

Typical characteristics of street furniture

FURNITURE	TYPICAL FOOTPRINT	TYPICAL HEIGHT	CHARACTERISTICS, LOCATIONS AND FREQUENCY	IDEALLY SITED	IF IDEAL IS NOT POSSIBLE, CONSIDER
Bench	2.4m by 0.75m	0.4 to 1.0m	<ul style="list-style-type: none"> Should include backs and armrests on at least some benches in every location Provide every 50m in commonly used pedestrian areas, or more frequently on sloping footpaths. Provide also at bus stops and shelters. 	<ul style="list-style-type: none"> Within street furniture zone or frontage zone if zone is more than 1.25m wide to allow leg room without encroaching into through route. At least 0.5m from the edge of the through route. At right angles to the through route. 	<ul style="list-style-type: none"> Provided in kerb extensions or parklets.
Bollard	0.3m diameter	0.6m to 1.2m	<ul style="list-style-type: none"> As required, but no more than 1.6m apart. Refer to Access control devices on paths for more information. 	<ul style="list-style-type: none"> At most 0.3m from kerb and wholly within street furniture zone. 	<ul style="list-style-type: none"> As per ideal.
Bus stop shelter	2.6m by 1.4m	2.5m	<ul style="list-style-type: none"> Refer to the bus stop components guidance in the Public Transport Design Guidance. 	<ul style="list-style-type: none"> Within the street furniture zone. The through route width should be maintained which may involve using kerb extensions. 	<ul style="list-style-type: none"> Mostly within street furniture zone but can protrude into the through route as long as the minimum width is maintained.
Cycle rack and stands	0.75m by 50mm	0.75m	<ul style="list-style-type: none"> As determined in consultation with the community. Refer to Cycle parking planning and design guidance. 	<ul style="list-style-type: none"> Refer to Cycle parking planning and design guidance. At right angles to any severe gradients. 	<ul style="list-style-type: none"> Refer to Cycle parking planning and design guidance.
Planter	Varies	Varies	<ul style="list-style-type: none"> As required. More effective if looked down upon. 	<ul style="list-style-type: none"> Within street furniture zone if zone is more than 0.9m wide. Removable planters are permitted within the frontage zone as long as they do not intrude into the through route. 	<ul style="list-style-type: none"> As per ideal.
Waste/recycling bins	Varies	Varies	<ul style="list-style-type: none"> As per the local Council policy or guidelines. 	<ul style="list-style-type: none"> Within the street furniture zone or frontage zone. Do not locate close to seating so that odours detract from the resting experience. 	<ul style="list-style-type: none"> As per ideal.
Pole – lighting	Up to 0.6m by 0.6m	Varies	<ul style="list-style-type: none"> As required to provide a suitable lighting level. 	<ul style="list-style-type: none"> Centre of supporting post should be 0.75m from kerb or centred in street furniture zone if it is greater than 1.5m. Poles should be aligned along the road corridor or so as to provide sufficient lighting of a space for people. 	<ul style="list-style-type: none"> Centre of supporting post should be at least 0.45m from kerb. Poles should be aligned along the road corridor.
Pole – signal	0.55m by 0.55m	Varies	<ul style="list-style-type: none"> As required under standards for traffic signal installations. 	<ul style="list-style-type: none"> Centre of supporting post should be 0.75m from kerb or centred in street furniture zone if it is greater than 1.5m. 	<ul style="list-style-type: none"> Set pole closer to kerb. If not possible, place pole within frontage zone.
Pole – utility	0.45m by 0.45m	Varies	<ul style="list-style-type: none"> As required. 	<ul style="list-style-type: none"> Centre of pole should be 0.6m from kerb. 	<ul style="list-style-type: none"> Centre of pole should be 0.45m from kerb.

Note: Wayfinding signage placement is discussed in [PNG: Wayfinding](#)