aspendale
Aspendale Gardens
Carrum
Clarinda
Dingley Village
Edithvale
Highett
Parkdale
Patterson Lakes
Thrift Park
Westall

Local Centres

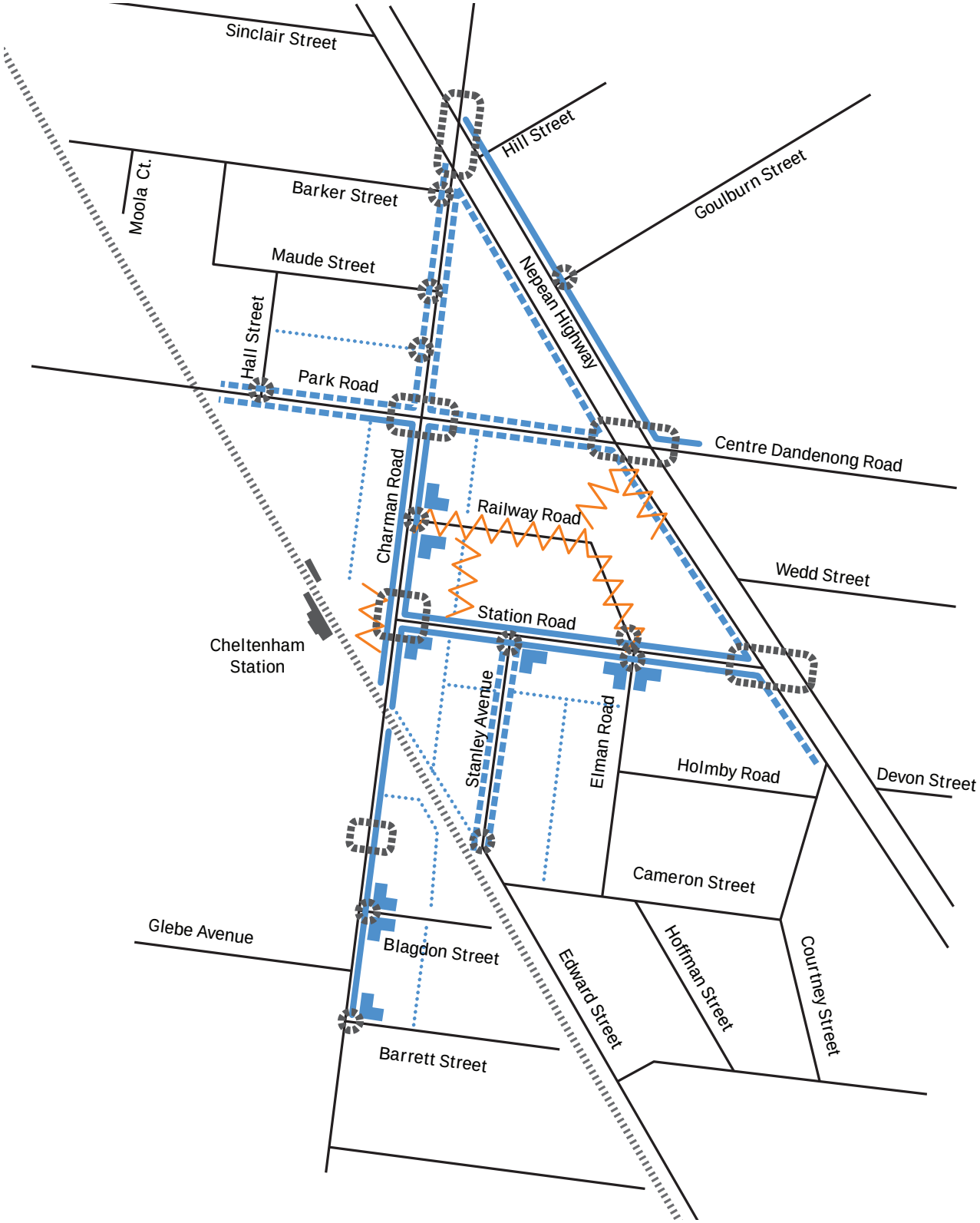
Local shops

The following diagrams display the streetscape hierarchy within the major activity centres of the City of Kingston. The streetscape treatment used may vary depending on the street typology shown in the diagrams.

If a streetscape is not shown or is unclear please contact the City of Kingston for more details on activity centre public domain treatments.

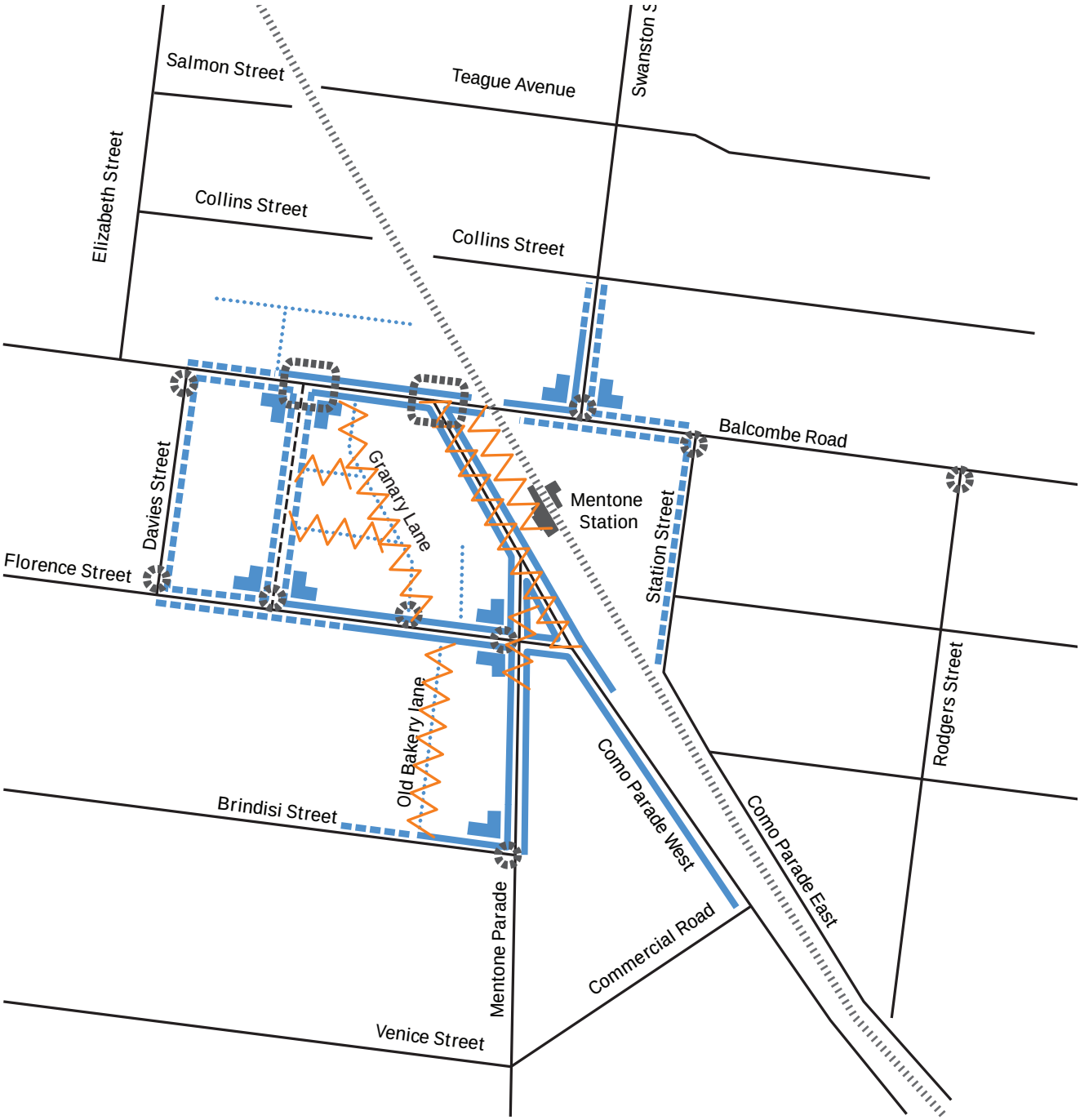
Principle Commercial Streetscapes
Secondary Commercial Streetscapes
Laneways
Opportunity for Safe Pedestrian Crossings
Opportunity for Social Nodes
Public Space & Shared Space

Chelsea Activity Centre Streetscape Hierarchy



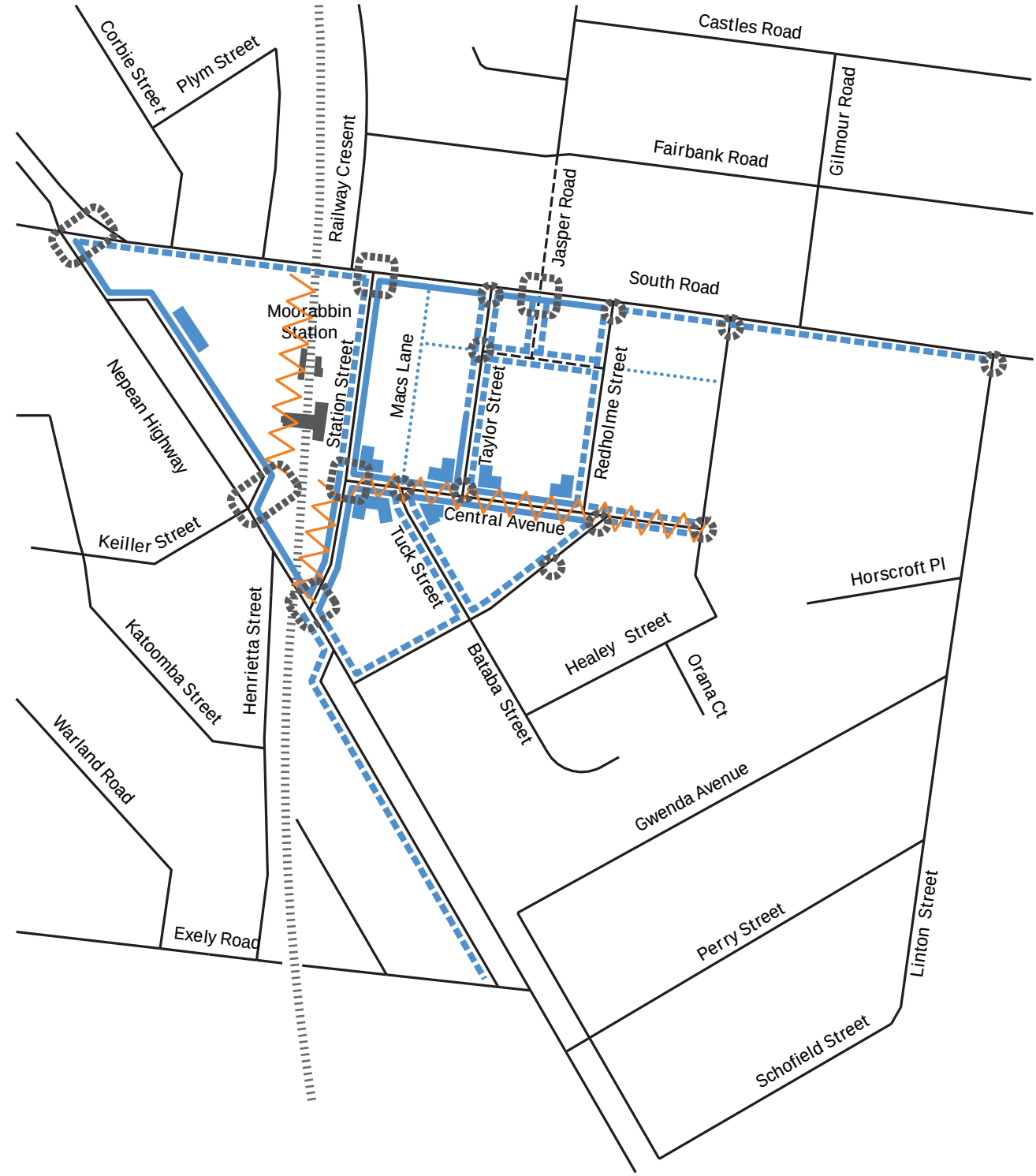
- Principle Commercial Streetscapes
- Secondary Commercial Streetscapes
- Laneways
- Opportunity for Safe Pedestrian Crossings
- Opportunity for Social Nodes
- Public Space & Shared Space

Cheltenham Activity Centre Streetscape Hierarchy



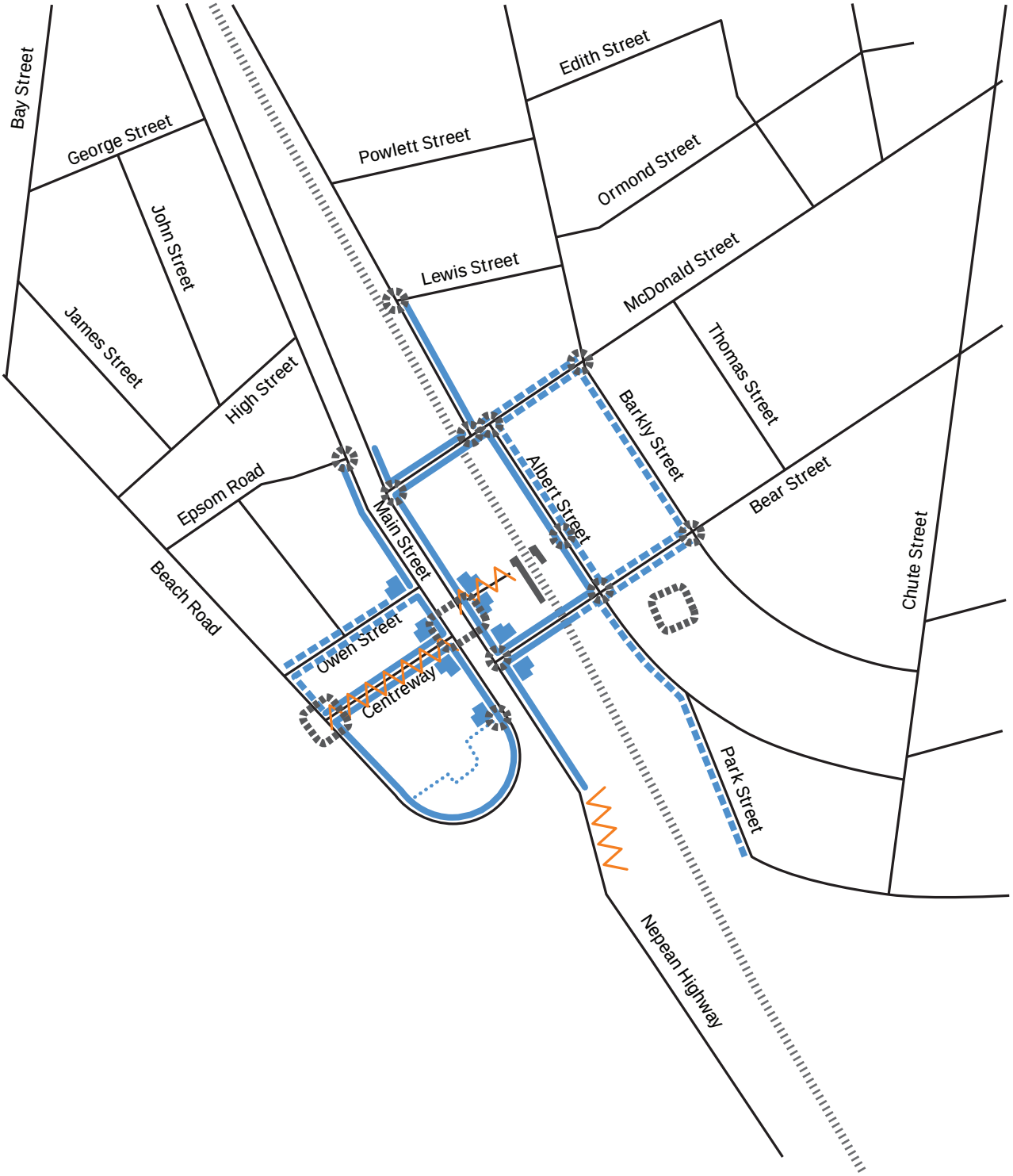
Principle Commercial Streetscapes
Secondary Commercial Streetscapes
Laneways
Opportunity for Safe Pedestrian Crossings
Opportunity for Social Nodes
Public Space & Shared Space

Mentone Activity Centre Streetscape Hierarchy



- Principle Commercial Streetscapes
- Secondary Commercial Streetscapes
- Laneways
- Opportunity for Safe Pedestrian Crossings
- Opportunity for Social Nodes
- Public Space & Shared Space

Moorabbin Activity Centre Streetscape Hierarchy



Principle Commercial Streetscapes (See Part 3.2.3)

Secondary Commercial Streetscapes (See Part 3.2.3)

Laneways

Opportunity for Safe Pedestrian Crossings

Opportunity for Social Nodes

Public Space & Shared Space

Mordialloc Activity Centres Streetscape Hierarchy

1.9 RELATED DOCUMENTS AND POLICIES

In addition to this Streetscape Suite, the following documents should also be referred to:

- City of Kingston, Standard Drawing Register (22/03/2012);
- City of Kingston, Roads and Drains Design Standards and Presentation of Designs (21/08/2001);
- City of Kingston, Tree Management Policy (May 2011);
- City of Kingston's Footpath Activity Guidelines;
- City of Kingston's Footpath Trading Policy (2005);
- City of Kingston, Kingston Style Manual, 2007;
- 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment;
- Healthy by Design: a planners' guide to environments for active living Relevant Australian Standards (June 2004);
- Relevant Disability Standards;
- Contact Dial Before You Dig (tel. 1100) for all existing services information.

2.1 FURNITURE DESIGN PRINCIPLES

The following section comprises of specific information regarding the application, product description, materials, dimensions, installation, repairs & maintenance and replacement of a series of furniture elements.

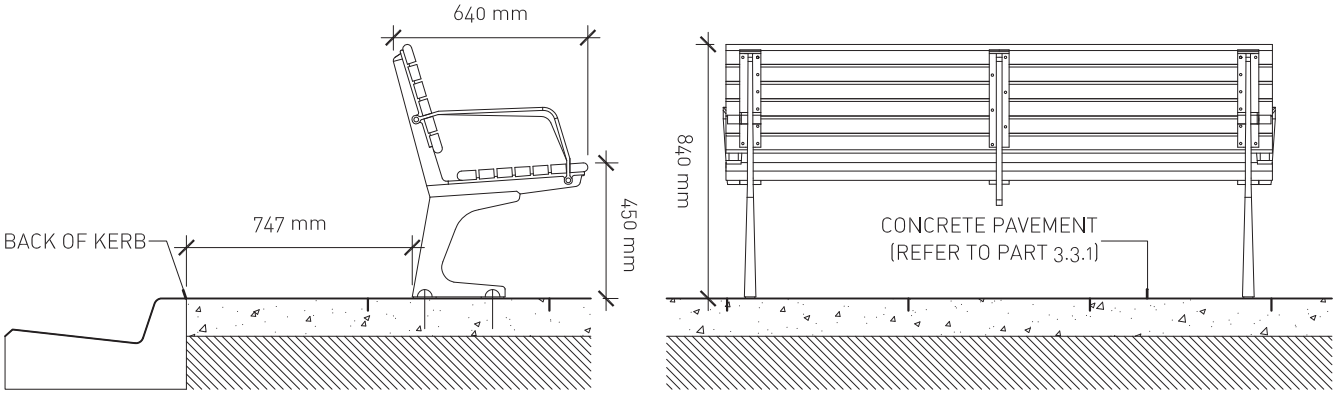
Each of the furniture elements have been selected for their robust and simple designs which will provide a cohesive character along streetscapes. Furniture elements are of high quality, long lasting, been tested and proven to meet the functional requirements of the public realm.

While each furniture element has been included with a known supplier, in some instances a different supplier may be supported with approval by the City of Kingston if the furniture elements are provided to the same specifications and details as outlined.

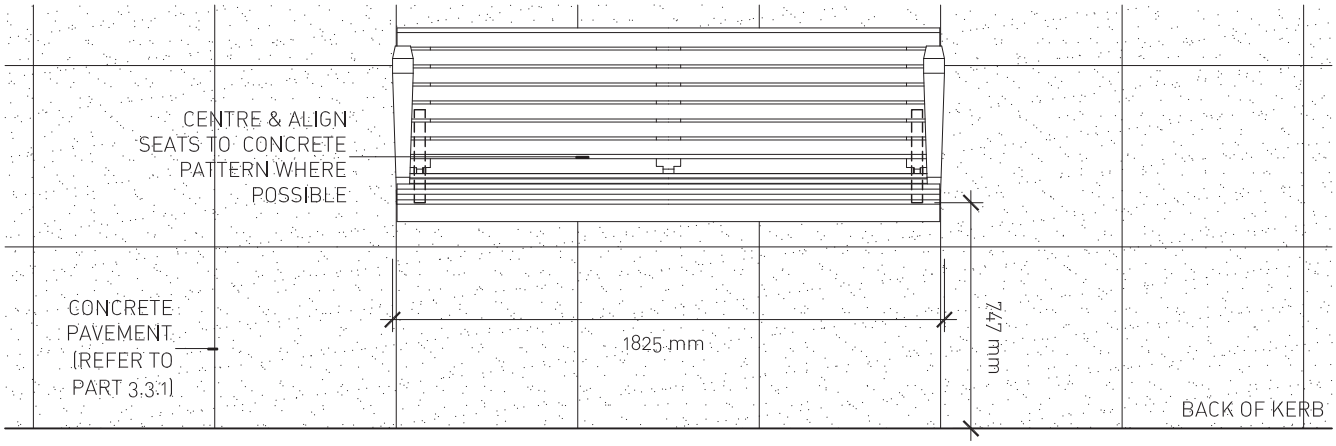
Design Principles

The following design principles should be taken into consideration:

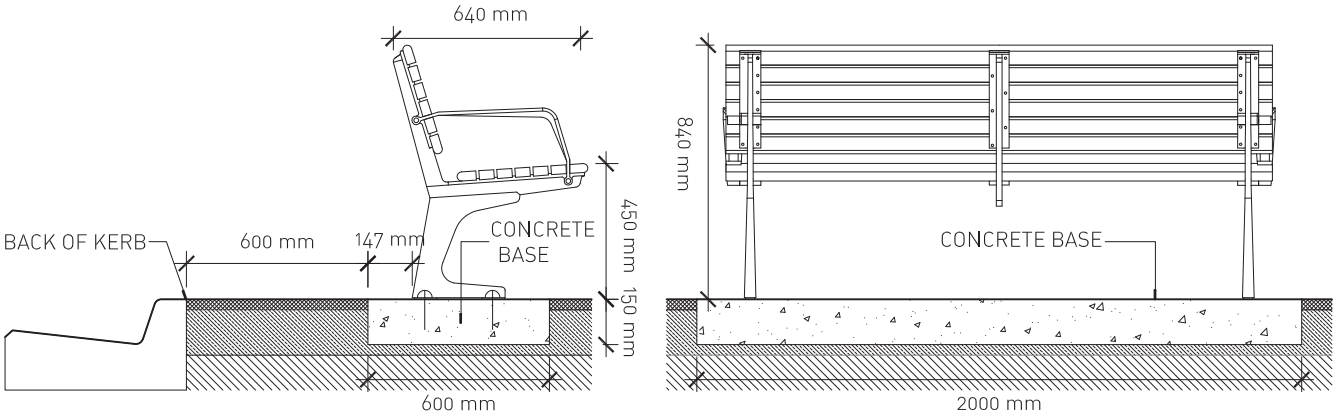
- Ensure visual clutter is limited through logical and simple layouts.
- Consider the continuity of streets with a consistent design for the full length.
- Ensure elements are grouped in a logical manner, in relation to materials, alignment and location.
- Furniture elements to be aligned and centred with grid pattern.
- Avoid conflicts with Council and service authority infrastructure (i.e. utilities and pit lids).
- An onsite evaluation should determine the positioning of the furniture in areas with sloping topography. Avoid positioning seats on surfaces with slopes greater than 2.0 degrees.
- Consider regular and equidistant spacing, unless the design dictates otherwise.
- Consider the use of sustainable material sources with low embodied energy.
- Maintain natural surveillance lines to avoid hidden corners and promote public safety through design.
- Adhere to the relevant standard codes/practices and the Kingston City Council policies.



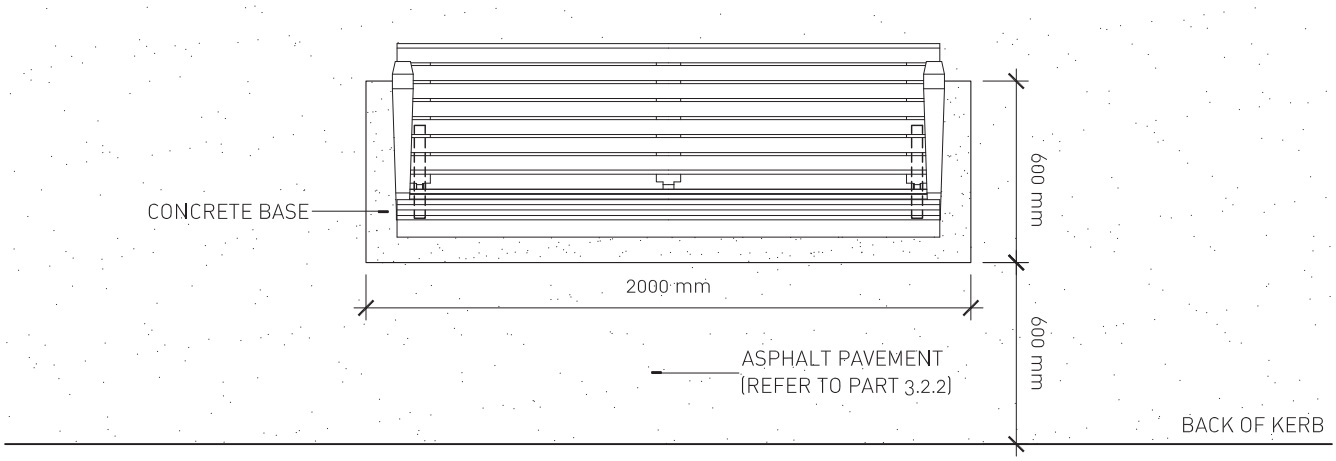
Sections of Timber Seat in concrete pavement (Scale 1:25)



Positioning of Timber Seat in concrete pavement (Scale 1:25)



Sections of Timber Seat in Asphalt Pavement (Scale 1:25)



Positioning of Timber Seat in Asphalt Pavement (Scale 1:25)

Application

Timber Seats are suitable for most urban spaces such as streetscapes and plazas and are the preferred seat in all Activity Centres.

On streetscapes, Timber Seats are to be positioned parallel with kerbs, facing away from the road and sited with consideration of adjacent building access requirements and uses. In areas other than footpaths, seats can be located in the best social configuration against buildings, structures or positioned to face Public Spaces.

Product Description

Fulcrum Seat

Known Supplier

Furphy's Foundry Sales Pty Ltd
Drummond Road, Shepparton, VIC
(03) 5831 2777
www.furphyfoundry.com.au

Materials

Frame: Recycled Cast aluminium with polished finish.
Timber battens: Kwila hard wood with Kwila oil finish.

Dimensions

Overall dimensions: 1825 mm x 640 mm. Seat height: 450mm. Total height: 840 mm.

Installation of Timber Seat in Concrete Pavement

- Back of the Timber Seat is to be located 747 mm from the back of kerb, centred and aligned to concrete grid pattern where possible.
- Timber Seat should face away from kerb.
- Seat fixed to the manufacture specifications.
- Refer to 'Part 3.2.1 - Primary Commercial Streetscape Pavement' for concrete pavement details.

Installation of Timber Seat in Asphalt Pavement

- Timber Seat is to be installed on a black coloured concrete base surrounded by Asphalt Pavement.
- The base is to be 150 mm thick, 2000 mm long and 600 mm wide and to be constructed on 75 mm of 20 mm nom. Class 2 crush rock base.
- The base colour is to be Abilox Premium Special Black at a dose rate of 8.3% by weight in grey cement.
- The concrete base is to be located 600mm from the back of kerb with the Timber Seat positioned at the centre of the base.
- Asphalt footpath placed to match the base levels.
- Refer to 'Part 3.2.2 Secondary Commercial Streetscape Pavement' for Asphalt Pavement details.
- The Timber Seat fixed to the manufacture specifications with all fixings to be galvanised.
- If retrofitting, neatly sawcut existing pavement.

Repairs, Maintenance & Removal

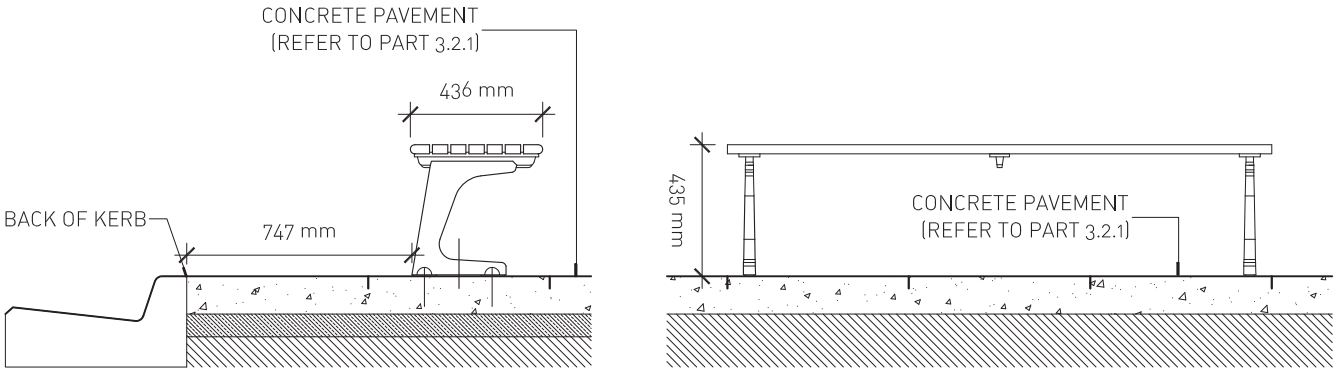
It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for total replacement.

In cases of graffiti, timbers are to be sanded and reapplied with Kwila oil in accordance with manufactures Timber Maintenance Procedure.

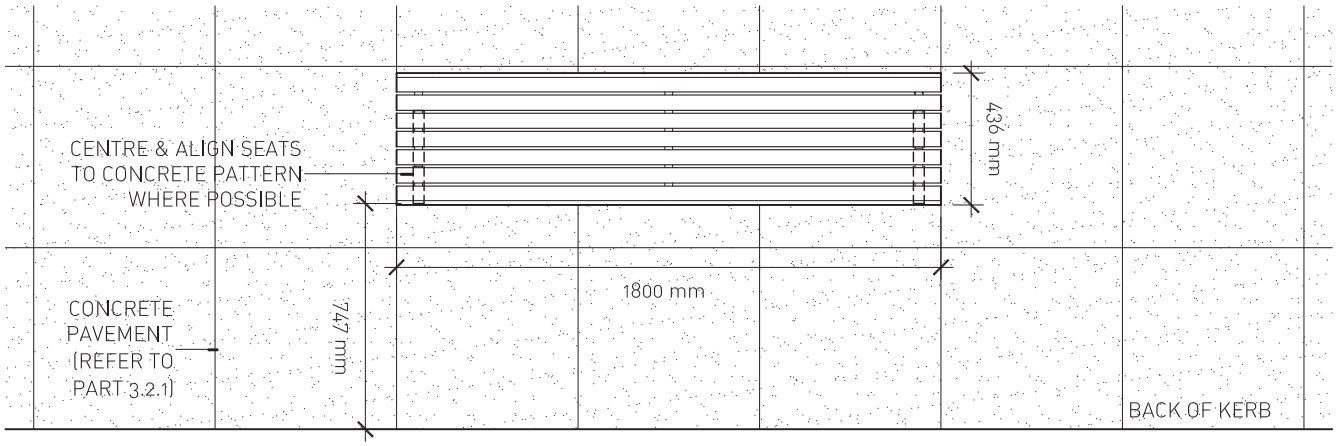
In cases where the furniture is no longer required, all pavement is to be reinstated to match existing, including the removal of any concrete bases.

References

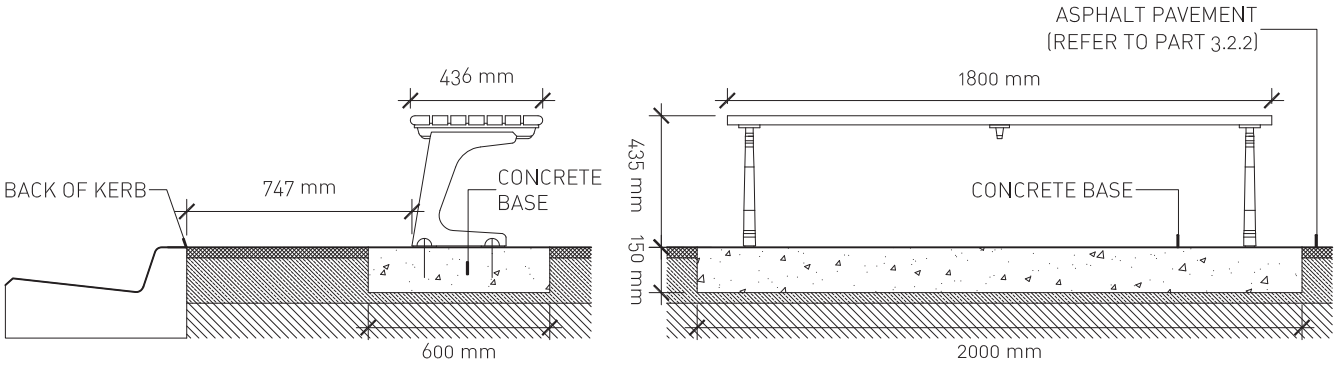
See part 2.1 - Furniture Design Principles



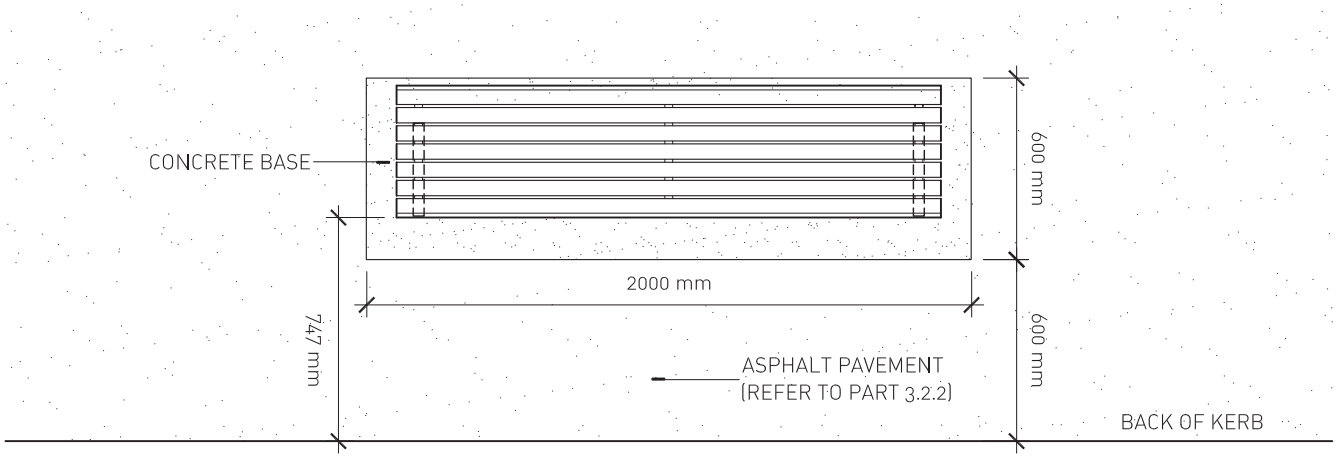
Sections of Timber Bench in concrete pavement (Scale 1:25)



Positioning of Timber Bench (Scale 1:25)



Sections of Timber Bench in Asphalt Pavement (Scale 1:25)



Positioning of Timber Bench (Scale 1:25)

Application

Timber Benches can be used in conjunction with Timber Seats in Activity Centres to provide a range of seating options for most urban spaces such as streetscapes and plazas. Timber Benches are used in areas where people are expected to sit for short periods of time and in areas where people can sit facing multiple directions. In all other situations, the Timber Seat (see Part 2.2.1) is preferred.

On streetscapes, Timber Benches are to be positioned parallel with kerbs and sited with consideration of adjacent building access requirements and uses. In areas other than footpaths, benches can be located in the best social configuration against buildings, structures or positioned to face Public Spaces.

Product Description

Fulcrum Bench (FFSA001017)

Known Supplier

Furphy's Foundry Sales Pty Ltd
Drummond Road, Shepparton, VIC
(03) 5831 2777
www.furphyfoundry.com.au

Materials

Frame: Recycled Cast aluminium with polished finish.
Timber battens: Kwila hard wood with Kwila oil finish.

Dimensions

Overall dimensions: 1800 mm x 436 mm. Seat height: 435mm.

Installation of Timber Bench in Concrete Pavement

- Back of the Timber Bench is to be located 747 mm from the back of kerb, centred and aligned to concrete grid pattern where possible.
- Seat fixed to the manufacture specifications with all fixings to be galvanised.
- Refer to 'Part 3.2.1 Primary Commercial Streetscape Pavement' for concrete pavement details

Installation of Timber Bench in Asphalt Pavement:

- Timber Bench is to be installed on a charcoal coloured concrete base surrounded by Asphalt Pavement.
- The base is to be 150 mm thick, 2000mm long and 800mm wide and to be constructed on 75mm of 20mm nom. Class 2 crush rock base.
- The base colour is to be Abilox Premium Special black at a dose rate of 8.3% by weight in grey cement.
- The concrete base is to be located 600mm from the back of kerb with the Timber Seat to be positioned at the centre of the base.
- Asphalt footpath placed to match the base levels.
- When retrofitting in existing Asphalt Pavement neatly sawcut existing pavement.
- The Timber Bench fixed to the manufactures specifications with all fixings to be galvanised.
- Refer to 'Parts 3.2.2 Secondary Commercial Streetscape Pavement' Asphalt Pavement details.

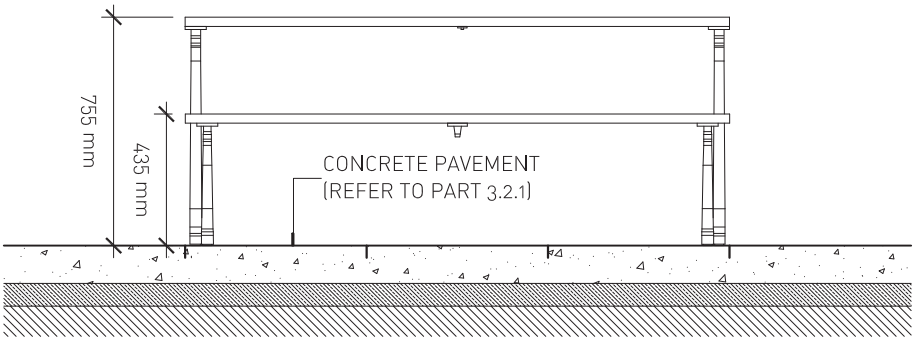
Repairs, Maintenance & Removal

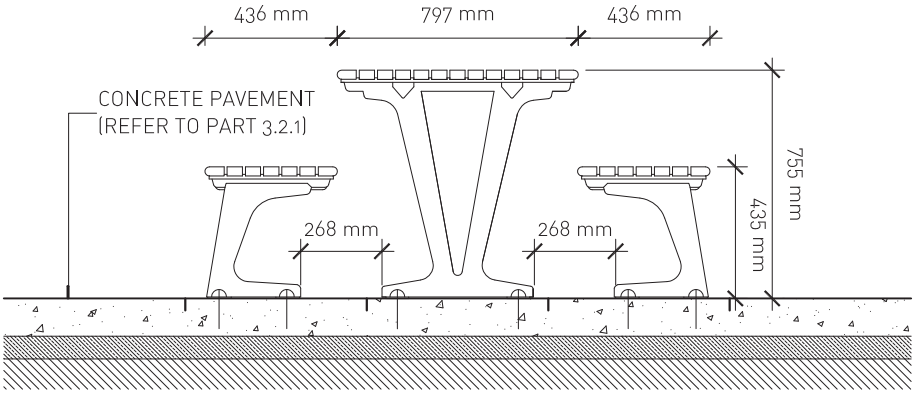
It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for the total replacement.

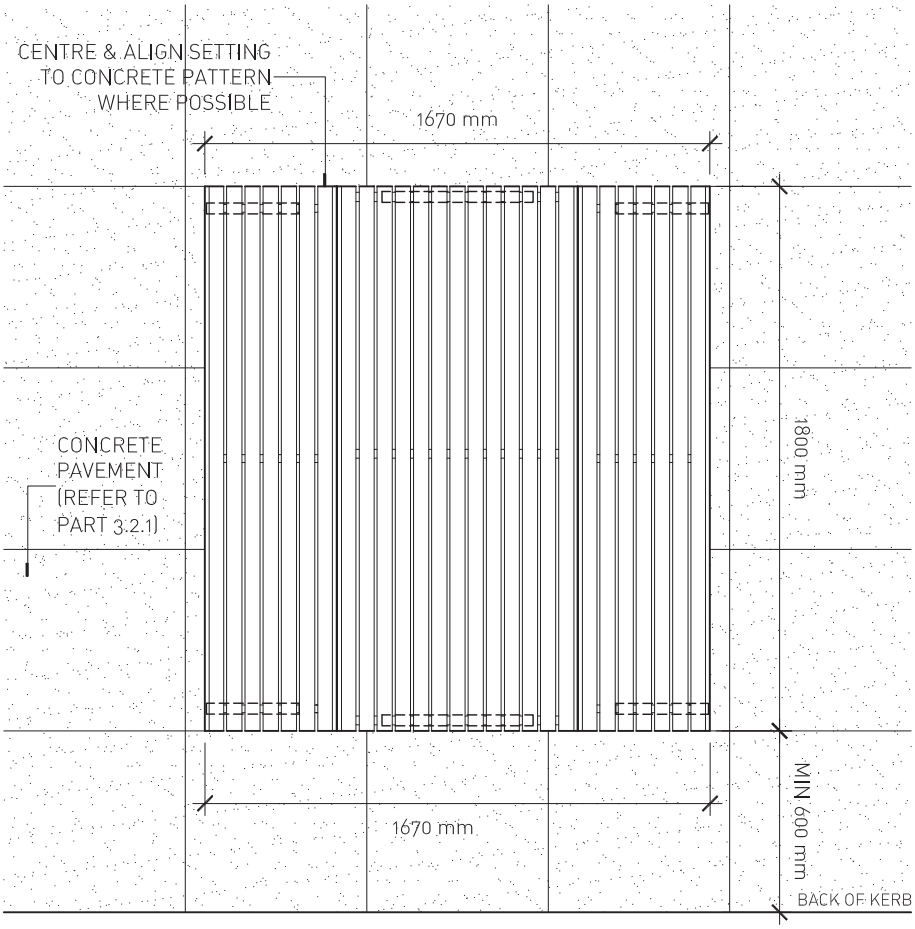
In cases of graffiti, timbers are to be sanded and reapplied with Kwila oil in accordance with manufactures Timber Maintenance Procedure. In cases where the furniture is no longer required, all pavement is to be reinstated to match existing, including the removal of any concrete bases.

References

See part 2.1 - Furniture Design Principles







Positioning of Timber Setting on concrete pavement (Scale 1:25)

Application

Timber Setting can be used in larger urban spaces such as plazas where people are expected to spend long periods of time.

The Timber Setting should be located in the best social configuration in line with kerbs, buildings, or structures and positioned to face Public Spaces (see installation). Where possible Timber Setting should not be placed in constant sun or shade and should not obstruct pedestrian movement and other streetscape elements.

Timber Setting should be used where needed and sited in consultation with surrounding business owners.

Product Description

Fulcrum Setting

Known Supplier

Furphy's Foundry Sales Pty Ltd
Drummond Road, Shepparton, VIC
(03) 5831 2777
www.furphyfoundry.com.au

Materials

Frame: Cast aluminium with polished finish.
Timbers Batterns: Kwila hard wood with Kwila oil finish.

Dimensions

Overall dimensions: 1800 mm x 1670 mm. Seat height: 435 mm. Total height: 755 mm.

Installation in concrete pavement

- The Timber Setting is best located in wide and generous spaces with opportunities for social interaction.
- The Timber Setting is to be located a minimum of 600 mm from the back of kerb and 700mm from other streetscape elements.
- The Timber Setting is to be centred and aligned to concrete grid pattern where possible.
- Timber Setting is to be fixed to black concrete pavement to the manufactures specifications with all fixings to be galvanised.
- If retrofitting, neatly sawcut existing pavement.
- Refer to 'Part 3.2.1 Primary Commercial Streetscape Pavement' for concrete pavement details.

Repairs, Maintenance & Removal

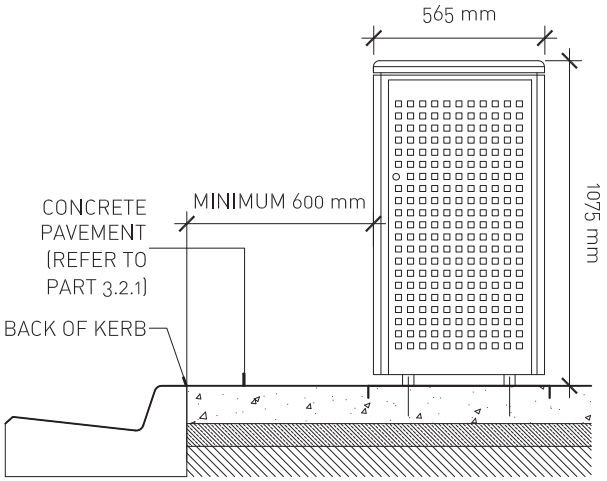
It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for the total replacement.

In cases of graffiti, timbers are to be sanded and reapplied with Kwila oil in accordance with manufactures Timber Maintenance Procedure.

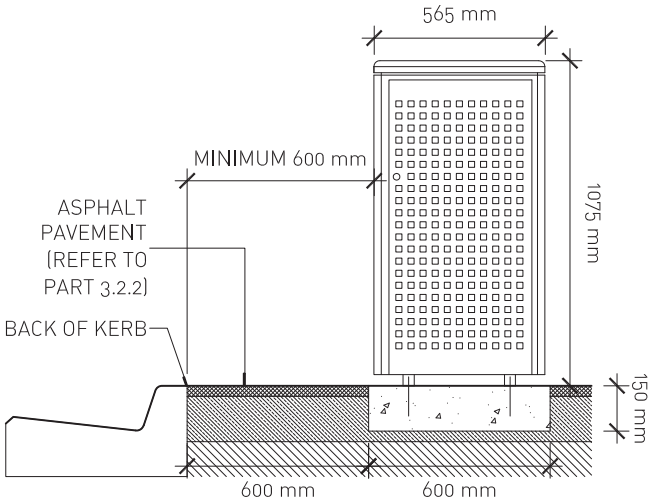
In cases where the furniture is no longer required, all pavement is to be reinstated to match existing, including the removal of any concrete bases.

References

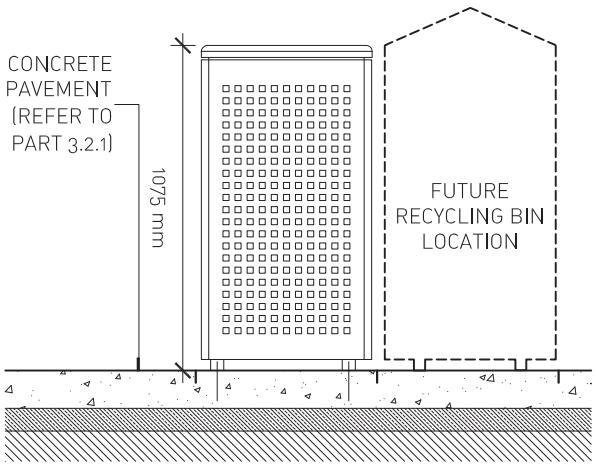
See part 2.1 - Furniture Design Principles



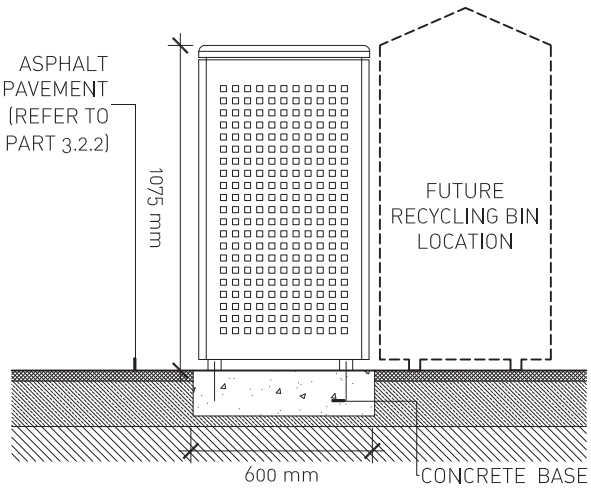
Section of Litter Bin in concrete pavement (Scale 1:25)



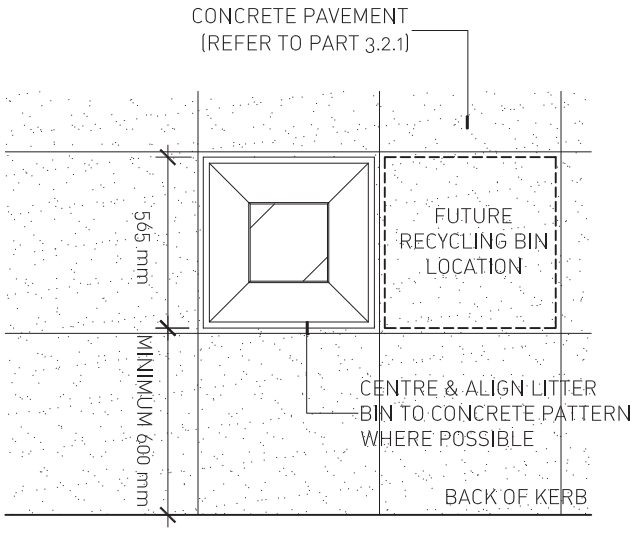
Section of Litter Bin in Asphalt Pavement (Scale 1:25)



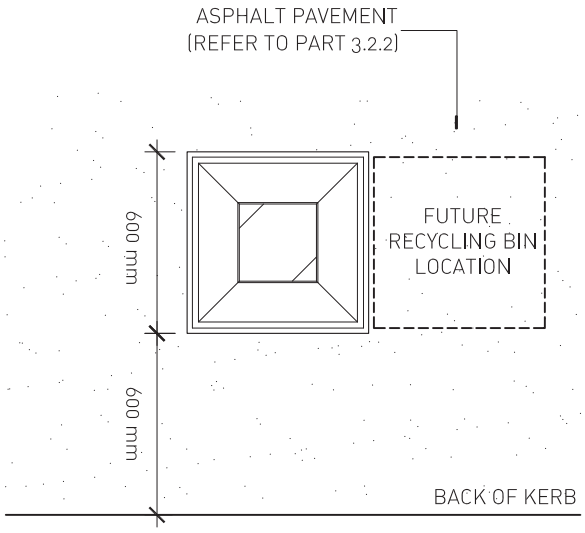
Litter Bin in concrete pavement (Scale 1:25)



Litter Bin in Asphalt Pavement (Scale 1:25)



Litter Bin in concrete pavement (Scale 1:25)



Litter Bin in Asphalt Pavement (Scale 1:25)

Application

The City of Kingston has its own specification of Litter Bin. Litter Bins are located at regular intervals in areas of high pedestrian traffic, within close proximity to take away food outlets or areas where people are likely to consume food and drinks. Litter Bins may be accompanied by Recycling Bins (See Part 2.3.2).

Litter Bins are to be positioned parallel to the back of the kerb and near roads that are accessible by rubbish trucks. Door openings should face away from kerbs (preferably on the side) and remain unobstructed for easy removal of plastic wheeled bins.

Litter Bins should be sited with consideration of adjacent building access requirements and uses. They should be clear of pedestrian paths and avoid locations that are visually prominent or can obscure vehicle view lines.

Product Description

Kingston Litter Receptacle 120Ltr

Known Suppliers

Furphy's Foundry Sales Pty Ltd
Drummond Road, Shepparton, VIC
(03) 5831 2777
www.furphyfoundry.com.au

(Or approved equivalent)

Materials

Body: Powercoated galvanised steel with 20 mm x 20 mm perforated holes set 20mm apart.
Body Finish: Powdercoat charcoal (Dulux Satin 88351).
Lid: Grade 304 polished Stainless Steel
Internal: Served by 120 litre plastic wheeled bin.

Dimensions

Overall dimensions: 565 mm x 565 mm. Height: 1038 mm. Total height: 1075 mm.

Installation of Litter Bin in Concrete Pavement:

- Back of the Litter Bin is to be located a minimum 600 mm from the back of kerb and 1800mm from seats.
- The Litter Bin is to be centred and aligned to concrete grid pattern where possible.
- Litter Bin fixed to charcoal concrete pavement with 4 x 100 mm long M12 galvanised dynabolts.
- Refer to 'Part 3.2.1 Primary Commercial Streetscape Pavement' for concrete details.

Installation of Litter Bin in Asphalt Pavement:

- The Litter Bin is to be installed on a concrete base setback 600 mm from the back of kerb.
- The base is to be 150 mm thick, 600mm long and 600mm wide and to be constructed on 75 mm of 20mm nom. Class 2 crush rock base.
- The base colour is to be Abilox Premium Special black at a dose rate of 8.3% by weight in grey cement.
- The Litter Bin is to be positioned at the centre of the base and fixed with 4 x 100 mm long M12 galvanised dynabolts.
- Asphalt footpath placed to match the concrete base levels.
- When retrofitting in existing Asphalt Pavement neatly sawcut existing pavement.
- Refer to 'Part 3.2.2 Secondary Commercial Streetscape Pavement' for Asphalt Pavement details.

Repairs, Maintenance & Removal

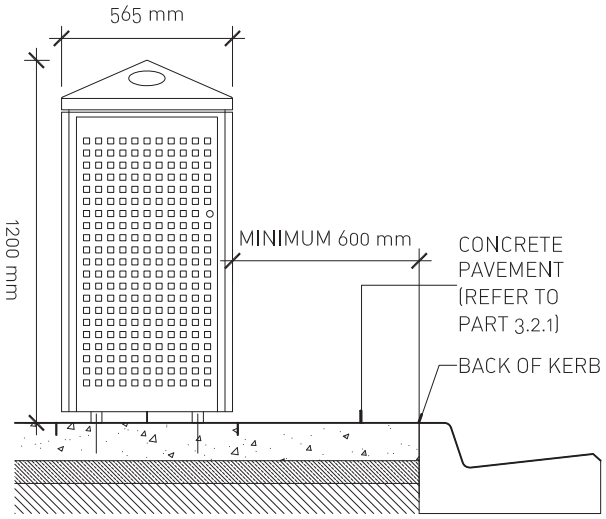
It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for the total replacement.

In cases of graffiti, Litter Bins are to be cleaned and/or painted with powdercoat charcoal paint (Dulux Satin 88351). Stainless Steel Lid is to be polished with appropriate stainless steel polish. Litter Bin body can be sandblasted and re-powdercoated rather than replaced.

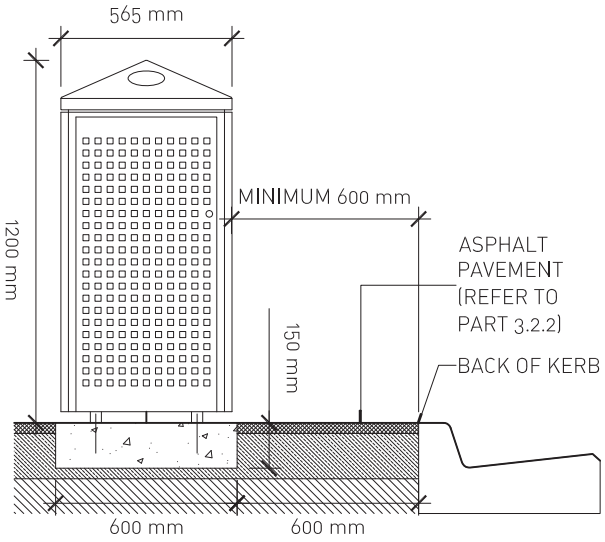
In cases where the furniture is no longer required, all pavement is to be reinstated to match existing, including the removal of any concrete bases.

References

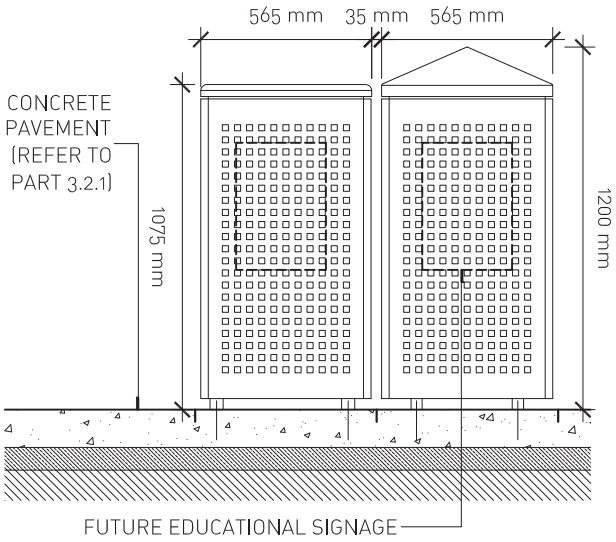
See part 2.1 - Furniture Design Principles



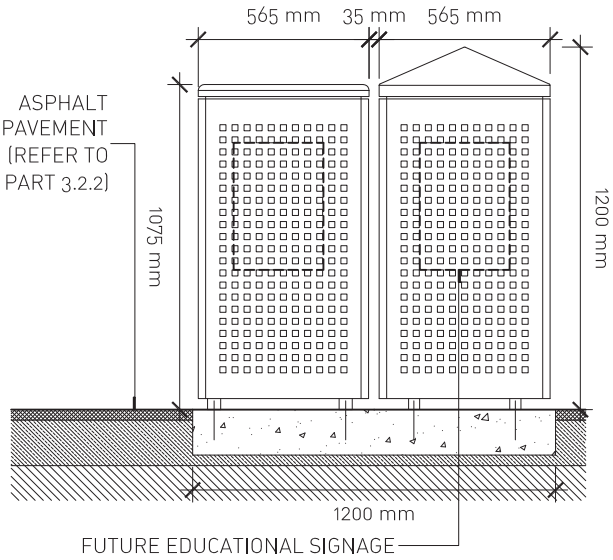
Section of Recycling Bin in concrete pavement (Scale 1:25)



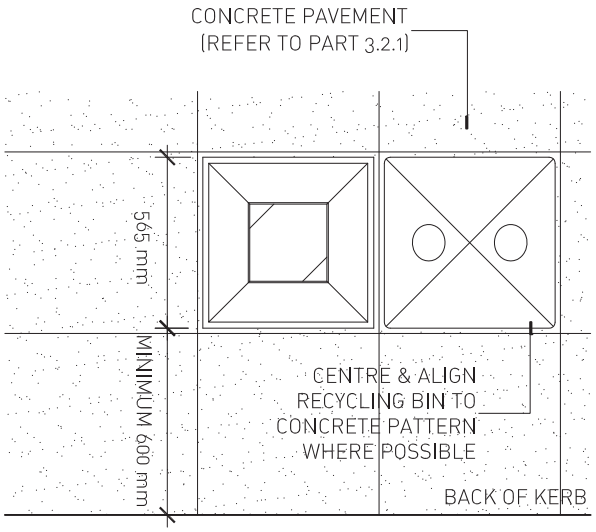
Section of Recycling Bin in Asphalt Pavement (Scale 1:25)



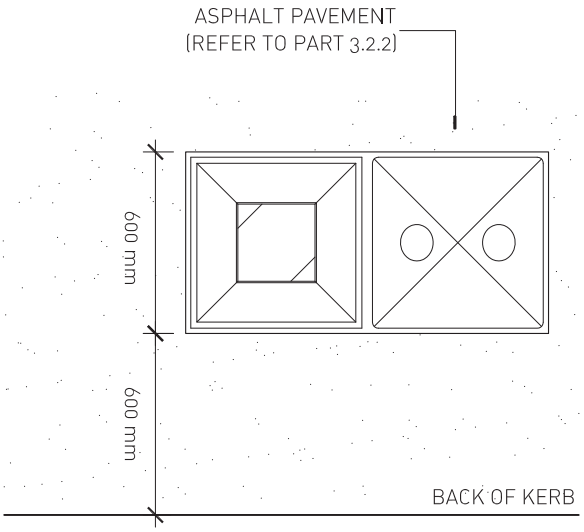
Recycling Bin in concrete pavement (Scale 1:25)



Recycling Bin in Asphalt Pavement (Scale 1:25)



Recycling Bin in concrete pavement (Scale 1:25)



Recycling Bin in Asphalt Pavement (Scale 1:25)

Application

The City of Kingston has its own specification of Recycling Bin. Recycling Bins should be located next to Litter Bins (See Part 2.3.1).

Recycling Bins are to be positioned parallel to the back of the kerb and aligned with the Recycling Bin. Door openings should face away from kerbs (preferably on the side) and remain unobstructed for easy removal of plastic wheeled bins.

Recycling Bins should avoid being located in front of doorways or in pedestrian paths, where they are visually prominent or can obscure vehicle view lines.

In some instances, Recycling Bins may feature eduacational signage.

Product Description

Kingston Recycling Receptacle 120Ltr

Known Suppliers

Furphy's Foundry Sales Pty Ltd
Drummond Road, Shepparton, VIC
(03) 5831 2777
www.furphyfoundry.com.au

(Or approved equivalent)

Materials

Body: Powercoated galvanised steel with 20 mm x 20 mm perforated holes set 20mm apart.
Body Finish: Powdercoat charcoal (Dulux Satin 88351).
Lid: Grade 304 polished Stainless Steel.
Internal: Served by 80 litre plastic wheeled bin.

Dimensions

Overall dimensions: 565 mm x 565 mm. Total height: 1200 mm.

Installation of Litter Bin in Concrete Pavement:

- Back of the Recycling Bin is to be located a minimum 600 mm from the back of kerb, 35 mm from Litter Bin and 1800 mm from seats.
- The Recycling Bin is to be centred and aligned to concrete grid pattern where possible.
- Recycling Bin fixed to black concrete pavement with 4 x 100 mm long M12 galvanised dynabolts.
- Refer to 'Part 3.2.1 ' Primary Commercial Streetscape Pavement' for concrete pavement details.

Installation of Litter Bin in Asphalt Pavement:

- The Recycling Bin is to be installed on a concrete base setback 600 mm from the back of kerb.
- The base is to be 150 mm thick, 1200 mm long and 600 mm wide and to be constructed on 75 mm of 20 mm nom. Class 2 crush rock base.
- The base colour is to be Abilox Premium Special black at a dose rate of 8.3% by weight in grey cement.
- The Recycling Bin is to be positioned at the centre of the base, fixed with 4 x 100 mm long M12 galvanised dynabolts.
- When retrofitting in existing Asphalt Pavement neatly sawcut existing pavement.
- Asphalt footpath placed to match the concrete base levels.
- Future feature educational signage to face footpath
- Refer to 'Part 3.2.2 Secondary Commercial Streetscape Pavement' for Asphalt Pavement details.

Repairs, Maintenance & Removal

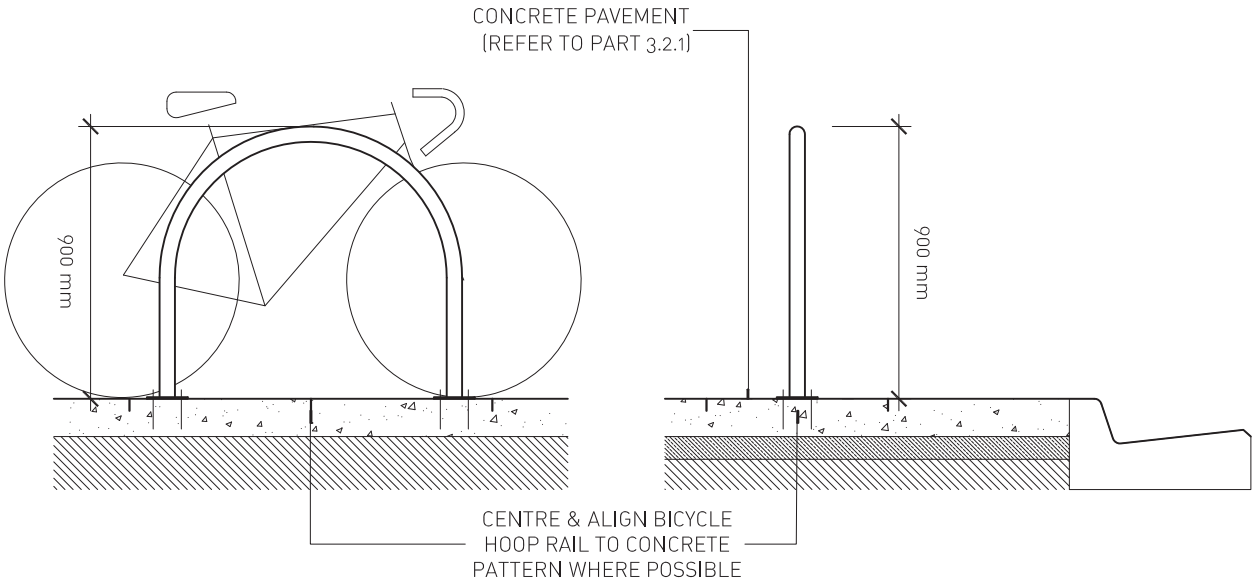
It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for the total replacement.

In cases of graffiti, Recycling Bins are to be cleaned and/or painted with powdercoat charcoal paint (Dulux Satin 88351). Stainless Steel Lid is to be polished with appropriate stainless steel polish. Recycling Bin body can be sandblasted and re-powdercoated rather than replaced.

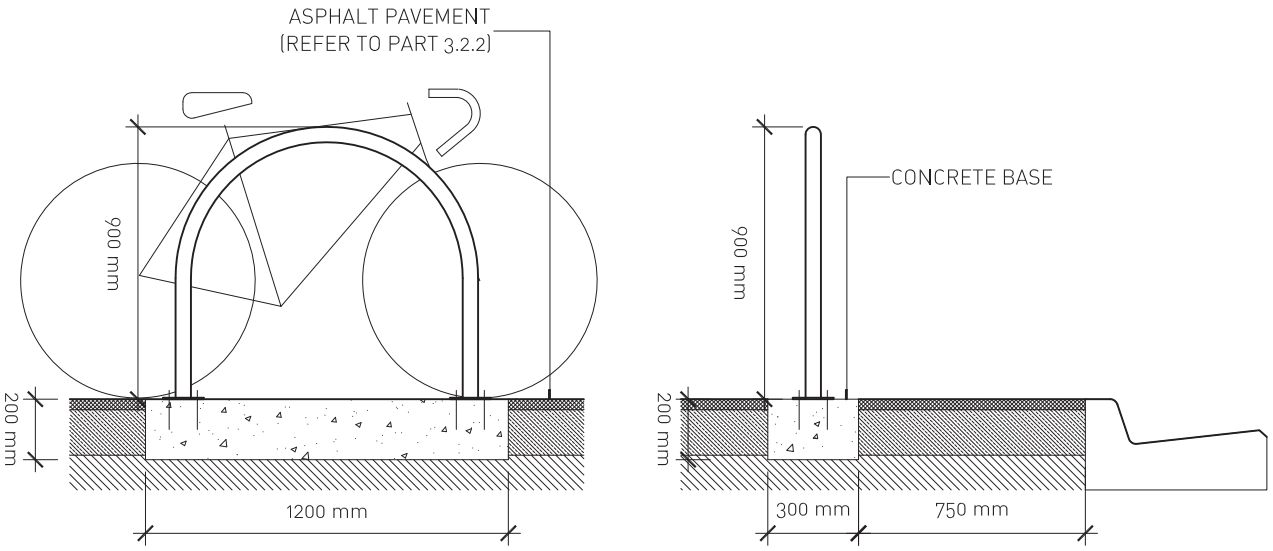
In cases where the furniture is no longer required, all pavement is to be reinstated to match existing, including the removal of any concrete bases.

References

See part 2.1 - Furniture Design Principles



Sections of Hoop Bicycle Rail in Concrete Pavement (Scale 1:25)



Sections of Hoop Bicycle Rail on Asphalt pavement (Scale 1:25)

Application

Hoop Bicycle Rails are located at entrances to key destination areas such as shopping precincts, community facilities and train stations.

Hoop Bicycle Rails may be used individually, in pairs or in groups and can be set parallel, angled or perpendicular to the kerb. The positioning of the hoops depends on the available space and layout of other street furniture elements nearby. For further details see 'Part 2.4.2 Hoop Bicycle Rails Layout'.

Pairs or groups of Hoop Bicycle Rails should be placed the same distance apart at every point and positioned so that more can be placed next to them if the demand grows in the future. Where appropriate, Hoop Bicycle Rails should be sited in consideration of adjacent building uses and avoid being located in a way that the bicycle encroaches into a walkway.

In large groups, it is preferred that Hoop Bicycle Rails be installed in-ground subject to manufactures specifications.

Hoop Bicycle Rails are preferred, however where space is limited a pole-mounted option may be appropriate (refer to Part 2.4.3).

Product Description

'Arc de Triomphe' parking rail

Known Suppliers

Bike Parking Experts
(Bicycle Network Victoria)
Level 4/246 Bourke Street, Melbourne, VIC
1300 727 563
www.bikeparking.com.au

(Or approved equivalent)

Materials

Polished 304 Grade Stainless Steel 50.8 mm O/D rolled tube with 5 mm 304 Grade Stainless Steel base plates.

Dimensions

Length 950 mm Height: 900 mm. Radius: 500 mm

Hoop Bicycle Rail Layout

See Part 2.4.2 - Hoop Bicycle Rail Layouts

Hoop Bicycle Rail installed on Concrete Pavement

- The Hoop Bicycle Rail is to be centred and aligned to concrete grid pattern where possible.
- Hoop Bicycle Rail fixed to black concrete pavement with M12 100 mm long galvanised steel dynabolts.
- Refer to 'Part 3.2.1 Primary Commercial Streetscape Pavement' for concrete pavement details.

Hoop Bicycle Rail installed in Asphalt Pavement

- A concrete footing is to be 1250 mm long, 300 mm wide, and 200 mm deep and to be constructed on 75 mm of 20 mm nom. Class 2 crush rock base.
- The base colour is to be Abilox Premium Special black at a dose rate of 8.3% by weight in grey cement.
- Hoop Bicycle Rail to be positioned at the centre of the base.
- Hoop Bicycle Rail fixed to black concrete pavement with M12 100mm long galvanised steel dynabolts.
- Asphalt footpath placed to match the concrete base levels.
- When retrofitting in existing Asphalt Pavement neatly sawcut existing pavement.
- Refer to 'Part 3.2.2 Secondary Commercial Streetscape Pavement' for Asphalt Pavement details.

Repairs, Maintenance & Removal

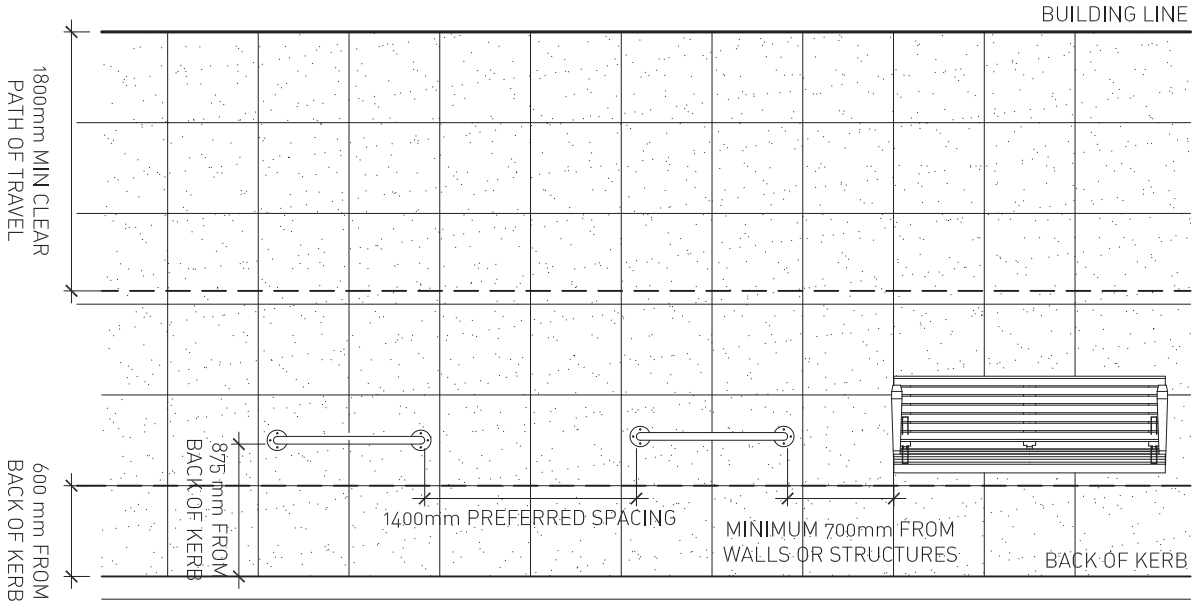
It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for total replacement.

Stainless Steel is to be polished with appropriate stainless steel polish.

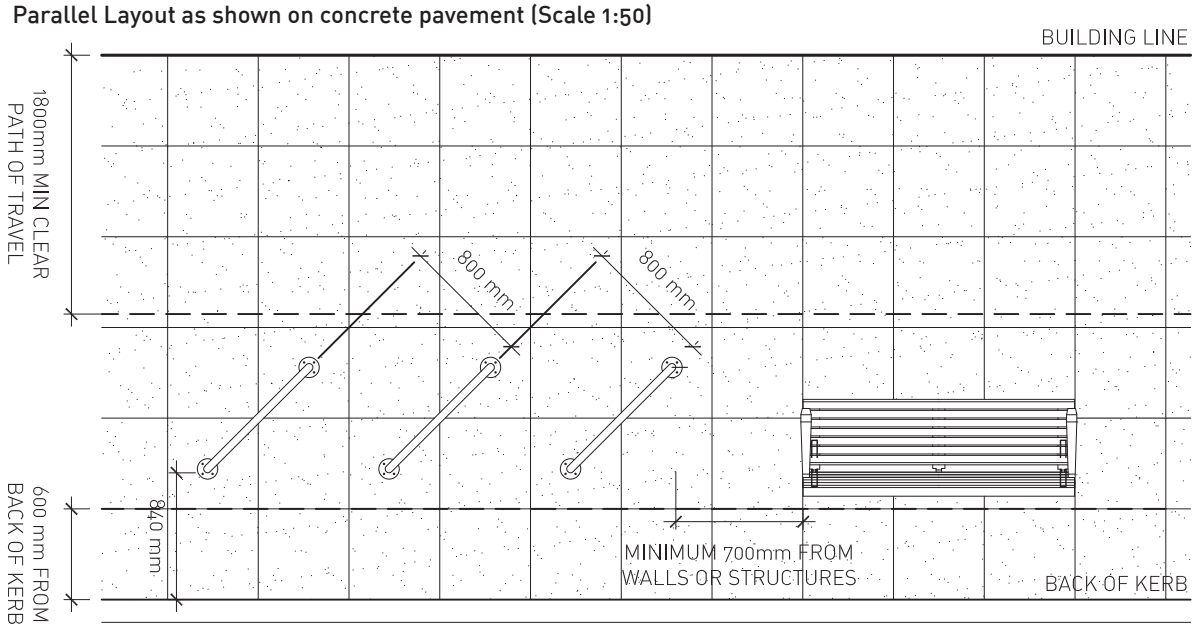
In cases where the furniture is no longer required, all pavement is to be reinstated to match existing, including the removal of any concrete bases.

References

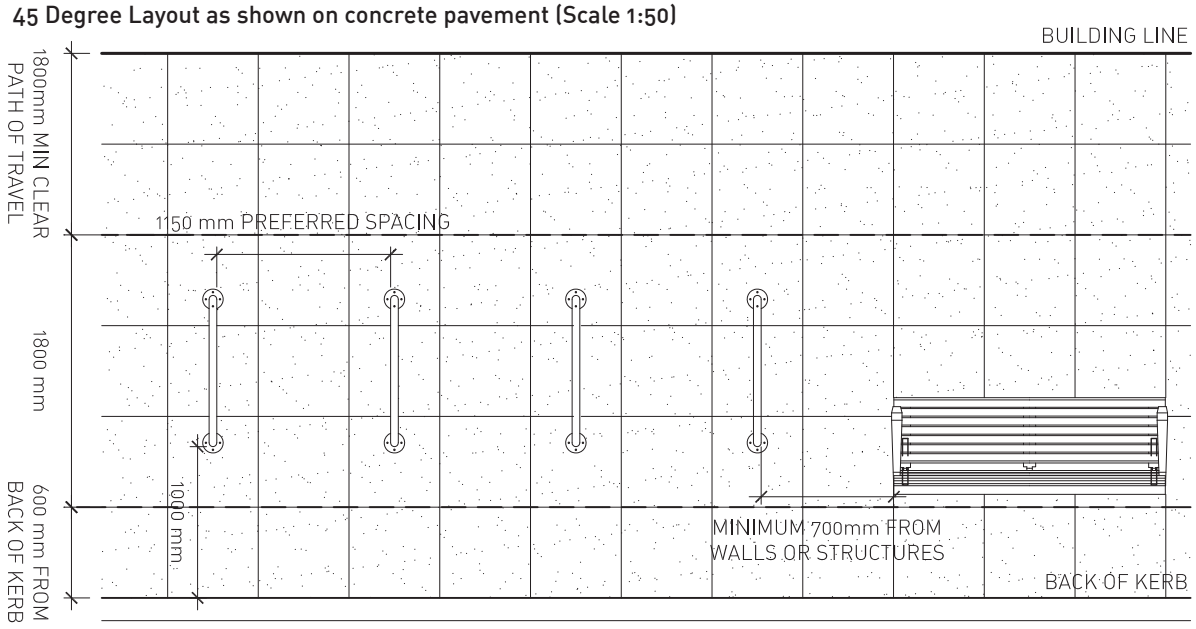
See part 2.1 - Furniture Design Principles



Parallel Layout as shown on concrete pavement (Scale 1:50)



45 Degree Layout as shown on concrete pavement (Scale 1:50)



90 Degree Layout as shown on concrete pavement (Scale 1:50)

Application

Hoop Bicycle Rails may be used individually, in pairs or in groups and can be set parallel, angled or perpendicular to the kerb.

The positioning of the Hoop Bicycle Rails depend on the available space and layout of other street furniture elements nearby.

The Hoop Bicycle Rails should not:

- Block visibility for other road users, especially at junctions and crossings;
- Prevent servicing of shops or other premises;
- Obstruct door openings when adjacent to on-street parking areas provided for motorists;
- Be sited in a manner that cyclists bending to lock their bicycle are at risk from passing traffic;
- Hinder access to street furniture such as traffic signal controllers, street lighting columns etc.

Pairs or groups of Hoop Bicycle Rails should be:

- Placed the same distance apart at every point;
- Be positioned so that more can be placed next to them if the demand grows in the future;
- Placed at logical entrances to key destinations.

Hoop Bicycle Rail layouts

The layouts below are to be applied to Hoop Bicycle Rails installed in both concrete and Asphalt Pavements. See Part 2.4.1 Hoop Bicycle Rail for installation details.

Parallel Layout:

- To be located 875 mm from the back of kerb;
- To be spaced 1400 mm between rails;
- To be setback a minimum 700 mm from walls or structures.

45 Degree Layout:

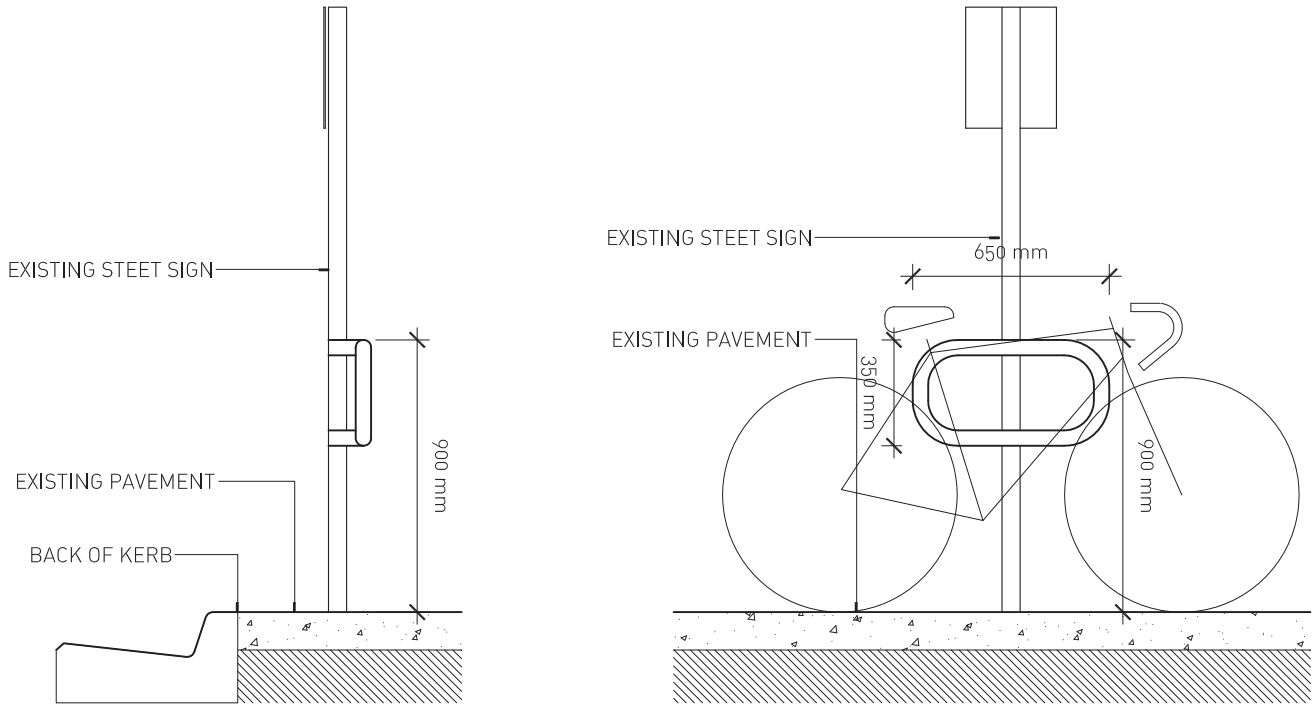
- To be located 840 mm from the back of kerb;
- To be spaced 800 mm preferred between rails (minimum 600mm);
- To be setback a minimum 700 mm from walls or structures.

90 Degree Layout:

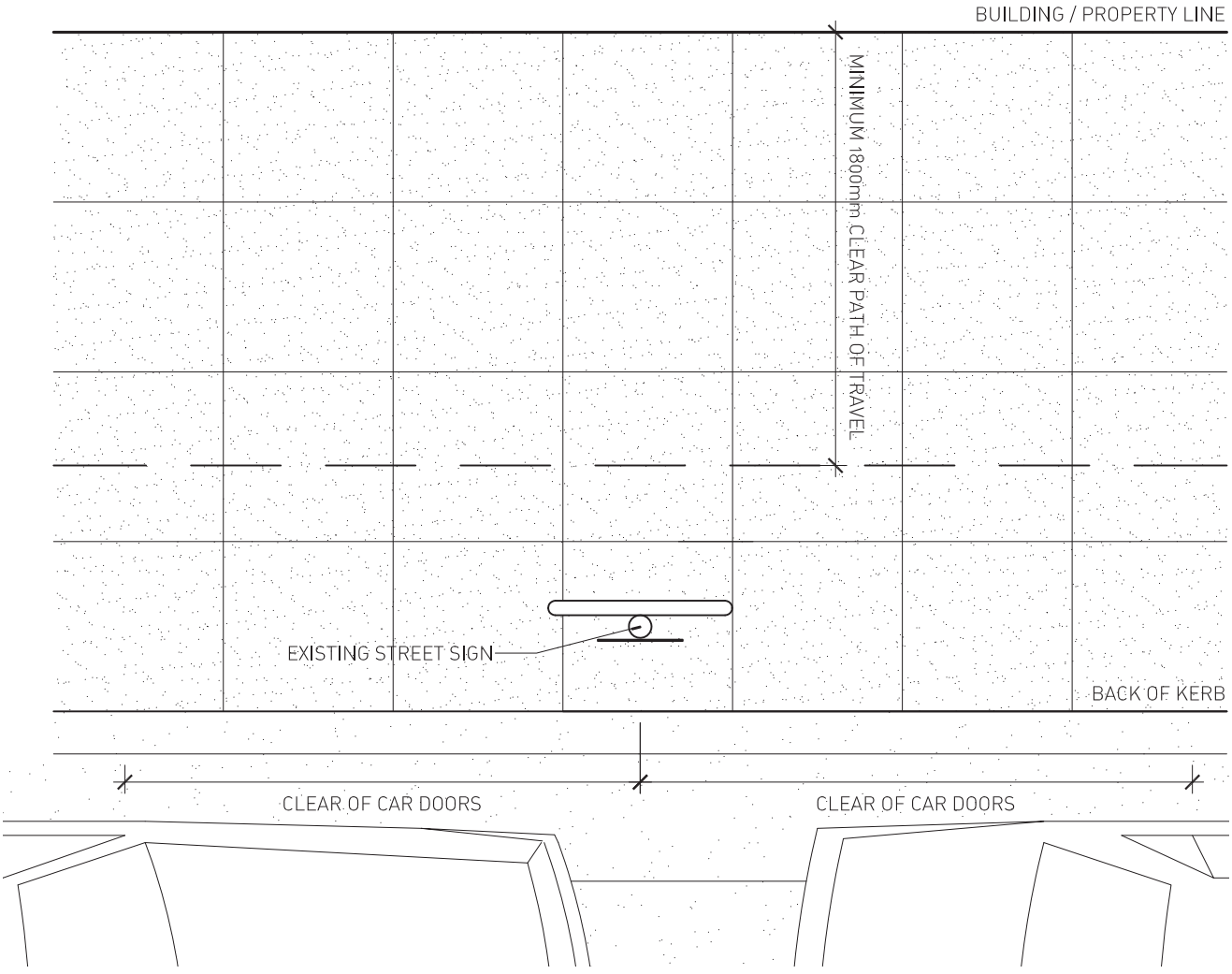
- To be located 1000 mm from the back of kerb;
- To be spaced a 1150 mm preferred between rails (minimum 600 if Hoop Bicycle Rails are staggered);
- To be setback a minimum 700 mm from walls or structures.

References

See part 2.1 - Furniture Design Principles



Pole mounted bicycle rail fixed to an existing sign (Scale 1:25)



Positioning of Pole Mounted Bicycle Rail (Scale 1:25)

Application

Pole Mounted Bicycle Rails are located within key destination areas such as shopping precincts, community facilities and train stations. Pole Mounted Bicycle Rails are used as an alternative to the Hoop Bicycle Rail (See Part 2.4.1) on streetscapes where space is limited.

Pole Mounted Bicycle Rail is retro fitted to existing street signage where there is available space and no conflicts with street furniture elements nearby.

Pole Mounted Bicycle Rails should avoid obstructing the door opening of adjacent on-street parking areas and should avoid being located in a way that the bicycle encroaches into pedestrian walkways.

Where appropriate Pole Mounted Bicycle Rails should be sited with consideration of adjacent building access requirements and uses.

Product Description

'Pole Vault'

Known Supplier

Bike Parking Experts
(Bicycle Network Victoria)
Level 4/246 Bourke Street, Melbourne, VIC
1300 727 563
www.bikeparking.com.au

(Or approved equivalent)

Materials

304 Grade Stainless Steel rolled tube

Dimensions

Overall dimensions: Length 650 mm Height: 350 mm.

Installation

- 'Pole Vault' Bicycle parking rail to be fixed to existing street signage to the manufacture specifications.
- Pole Vault' Bicycle parking rails to be 900 mm above pavement (see diagram opposite).

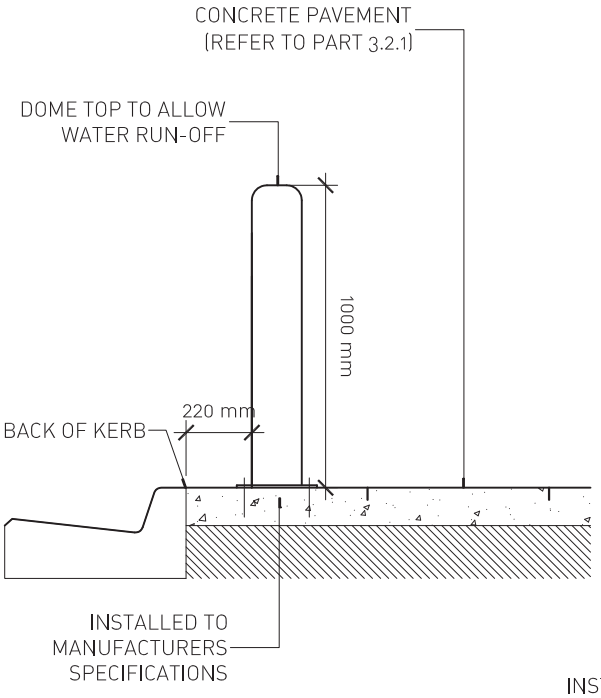
Repairs, Maintenance & Removal

It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for total replacement.

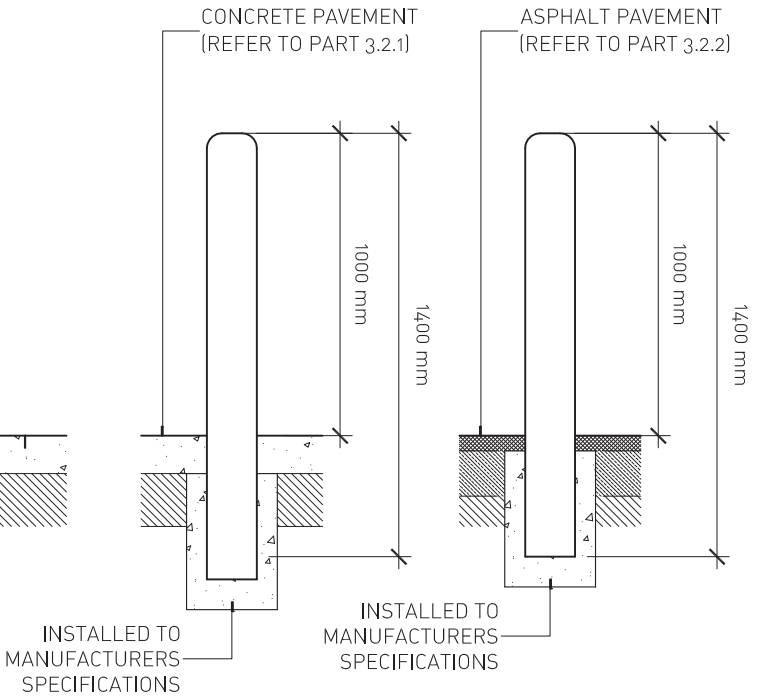
Stainless Steel is to be polished with appropriate stainless steel polish.

References

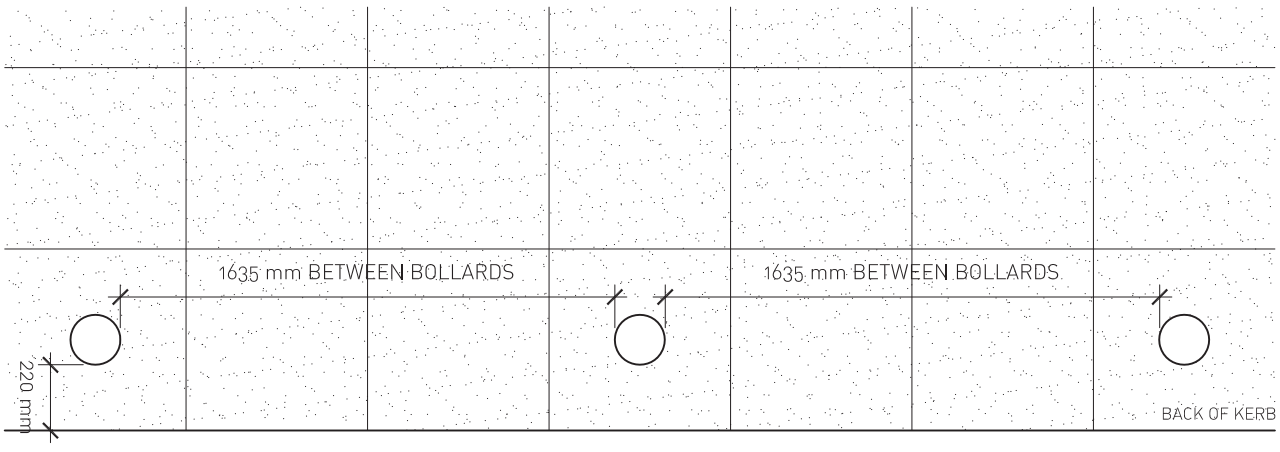
See part 2.1 - Furniture Design Principles



Above ground Bollard in Concrete Pavement (Scale 1:25)



In-ground down Bollards in Concrete & Asphalt Pavement (Scale 1:25)



Positioning of Bollards (Scale 1:25)

Application

Bollards are primarily used to delineate between pedestrian spaces and areas used by vehicles. The City of Kingston prefers to avoid installing Bollards unless absolutely necessary.

Instead alternatives should be designed to address and control the conflict with vehicles. Other vehicle control methods include:

- Raising the pavement and /or kerb height to prevent vehicle over-run;
- Using other street furniture in the place of Bollards;
- Design spaces that avoid conflicts between pedestrians and areas used by vehicles.

If alternate design solutions are not appropriate the City of Kingston prefers 'dome top' Bollards to be used within its Activity Centres. 'Dome top' Bollards can be permanent or removable, be installed in or above ground subject to manufactures specifications.

If used, Bollards should be part of a coordinated street design and used in moderation. Over use of Bollards can result in visual clutter and obstruction to the mobility impaired on footpaths.

It should be noted, that the Bollards detailed in this section have not been designed to protect pedestrians from errant vehicles. If Bollards are determined to be necessary to address errant vehicles they should be designed in-situ by a relevant road safety professional to the satisfaction of the City of Kingston.

Product Description

Dome Top Bollard

Known Suppliers

Furphy's Foundry Sales Pty Ltd
Drummond Road, Shepparton, VIC
(03) 5831 2777
www.furphyfoundry.com.au

(or approved equivalent)

Materials

Galvanised steel with dome top and powdercoat charcoal finish (Dulux Satin 88351).

Dimensions

Overall dimensions: Size: 140 mm – 165 mm O/D.
Height: 1000 mm.

Installation

- Dome Top Bollards are to be installed 220 mm from the back of kerb, centred and aligned to concrete grid pattern where possible.
- Dome Top Bollards are spaced at equal distances of 1635 mm to prevent vehicle access.
- Dome Top Bollards are to be installed to manufactures specifications using galvanised fixings.
- When retrofitting in existing pavement neatly sawcut existing pavement.
- Installed in Asphalt Pavement, asphalt should be placed to match the existing footpath levels.
- Refer to 'Part 3.2.1 Primary Commercial Streetscape Pavement' for concrete pavement and 'Part 3.2.2 for Secondary Commercail Streetscape Pavement' for Asphalt Pavement details.

Repairs, Maintenance & Removal

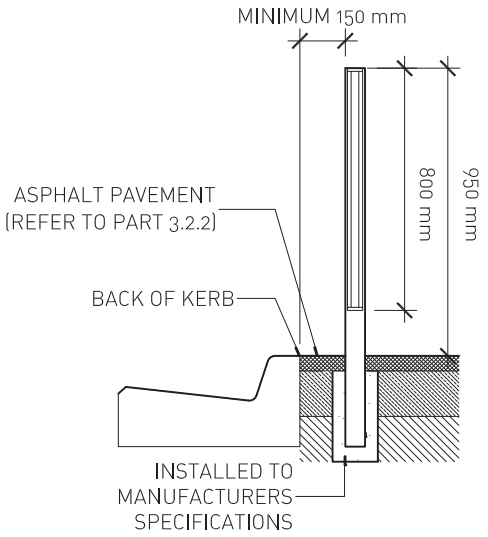
It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for the total replacement.

In cases of graffiti, chips, or scratches, Bollards are to be cleaned and/or painted with powdercoat charcoal paint (Dulux Satin 88351). Bollard body can be sandblasted and re-powdercoated rather than replaced.

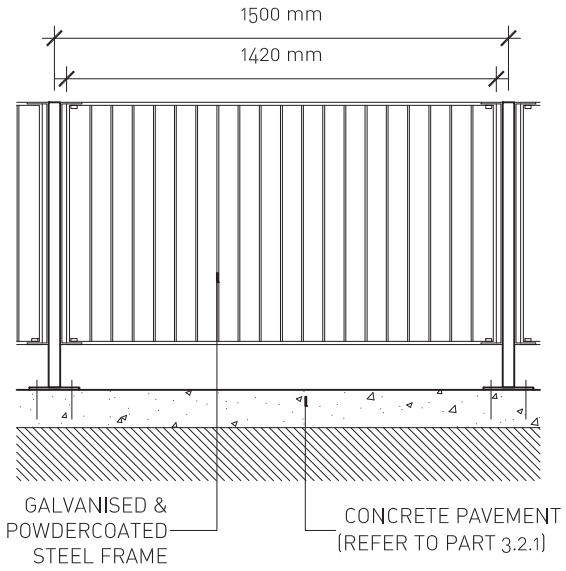
In cases where the furniture is no longer required, all pavement is to be reinstated to match existing, including the removal of any concrete bases.

References

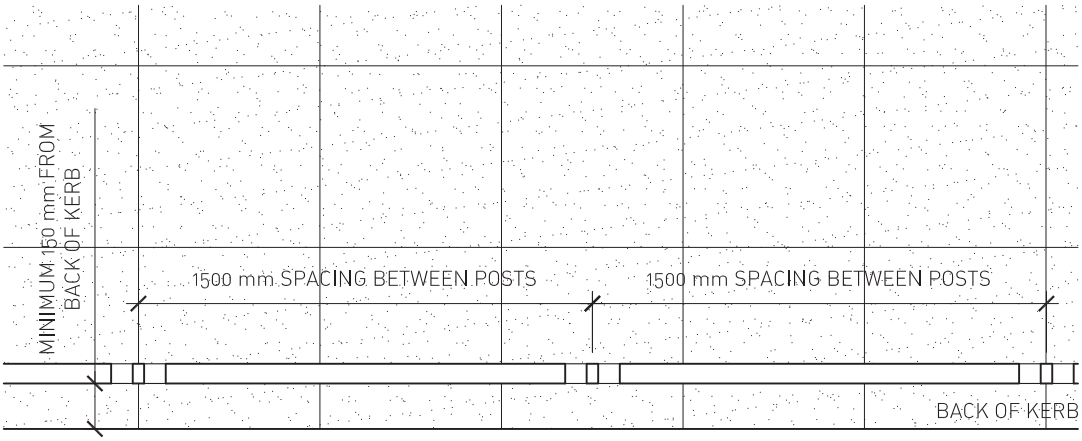
See part 2.1 - Furniture Design Principles



In-ground Pedestrian Safety Fence in Asphalt Pavement (Scale 1:25)



Above ground Pedestrian Safety Fence in Concrete Pavement (Scale 1:25)



Positioning of Pedestrian Safety Fence (Scale 1:25)

Application

Pedestrian Safety Fences are primarily used to prohibit or direct pedestrian movement away from areas used by vehicles. The City of Kingston prefers to avoid installing Pedestrian Safety Fences unless absolutely necessary as they can result in visual clutter and obstruct mobility within streetscapes.

Similar to Bollards, alternative solutions should be designed to see if pedestrian movement can be controlled in a way that makes the use of Pedestrian Safety Fences unnecessary, such as:

- Using other street furniture in the place of Fence Barriers;
- Providing non pedestrian areas, such as landscaping to prevent pedestrian access;
- Design spaces that avoid conflicts between pedestrians and areas used by vehicles.

If alternate design solutions are not appropriate the City of Kingston prefers a 'Federation Style' safety fence used by the City of Melbourne in its Activity Centres.

In situations where the Pedestrian Safety Fences are deemed not appropriate or are located in areas of high accident sites, the 'barrier fence' should be used. See Part 2.5.3.

Pedestrian Safety Fences should be part of a coordinated street design and used in moderation.

It should be noted, that the pedestrian safety fence detailed in this section has not been designed to protect pedestrians from errant vehicles. If fences are determined to be necessary to address errant vehicles they should be designed in-situ by a relevant road safety professional to the satisfaction of the City of Kingston.

Product Description

Federation Style

Known Suppliers

J.C. Brown - Blakiston & Shortell Pty Ltd
(03) 5221 3177
www.jcbrown.com.au

Materials

Galvanised steel frame, posts and fixings with powdercoat charcoal paint (Dulux Satin 88351) finish.

Dimensions

Frame: 800 mm high, 1420 mm long, 50 mm wide, & 10mm thick with 25 mm wide & 6 mm thick steel inserts at 64mm spacing (typical).

Posts: 65 mm x 35 mm thick galvanised RHS.

Installation

- Pedestrian Safety Fence is to be installed in alignment with the back of kerb setback a minimum 150 mm where there is limited footpath space and 400 mm in all other cases.
- Posts are to be spaced at equal distances of 1500 mm.
- Pedestrian Safety Fence can be installed in ground or above ground to manufactures specifications using galvanised fixings.
- When retrofitting in neatly sawcut existing pavement.
- Installed in Asphalt Pavement, asphalt should be placed to match the existing footpath levels.
- Refer to 'Part 3.2.1 Primary Commercial Streetscape Pavement' for concrete pavement and 'Part 3.2.2 for Secondary Commercial Streetscape Pavement' for Asphalt Pavement details.

Repairs, Maintenance & Removal

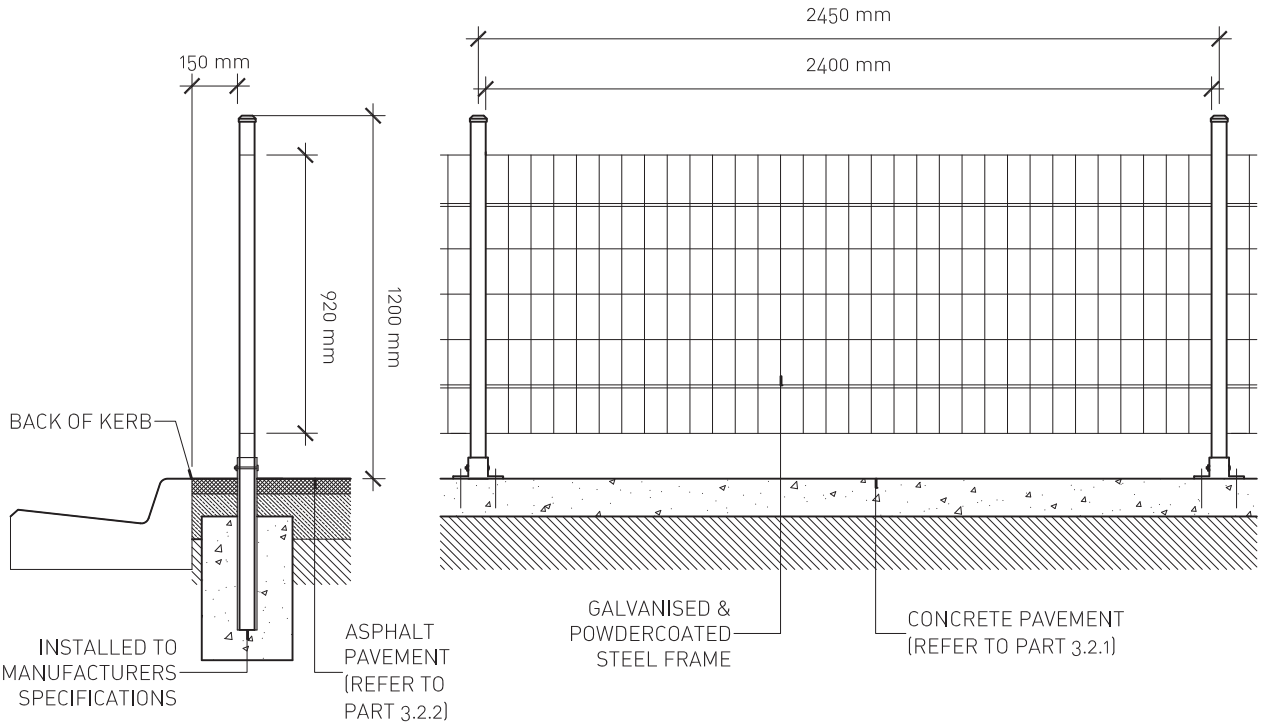
It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for the total replacement.

In cases of graffiti, chips, or scratches, Pedestrian Safety Fences are to be cleaned and/or painted with powdercoat charcoal paint (Dulux Satin 88351).

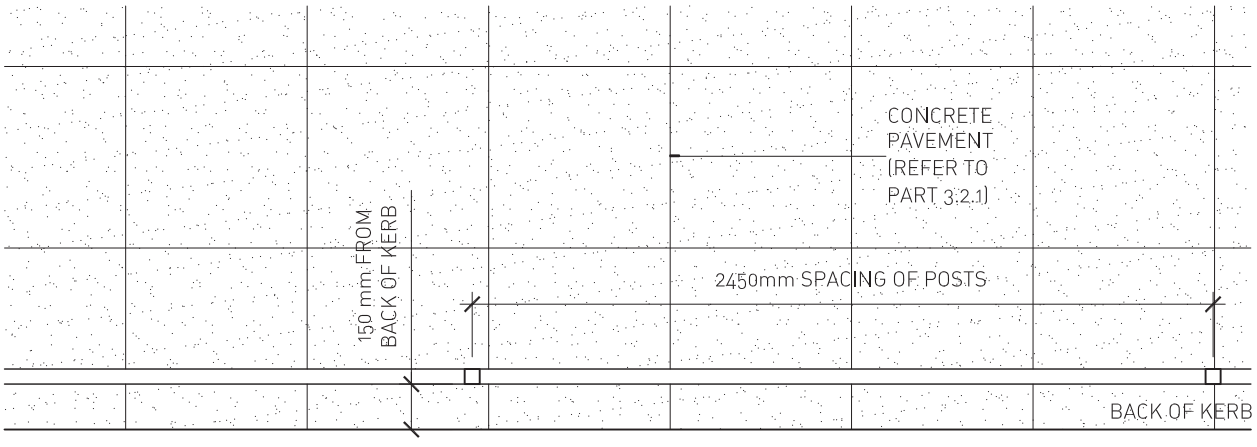
The effectiveness of the Pedestrian Safety Fences should be regularly reviewed and if no longer required all pavement is to be reinstated to match existing, including the removal of any concrete bases.

References

See part 2.1 - Furniture Design Principles



Pedestrian Safety Fence on concrete pavement (Scale 1:20)



Layout of Pedestrian Safety Fence (Scale 1:20)

Application

Barrier Fences are primarily used to prevent pedestrian access to areas used by vehicles.

The City of Kingston prefers to avoid installing Barrier Fences unless absolutely necessary as they can result in visual clutter on streetscapes.

Similar to pedestrian safety fences, alternative solutions should be designed to see if pedestrian movement can be controlled in a way that makes the use of Barrier Fences unnecessary, such as:

- Using other street furniture;
- Providing non pedestrian areas, such as landscaping to prevent pedestrian access;
- Design spaces that avoid conflicts between pedestrians and areas used by vehicles;
- Barrier Fences should be part of a coordinated street design and used in moderation.

It should be noted, that the Barrier Fence detailed in this section has not been designed to protect pedestrians from errant vehicles. If fences are determined to be necessary to address errant vehicles they should be designed in-situ by a relevant road safety professional to the satisfaction of the City of Kingston.

Product Description

ARC Jacaranda Fence

Known Suppliers

ARC Fences
(03) 5221 3177
www.jcbrown.com.au

Materials

Galvanised steel frame, posts and fixings with powdercoat charcoal paint (Dulux Satin 88351) finish.

Dimensions

Panels: 920 mm high by 2400 mm long with 5mm diameter wire, 75 mm x 150 mm spacing. Posts: 50 mm x 50 mm x 1600 mm high galvanised steel.

Installation

- Barrier Fence is to be installed in alignment with the back of kerb setback a minimum 150 mm where there is limited footpath space and 400mm in all other cases.
- Barrier Fence can be installed in ground or above ground to manufactures specifications using galvanised fixings.
- If retrofitting, neatly sawcut existing pavement.
- Installed in Asphalt Pavement, asphalt should be placed to match the existing footpath levels.
- Refer to 'Part 3.2.1 Commercial Streetscape Pavement' for concrete pavement and 'Part 3.2.2 for Collector Streetscape Pavement' for Asphalt Pavement details.

Repairs, Maintenance & Removal

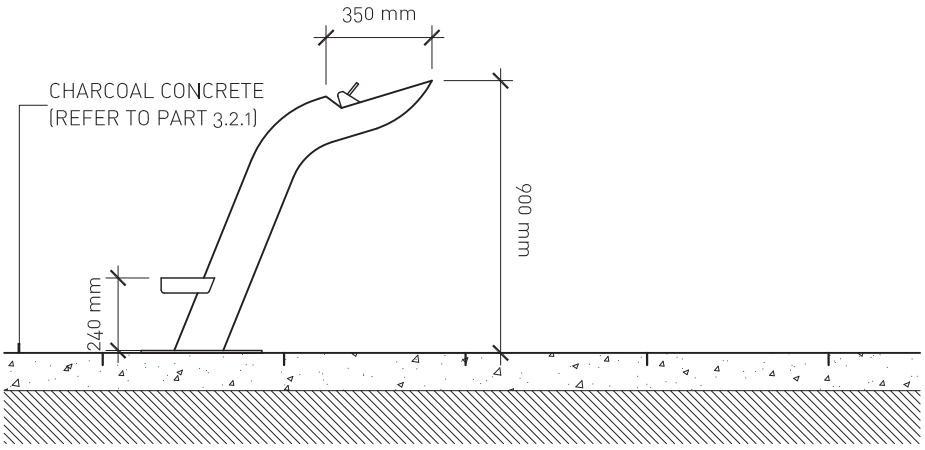
It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for total replacement.

In cases of graffiti, chips, or scratches, Barrier Fences are to be cleaned and/or painted with powdercoat charcoal paint (Dulux Satin 88351).

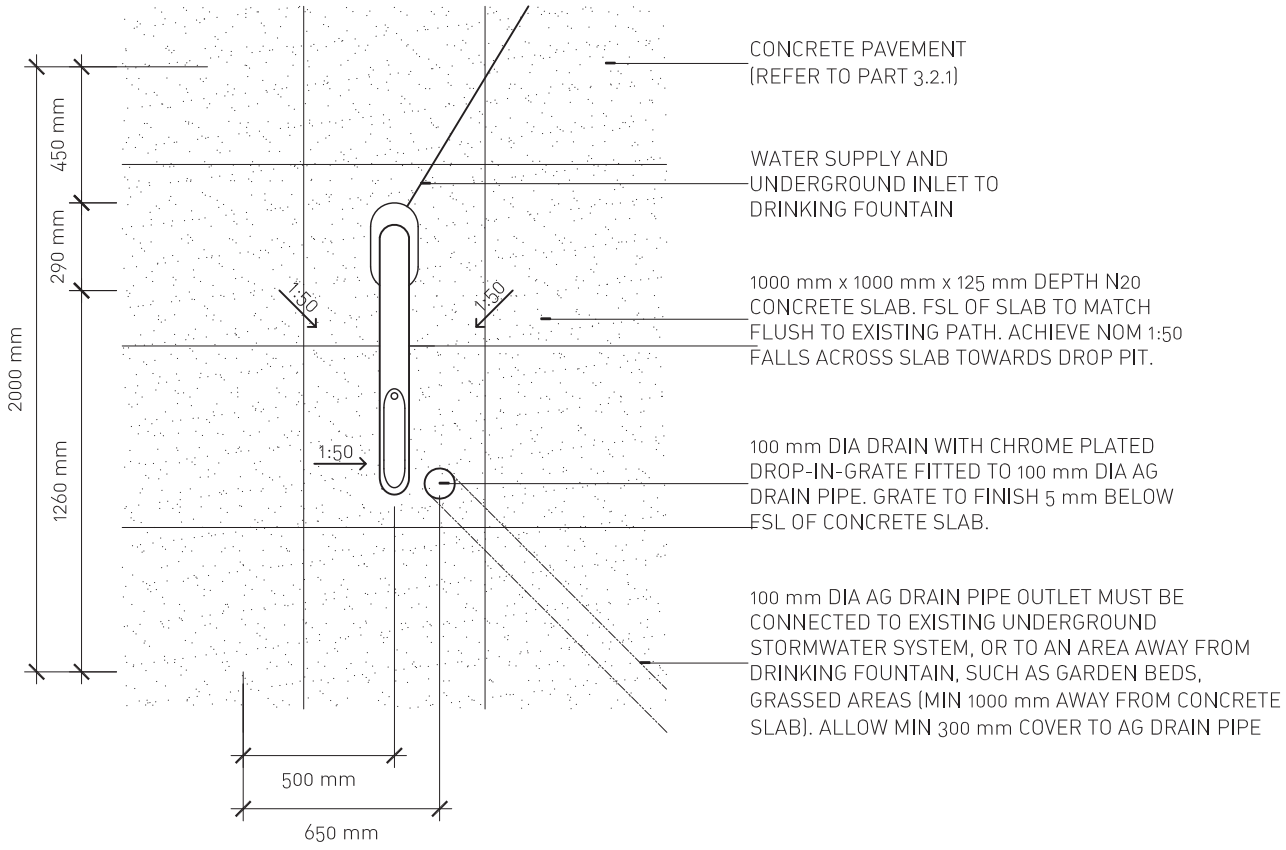
The effectiveness of the barrier fence should be regularly reviewed and if no longer required all pavement is to be reinstated to match existing, including the removal of any concrete bases.

References

See part 2.1 - Furniture Design Principles



Section of Drinking Fountains on Concrete Pavement (Scale 1:20)



Plan of Drinking Fountains on Concrete Pavement (Scale 1:20)

Application

Drinking Fountains are located near entrances to civic or public buildings, in Public Spaces or in spaces where people spend long periods of time.

On Primary Commercial Streetscapes, accessible Drinking Fountains are to be positioned in line with kerbs and should not encroach into the path of travel for pedestrians.

Accessible Drinking Fountains should be fitted with a dog water-bowl that collects overflow.

Accessible Drinking Fountains are to be located on existing water supply to avoid long water connections.

Product Description

Foreshore Drinking Fountain

Known Suppliers

Furphy's Foundry Sales Pty Ltd
Drummond Road, Shepparton, VIC
(03) 5831 2777
www.furphyfoundry.com.au

Materials

316 Grade Stainless Steel with Electro Polish

Dimensions

Overall dimensions: Length: 800 mm, Height: 900 mm.

Installation

- Drinking Fountains are to be located 600mm from the back of kerbs, buildings or structures.
- Drinking Fountains should have enought space surrounding to allow people of limited mobility to access the fountain.
- Drinking Fountains are only to be installed in concrete pavement to the manufacture specifications. Refer to Part 3.2.1 for details.
- Concrete surface to achieve a positive drainage (nom 1:50) into drop-in grate drain pipe.
- Drinking Fountain requires water main tapping and meter installation with suitable below ground housing.

Repairs, Maintenance & Removal

It is expected that a piece of furniture should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment of the furniture for damage, signs of wear, or graffiti should be made in accordance with Council's maintenance program. Maintenance of furniture should extend the life of furniture and reduce the need for the total replacement.

In cases of graffiti or wear Drinking Fountains are to be polished with appropriate stainless steel polish.

In cases where the furniture is no longer required, all pavement is to be reinstated to match existing, including the removal of any concrete bases.

References

See part 2.1 - Furniture Design Principles

3.1 FOOTPATH DESIGN PRINCIPLES

The Footpath section comprises of specific information regarding the application, product description, materials, dimensions, installation, repairs & maintenance and replacement of a series of streetscape pavement types and elements.

The City of Kingston currently has existing engineering standards relating to the design of the following:

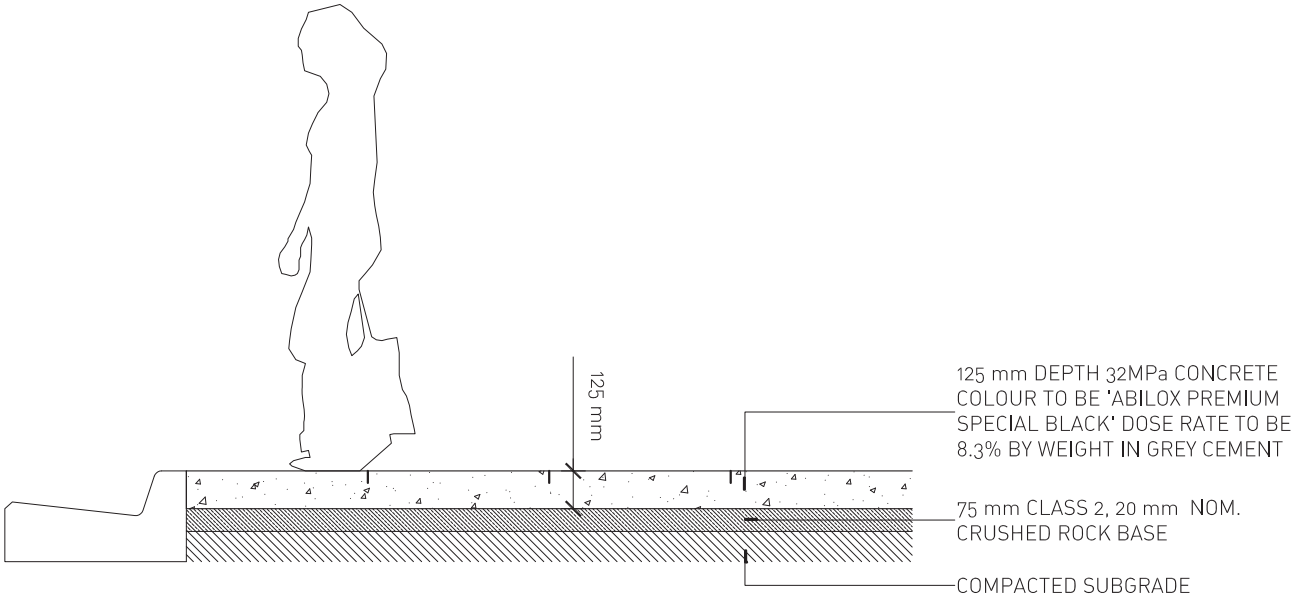
- Roads,
- Drainage,
- Kerbs & channel,
- Vehicle crossing,
- Footpaths,
- Pavers,
- Bicycle paths,
- Splays,
- Traffic islands & roundabouts,
- Street lighting,
- Trees, &
- Reserves.

This section should be used in conjunction with these standards when designing streetscapes. See Part 1.8 - Related Documents and Policies.

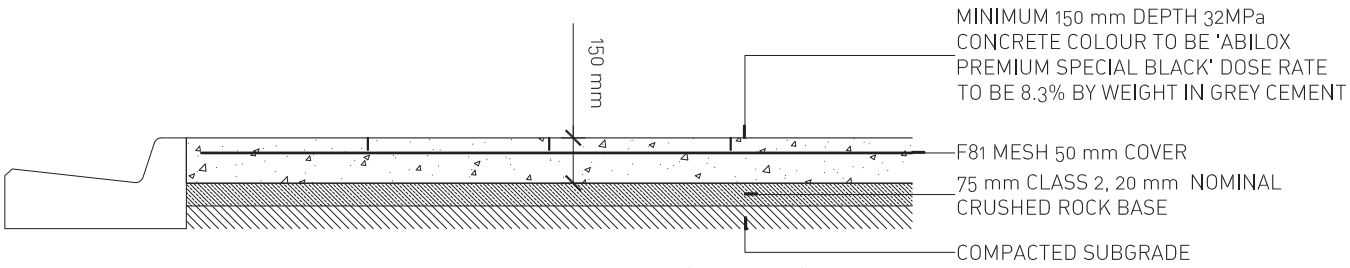
Design Principles

The following design principles should be taken into consideration:

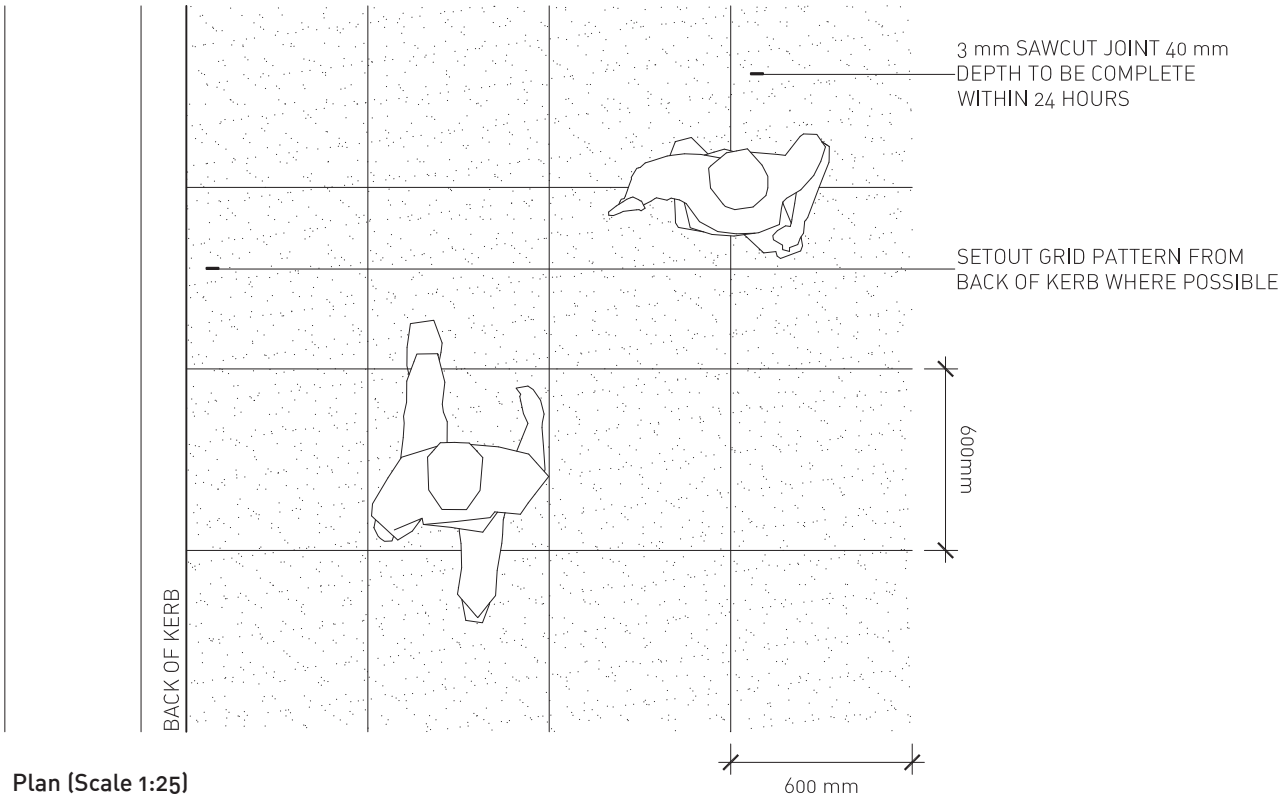
- Integration with the pavement layout to reduce cutting and simplify pavement layout.
- Consider formal geometry with orthogonal tight geometric layouts, rather than curvilinear design.
- Consider the continuity of streets with a consistent design for the full length.
- Consider the walkability of streetscape that encourages people to walk, ride bicycles and use public transport.
- Ensure new surface treatments generally match adjacent surface levels including kerbs.
- Finished floor levels of new buildings are to be adjusted to suit the street and topography. Localised dramatic changes in levels on footpaths are not acceptable to suit new building entrance requirements.
- All surface treatments must meet Australian Standards for slip resistance and equal access.
- Adhere to the relevant standard codes/practices and Kingston City Council policies.



Primary Commercial Streetscape Pavement (Scale 1:25)



Primary Commercial Streetscape Pavement in vehicular areas (Scale 1:25)



Plan (Scale 1:25)

Application

Primary Commercial Streetscape Pavement features black concrete with a 600mm x 600mm grid pattern and is to be used in all Primary Commercial Streetscapes in Activity Centres, with the exception of Mordialloc which uses Asphalt with Bluestone Banding (See Part 3.2.3).

This concrete type provides a durable, neutral and smooth paving treatment, allowing the furniture and vertical elements on the streetscape to take precedence.

Black concrete pavement allows for fixtures such as street furniture, to be installed easily and retrospectively with limited impacts to the pavement.

See diagrams for the appropriate construction standard for charcoal concrete pavement that is subject to pedestrian or vehicular traffic.

Product Description

In-situ concrete pavement.

Materials

32 mpa concrete coloured 'Abilox Premium Special Black' with a dose rate of 8.3% by weight in grey cement.

Finish: Concrete is to be steel trowel initial finish with a final broom finish that is parallel to the expansion joint layout.

Installation

- The paving is to be a consistent finish, level and flush with the existing pavement surfaces.
- Appropriate sign off by the City of Kingston must be received before sawcut of grid pattern.
- The 600 mm x 600 mm grid pattern to be made with a 3 mm sawcut joint, to a 40 mm depth and to be completed within 24 hours.
- The grid pattern should be perpendicular to the kerb and where applicable set out 600mm from the back of kerb.
- In situations where the kerb is not a single linear element, the grid pattern should focus on maintaining a continuous pattern along the length of the street, not focusing on the offset from a single length of kerb.
- Construction, expansion and isolation joints are to be provided according to engineering specifications.
- All surfaces must meet Australian Standards for slip resistance in outdoor spaces.
- Concrete pavement must meet the Australian Standards for the construction of pedestrian or vehicular traffic.

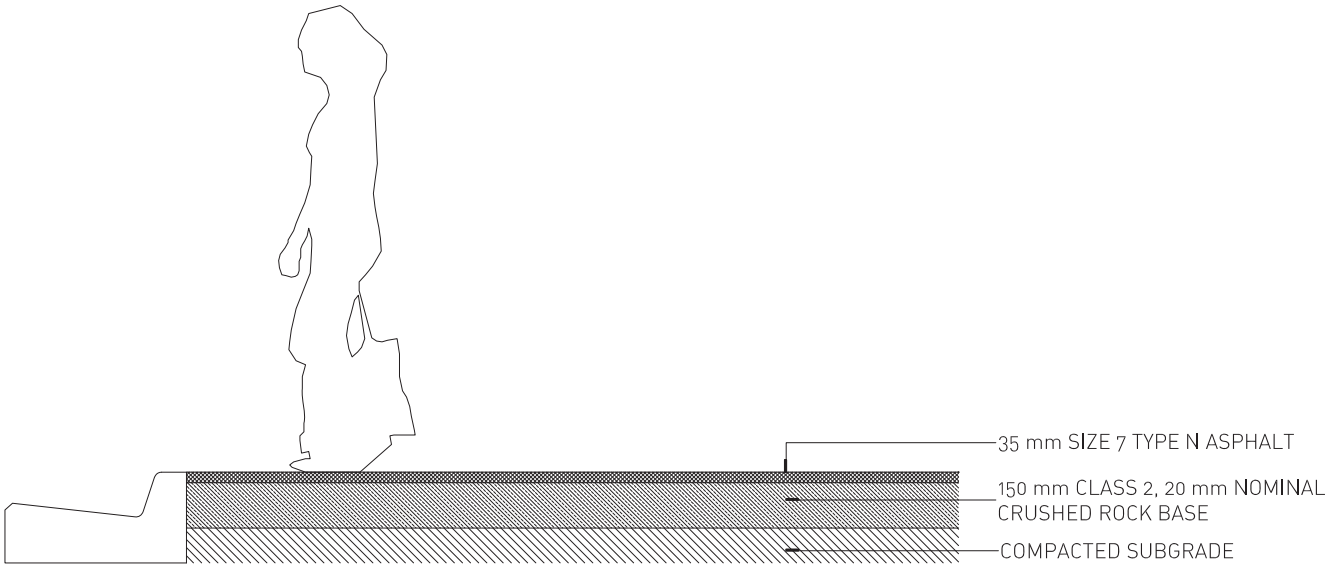
Repairs, Maintenance & Removal

It is expected that footpaths should last at least 20-30 years within an Activity Centre. Notwithstanding, an assessment of the footpaths for damage, signs of wear, or stains etc should be made in accordance with Council's maintenance program. Maintenance of footpaths should extend the life of pavement and reduce the need for total replacement.

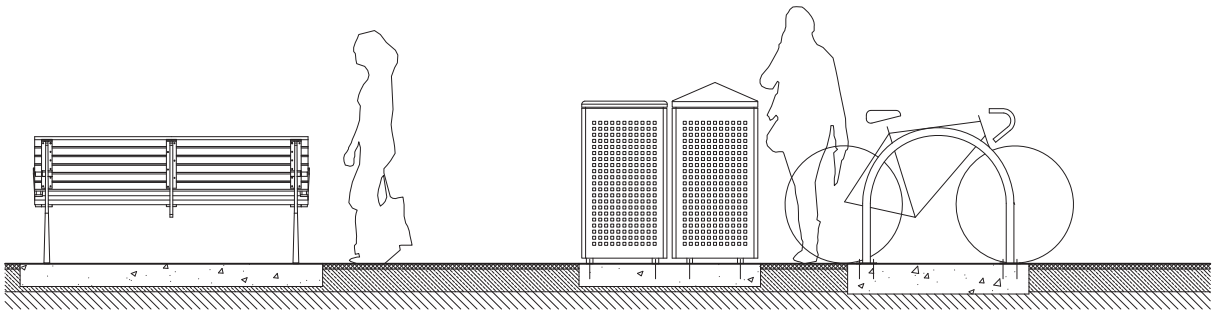
Reinstatement should be within the 600mm x 600mm grid size and replacement should be appropriate to the site. New pavement must be sawcut to match existing and be tied to the existing pavement with steel dowels.

References

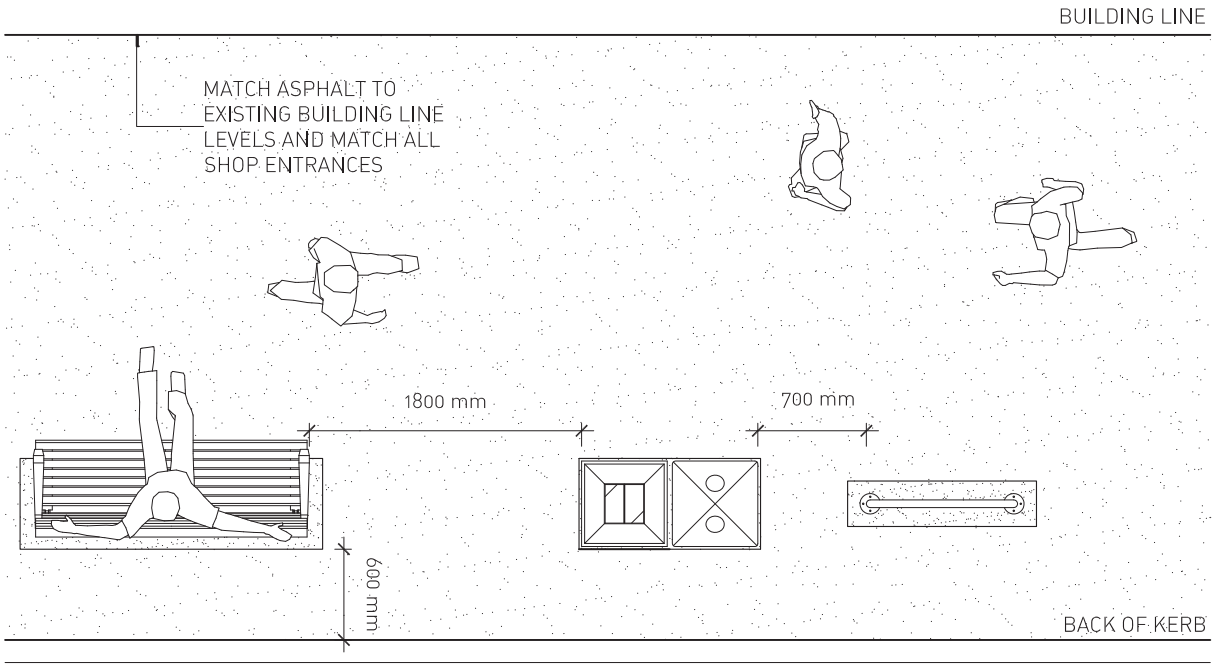
- See Part 3.1 Footpath Design Principles
- City of Kingston, Standard Drawing Register (22/03/2012)



Secondary Commercial Streetscape Pavement Details (Scale 1:25)



Section of Secondary Commercial Streetscape Pavement with clustered furniture elements (Scale 1:50)



Secondary Commercial Streetscape Pavement with clustered furniture elements (Scale 1:50)

Application

Secondary Commercial Streetscape Pavement features asphalt pavement and is to be used in all Secondary Commercial Streetscape in Activity Centres.

Typically in streetscapes with asphalt pavement, street furniture should to be clustered together to avoid high amounts of individual concrete pads spread across the streetscape.

Product Description

Asphalt pavement

Materials

Asphalt: 35mm SIZE 7 Type N asphalt

Installation

- The Asphalt Pavement is to be a consistent finish, level and flush with the existing pavement surfaces with appropriate sign off by the City of Kingston on installation.
- Construction, expansion and isolation joints are to be provided according to engineering specifications.
- All surfaces must meet Australian Standards for slip resistance in outdoor spaces.
- Asphalt Pavement must meet the Australian Standards for the construction of pedestrian or vehicular traffic.

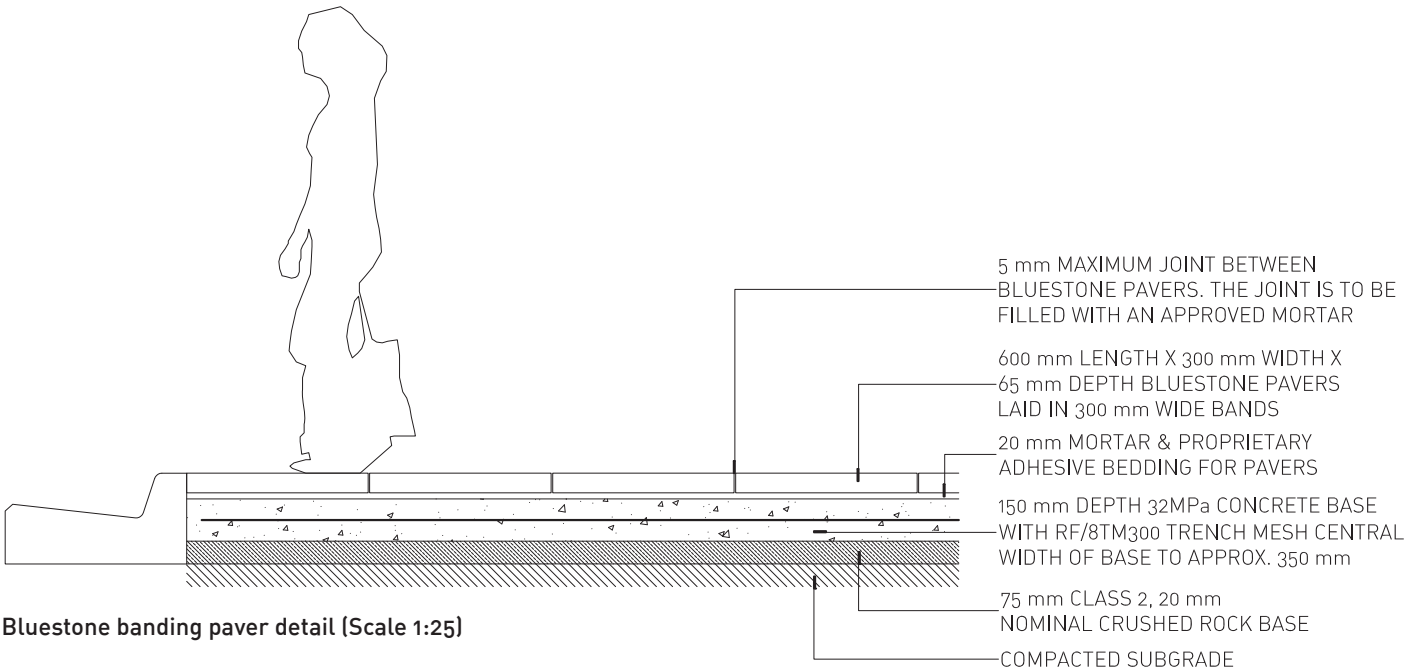
Repairs, Maintenance & Removal

It is expected that footpaths should last at least 20-30 years within an Activity Centre. Notwithstanding, an assessment of the footpaths for damage, signs of wear, or stains etc should be made in accordance with Council's maintenance program. Maintenance of footpaths should extend the life of pavement and reduce the need for total replacement.

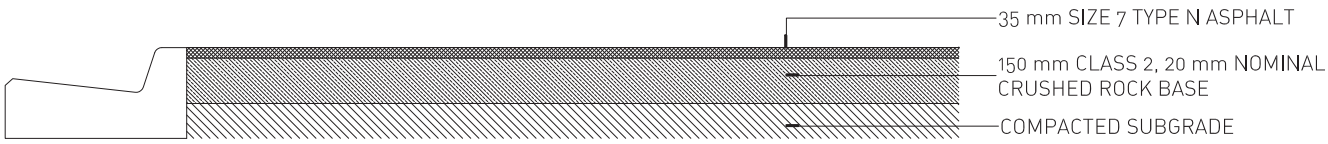
Removal of damaged pavement is to be reinstated to a consistent finish to match existing.

References

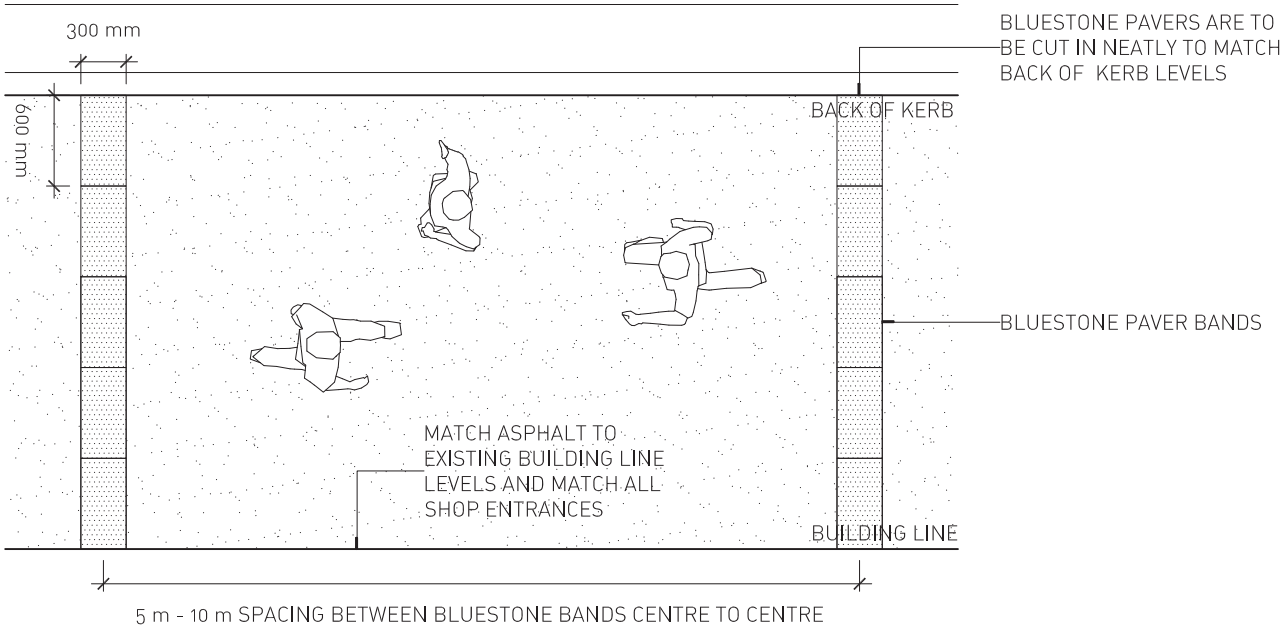
- See Part 3.1 Footpath Design Principles
- City of Kingston, Standard Drawing Register (22/03/2012)



Bluestone banding paver detail (Scale 1:25)



Pedestrian grade asphalt footpath pavement detail (Scale 1:25)



Asphalt footpath pavement layout (Scale 1:50)

Application

Asphalt Pavement with Bluestone Banding is to be only used in the Mordialloc Activity Centre.

Street furniture should to be clustered together to avoid high amounts of individual concrete pads spread across the streetscape.

Bluestone bands should be spaced proportionally across the length of streetscape at flexible spacing of 5 to 15 metres to avoid conflicts with services. A bluestone band should be located at the end of each street and where it meets a vehicle crossing.

The appropriate construction standard for Asphalt Pavement will vary depending on whether the pavement is subject to pedestrian or vehicular traffic.

Product Description

Asphalt with Bluestone Banding

Materials

Asphalt: 35 mm SIZE 7 Type N asphalt
Bluestone: 600 mm x 300 mm x 65 mm deep sawn bluestone pavers.

Details (i.e. quality, grade, finish) and samples of bluestone to be provided to the City of Kingston proir to delivery of bluestone to the site. Samples will be retained by the City of Kingston.

Installation

- The Asphalt Pavement is to be a consistent finish, level and flush with the existing pavement surfaces with appropriate sign off by the City of Kingston on installation.
- Where practical bluestone banding must be perpendicular to the kerb.
- Construction, expansion and isolation joints are to be provided according to engineering specifications.
- All surfaces must meet Australian Standards for slip resistance in outdoor spaces.
- Asphalt Pavement with Bluestone Banding must meet the Australian Standards for the construction of pedestrian or vehicular traffic.

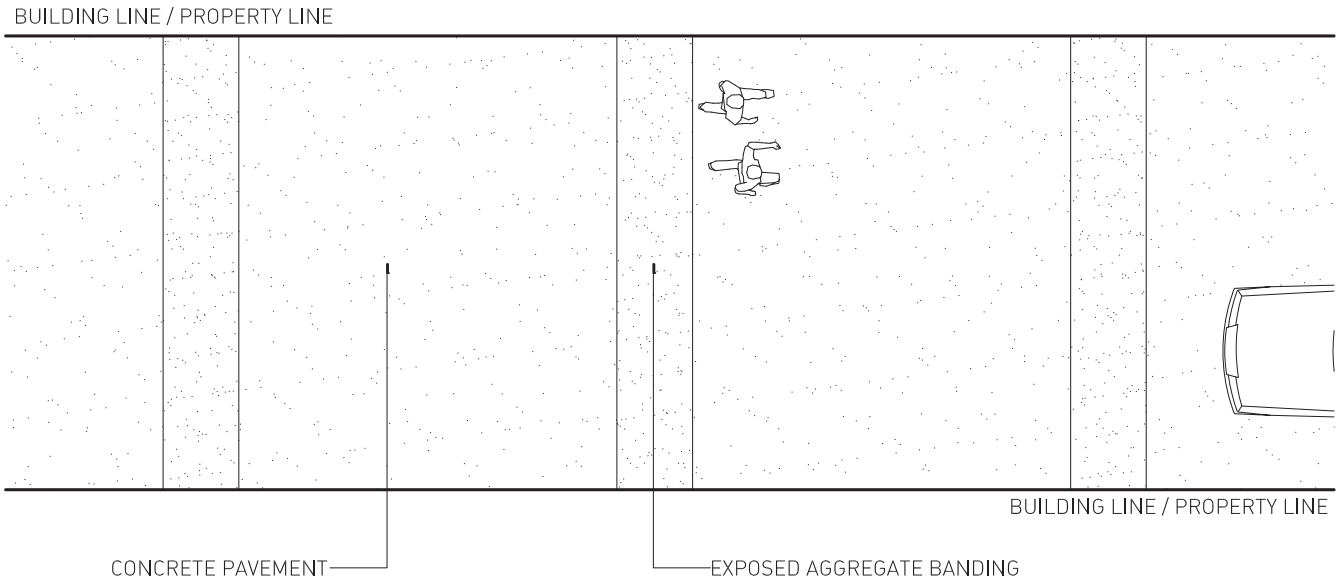
Repairs, Maintenance & Removal

It is expected that footpaths should last at least 20-30 years within an Activity Centre. Notwithstanding, an assessment of the footpaths for damage, signs of wear, or stains etc should be made in accordance with Council's maintenance program. Maintenance of footpaths should extend the life of pavement and reduce the need for total replacement.

Removal of damaged pavement is to be reinstated to a consistent finish from bluestone band to bluestone band to match existing.

References

- See Part 3.1 Footpath Design Principles
- City of Kingston, Standard Drawing Register (22/03/2012)



Example of banding treatments of Laneway (Scale 1:50)

3.2.4 LANEWAY PAVEMENT

Application

The City of Kingston currently has existing engineering standards relating to the design of pavement within Laneways (see S605 of the City of Kingston, Standard Drawing Register).

This concrete pavement provides a durable paving treatment which can accommodate a variety of waste collection, delivery and residential vehicles.

The exposed aggregate banding treatment provides visual interest and can break up the large expanses of concrete surface within Laneways.

Installation

See 'S605 - Standard Right of Way Construction Details' of City of Kingston, Standard Drawing Register (22/03/2012).

Repairs, Maintenance & Removal

It is expected that concrete pavement in Laneways should last at least 20-30 years within an Activity Centre. Notwithstanding, an assessment of the Laneways for damage, signs of wear, or stains etc should be made in accordance with Council's maintenance program. Maintenance of Laneways should extend the life of pavement and reduce the need for the total replacement.

New pavement must be sawcut to match existing and be tied to the existing pavement with steel dowels.

References

- See 'Part 3.1 Footpath Design Principles'
- City of Kingston, Standard Drawing Register (22/03/2012).

Application

A number of Kerb & Channel profiles can be used for different traffic conditions including barrier, semi-mountable and mountable kerbs.

The City of Kingston has existing engineering standards relating to the design and construction of Kerb & Channel profiles. Please refer to Part 3.1 Footpath Design Principles.

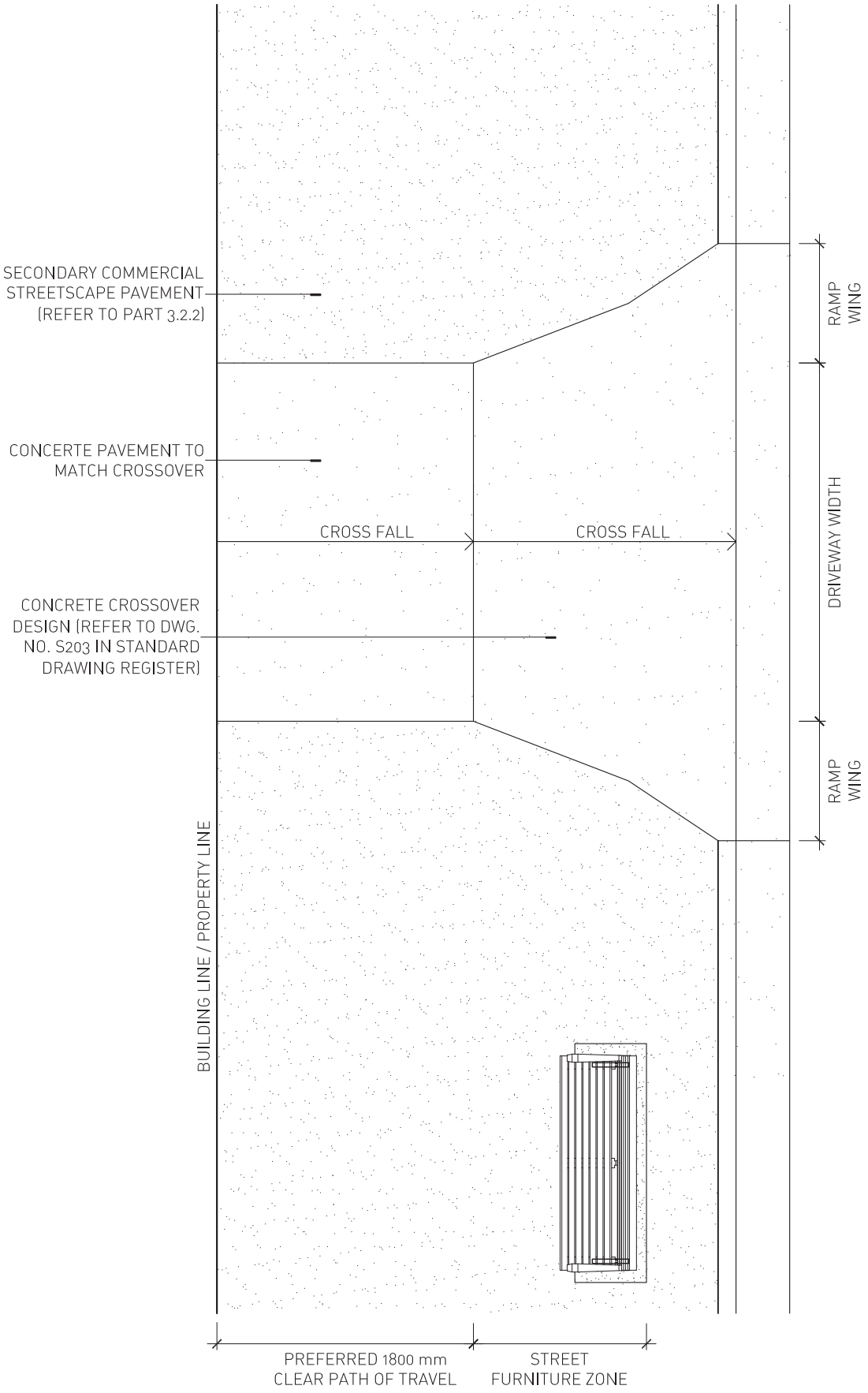
In Commercial and Collector Streetscape, Kerb & Channels should be designed to meet the specific requirements of the individual street with the focus on encouraging pedestrian access.

Wider pram ramps are preferable in Commercial Streetscapes, which have the busiest pedestrian use with smaller kerb ramps in Collector Streetscape. Pram ramps should have a direct link with accessible crossings which follows the most direct desire line for pedestrians.

In all cases, Kerb & Channel vehicle and pram crossings will be constructed of 32mpa concrete coloured 'Abilox Premium Special Black' with a dose rate of 2% by weight in grey cement.

References

- See 'Part 3.1 Footpath Design Principles'
- City of Kingston, Standard Drawing Register (22/03/2012)



Typical vehicle driveway design as shown on a Collector Streetscape (Scale 1:50)

Application

Similar to Raised Intersections, Vehicle Drvieways are an important component in Activity Centres as they provide vehicle access to residential and commercial properties.

Vehicle Drvieways are not encouraged along Primary Commercial Streetscapes as they can affect the continuous street edge that is required to access street trading and car parking. Additionally, frequent vehicle crossings can detract from the uniformity and simplicity of the street layout.

As such, vehicle access should be encouraged on Laneways (where possible) to minimise conflicts between pedestrians and vehicles on footpaths.

The preferred design for pedestrian access, particularly in Activity Centres is to provide a consistent footpath level and width along the streetscape.

Vehicle crossing should not affect the continuous path of travel, follow the building line for pedestrians and avoid creating footpaths uneven or sloping topography.

Any flattening required for Vehicle Drvieways must occur within the property boundary and not on the footpath. Coordinate cross falls with longitudinal falls to ensure even grades and a smooth and consistent appearance to footpaths.

Installation

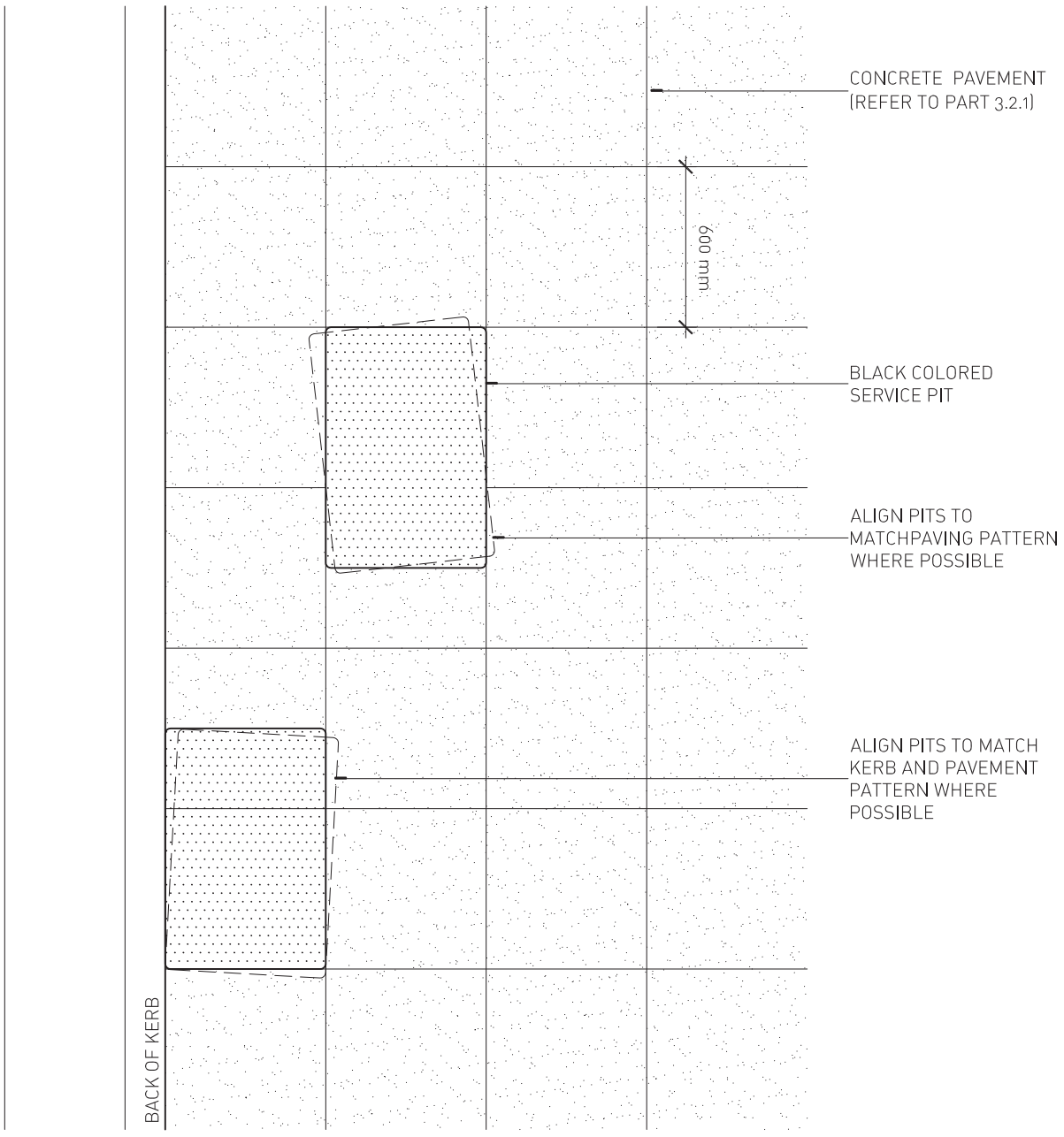
Vehicle Drvieways are to be constructed from 32mpa concrete coloured 'Abilox Premium Special Black' with a dose rate of 2.0% by weight in grey cement in accordance with the City of Kingston's Standard Drawing Register.

Repairs, Maintenance & Removal

It is expected that Vehicle Drvieways should last at least 40-50 years within an Activity Centre. Notwithstanding, an assessment of the Vehicle Drvieways for damage, signs of wear, or stains etc should be made in accordance with Council's maintenance program. Maintenance of footpaths should extend the life of pavement and reduce the need for total replacement.

References

- See Part 3.1 Footpath Design Principles
- City of Kingston, Standard Drawing Register (22/03/2012)



Service pit cover (Scale 1:25)

Application

Activity Centre footpaths incorporate many utilities and pit lids that need to be considered in the overall appearance of the streetscape.

Pit Covers should be made level with the footpath and where possible be aligned to coordinate with the pavement grid patterns, kerbs and building edges.

Wherever possible move Pit Covers away from pram ramps and vehicle crossings to allow for the required gradients and to be properly located in the path of travel of pedestrians.

When retrofitting in existing pavement neatly sawcut existing pavement.

Materials

Colour: To match pavement.
Refer to Drawing No. S408, City of Kingston, Standard Drawing Register (22/03/2012)

Repairs, Maintenance & Removal

It is expected that Pit Covers should last at least 15-20 years within an Activity Centre. Notwithstanding, an assessment for damage, signs of wear, or stains etc should be made in accordance with Council's maintenance program. Maintenance should extend the life of Pit Covers and reduce the need for total replacement.

References

- City of Kingston, Standard Drawing Register (22/03/2012)
- Relevant Australian Standards.

Application

Tactile Ground Surface Indicators (TGSI) are used to inform people who are vision impaired as they move along streetscapes, through texture and luminance contrast with the surrounding pavement.

TGSIs are of two types:

- Hazard indicators: buttons or dots, to warn of hazards;
- Directional indicators: bars or lines, to indicate travel direction.

TGSIs are to be integrated properly with all pavements, steps and ramp details in accordance with Australian Standard.

General principles for TGSIs are:

- Minimise the need for TGSIs using simple/direct lines of travel to intersections and crossings.
- Remove hazards along travel routes where possible, rather than marking them with TGSIs.
- Design footpaths and other spaces so that they are easy and safe to navigate with the minimum use of TSGIs.
- Ensure consistency in the use of TGSIs within a given area.
- Avoid using TGSIs at isolated intersections or crossings or for decorative reasons.
- Use the minimum appropriate quantity of TGSIs. Over use of TGSIs can result in visual clutter on footpaths.

Materials

Colour: Light grey re-claimed UV and thermally stabilized high impact elastomeric based polymer.

Hazard Indicator Dimensions: Outer Dia: 35mm, TOP DIA: 25mm, Thickness: 5mm, Shaft: M6mm x 20mm.

Directional Indicators Dimensions: Lenght 290mm x Width 35mm x Height 5mm.

Installation

- Refer to Drawing Nos. S707 to S715, City of Kingston, Standard Drawing Register (22/03/2012).
- TGSIs shall be supplied and installed in accordance with Australian Standard for slip resistance in outdoor spaces.
- TGSIs must meet Australian Standards for luminance contrast.

Repairs, Maintenance & Removal

It is expected that TGSIs should last at least 10-15 years within an Activity Centre. Notwithstanding, an assessment for damage, signs of wear, or stains etc should be made in accordance with Council's maintenance program. Maintenance should extend the life of TGSIs and reduce the need for total replacement.

References

- City of Kingston, Standard Drawing Register (22/03/2012)
- AS/NZS 1428.4 - Design for access and mobility

Application

Street Trees are an important part of Activity Centres as they can provide social, economic and environmental benefits. In Commercial Streetscapes, the creation of 'node' planting at intersections that feature cluster of trees, are preferred rather providing an avenue of trees which can impact on street parking, services and footpath trading.

Tree avenues to be used on smaller Secondary Streetscapes, as they generally have fewer conflicts with other street elements than compared to Commercial Streetscapes.

All street trees must be designed in consultation with Kingston City Council's Parks & Street Tree department.

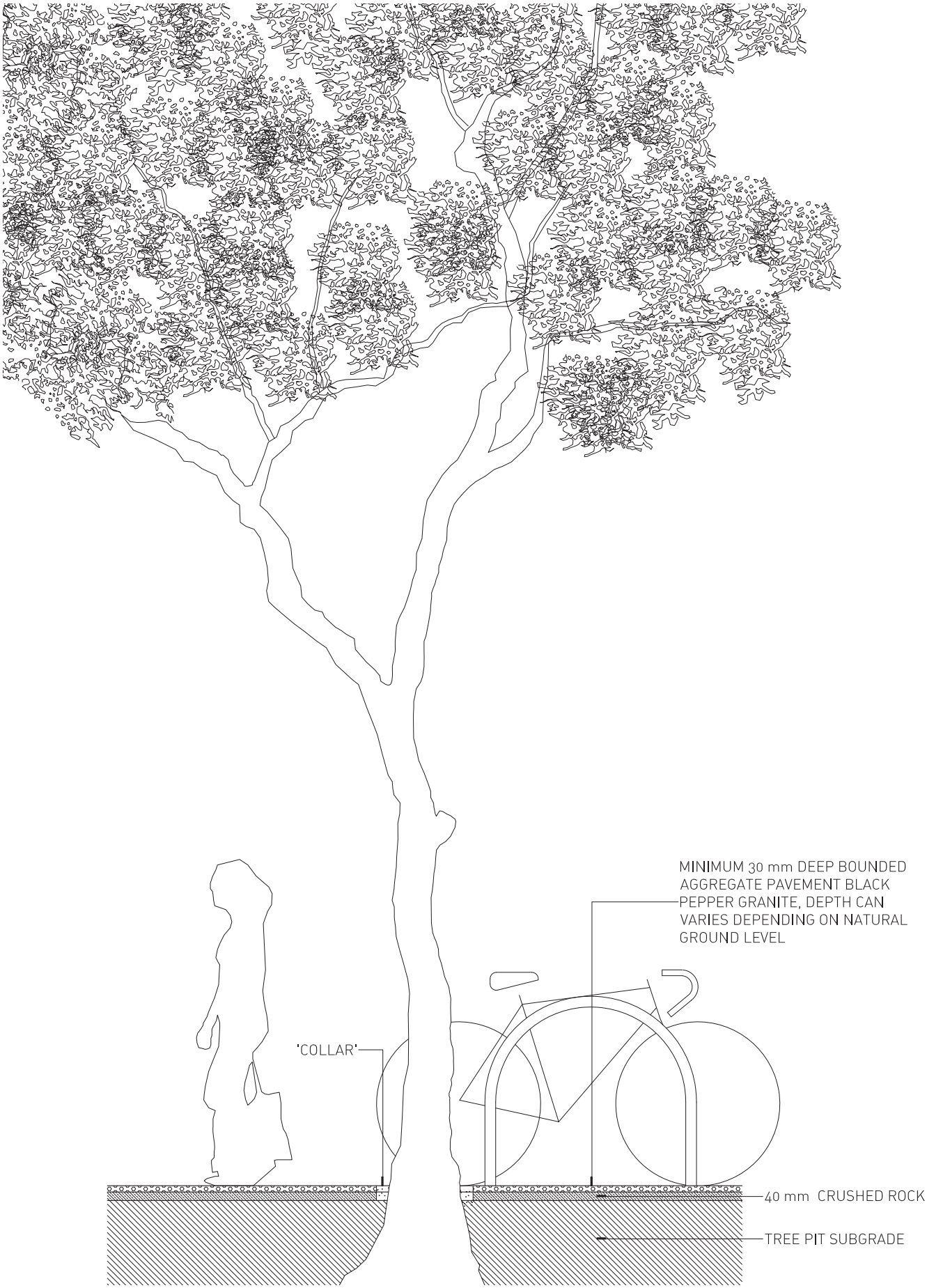
Design Principles

The following design principles should be taken into consideration when locating street trees within footpaths:

- The street tree species and spacing nominated in City of Kingston polices;
- The location and spacing of existing trees;
- The best spacing to create the desired overall effect;
- Locating the clear path of travel for pedestrians and away from other elements such as existing bus shelters and signage;
- The location of existing awnings;
- Where possible new trees should not to be located directly opposite building entrances;
- Integration with the pavement layout to reduce cutting and simplify pavement layout.

References

- See Part 3.1 Footpath Design Principles
- City of Kingston, Tree Management Policy (May 2011).
- City of Kingston, Standard Drawing Register (22/03/2012)



Resin Bound Gravel Detail (scale 1:25)

3.5.1 RESIN BOUND GRAVEL

Application

Resin Bound Gravel is a porous material that can accommodate pedestrian traffic and maintenance vehicles on streetscapes that experience high levels of pedestrian movement.

Resin Bound Gravel treatment is suitable for existing trees in Commercial Streetscapes, Social Nodes and Public / Shared Spaces. Additionally, Resin Bound Gravel can be a consideration for new trees surrounds in streetscapes that experience high levels of pedestrian movement.

Resin Bound Gravel can also be part of a coordinated larger street design which incorporates other street furniture such as Hoop Bicycle Rails and Timber Seats.

The appropriate construction standard for Resin Bound Gravel will vary depending on whether the surface is subject to pedestrian or vehicular traffic (i.e. Council Street Sweeper).

Product Description

Resin Bound Porous Paving

Known Suppliers

MPS Paving Systems Pty Ltd
03 9769 4077
www.mpspaving.com.au

OmniCrete
1300 851 523
http://www.omnicrete.com.au/

Materials

Bounded aggregate in Black Pepper Granite Colour.

Dimensions

30 mm deep bounded aggregate on a 40 mm crushed rock base

Installation

- Resin Bound Gravel is to be installed to manufactures specifications.
- A ‘collar’ must be provide around the tree trunk to allow the tree unrestricted growth in trunk diameter.
- Resin Bound Gravel is to be a consistent finish, level and flush with the existing pavement surfaces with appropriate sign off by the City of Kingston on installation.
- All surfaces must meet Australian Standards for slip resistance in outdoor spaces.
- Resin Bound Gravel must meet the Australian Standards for the construction of pedestrian or vehicular traffic.
- Galvanised steel edging to be used in when installed in Asphalt Pavement.

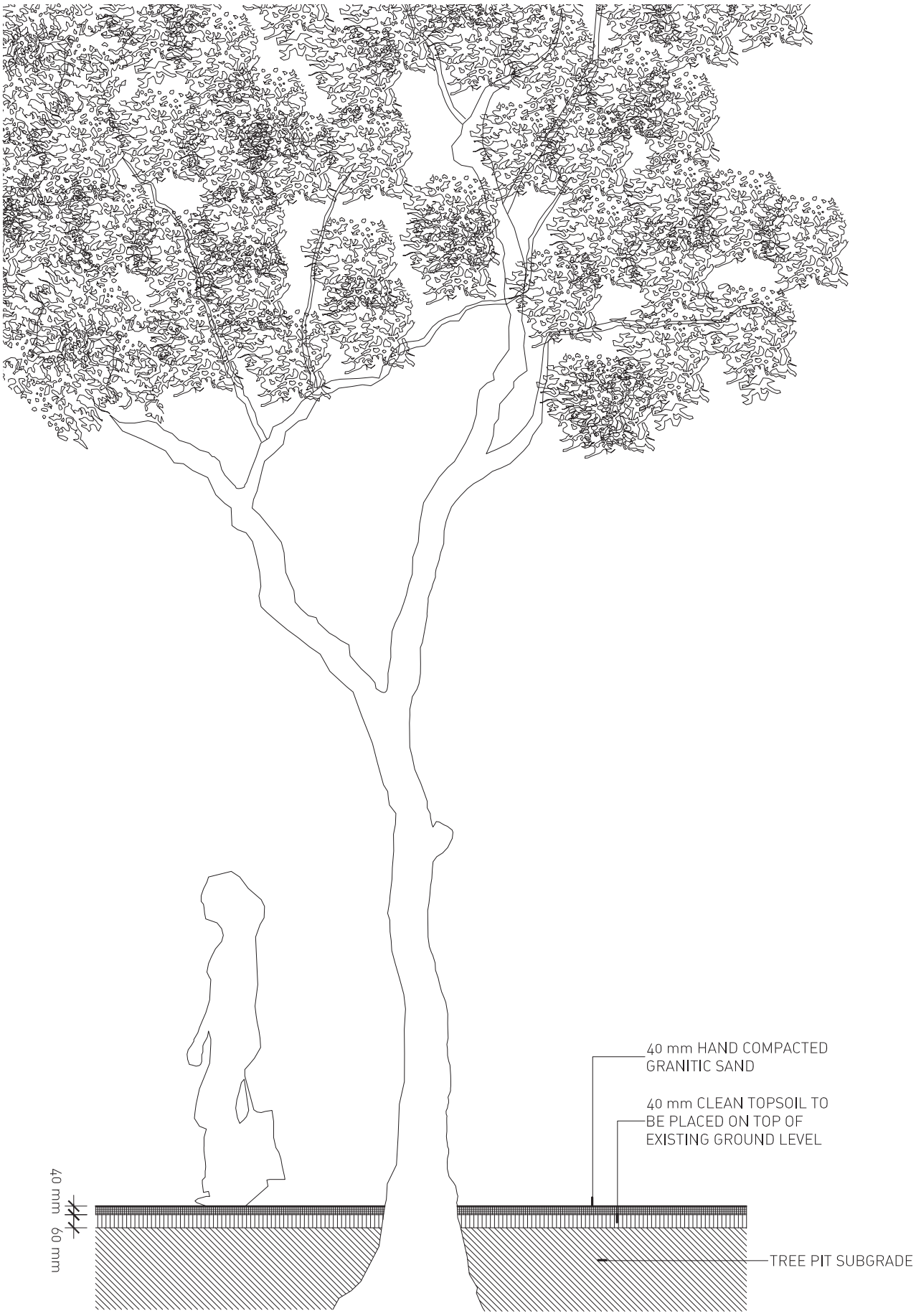
Repairs, Maintenance & Removal

It is expected that surface should last at least 10 years within an Activity Centre. Notwithstanding, an assessment of the surface for damage, signs of wear, or stains etc should be made in accordance with Council’s maintenance program. Maintenance should extend the life of the surface and reduce the need for total replacement.

Removal of damaged surface is to be reinstated to a consistent finish to match existing.

References

- See Part 3.1 Footpath Design Principles
- City of Kingston, Standard Drawing Register (22/03/2012)



Granitic Sand detail (scale 1:25)

Application

Granitic Sand is a secondary surface material used for tree surrounds in streetscapes. This surface material should not be used in areas likely to experience high levels of pedestrian movement.

Granitic Sand is not suitable for areas that are subject to Council Street Sweepers.

Product Description

Granitic Sand

Materials

40 mm deep Granitic Sand

Installation

- Granitic Sand is to be hand compacted to limit impacts on landscaping.
- Granitic Sand is to be a consistent finish, level and flush with the existing pavement surfaces with appropriate sign off by the City of Kingston on installation.
- Galvanised steel edging to be used in when installed in Asphalt Pavement.

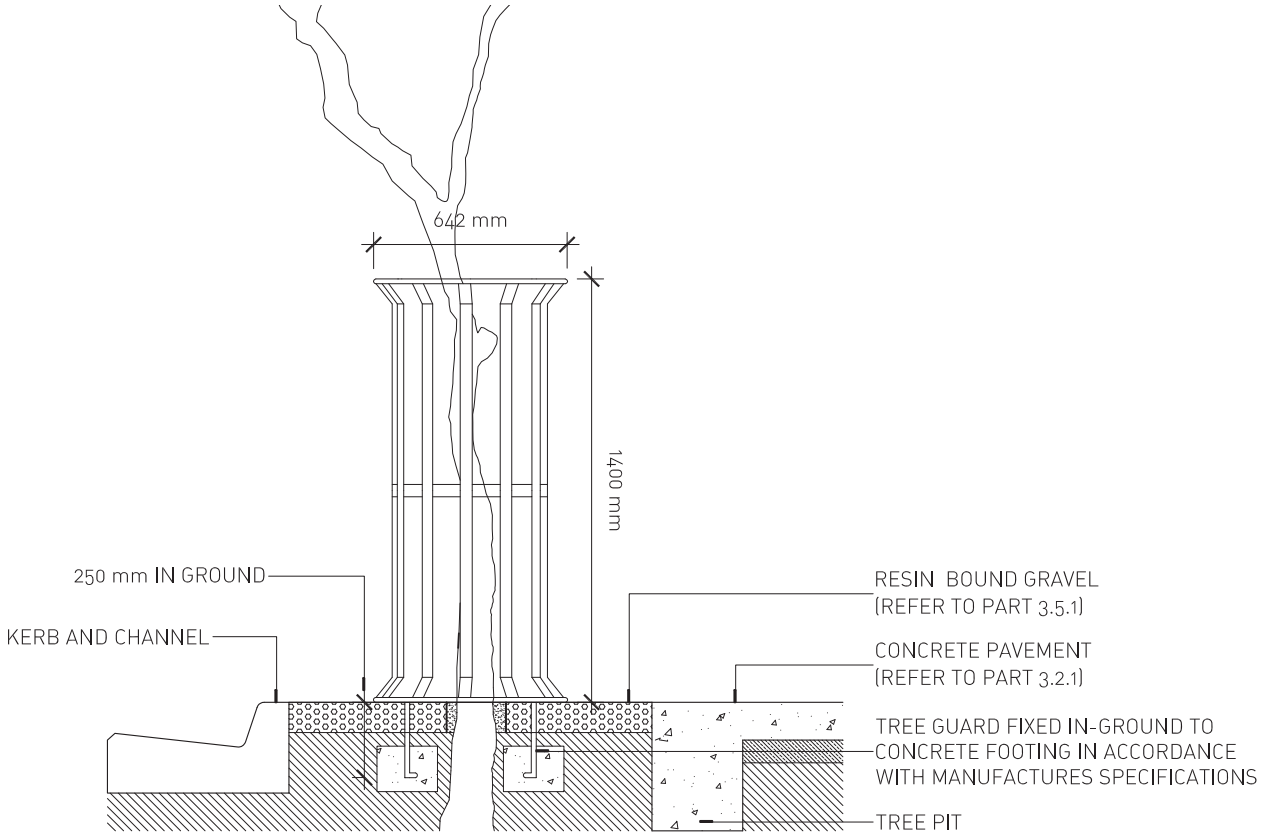
Repairs, Maintenance & Removal

It is expected that surface should last at least 5-10 years within an Activity Centre. Notwithstanding, an assessment of the surface for damage, signs of wear, or weeds should be made in accordance with Council's maintenance program. Maintenance should extend the life of the surface and reduce the need for total replacement.

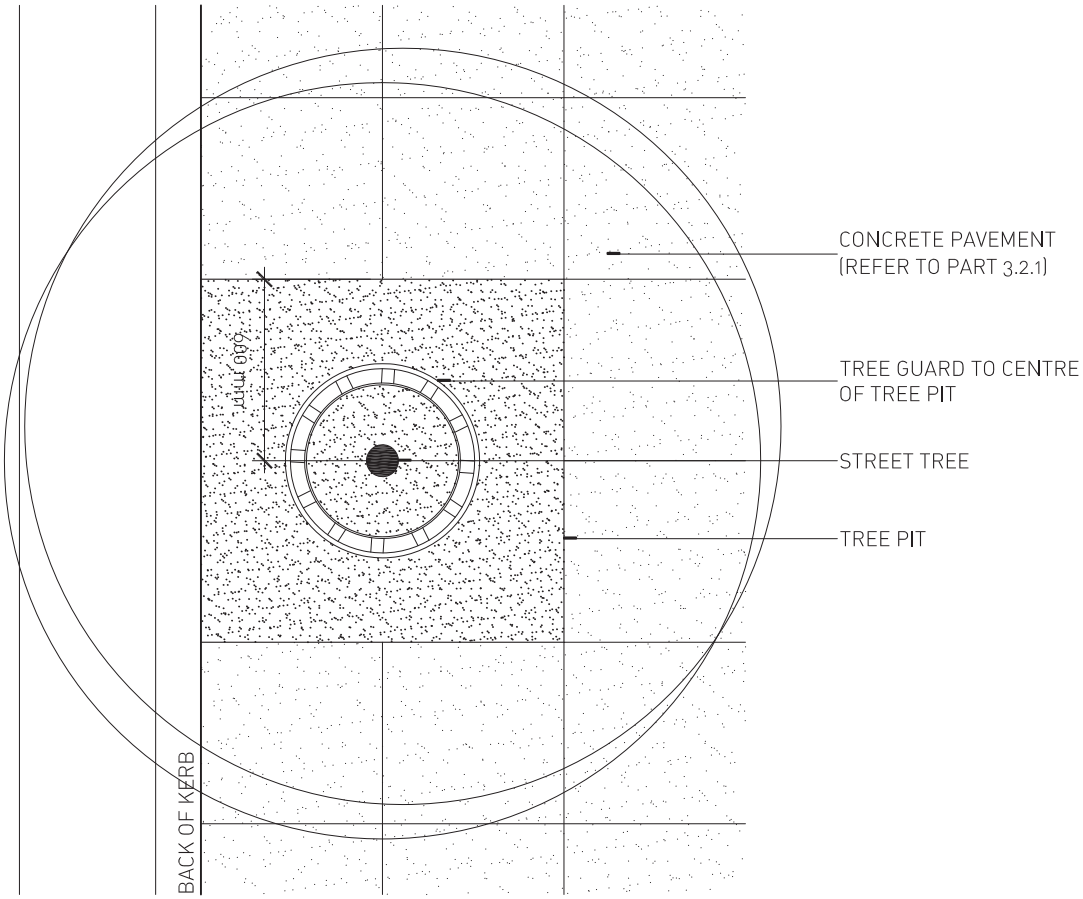
Removal of damaged surface is to be reinstated to a consistent finish to match existing.

References

- See Part 3.1 Footpath Design Principles
- City of Kingston, Standard Drawing Register (22/03/2012)



Tree guard detail (scale 1:25)



Tree guard layout (scale 1:25)

Application

Vertical Tree Guards are primarily used to protect street trees from access by vehicles or in areas that experience high levels of pedestrian activity. The City of Kingston prefers to avoid installing Vertical Tree Guards unless absolutely necessary.

Instead alternatives should be designed to see if vehicle control can be carried out in a way that makes the use of Vertical Tree Guards unnecessary, such as:

- Raising the pavement and /or kerb height to prevent vehicle over-run;
- Using other street furniture, such as seating of bicycle hoop rails.

Description

Steel Slatted Tree Guard

Known Supplier

Furphy's Foundry Sales Pty Ltd
Drummond Road, Shepparton, VIC
(03) 5831 2777
www.furphyfoundry.com.au

Materials

Hot dip galvanised mild steel finish.

Dimensions

Overall dimensions: 1400 mm x 642 mm.

Installation

- Vertical Tree Guards can be fixed in ground via concrete footings or above ground fixed to tree grates in accordance with manufactures specifications.
- Vertical Tree Guards are to be fixed with galvanised fixings.
- Vertical Tree Guards should be positioned 600mm from the back of kerb and at the centre of the tree pit.

Repairs, Maintenance & Removal

It is expected that vertical tree guard should used until the tree is a suitable size that no longer requires protection.

Notwithstanding, an assessment of the vertical tree guard for damage, signs of wear, or stains etc should be made in accordance with Council's maintenance program. Maintenance should extend the life of the vertical tree guard and reduce the need for total replacement.

Removal of damaged surface is to be reinstated to a consistent finish to match existing.

References

- See Part 3.1 Footpath Design Principles
- City of Kingston, Standard Drawing Register (22/03/2012)

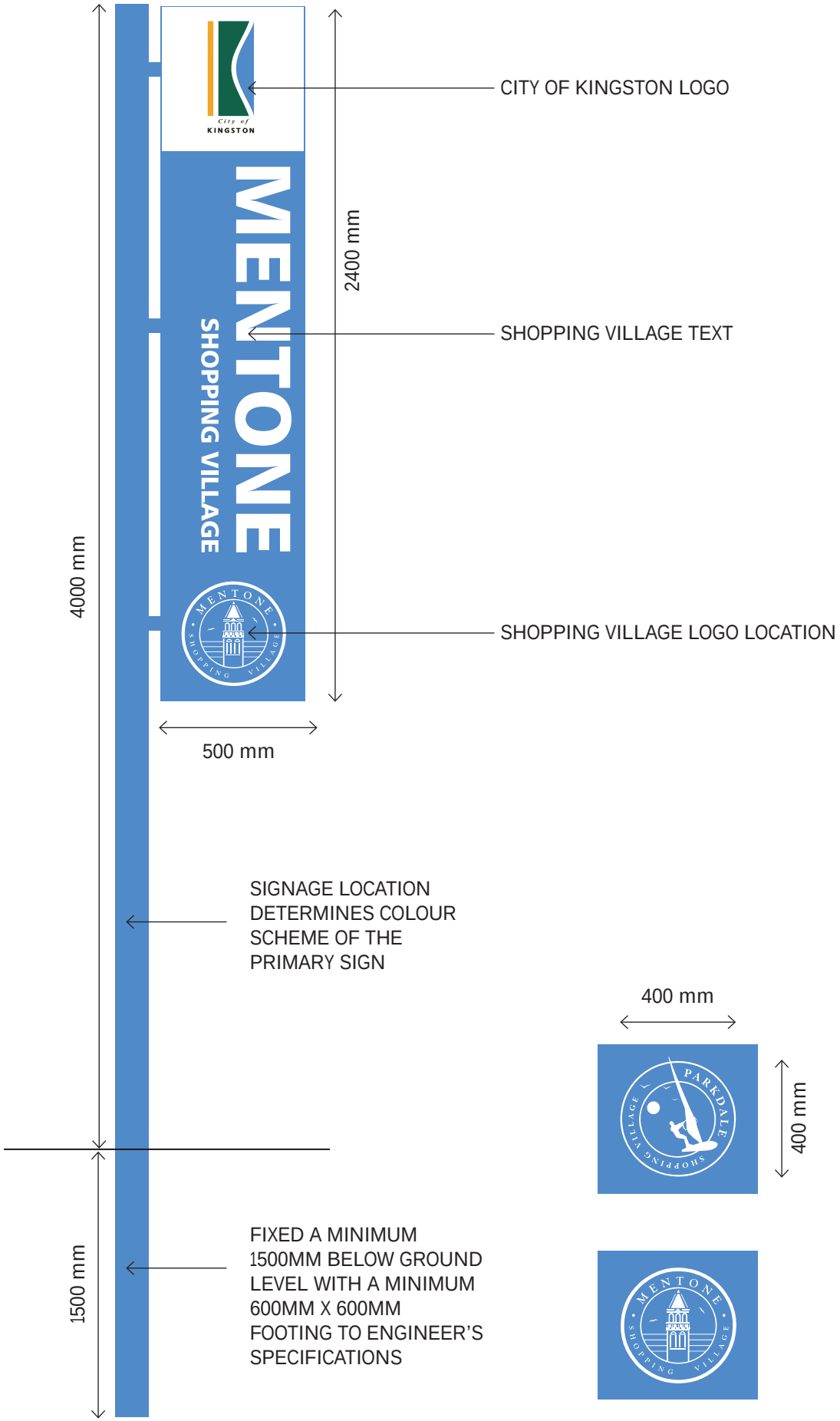
4.1 CITY OF KINGSTON SIGNAGE

The signage section comprises of specific information regarding the application, product description, materials, dimensions, installation, repairs & maintenance and replacement of a series of signage types that are used in the City of Kingston's Activity Centres.

The City of Kingston currently has a comprehensive style manual (Kingston Style Manual) that sets out the correct way to use Kingston's logo, colour schemes and the following signage types:

- Banners and Flags
- Major Gateway Signs and Masts
- Minor Gateway Signs and Precinct Markers
- Interpretive Signage
- Parks and Reserves

This section should be used in conjunction with this style manual when selecting the appropriate signage to be used in Kingston's Activity Centres. See Part 1.8 - Related Documents and Policies.



Primary Sign (not to scale)

Examples of shopping village logo

Application

Shopping Village Precinct Signage has been developed to identify entrances to local shopping villages throughout the City of Kingston. The Shopping Village Precinct Signage incorporates two signage types Primary and Minor Signs.

The Primary Sign in the main signage used to identifies key entrances to the shopping villages.

As specified in City of Kingston's Style Manual, the shopping village location determines the colour scheme of the Primary Sign. The colour scheme is as follows:

Bayside / Waterways - Blue
Green Belt Areas - Green
Urban Areas - Ochre

I.e. Mentone is located Bayside therefore the colour scheme is Bayside = Blue.

Each shopping village has its own distinct logo that is located at the bottom of the main faces of the Primary Sign (e.g. Mentone, Parkdale etc.). The logo is to be a minimum 400mm in height from the bottom of the sign face and should allow adequate room for shopping village text. White is to be used for the text and logo colours.

In shopping villages where there is no established shopping village logo, a new logo should be developed in consultation with the City of Kingston.

Description

Primary Entrance Sign

Known Supplier

Contact City of Kingston Depot Services Department

Materials

Frame: 'hot dipped' galvanised or galvanised steel.
Sign Faces: Titan outdoor composite panel.
Finish: Dulux colour powder coat with Dulux powder coat anti-graffiti clear.
Colour codes: Blue (Prelude blue), Green (Mistletoe), Ochre (Safety Yellow) (See City of Kingston's Corporate Logo Style Guide)
Vinyl: 3M or Oracal 7 – 10 year conformable cast vinyl with 3M or Oracal anti-graffiti clear over laminate.

Dimensions

Mast: 5500mm long, 100mm x 100mm square tube
Frame: 2400mm long, 500mm high, 50mm wide

Installation

- The Primary Sign should be located within nature strips leading into the shopping precincts with the mast side of the sign facing away from the kerb side to allow for maximum visibility of the signage.
- The location of the Primary Sign should take into consideration overhead power lines, underground utilities and the requirements of Council Departments.
- Primary Sign is to be fixed a minimum 1500mm below ground level with a minimum 600mm x 600mm footing to engineer's specifications.
- In cases of no available nature strip, the Primary Sign may be installed above ground with cast in bolts to engineer's specifications.
- Mast size can be adjusted to suit base plate for above ground installations, as required.
- Primary Sign should be sited with consideration of adjacent property access requirements and uses.
- VicRoads approval should be sort along arterial roads.

Repairs, Maintenance & Removal

It is expected that Primary Signs should last at least 10 years within an Activity Centres.

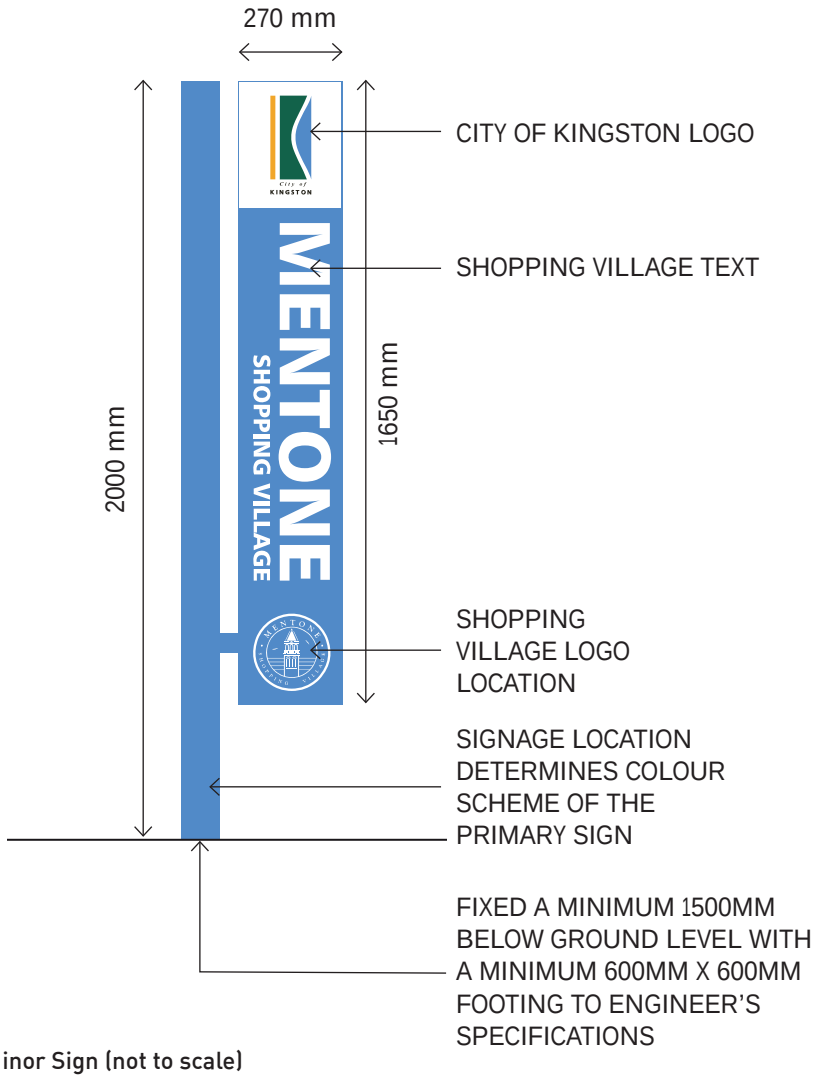
Notwithstanding, an assessment of the Primary Entrance Sign for damage, signs of wear, or graffiti etc should be made in accordance with Council's maintenance program.

Maintenance of Primary Entrance Sign should extend the life of signage and reduce the need for total replacement.

References

- City of Kingston, Kingston Style Manual, 2007

Examples of shopping village logo



Minor Sign (not to scale)

Application

Shopping Village Precinct Signage has been developed to identify entrances to local shopping villages throughout the City of Kingston. The Shopping Village Precinct Signage incorporates two signage types Primary and Minor Signs.

The Minor Sign in the secondary signage used within the shopping village for pedestrians and local traffic.

As specified in City of Kingston's Style Manual, the shopping village location determines the colour scheme of the Minor Sign. The colour scheme is as follows:

Bayside / Waterways - Blue
Green Belt Areas - Green
Urban Areas - Ochre

I.e. Mentone is located Bayside therefore the colour scheme is Bayside = Blue.

Each shopping village has its own distinct logo that is located at the bottom of the main faces of the Minor Sign (e.g. Mentone, Parkdale etc.). The logo is to be a minimum 400mm in height from the bottom of the sign face and should allow adequate room for shopping village text. White is to be used for the text and logo colours.

In shopping villages where there is no established shopping village logo, a new logo should be developed in consultation with the City of Kingston.

Description

Minor Sign

Known Supplier

Contact City of Kingston Depot Services Department

Materials

Frame: 'hot dipped' galvanised or galvanised steel.
Sign Faces: Titan outdoor composite panel.
Finish: Dulux colour powder coat with Dulux powder coat anti-graffiti clear.
Colour codes: Blue (Prelude blue), Green (Mistletoe), Ochre (Safety Yellow) (See City of Kingston's Corporate Logo Style Guide)
Vinyl: 3M or Oracal 7 – 10 year conformable cast vinyl with 3M or Oracal anti-graffiti clear over laminate.

Dimensions

Mast: 2000mm long, 100mm x 100mm square tube with a 200mm square base plate.
Frame: 1650mm long x 270mm high, 50mm wide.

Installation

- The Minor Sign should be located at strategic locations such as train stations, bus stops etc, within shopping precincts to Council's satisfaction.
- Minor Sign should be orientated the mast side of the sign facing away from the curb side to allow for maximum visibility of the signage.
- The location of the Minor Sign should be sited in consideration of adjacent building uses, avoid encroaching into pedestrian walkways, and underground utilities.
- Minor Sign should not block visibility for other road users, especially at junctions and crossings.
- Minor Sign is to be fixed to existing pavement in ground with galvanised cast in bolts to engineer's specifications.
- Minor Sign should be sited with consideration of adjacent property access requirements and uses.
- VicRoads approval should be sort along arterial roads.

Repairs, Maintenance & Removal

It is expected that Minor Signs should last at least 10 years within an Activity Centres.

Notwithstanding, an assessment of the Minor Signs for damage, signs of wear, or graffiti etc should be made in accordance with Council's maintenance program.

Maintenance of Minor Sign should extend the life of signage and reduce the need for total replacement.

References

- City of Kingston, Kingston Style Manual, 2007

5.1 INTRODUCTION (COMING SOON IN LATER REVISION)

6.1 NON STANDARD SEATS (COMING SOON IN LATER REVISION)

6.2 PLACE MARKING FURNITURE (COMING SOON IN LATER REVISION)

6.3 WATER SENSITIVE URBAN DESIGN (COMING SOON IN LATER REVISION)

City of
KINGSTON

1230 Nepean Highway,
Cheltenham, VIC 3192
PO Box 1000, Menton, VIC 3194

Telephone: 1300 653 356
Fax: 09 9581 4500
Email: info@kingston.vic.gov.au
www.kingstone.vic.gov.au
Facebook: www.facebook.com/CityOfKingston

June 2013