DRAFT 02.02.24

LUTON

PUBLIC REALM
DESIGN STRATEGY

Ramboll
Allies and Morrison

Foreword

*Inclusion/necessity of Foreword to be agreed by LBC

Contents

INTRODUCTION & BACKGROUND

PUBLIC REALM STRATEGY

DESIGN MANUAL

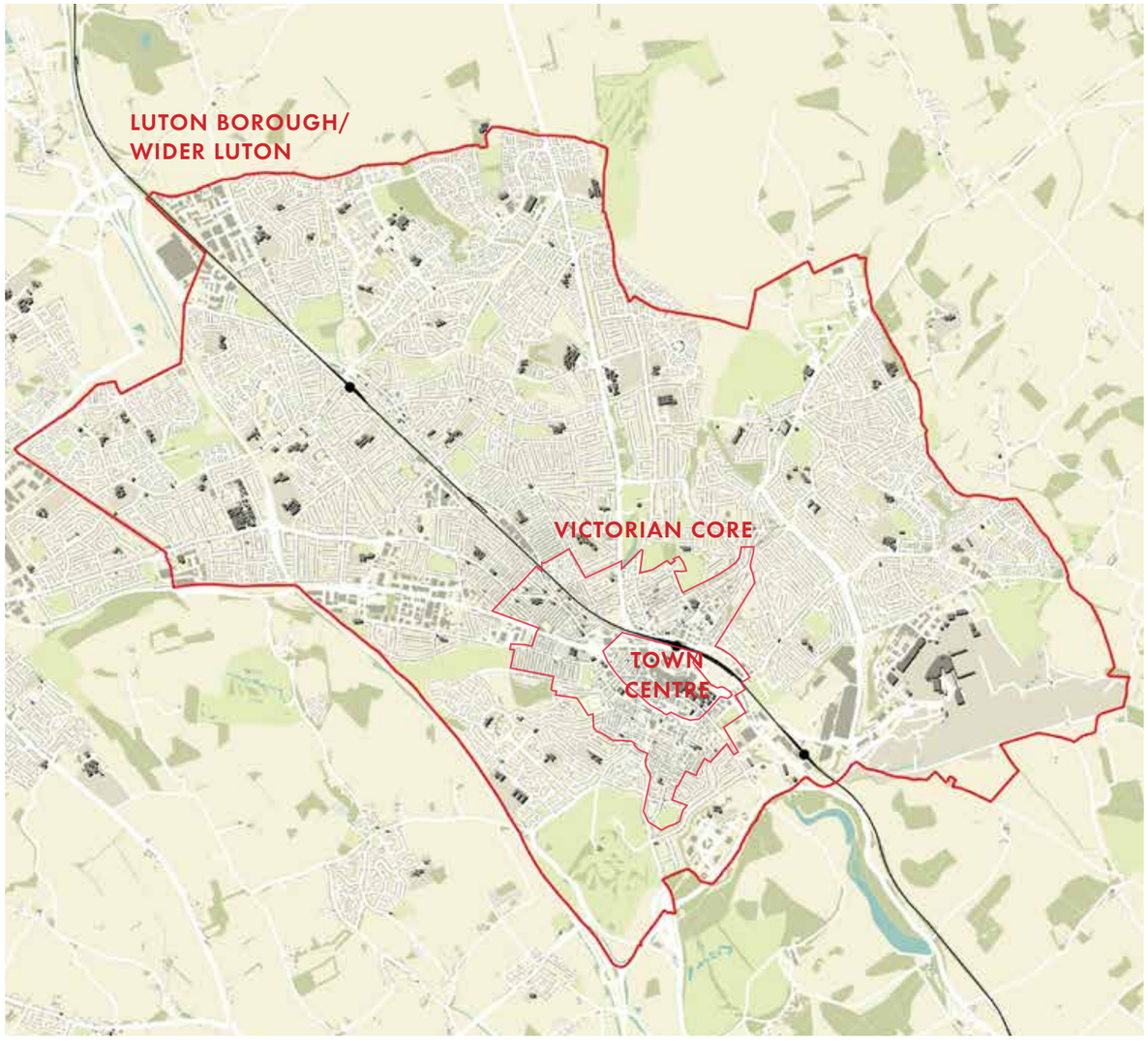
1 INTRODUCTION

1.1 **Overview**

The Luton Public Realm Design Strategy (PRDS) is dedicated to fostering innovative ideas for the public realm, aiming to contribute to a sustainable, vibrant, and inclusive town that supports long-term growth and enhances community cohesion.

Following from the Luton Town Centre Masterplan Framework (2020), commissioned by Luton Borough Council, and produced by Allies and Morrison, this strategy strives to encapsulate council priorities and local stakeholder aspirations. These insights are gathered through workshops with different LBC teams, conversations with stakeholders and extensive engagement undertaken as part of the Town Centre Masterplan.

The PRDS functions as a tool for local groups, stakeholders, and Luton Borough Council to guide transformative changes, especially within Luton's neighbourhood and district centres. Spanning three areas - Wider Luton, the Victorian Core, and Luton Town Centre - it establishes a comprehensive framework of opportunities and improvement ideas. A subsequent Design Manual offers practical strategies to implement changes, focusing on the typical componentry of the public realm.



*LBC to provide advice on the status of this document in terms of council policy

1.2 Using this document

Strategies

The first half of the document sets out a vision and strategic principles for the public realm. This, in turn, informs a series of strategies to steer investment, enhancement, management, use and development of public spaces and streets. This aspirational strategy is supported by the later Design Manual which gives the 'how to' supporting LBC in making the vision a reality.

Design Manual

The primary purpose of the Design Manual is to:

- Provide recommendations on future public realm improvements, including publicly funded public realm, and public realm delivered as part of new development.
- Promote high-quality design that is durable, sustainable, accessible and inclusive.
- Ensure a cohesive future public realm that is responsive to the town's unique character and that aligns to the public realm vision for Luton.

How to use this document

The Luton Public Realm Design Strategy contains key strategic principles for public realm design, sets out typical arrangements for route typologies, a materials palette, and recommendations on public realm elements including; public realm materials, street furniture and planting.

The strategies within this report are not prescriptive and should be used as recommendations for the design and implementation of public realm. It is recommended that designers take the following steps when using this manual.

Steps for designers

1 **Locate the site, the area - Wider Luton, Victorian Core or Town Centre - and undertake site analysis to understand localised issues and opportunities.**

2 **Refer to sections on materials, street furniture and planting to ensure appropriate integration of streetscape elements.**

3 **Adapt the relevant illustrative typological design to localised street conditions. Ensure designs address infrastructure, transport, environment and planning requirements.**

4 **Comply with relevant British Standards and national, regional and local policies and guidelines.**

5 **Engage the local community through consultation and collaborative workshops to establish local needs and aspirations for the site.**

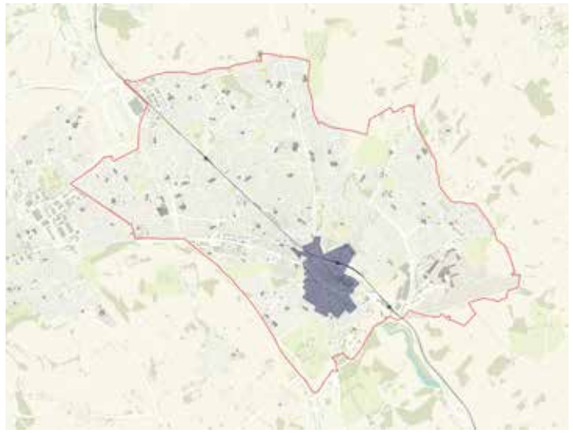
6 **Design the site and establish a long-term plan for maintenance to ensure the quality of the public realm can remain consistent and maintained to a high standard, within budgets.**

2 BACKGROUND

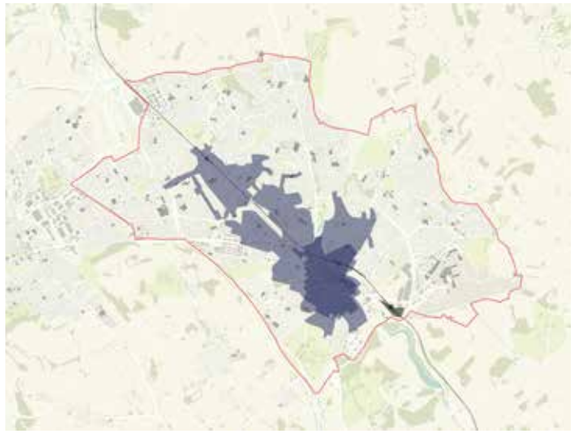
Luton

2.1 **Luton: Origins & Growth**

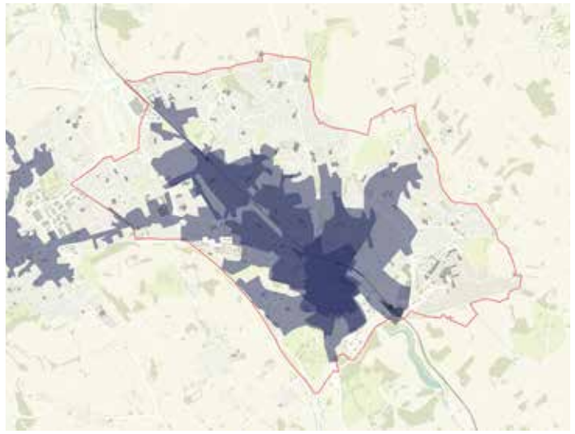
Extent of Luton in 1884



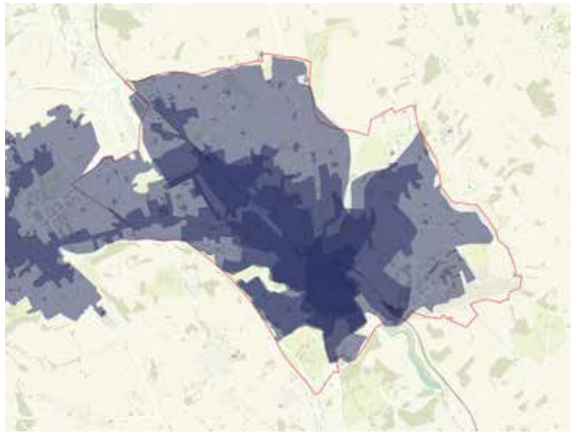
Extent of Luton in 1926



Extent of Luton in 1941



Luton today



Origins and Growth

Luton has always been a strategically important place, from its early use as settlement and crossing point of the River Lea, and later its proximity and ease of access to London by rail, and now as an international gateway owing to its airport. These geographic and strategic advantages have played a role in the success of the various industries which have dominated Luton through the years and which have, in turn, led to huge growth in the town, particularly over the last century.

Luton's industries

Luton has seen a succession of successful industries pass through the town. It's early agricultural routes enabled the progression to a straw plaiting industry, which in turn enabled its famous hat making industry which dominated the town centre. The beginning of the 20th century saw a shift in the type of work taking place in Luton, following the opening of Luton's power plant came the opening of Vauxhall Motors and the introduction of car manufacturing into Luton. With this, and the fading of the hat industry, there was a shift in activity away from Luton's town centre. The opening of the airport shifted this activity further from the town centre. The opening of the Mall in 1972, responding to retail needs of the time, returned a new type of activity to the town centre, which has continued until today.

Luton Town Centre

Luton has, for the most part, kept its medieval street pattern. The later Victorian streets form a more regular grid-like pattern which knit the medieval streets together. A number of interventions which have taken place over the last few decades have altered the role, use and character of Luton's streets. The creation of the ring road has taken traffic out of the town centre, reducing the prominence of the medieval streets once used to access the town centre. The pedestrianisation of George Street has further reduced the prominence of a number of the historic routes which link into it. The introduction of the Arndale Centre has had an impact on the regular grid of streets which one existed, and although the internal walkways respect much of the original street layout, the street layout north of George street has lost its regular grid.

The Mall

The Mall occupies a 17 acre site in the town centre. When it was opened, it was largest undercover shopping centre in Europe. It provided the perfect solution for modern retail stores of the time, which required larger premises. Luton's historic town centre, mostly comprised of Victorian buildings, was insufficient in meeting these needs and therefore a large section of the town was demolished in 1969 to allow for a modern solution. The Mall acts an infill development to the north of George Street, where the original shop units and façades have been kept. However, the north end of the mall is exposed on Silver Street, and its inward facing design becomes apparent. The Mall has retained a number of the historic streets as internal walkways, also keeping their original street names. There are opportunities to better integrate the mall into its historic street pattern and improve its external appearance to better respect its historic surrounds.

Heritage assets

There are a number of listed buildings, and two conservation areas within Luton town centre. The 14th century Parish Church of St Mary is the only Grade I Listed building within the ring road. The remaining listed buildings are all Grade II. Many of these buildings would have played a role in the hat making industry, with almost all of them dating from the 19th century. Luton's historic architecture is a valuable asset to the town centre and should be protected and retained wherever possible to ensure its long term contribution to the identity and character of the area. Although many of its historic buildings are valued, many of the 20th century buildings of high architectural design and quality are not afforded listed protection and are therefore at risk of being redeveloped. In the Plaiters' Lea conservation area, a number of historic buildings have been lost or are in a poor state of repair. Empty plots and poor quality unsympathetic development have impacted the overall character of this area.

A place of production

Luton's economic role has regularly evolved over the years and this is reflected in the town's physical structure. Beginning as a farming town where trading took place in the local market in the town centre, it has transitioned through a number of key industries which have defined and shaped it, as shown below. Most famously perhaps is its hat making and car manufacturing industries. Luton has always managed to anticipate change and has responded to this in order to maintain economic strength within Luton. With each new industry, there has been a gravitational shift in the location of activity in Luton. Each shift has impacted the way areas of Luton are used and changing their purpose.

Luton's strength throughout history has come from its ingenuity and ability to anticipate change and respond to this. This flexibility and foresight is a key aspect of its character and an integral factor of the town's long-term resilience. Luton now has another opportunity to anticipate change in order to secure its future success. Economic resilience and climate resilience will need to be synonymous in this endeavour, with social resilience being another key factor to consider for its long term success.

These stories of production are part of Luton's historic past and, as such, could form part of a public realm expression.

"The hat industry around Luton was founded upon the success of one material - straw. The basic material would come to dominate the lives of tens of thousands of individuals throughout the region, as, in the hands of a skilled worker, it was transformed from a simple cereal crop into functional, sometimes artistic, headwear."

English Heritage, 2013

The classic Luton boater hat

An artistic form of hat

Different straw plait patterns

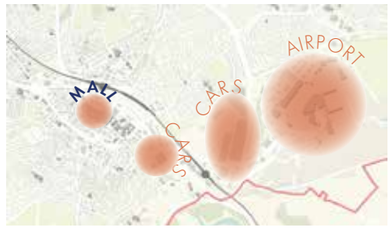
Agriculture was the dominant economy around early Luton, with numerous farms and fields occupying the surrounding landscape. The town itself was used as a market for the buying and selling of agricultural goods.

Although straw plaiting was an activity which could be done anywhere, often by women in their own homes - the actual hat making industry dominated Luton town centre in the Victorian period, particularly around George Street, the Hat District, and the train station.

An electricity power station was constructed on a site in Luton town centre between St Mary's Church and the railway line in 1901.

Shortly after, in 1905, Vauxhall Motors moved the majority of its production to a site on the outskirts of Luton town centre between Kimpton Road and the railway. It brought existing and new employees to Luton, and shifted the town's economic activity outside of central Luton, where the hatting industry was slowly fading.

Luton airport was officially opened in 1938 but was used by the military during the war before commercial activity resumed during 1952 and it became known for playing a role in package holidays in the 1960s. Although a vital component in Luton's economy, the airport's location has drawn activity further away from Luton's town centre.



The power plant was demolished in 1972, the same year the Arndale Centre was opened, returning activity to an area of Luton town centre which had fallen largely out of use because of the nature of the buildings and their incompatibility with modern day retail requirements. The Mall is still an active part of Luton's town centre.

2.2 **Luton's characteristics**

Natural character

The geological composition of Luton primarily features Chalk flanking the northeast and southwest boundaries of the borough. Luton's topography generally slopes towards the River Lea, which meanders in a south-easterly direction through the town centre, with the highest elevations in the northwest and the lowest in the southeast.

This varied topography significantly influences the navigation experience within Luton. The topography and a large residential catchment surrounding the town centre mean that Luton has the potential to be an exemplar as a pedestrian and cycle-friendly place.

The pronounced topography introduces challenges too. There is susceptibility to surface water flooding, particularly within the Town Centre. This issue highlights the need for a comprehensive Sustainable Drainage (SuDS) Strategy, which is currently under development by (LBC). Emerging ideas have been incorporated within this document.

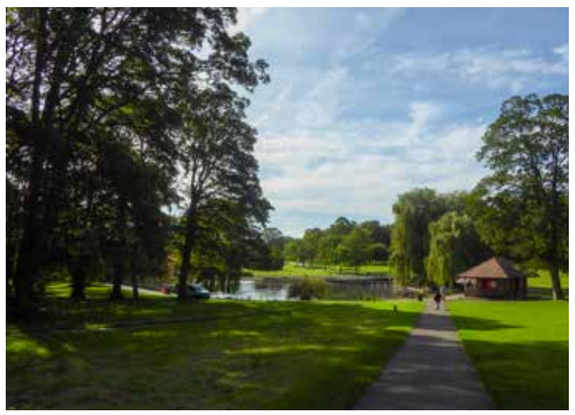
There is a recognisable deficit of planted areas in the public realm in Luton, notably in Luton's Town Centre and Victorian Core.

In response to this finding, the PRDS aims to rectify this shortfall and envisages a public realm enriched with greenery.

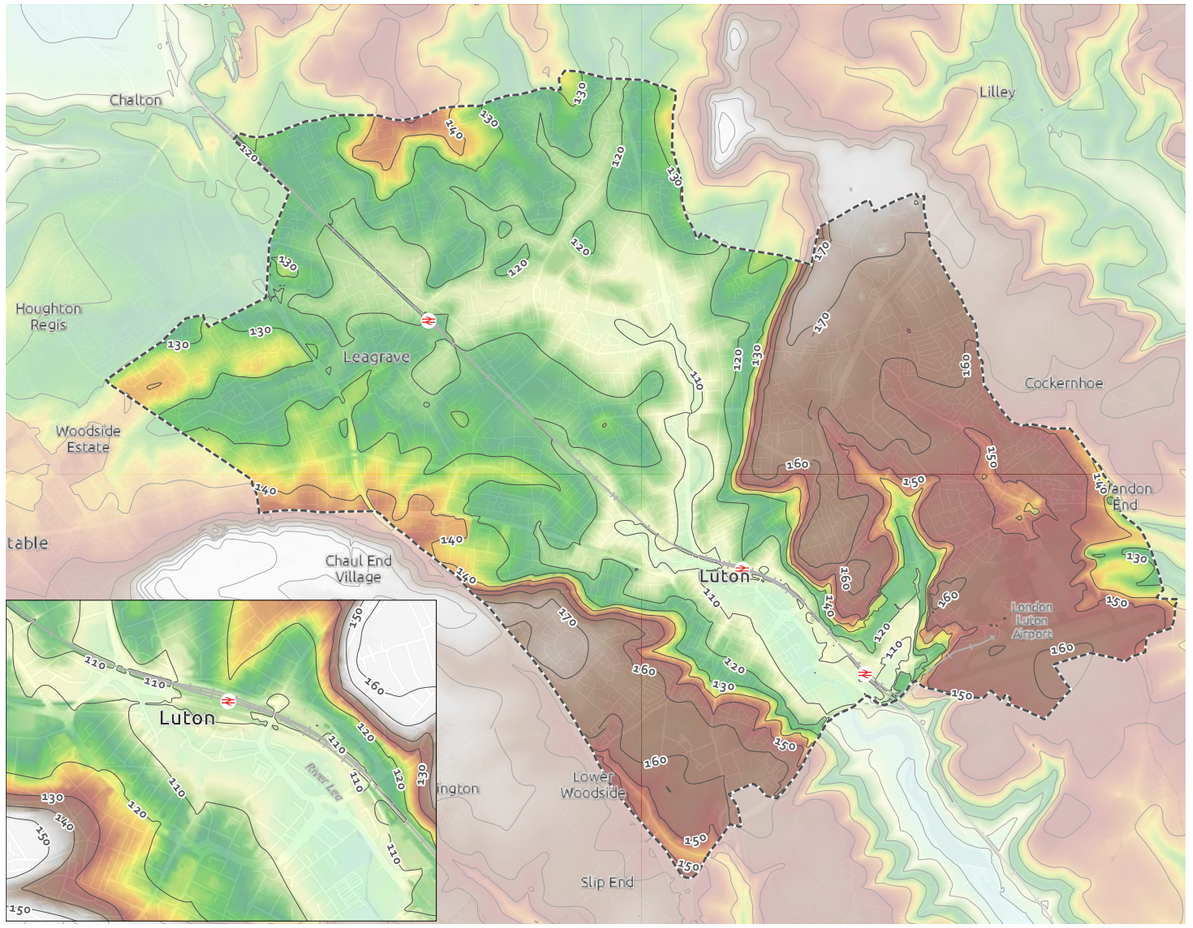
Luton's topography affords expansive views of the town and surrounding landscapes.

Recent greening in the Town Centre have helped to make it a more welcoming place to sit, meet and dwell.

Many streets across Luton lack greenery, especially more densely built areas in the Victorian Core



Spaces such as Wardown Park provide important places to connect with nature in Luton



Map showing topography of Luton with a scaled inset of the Town Centre (left)

Diverse communities

Luton as a town has welcomed waves of migrants over its history, often closely linked to the primary industry - such as the car industry which actively brought workers to the town. The town has been through some social turmoil in accommodating new populations and communities, but has now reached a good point where communities live comfortably alongside each other.

Today, Luton continues to have a rich cultural community, with over half of its residents being non-white (54.8%), a higher teenage population than the UK average (21.9%), and an expected increase in the elderly population. The Muslim community has grown by 48.4% in the past decade, reaching 74,191.

Luton's diverse community is stimulated by a range of cultural and social traditions, which deserve to be celebrated catered for within the town's public realm. A public space where these traditions are embraced becomes a valuable social arena where residents and visitors consciously wish to mix and dwell. These intergenerational and inter-cultural interactions will inevitably strengthen Luton's community, making the town's public spaces stimulating places to be.

The Perceptions Residents Survey shows community cohesion in Luton is high at ward level (90%) but also the town as a whole (86%) The population is very diverse but there are some neighbourhoods which are more isolated than others. The access to and interaction between these centres and communities needs enhancing. Part of the issue is related to the quality of the public realm and a lack of good active travel infrastructure that needs to be addressed.

The town centre has the potential to be a great melting pot and meeting place for all the communities of Luton. At the moment it is not fully embracing this role, and worse is seen by many communities as unsafe. In designing for the public realm there needs to be consideration for who goes to the Town Centre, how can get there safely, and once there, what activities does the public realm offer for them.

Bury Park has evolved to be a cultural hub for Luton's thriving Muslim community. Dunstable Road is the neighbourhood's busy High Street and a route to churches, the Islamic Centre and Luton's mosques.

Luton Carnival is an annual event that takes place in the Town Centre and exemplifies the rich and diverse cultures of Luton. Celebrating diversity means events like this, but it can also be about providing safe and active streets and spaces for communities.

A poly-centric borough

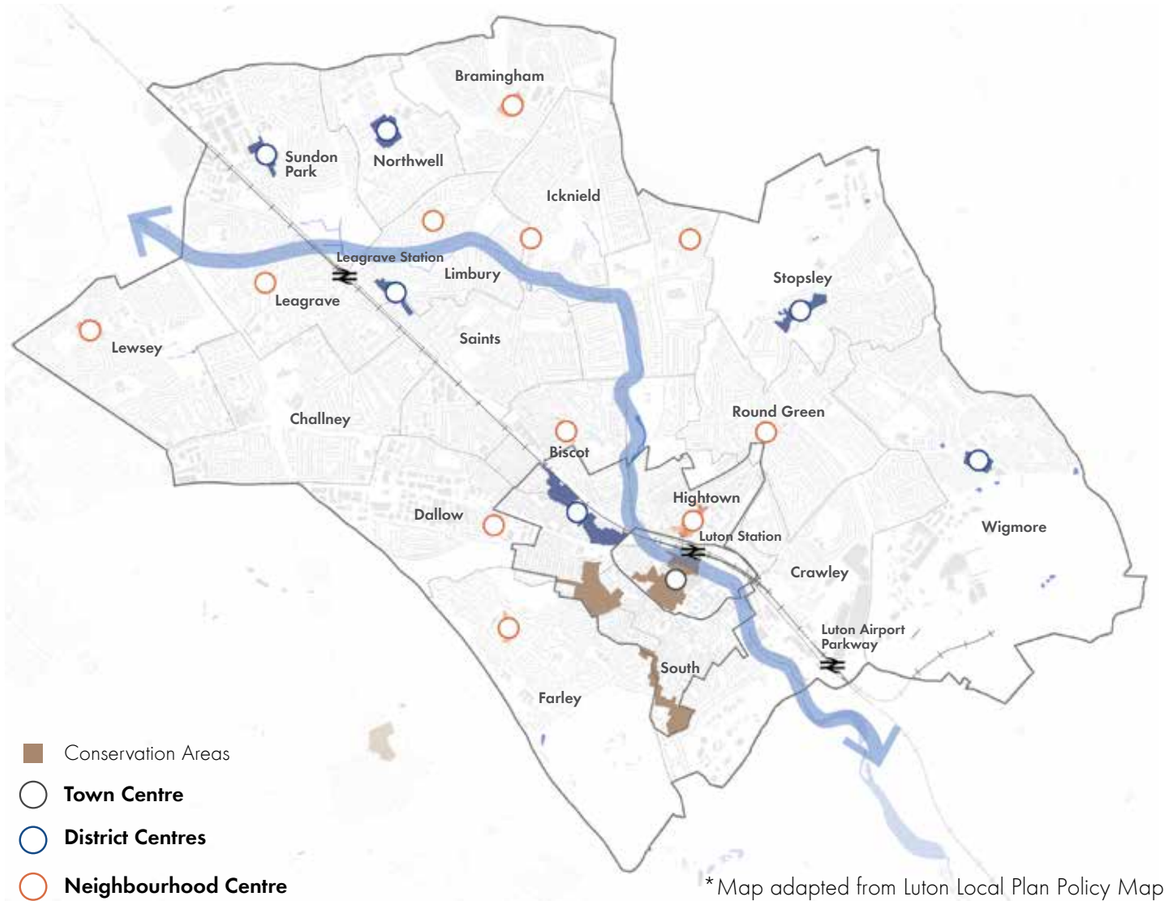
The map below highlights that Luton is comprised of multiple district and neighbourhood centres across a broad area. Each with their own local assets and identities.

Some of these neighbourhoods have a strong identity and clear boundaries, whereas for other areas it is less clear where they start and stop. Bury Park, for example, has a high concentration of the town's Asian population, giving the neighbourhood a distinct identity and strong sense of community. The numerous shops and restaurants at Bury Park help to meet the needs of those living there, and so the challenge is people are less likely to want to travel into the town centre.

Likewise, within conservation areas around the town's Victorian core define a clear identity with some of Luton's most distinctive and memorable heritage settings.

These identities are important considerations for the design of the public realm. The underlying character of different places needs to be celebrated and enhanced with the aim of reinforcing a sense of civic pride and community 'ownership'.

The poly-centric nature of the borough also points towards the need to consider the spread of investment within the public realm. Proposals should ensure that equitable improvement is made across the borough's centres, not just the town centre.



*Map adapted from Luton Local Plan Policy Map

2.3 An evolving Luton

Luton is amid transformative changes, with ongoing construction sites like Lu2on and others securing planning permission, such as Power Court. These developments are set to alter the town's physical landscape and influence the population distribution across the town.

Supporting the implementation of these projects is crucial. The public realm needs to work to stitch developments seamlessly into the existing urban fabric. To do this, the PRDS aims to provide a clear 'baseline', defining Luton public realm's quality and character.

The Power Court Stadium development in Luton is an ambitious project that aims to transform a brownfield site in the Town Centre. Centred around a new Luton Town Football Club football stadium, the plan includes residential, commercial, and leisure spaces. This mixed-use development will create a new centre of gravity in the town centre with significant flows of people going to and from the stadium each week. The challenge for the public realm will be to stitch this urban regeneration back into the Town Centre to enable the greatest possible benefit to both places. Since the granted outline planning permission in 2021 the football club has revisited the stadium design from that shown opposite. Image ©Luton Town Football Club

High Town Masterplan (2016) identified several key development sites, some of these sites have already come forward for construction, while others are planned/in development. The impact of these sites will influence the area's role in relation to the Town Centre. The role of High Town Road as the district's main high street will also need to provide an attractive environment for existing and new residents to shop, gather and dwell. Image: 10 Midland Road a planned development including 264 dwellings with 508sqm residential amenity ©Westworks

The Stage development plans to turn a Town Centre car park adjacent to Luton Station into 400 homes, a performance space, shops and offices. The associated landscape works will provide a new, attractive space for residents and businesses with space for greenery, socialising and events. Town Centre public realm strategies and the 'exemplar' project for Bute Street, illustrated later in this document, consider the value this space could bring to the Town Centre.

LU2ON - the planned Strawberry Star Group development - plans to transform the former Vauxhall Motors factory site, near to Luton airport, into a new district with 4000 new homes, commercial space bringing 10,000 jobs, a cultural quarter, and sport/leisure facilities. Image ©Strawberry Star Group

Luton Town Centre Masterplan Framework (2020)

The Luton Town Centre Masterplan Framework, also prepared by Allies and Morrison, focuses on the Town Centre, primarily on the area enclosed by the ring road. It provides a clear framework for decision making - steering investment priorities, setting parameters for development and design and providing the basis for landowners and investors to confidently progress plans. This public realm strategy document aligns with the Masterplan and uses the proposal as the basis for developed recommendations and ideas. The extensive engagement undertaken as part of the masterplan has also helped to inform strategic moves and aspirations.

3 PRINCIPLES

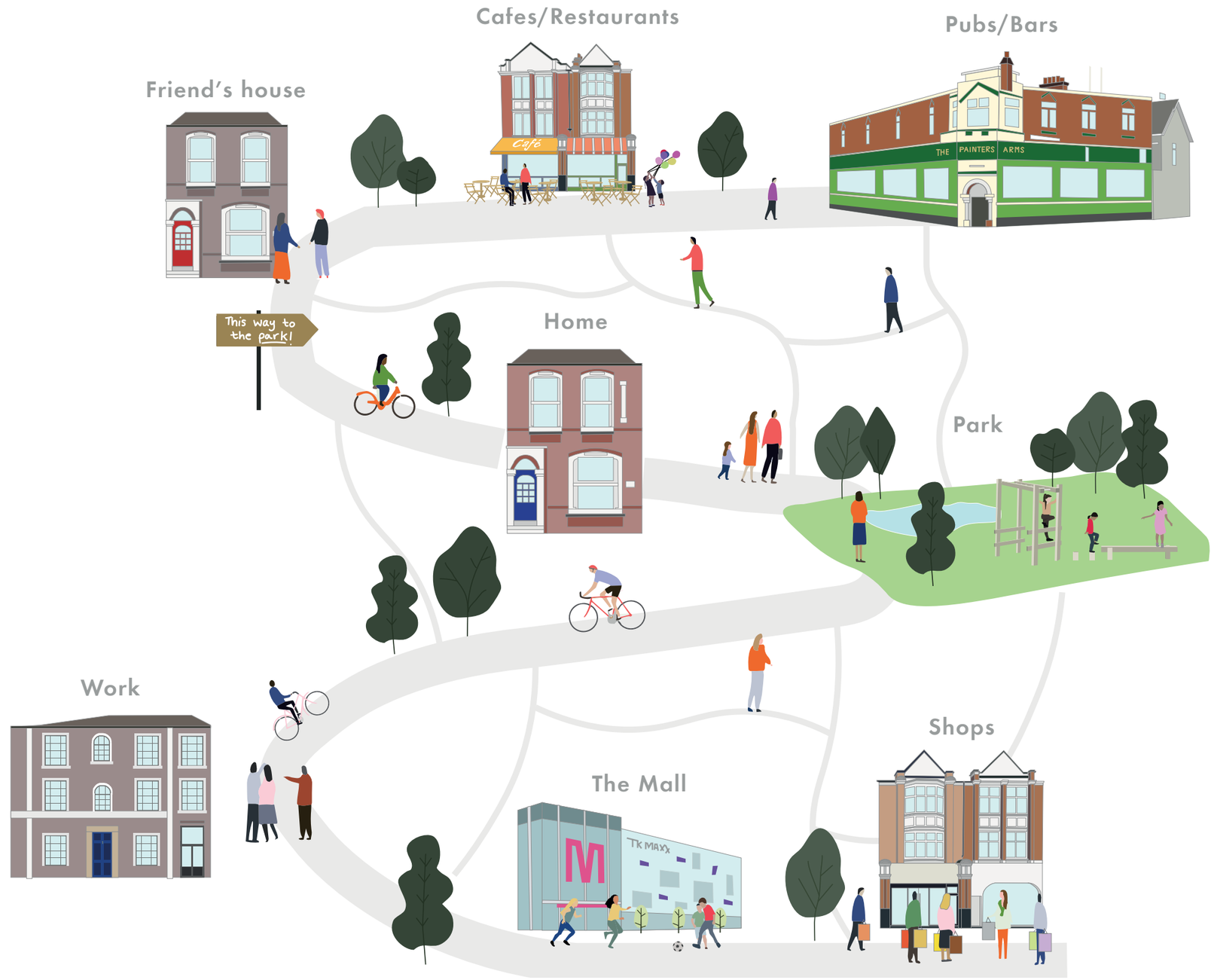
Luton

3.1 Vision for Luton's Public Realm

Through an accessible mix of spaces and activities, Luton will welcome all residents, visitors, businesses and investors into a clean and green environment. Changes will support health and well-being and actively address the climate emergency. An improved public realm will provide safe, pleasant and usable streets and public spaces for communities.

The following pages outline a set of overarching public realm priorities, which capture the aspirations for high-quality design, and sustainable approaches, grouped under three themes.

These aspirations are informed by and align to existing principles from current and policy guidance and align with aspirations set out in the Luton Town Centre Masterplan.



3.2 **Strategic Principles**

A set of overarching public realm principles capture the aspirations for high-quality design, and sustainable approaches that meaningfully address the climate emergency.

These aspirations provide a structure for the both the process of delivering the strategy, and the ambitions of proposed projects. It is anticipated that some principles may have a greater weighting for certain projects. However, a holistic design approach should ensure that none of these principles is undermined.

The principles have been developed in collaboration with LBC and have been informed by existing Luton Council Strategies (including the Town Centre Masterplan Framework), urban research and previous public consultation. The principles also align with existing and emerging national policy and guidance.

CHARACTER & LOCAL IDENTITY

Celebrating the unique identity of Luton

Demonstrating a strong understanding of local character and creating a public realm that contributes positively to the existing context. Preserving and enhancing heritage assets and their setting.

Encouraging collaboration with local people

Enabling collaboration with local residents and stakeholders throughout the design and delivery process to understand their requirements and to promote ownership and self-management.

Promoting community cohesion

Celebrating Luton's multiculturalism through a public realm that can accommodate events and activities that engender a sense of civic pride and encourage conversation and social interaction.

GREEN & SUSTAINABLE

Strengthening climate resilience

Integrating exemplar approaches to sustainable design including the use of planting and sustainable urban drainage features to improve microclimate and mitigate manage stormwater flooding risk.

Maximising greenery and supporting biodiversity

Providing an exceptional green infrastructure network and biodiversity net gain across Luton. Using planting to also support everyday activities and create visually attractive environments.

Reducing carbon at every level of design

Selecting materials and components with low embodied carbon, high durability, and maintainability to ensure designs can remain high-quality throughout their lifespan.

SAFE & HEALTHY ENVIRONMENTS

Creating inclusive environments for all

Improving the perception of public spaces by designing for different users. It particular, creating safe space for girls and integrating playable landscapes for children of different ages & abilities.

Prioritising safety & enabling diverse activities

Reinforcing safety in the public realm through considered use of lighting. Helping to boost the evening economy whilst accommodating a mix of uses and activities.

Supporting active and healthy lifestyles

Creating a barrier-free and safe walking, cycling and public transport network to promote healthy and sustainable lifestyles and opportunities for social interaction.

4 WIDER LUTON

4.1 **Wider Luton**

The following section sets out a series of 'strategic moves' for Wider Luton. These strategic ideas interface closely with projects identified for the Victorian Core and Town Centre.

Issues:

- A lack of greenery on many streetscapes and no clear wildlife corridors between different green spaces.
- A dominance of vehicles and prolific issues of pavement parking creating an inaccessible public realm.
- A poor perception of safety within the public realm, particularly at night.
- Stormwater runoff issues created by topography.

Opportunities:

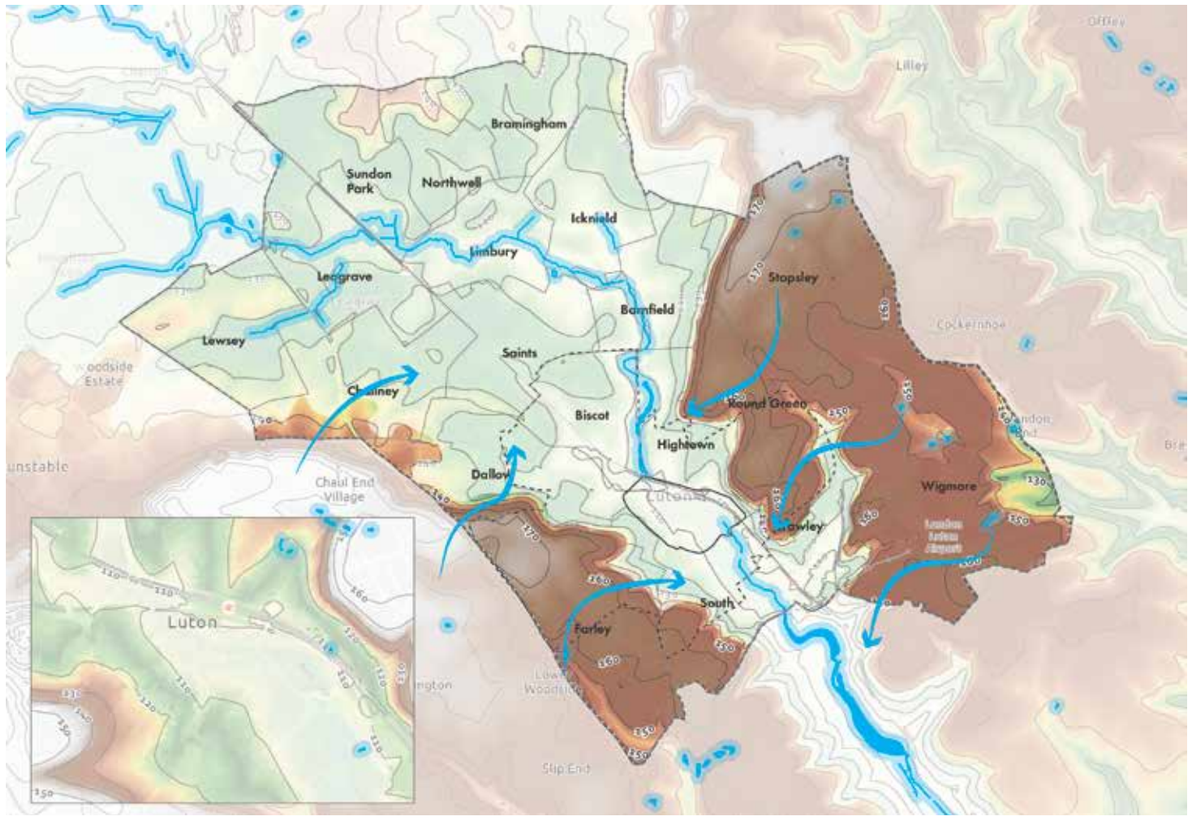
- A potential to increase accessibility for pedestrians and cyclists to existing green open spaces, as well as improving the overall quality and offer of those spaces.
- Opportunities to celebrate the River Lea with a connected 'Lea-Way' active travel route and biodiversity corridor along the river.
- Potential to improve walking and cycling connectivity as part of LCWIP proposed upgrades and create better connect community hubs and local centres.
- Opportunities to focus investment in neighbourhood and district centres to uplift the quality of public realm equitably across Luton.
- Potential to improve space for community cohesion through community-led initiatives and providing attractive environments for people's health & well-being.

4.2 Strategic Moves

Green Infrastructure

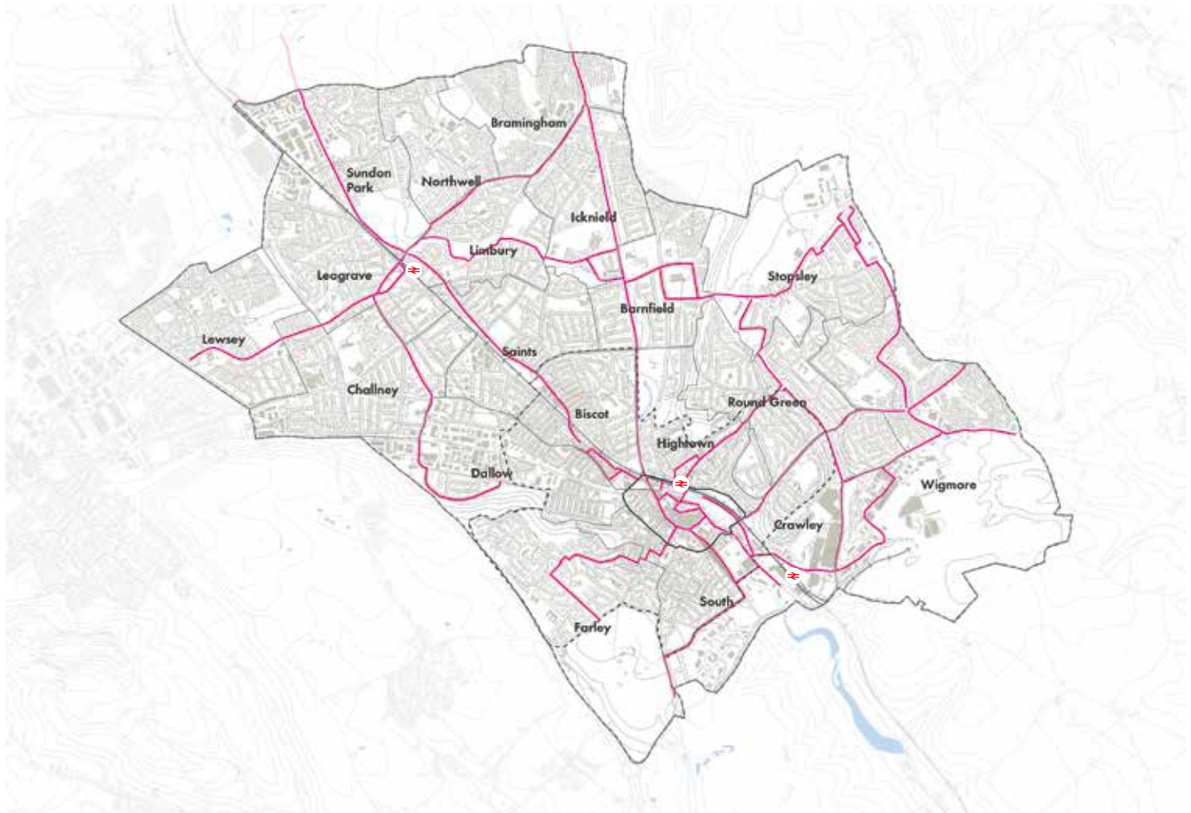
In alignment with the strategic principles set out earlier in this document, there is an aspiration to increase greenery within Luton to improve the public realm environment, supporting biodiversity and health and well-being. The strategic move here is to create a series of connected green 'corridors' to support wildlife. The character of these green corridors would tie into existing landscapes around Luton.

Blue Infrastructure



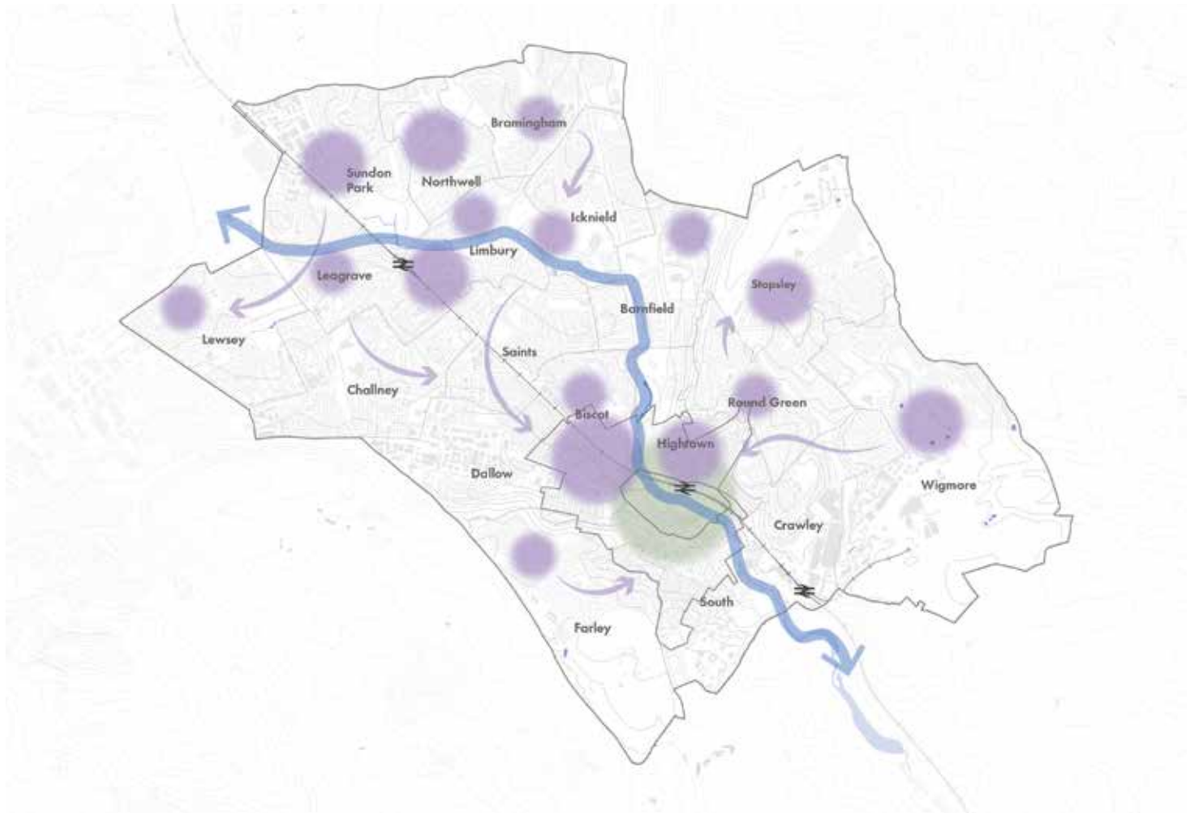
The 'Lea-Way' is a strategy that revolves around celebrating the River Lea and reinforcing a connected corridor for walking and cycling, allowing people to engage with nature and connect with key centres across Luton. The strategic priority also recognises the importance water and the need to manage both fluvial and surface water flooding related to Luton's topography.

Active Travel



The strategy supports the aspiration to improve active travel across Luton borough and proposes ways to support walking and cycling through practical public realm recommendations. Of particular note, the strategy aims to strengthen proposed LCWIP walking and cycling routes, which are a critical first step in delivering sustainable modal shifts.

Strengthening Place Identity



Luton is a poly-centric borough, with many different district and neighbourhood centres. The strategy proposes that these centres should be well connected to one another, but also strengthened in their own right, following '15 minute city' principles.

5 VICTORIAN CORE

Luton

5.1 **Overview**

The following section sets out a series of strategies that respond to the issues and opportunities identified during the project's research process (below). For each strategy, a series of 'priority projects' are highlighted as recommendations. The projects have a coding relating to New Town (NT), Bury Park (BP), or High Town (HT), each of which has a detailed project framework later in the chapter. For key identified projects, detailed recommendations have been illustrated in further detail.

Issues:

- A lack of greenery within the Victorian Core with some under-performing green spaces.
- A dominance of vehicles and prolific issues of pavement parking creating an inaccessible public realm.
- A poor perception of safety within the public realm, particularly at night.
- Stormwater runoff issues created by the significant topography around the Victorian Core.

Opportunities:

- Catalysts of new development, particularly around High Town.
- Potential to improve walking and cycling connectivity as part of LCWIP proposed upgrades.
- Opportunities to highlight and celebrate heritage assets and conservation areas.
- Potential to improve space for community cohesion by providing better places to meet, socialise and dwell.

5.2 Green Infrastructure

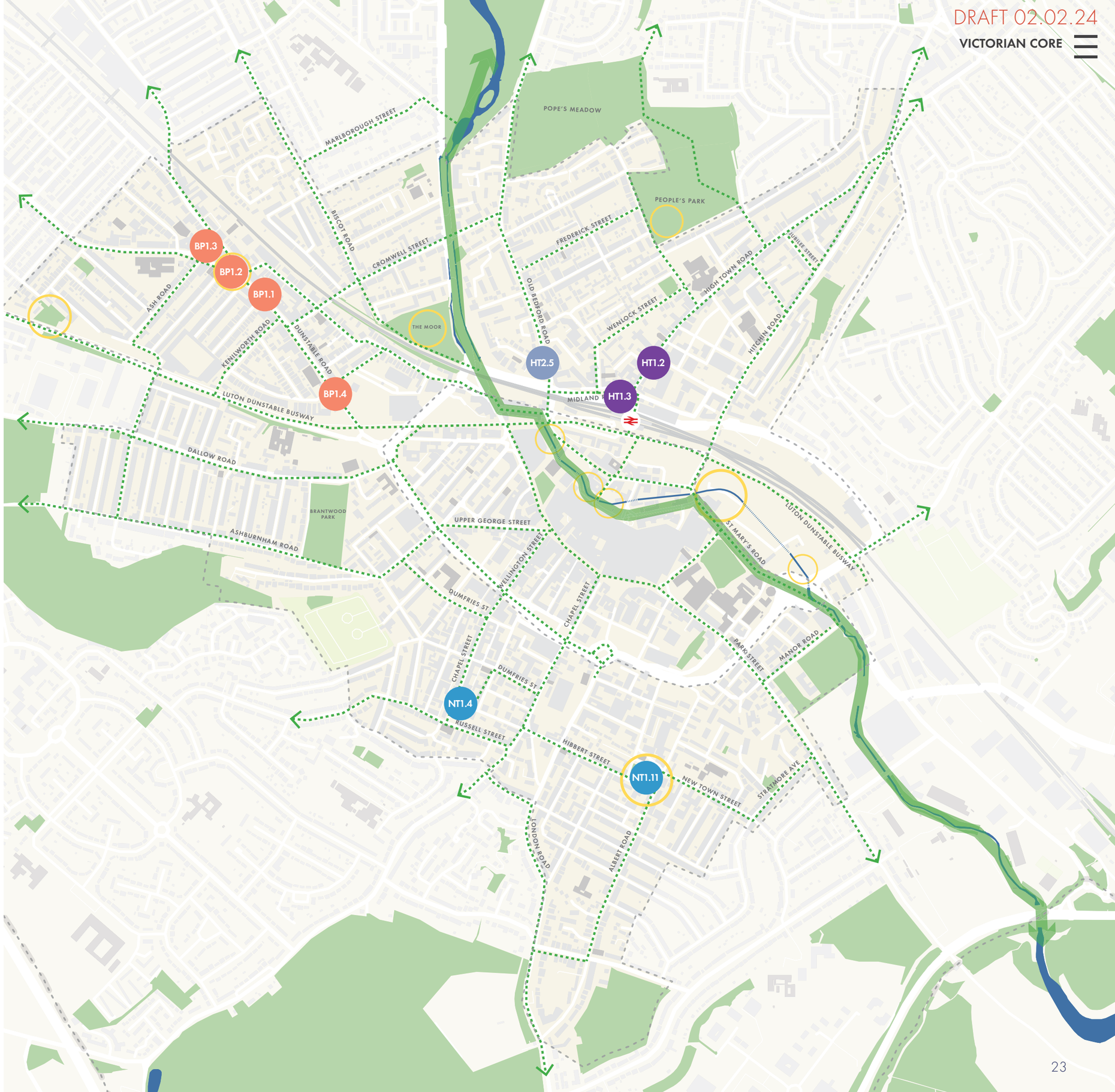
In alignment with both the Wider Luton and Town Centre areas, the green infrastructure strategy aims to create a series of connected green corridors to provide an enjoyable, safe and green public realm. The aim of the strategy is to promote health and well-being, mitigate poor air quality and improve localised microclimates.

The green infrastructure strategy supports this by:

- Introducing green links to reinforce connections between key places such as schools, parks and local centres.
- Using greenery to support LCWIP active travel routes.
- Seeking opportunities to upgrade existing green and open spaces and create new pockets of green space.
- Supporting biodiversity along the River Lea corridor and the idea of a connected, green Lea-Way corridor.

Priority Projects

- HT1.2 High Town Road Square
- HT1.3 Midland Road Square
- HT2.5 Villa Road Green
- NT1.4 Windsor Street Park Improvements
- NT1.11 New Town Park
- BP1.1 Dunstable Road Improvements (north)
- BP1.2 Nadeem Plaza
- BP1.3 Birch Link/Leagrave Road
- BP1.4 Dunstable Road Improvements (south)



5.3 Blue Infrastructure

Given the topographic variation across the Victorian Core, introducing SuDS features will be vital to mitigate stormwater flooding.

The blue infrastructure strategy supports this by:

- Proposing SuDS features along key stormwater flow paths and identified issue areas.
- Considering appropriate SuDS features for the streetscape condition including permeable paving, rain garden and attenuation basins.
- Understanding active travel routes and where SuDS and active travel could interface and support one another.

Priority Projects

- HT2.3 North Street
- HT2.5 Villa Road Green
- NT1.2 Farley Hill/Windsor Street Junction
- NT1.3 Windsor Street Upgrades
- NT1.10 Latimer Road SuDS Improvements
- BP1.3 Birch Link/Leagrave Road
- BP1.4 Dunstable Road improvements (south)
- BP2.5 Bury Park Road Enhancements
- BP2.6 Waldeck Road Junction

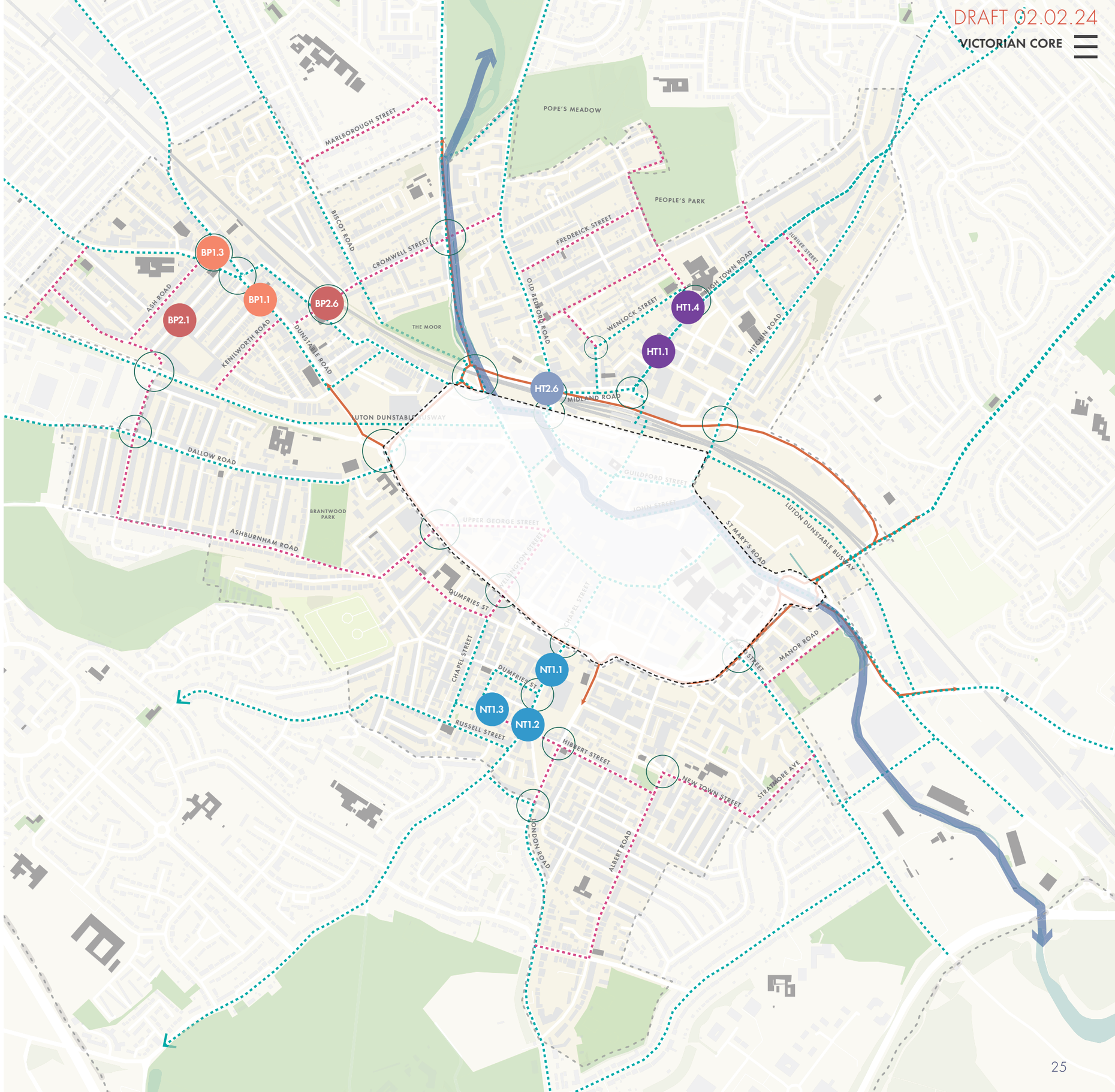
5.4 **Active Travel**

The active travel aims to create legible and connected routes between areas and into or out of the Town Centre. The Strategy here recognises that the Victorian Core is relatively compact and centres on improving the streetscape environment, increasing the perception of safety and creating safe pedestrian and cycling infrastructure. The projects below support this by:

- Improving infrastructure for pedestrians and cyclists (in alignment with LCWIP routes), and improving crossings at key intersections and junctions.
- Proposing a series of 'interlinking' routes to supplement designated LCWIP routes.
- Creating greener streets to encourage active travel and improve air quality.

Priority Projects

- HT1.1 High Town Road
- HT1.4 St Matthews Primary School
- HT2.6 Old Bedford Road/A6 Junction
- NT1.1 Chapel Street
- NT1.2 Farley hill/Windsor Street Junction
- NT1.3 Windsor Street Upgrades
- BP1.1 Dunstable Road Improvements (North)
- BP1.3 Birch Link/Leagrave Road
- BP2.1 Oak Road Upgrades
- BP2.6 Waldeck Road Junction



5.5 New Town

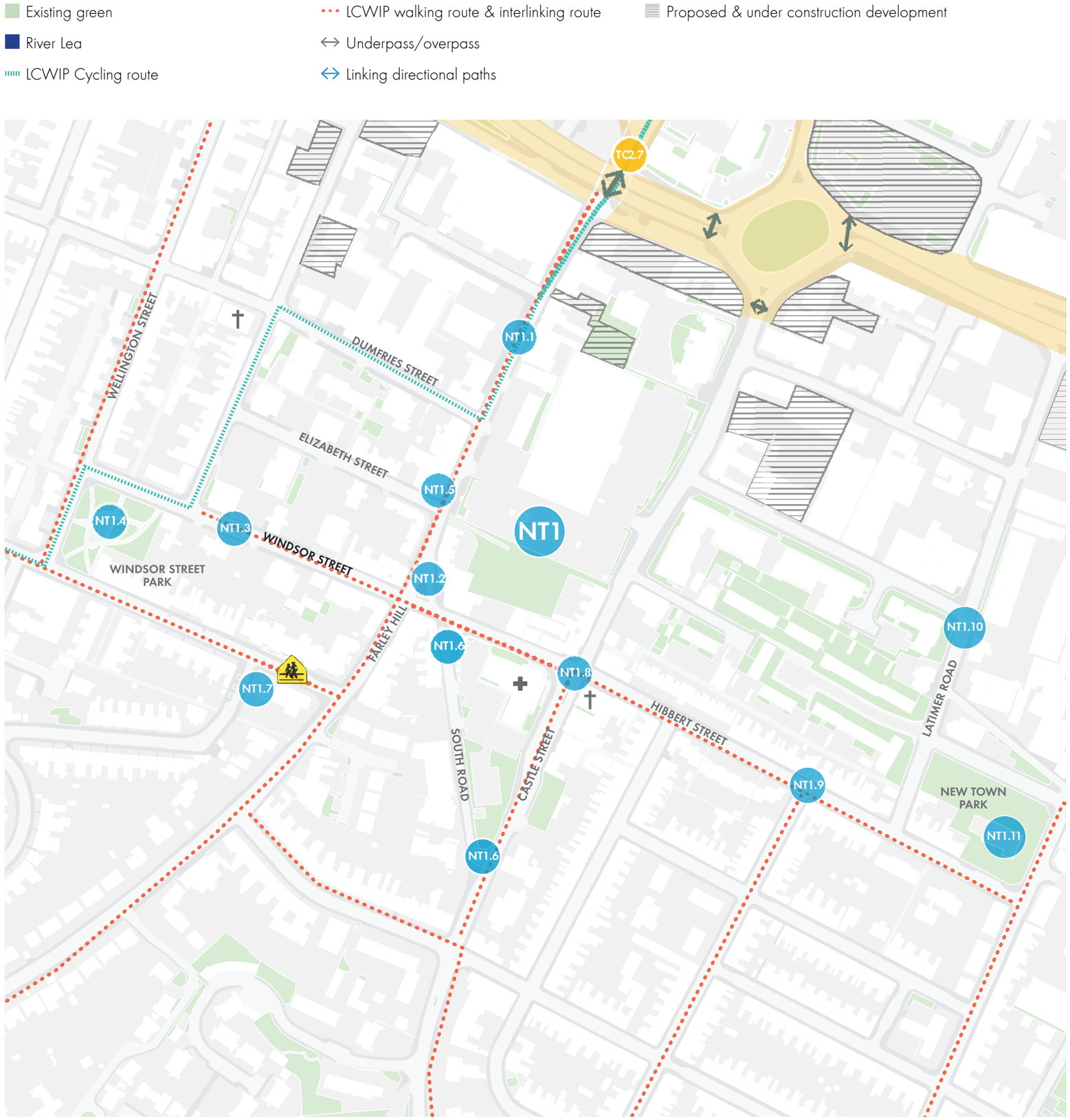
Luton's New Town district is situated just south of the Town Centre and forms important linkages between the Town Centre and wider areas of southern Luton.

The district has characteristic pubs and has traditionally been a working class area of the town. To alleviate the housing shortage of the 1960s several multi-story flats were built and an industrial park was added in the 1980s to attract new industries. Interspersed across the area are retail and commercial clusters

Streets are typically vehicle dominated with potential for improved walking and cycling links between local assets. Given its underlying topography, many streets are major stormwater runoff paths which need to be better addressed through greenery and SuDS features.

Proposed projects and initiatives:

- NT1.1 Chapel Street
- NT1.2 Farley Hill/Windsor Street Upgrades
- NT1.3 Windsor Street Upgrades
- NT1.4 Windsor Street Park Improvements
- NT1.5 Chapel Street Bus Stop
- NT1.6 South Road Thresholds
- NT1.7 Castle Street/Windsor Street Junction
- NT1.8 Chapel Street Nursery School
- NT1.9 Hibbert Street Improvements
- NT1.10 Latimer Road SuDS Improvements
- NT1.11 New Town Park



New Town Projects

SuDs Active travel Greening

NT1.1 Chapel Street

Consider options to integrate cycling infrastructure and greening to support the designated LCWIP walking and cycle route along Chapel Street. In tandem, use SuDS features to capture significant stormwater runoff. Designers could consider making Chapel Street one-way for vehicles to realise multiple requirements for the street.

Impact	Complexity	Cost	Timescale
●●●●●	●●●●●	●●●	Medium term

NT1.2 Farley Hill/Windsor Street Junction

Rationalise the crossing this key intersection to increase space for pedestrians and simplify the junction for walking/cycling. Consider simplifying the junction's eastern arm to create a new public realm with rain gardens, permeable paving and seating outside of the convenience store and former pub.

Impact	Complexity	Cost	Timescale
●●●○○	●○○○○	●●○	Short-term

NT1.3 Windsor Street Upgrades

Improve Windsor Street as a walking and cycling connection. Consider opportunities to rationalise parking, expand footways and create safe cycle infrastructure. If space allows, increase street planting. Review opportunities to also upgrade existing green spaces north of Windsor Street by increasing biodiversity and SuDS capacity.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

NT1.4 Windsor Street Park Improvements

Introduce significant sustainable drainage features, such as attenuation basins and swales, to mitigate stormwater runoff around Windsor Street Park. As part of these works, consider opportunities to expand and improve play provision and introduce lighting to support safe play after dark.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

NT1.5 Chapel Street Bus Stop

In alignment with NT1.1, incorporate localised public realm improvements around the Elizabeth Street bus stop on Chapel Street. Assess opportunities for increased greenery, lighting improvements to increase perceived safety, and seating for those awaiting buses.

Impact	Complexity	Cost	Timescale
●○○○○	●○○○○	●○○	Short-term

NT1.6 South Road Thresholds

To the south: expand footway space at the junction with Windsor Street to increase greenery or SuDS. To the north: narrow the junction to reinforce the one-way street configuration and create a raised table crossing.

Impact	Complexity	Cost	Timescale
●○○○○	●○○○○	●○○	Short-term

NT1.7 Castle Street/Windsor Street Junction

Improve the junction for pedestrians and cyclists by considering options to tighten turning radii, remove traffic turning lanes, expand existing narrow footways, and reposition controlled crossings to desire lines.

Impact	Complexity	Cost	Timescale
●●○○○	●●●○○	●○○	Medium-term

NT1.8 Chapel Street Nursery School Street

Create a safe environment for schoolchildren by restricting vehicular access during the start/end of the school day. Alternatively, move parking away from school gates, introduce a zebra crossing at the junction of Farley Hill and Russell Street, and create a raised table with planting.

Impact	Complexity	Cost	Timescale
●●○○○	●●○○○	●○○	Short-term

NT1.9 Hibbert Street Improvements

Improve the pedestrian experience for walking and cycling by introducing planting at intervals along the street. In particular, focus interventions between Latimer Road and Ashton Road with permeable paving and rain gardens to capture stormwater runoff.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

NT1.10 Latimer Road SuDS Improvements

Use a multi-faceted SuDS approach on Latimer Road to address strategic stormwater runoff issues. Consider using permeable paving, rain gardens and connected tree pits to maximise attenuation and infiltration benefits.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

NT1.11 New Town Park

Increase biodiversity by introducing additional planting areas to New Town Park, considering opportunities to utilise planting to diversify play offer and interaction with nature, increase attenuation capacity, and deter anti-social behaviour. In addition, assess options to improve lighting around the playspace.

Impact	Complexity	Cost	Timescale
●●●○○	●○○○○	●○○	Short-term

5.6 **Bury Park**

Luton's distinctive Bury Park neighbourhood centres around Dunstable Road, a historic route leading to the centre of the town.

Bury Park's High Street has evolved into a busy thoroughfare for local shoppers, and a route to and from the Luton Central Mosque in Westbourne Grove. Today, the neighbourhood is a dynamic multicultural centre for Luton's Muslim community where cultural experiences and traditions are shared, building strong local attachment.

- Informal social interaction is a significant feature of Bury Park community life. Dunstable Road is both a key local shopping High Street, and a social hub for the neighbourhood.
- A local mosque and a number of churches in the neighbourhood generate an ebb and flow of pedestrians attending events and daily prayers.
- Retail spill out is a feature of Dunstable Road and pedestrians regularly navigate their way around market stall-style displays.
- A distinctive red paving palette dominates the majority of the High Street and this has become synonymous with Bury Park.
- High volumes of pedestrian and retail rubbish associated with a busy shopping High Street.

Key Issues

- Narrow footways with retail overspill can create pinch points on footways.
- The frequency and positioning of bus stops can conflict with other street functions.
- High volumes of vehicular traffic and issues of accidents. The street has associated congestion from unlawful stopping and parking.
- A Lack of urban greening.
- Cluttered street furniture and inconsistency in the street furniture palette.
- Street lighting can be inconsistent, creating dark zones at night.
- Inadequate SUDS provision given the stormwater runoff rates identified around the area.

Key Opportunities

- Dunstable Road and Bury Park Road could be re imagined to support designated LCWIP routes.
- There is an opportunity to rebalance pedestrian and vehicular space.
- The quality and appearance of public realm materials could better reflect the identity of the area.
- An increased number pedestrian crossings could address community safety.
- Street art reflecting the different cultures within the local community could help to reinforce local attachment and civic pride.
- Opportunity to redistribute parking along the street to de-congest very busy areas along the street.

Bury Park (BP) Projects Framework

- Existing green
- River Lea
- LCWIP Cycling route
- LCWIP walking route & interlinking route
- Underpass/overpass
- Linking directional paths
- Proposed & under construction development

Proposed projects and initiatives:

- BP1.1 Dunstable Road Improvements (north)
- BP1.2 Nadeem Plaza
- BP1.3 Birch Link/Leagrave Road
- BP1.4 Dunstable Road Improvements (south)
- BP1.5 Dunstable Road Underpass/Hatters Way Overpass
- BP2.1 Oak Road Upgrades
- BP2.2 Maple Road Enhancements
- BP2.3 Upgrade of Cohens Yard Neighbourhood Park
- BP2.4 Hampton Road Primary School Entrance
- BP2.5 Bury Park Road Enhancements
- BP2.6 Waldeck Road Junction & Underpass
- BP2.7 Moor Street & Bury Park Road Junction

Bury Park Projects

SuDs Active travel Greening

BP1.1 Dunstable Road Improvements (north)

Create an attractive and safe public realm for pedestrians & cyclists with high-quality materials, lighting, greenery and rationalised street furniture. Introduce safe and frequent pedestrian crossings and rationalise space for vehicles and parking. Consider opportunities for safe LCWIP cycle infrastructure. Where appropriate, introduce trees to improve microclimate and capture air pollutants.

Impact	Complexity	Cost	Timescale
●●●●○	●●●●○	●●○	Medium term

BP1.2 Nadeem Plaza

Investigate options to remove the Birch Link gyratory system to create an exceptional public space at Nadeem Plaza with trees, street furniture and significant SuDS capacity. Consider ideas to integrate artwork or special features reflective of the unique culture of the area. Proposals should be considered in tandem with project BP1.3.

Impact	Complexity	Cost	Timescale
●●●●●	●●●●●	●●●	Medium-term

BP1.3 Birch Link/Leagrave Road

In tandem with project BP1.3 (gyratory removal) consider opportunities to increase greenery and attenuation around Birch Link and simplify pedestrian crossings. Transform Leagrave Road with rain gardens or tree planting. Consider servicing access options including the potential for timed access restrictions and potential impacts on Bury Park Road.

Impact	Complexity	Cost	Timescale
●●●●●	●●●●●	●●●	Short-term

BP1.4 Dunstable Road Improvements (south)

Where footways widen to the south of the street, introduce significant new rain gardens and planting, supported by new street furniture and pedestrian-level lighting. Designs should also consider increasing parking here to ease pressure in higher footfall areas (at the northern end of Dunstable Road).

Impact	Complexity	Cost	Timescale
●●●○○	●●○○○	●●○	Short-term

BP1.5 Dunstable Road Underpass/Hatters Way Overpass

Improve walking and cycling connections between Bury Park and the Town Centre by enhancing safety and legibility of underpasses and overpasses. Consider opportunities to upgrade lighting and signage/wayfinding.

Impact	Complexity	Cost	Timescale
●○○○○	●○○○○	●○○	Short-term

BP2.1 Oak Road Upgrades

Upgrade the streetscape experience along Oak Road with new planting and SuDS interspersed between parking. Improvements should reinforce connections between Dunstable Road, Kenilworth Stadium the Luton-Dunstable busway with improved signage and wayfinding and upgrades to the junctions at both ends of the street.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

BP2.2 Maple Road Enhancements

Upgrade the pedestrianised portion of Maple Road with increased low-level planting, street furniture and play features. In addition, consider ways to prevent pavement parking by reducing carriageway widths, increasing kerb upstands and creating designated passing places.

Impact	Complexity	Cost	Timescale
●○○○○	●○○○○	●○○	Short–term

BP2.3 Upgrade of Cohens Yard Neighbourhood Park

Make Cohens Yard Play area into a valuable community greenspace by upgrading planting, improving the quality of play equipment, improving lighting and considering options to create a new pavilion in the space. Designers should also consider a localised attenuation pond to capture stormwater runoff.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

BP2.4 Hampton Road Primary School Entrance

Improve safety for schoolchildren around the southern Beech Hill Community Primary School entrance. Consider narrowing the carriageway and increased planting around the entrance improve the arrival experience.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

BP2.5 Bury Park Road Enhancements

Review options to make Bury Park Road access-only to minimise through-traffic and create improved conditions for the identified LCWIP walking & cycling route. Introduce extensive permeable paving and, where possible, connected tree pits or rain gardens to address identified stormwater runoff issues in this area.

Impact	Complexity	Cost	Timescale
●●●○○	●●●○○	●●○	Medium-term

BP2.6 Waldeck Road Junction & Underpass

Upgrade the intersection for walking and cycling by rationalising carriageway widths, removing vehicular turning lanes (where possible) and introducing rain gardens. In tandem, upgrade lighting to both the junction and the nearby underpass to increase safety.

Impact	Complexity	Cost	Timescale
●●●○○	●●○○○	●○○	Short-term

BP2.7 Moor Street & Bury Park Road Junction

Simplify the junction of Moor Street and Bury Park Road to increase legibility and wayfinding for pedestrians and cyclists. Reconfiguring the junction could also allow more footway space with low level planting.

Impact	Complexity	Cost	Timescale
●○○○○	●○○○○	●○○	Short-term

Dunstable Road Functional Plan

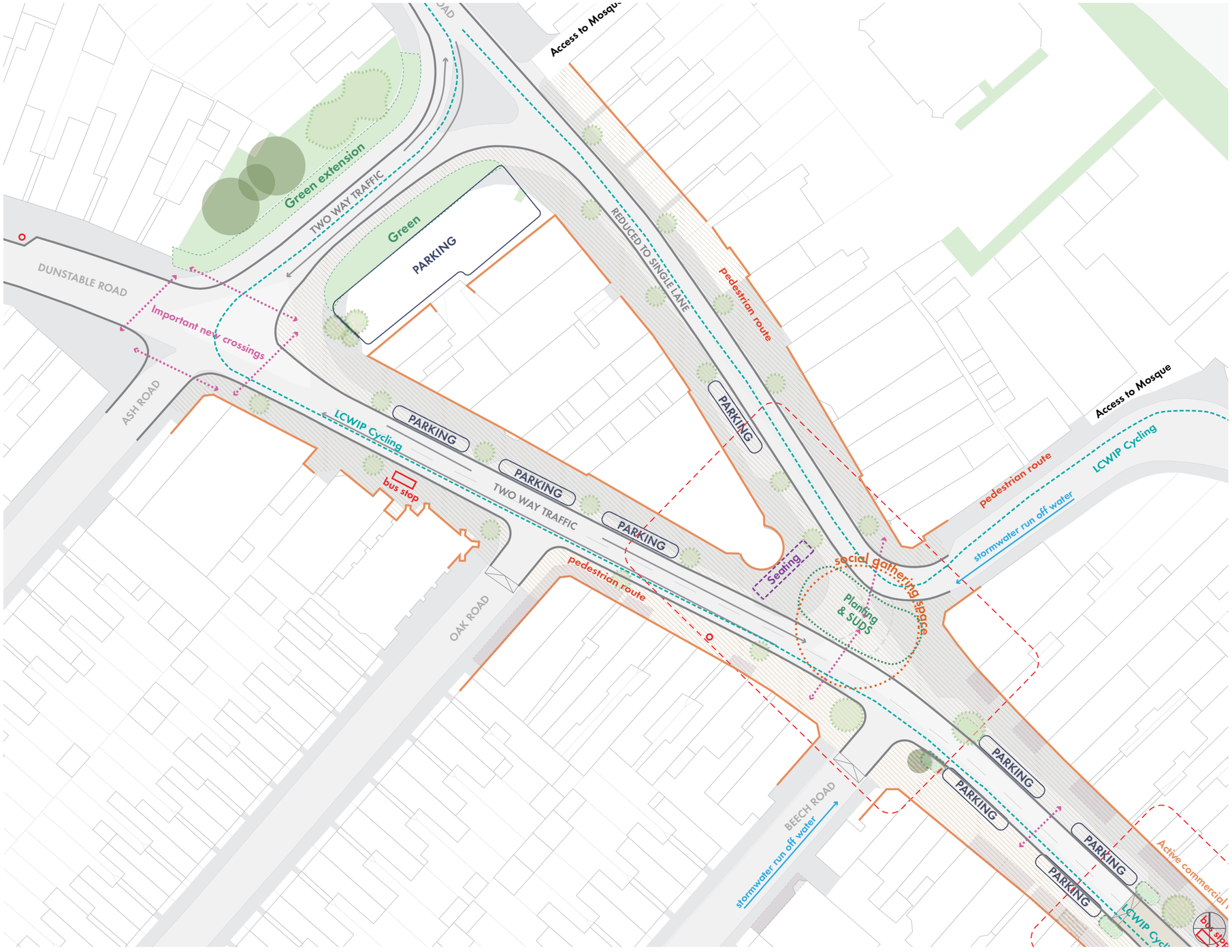
Principles for Improvement

- Reduce carriageway width wherever possible and increase footways by removing the street's central median.
- Increase the quantity of controlled pedestrian crossings and review the safety of existing crossings. Where possible, crossings should be adjacent to bus stops.
- Incorporate courtesy crossings/raised tables to all side streets to enable continuity for pedestrian movement.
- Rationalise the spacing of parking bays to provide planting and space for people to informally cross the street.
- Redistribute parking along the street to address pinch points and create more space around bus stops.
- To mitigate any loss of parking, consider redistributing parking to the south of the street (where footways are wider and footfall is lower).
- Review traffic flows around the Birch Link gyratory and explore options to remove the gyratory to create a new space and significant greening/SuDS
- Use SuDS features appropriate to the streetscape. For high footfall areas, permeable paving and connected tree pits are preferable. Where space allows, rain gardens could be used to create pockets of green space.
- Declutter street furniture by removing or consolidating. Introduce a consistent palette.

Dunstable Road Public Realm Improvements

Zone 1: Potential Interventions

- The proposed removal of the gyratory system around Nadeem Plaza enables the creation of a new pedestrian space with significant greenery. This could act as a generous social space around Nadeem Plaza, which becomes a social hub for the Bury Park community.
- As part of removing the gyratory consider options to simplify pedestrian crossings and increase green space attenuation around Birch link. Also consider the role of Leagrave Road and opportunities to reduce the carriageway and increase greenery/SuDS.
- Material upgrades and street furniture provide an exceptional quality space at Nadeem Plaza.



Key Public Realm Improvements - Zone 1

STREETSCAPE
Raised table condition extends the perceived size of the new public plaza

TRANSPORT
Removal of the gyratory enables a new public plaza to be created. Local access retained to Bury Park Road

STREET FURNITURE
Seating is located beneath the proposed cluster of trees with ancillary furniture such as bins co-located nearby.

LIGHTING
Low-level pedestrian lighting with attached CCTV creates a safe environment for seating at night

PAVING
Accent paving could reflect the character of Bury Park and reinforce a sense of place. The accent also defines a 'rug' for social activities.

Paved parking bays increase the perceived footway width

PLANTING
A specimen tree at the centre of the new plaza acts as a wayfinding marker.

Cluster of planting helps to define a central plaza

ACCESSIBILITY
Paved raised table with signalised crossing and bollards enables safe crossing over Dunstable Road and a courtesy crossing to the adjacent side street

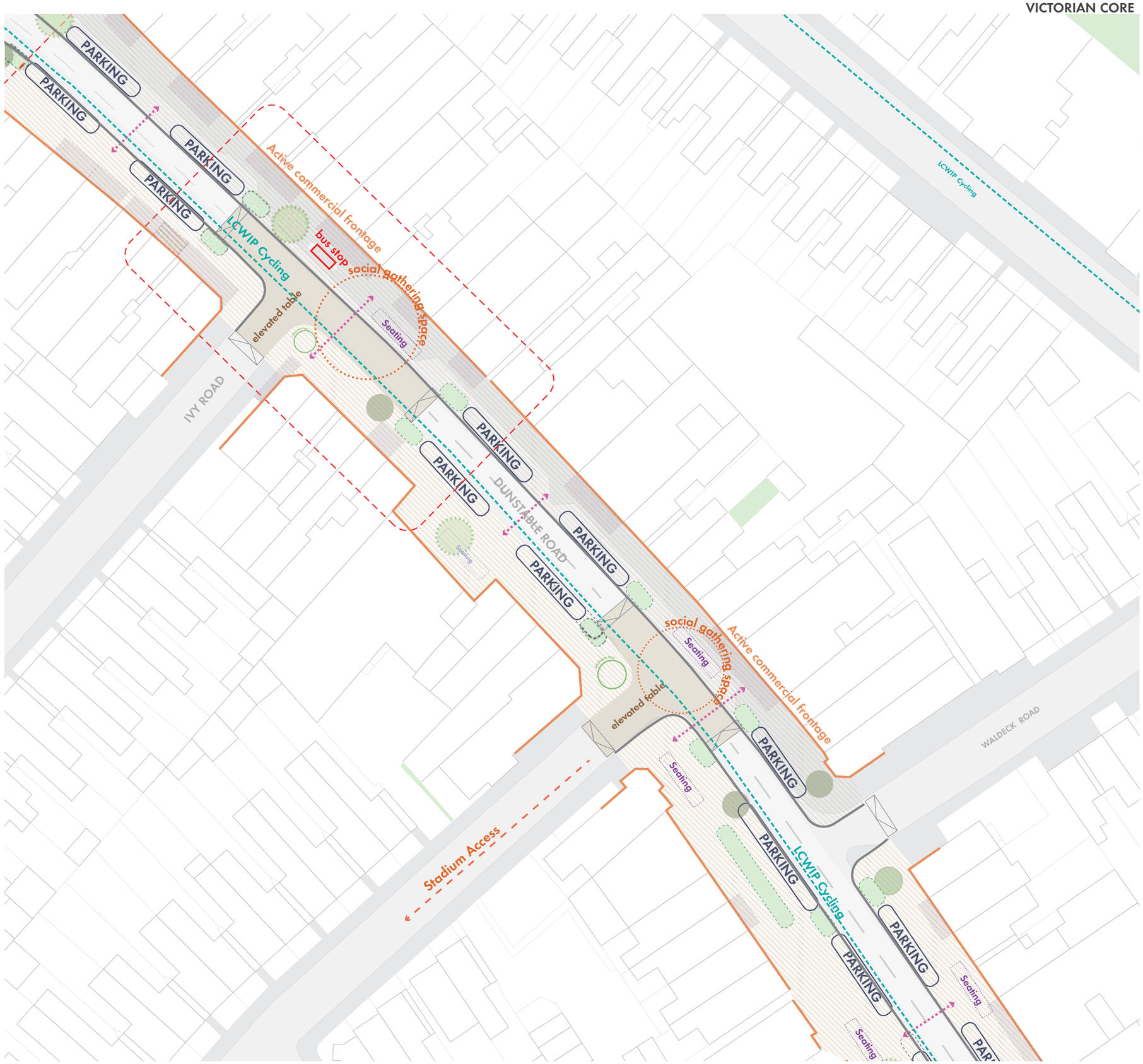
LIGHTING
Increased lighting around the pedestrian crossing. Traffic columns mounted to light columns to decrease clutter

PLANTING
Trees are located at the end of parking bays. A move used elsewhere along the street

Dunstable Road Public Realm Improvements

Potential Interventions: Zones 2 & 3

- Increased footway width with removal of central median and narrowing of carriageway to a minimum for vehicles.
- Balanced spacing of parking bays along Dunstable Road.
- A sequence of improved formal crossings for pedestrians.
- Informal crossings enabled between parking bays.
- Rain gardens and tree planting for air quality improvement and SuDs.
- Bus stop environment improved through greening & SuDS.
- Tree planting is interspersed between parking bays.
- Street furniture is upgraded and de-cluttered offering clearer footways.
- Lighting improvements and CCTV to support increases to tree planting and seating clusters.
- A coherent materials palette is introduced with accents along the High Street, to delineate footway space and reflect the unique character of Bury Park.



Public Realm Improvements - Zone 2

STREET FURNITURE

Grouped seating along the High Street offers opportunities for chance social encounters

Cycle stands located away from pedestrian movement paths

TRANSPORT

A wider footway, which rebalances pedestrian priority, is achieved by removing the central median

Space for socialising and greenery is created around the bus stop by relocating parking and rationalising street clutter

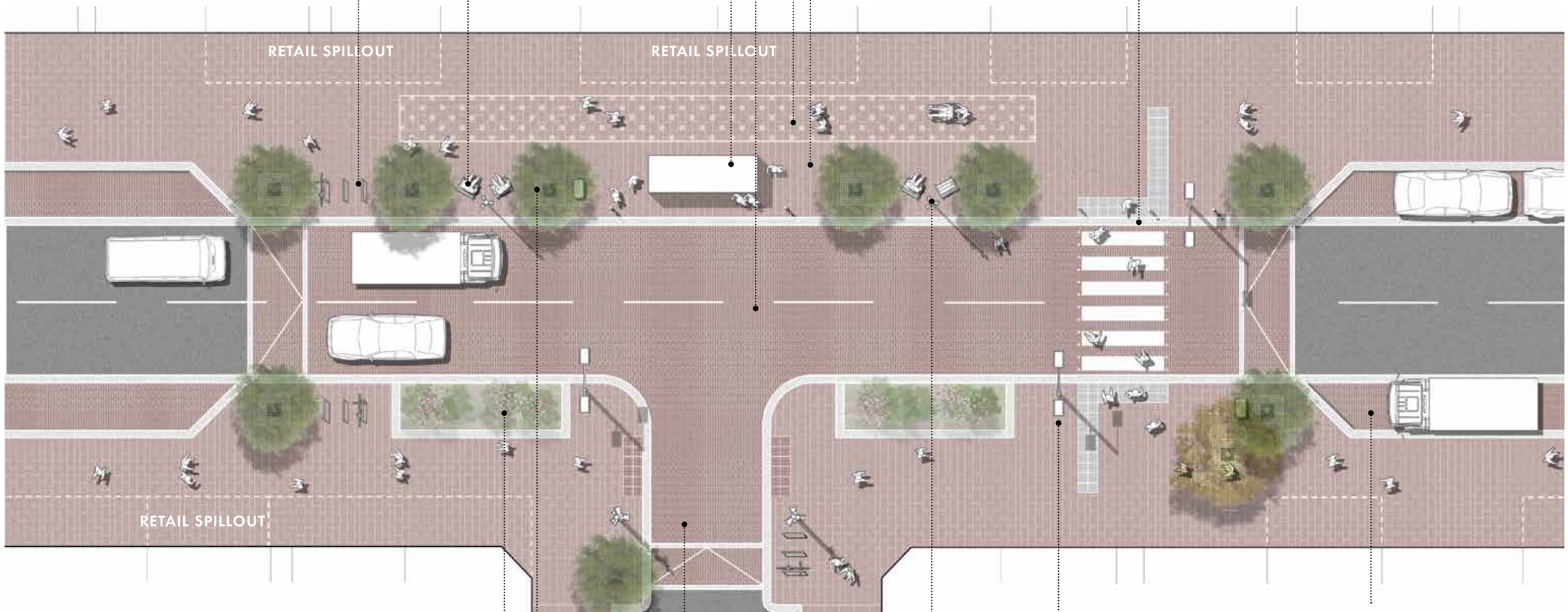
PAVING

High-quality paving with a distinctive accent, reinforce the High Street's unique character.

High quality paving reflects Bury Park's distinctive character

ACCESSIBILITY

Paved raised table with signalised crossing and bollards enables safe crossing over Dunstable Road and a courtesy crossing to the adjacent side street



PLANTING

Rain gardens increase biodiversity and attenuation capacity along the street

Generous tree planting creates an attractive environment around the bus stop, mitigates air quality and provides space to sit and socialise

TRANSPORT

Street street threshold narrowed to prioritise pedestrian movement

LIGHTING

Improved lighting around zebra crossing and raised table

Low-level pedestrian lighting with attached CCTV creates a safe environment for seating at night

PAVING

Paved parking bays increase the perceived footway width

Public Realm Improvements - Zone 3

PLANTING

Rain gardens (typically 1.5m width) along the street provide a buffer to vehicles, improve air quality and increase stormwater attenuation

More significant rain gardens with integrated play and seating introduced where footway widths allow

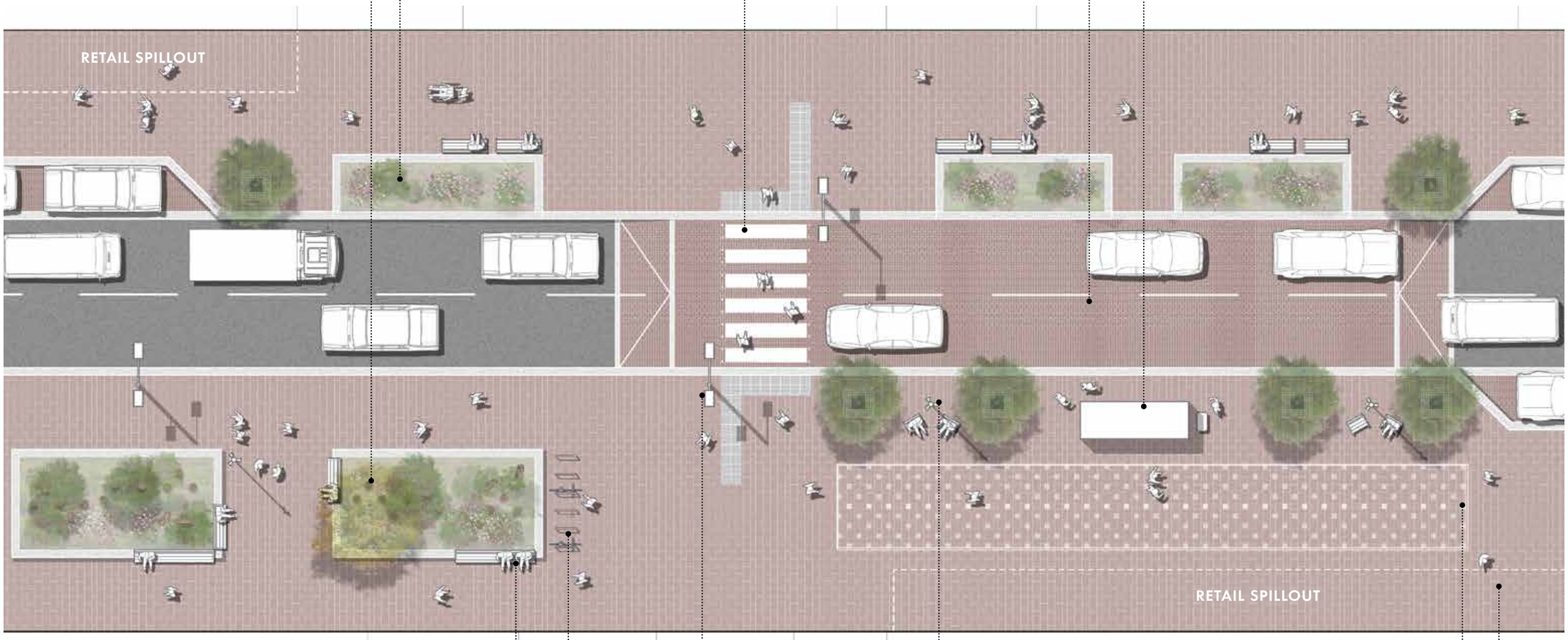
ACCESSIBILITY

Paved raised table with signalised crossing and bollards enables safe crossing over Dunstable Road and a courtesy crossing to the adjacent side street

TRANSPORT

A wider footway, which rebalances pedestrian priority, is achieved by removing the central median

Space for socialising and greenery is created around the bus stop by relocating parking and rationalising street clutter



STREET FURNITURE

Seat walls or wall mounted benches around larger rain gardens

Cycle stands located in alignment with rain garden to avoid obstruction

LIGHTING

Improved lighting around zebra crossing and raised table

Low-level pedestrian lighting with attached CCTV creates a safe environment for seating at night

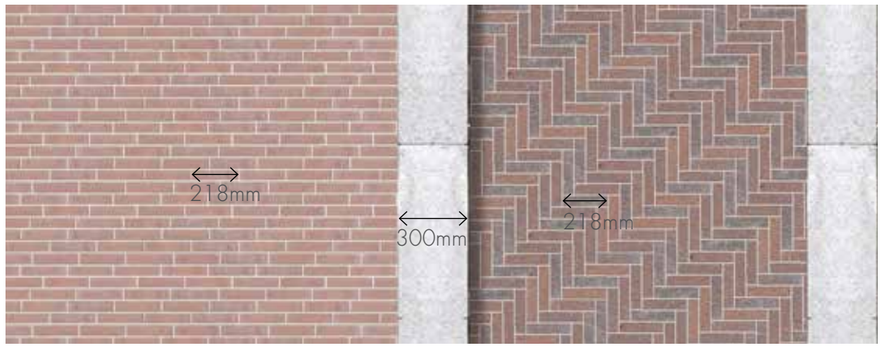
PAVING

High-quality paving with a distinctive accent, reinforce the High Street's unique character.

High quality paving reflects Bury Park's distinctive character

Bury Park Material Palette

Typical Street Material Detail



FOOTWAY

Material:	Clay Paver
Colour:	Subtle soft toned red
Size(mm):	218x52
Finish:	Tumbled, sanded
Bond:	Herringbone Weave

RAISED/ PARKING

Material:	Clay Paver
Colour:	Red/Brown/Grey with nuances
Size(mm):	218x52
Finish:	Tumbled, unsanded
Bond:	Herringbone Weave

CARRIAGEWAY

Material:	Bitmac/Asphalt to LBC Highways Standard

KERBS AND EDGES

Material:	Granite
Colour:	Natural
Size(mm):	300x900
Finish:	Hammered

5.7 High Town

The High Town neighbourhood, immediately north of Luton railway station, focuses around High Town Road. The High Street's character stems from its tradition as a local shopping and leisure neighbourhood for the hat industry workforce.

- The High Street buildings, within the conservation area, reflect the town's industrial prosperity, which also links to the arrival of the railway in the 19th century.
- Today, the High Street frontage is largely unchanged and still houses independent retailers and specialist food stores. The key notable shift within the area is from current and proposed residential development to the east of the High Street.
- The distinctive Luton "greys" and "reds" in the colour palette of the building façades needs to retain its dominance within the streetscape.
- Single and double brick banding is a key design feature that is often offset to adapt to High Town's topography
- The neighbourhood's straw plaiting heritage has the potential to define a distinctive plaited pattern within the public realm.
- Three Grade II listed buildings: Methodist Church and Hall, and the Painter's Arms, each with a unique architectural character deserve to be better celebrated.
- High Town Road is a traditional pedestrian thoroughfare to the station and remains a key connector to the town centre. Adjoining roads, running east-west, have historically offered valuable routes to the High Street.

Key Issues

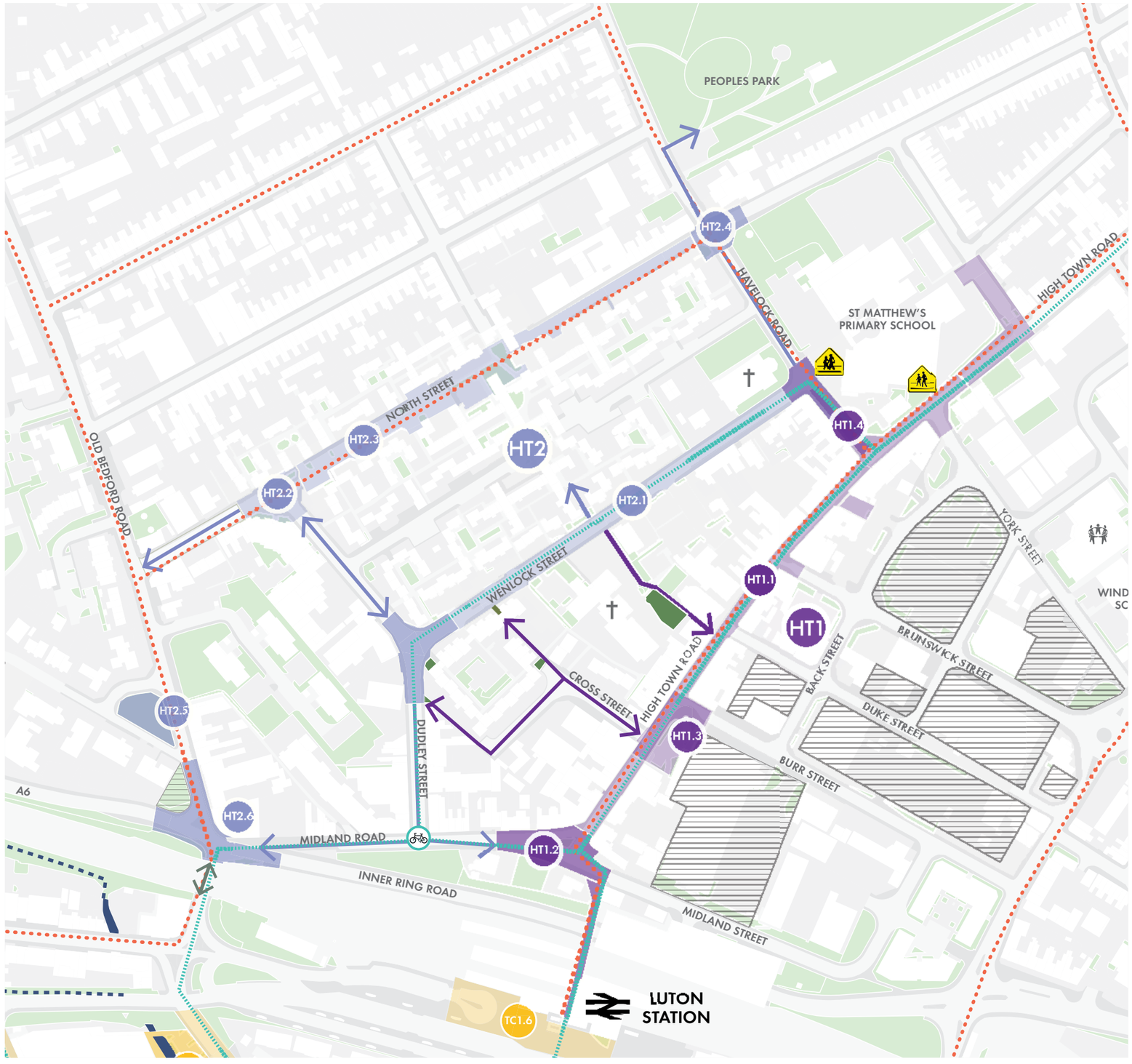
- Extremely narrow footways on the High Street with the overall width further restricted by bollards. Pedestrian priority is compromised by the dominance of vehicular traffic and associated parking.
- A general lack of urban greening.
- Inconsistency in the street furniture palette and limited connection with the historic setting.
- Streets around the High Street lack legibility and do not provide enjoyable environments for walking/cycling.

Key Opportunities

- Opportunity to increase footfall through full or partial pedestrianisation of the High Steet.
- Opportunity to introduce an upgraded materials palette related to the historic importance of the High Street.
- Potential to highlight the heritage features within the High Town Road conservation area.
- The former Burr Street car park has the potential to be transformed into a new public square with seating, planting and space for events.
- An opportunity for urban greening to foster a sense of neighbourhood pride and safety.

High Town (HT) Projects Framework

Existing green
River Lea
LCWIP Cycling route
LCWIP walking route & interlinking route
Underpass/overpass
Linking directional paths
Proposed & under construction development



Proposed projects and initiatives:

- HT1.1 High Town Road
- HT1.2 Midland Road Square
- HT1.3 High Town Road Square
- NT1.4 St Matthews Primary School
- HT2.1 Wenlock Street
- HT2.2 North Street/Dudley Road Junction
- HT2.3 North Street
- HT2.4 Havelock Road/North Street Junction
- HT2.5 Villa Road Green
- HT2.6 Old Bedford Road/A6 Junction

High Town Projects

SuDs Active travel Greening

HT1.1 High Town Road

Pedestrianise High Town Road and create an attractive, pedestrian focused environment with trees, seating, and lighting to support activation of the streetscape and improved active travel connections. Designs should be sensitive to the Conservation Area and reflective of the quality of heritage buildings along the street.

Impact	Complexity	Cost	Timescale
●●●●●	●●●●○	●●●	Medium term

HT1.2 Midland Road Square

In conjunction with HT1.1 consider opportunities to relocate parking and expand the square at the southern end of High Town Road to create a green and welcoming space on Midland Road. The space should act as a point of arrival into High Town and, as such, should be accessible for pedestrians with distinctive interpretive signage and artwork features highlighting the historic character of the area.

Impact	Complexity	Cost	Timescale
●●●●○	●●○○○	●●○	Medium-term

HT1.3 High Town Road Square

Using proposed development at 10 Midland Road as a catalyst, upgrade the square the centre of High Town Road into a high-quality neighbourhood space with places to sit, meet and dwell amongst planting. Introduce infrastructure and lighting to support local markets or events. Proposals should be aligned with HT1.1 and should consider lighting the potential rebuild of the cafe building to better front onto the space.

Impact	Complexity	Cost	Timescale
●●●●○	●●○○○	●○○	Medium-term

HT1..4 St Matthews Primary School

Promote safety for school children around St Matthews Primary School by widening footways and introducing zebra crossings on High Town Road/Havelock Road adjacent to school gates. In tandem, consider options for timed school street closures on Havelock Road and consider relocating parking around the school to introduce greenery, seating and play features.

Impact	Complexity	Cost	Timescale
●●●○○	●○○○○	●○○	Short-term

HT2.1 Wenlock Street

Provide safe cycle infrastructure on Wenlock Street to support the proposed LCWIP route, and introduce a new mid-block crossing linking Elgar's path with High Town Road. As part of improvements consider introducing street trees interspersed between planting.

Impact	Complexity	Cost	Timescale
●●○○○	●●○○○	●○○	Short-term

HT2.2 North Street/Dudley Street Junction

With consideration of proposed North Street upgrades (HT2.1), review options to improve the junction of North Street and Dudley Street, narrowing the carriageway and expanding space for pedestrians and greenery/SuDS features. Consider the potential to provide space for Edible Luton initiatives, which are already popular in High Town.

Impact	Complexity	Cost	Timescale
●○○○○	●○○○○	●○○	Short-term

HT2.3 North Street

Upgrade North Street as a green walking connection between Old Bedford Road and Havelock Road/People's Park. Proposals should incorporate substantial SuDS features to address localised stormwater issues by considering parking layouts and provision. Designers also should consider improved lighting for safety.

Impact	Complexity	Cost	Timescale
●●○○○	●●●○○	●○○	Short-term

HT2.4 Havelock Road/North Street Junction

In tandem with proposed upgrades to Havelock Road (HT1.4) and North Street (HT2.3) and tighten this junction and create a raised table across Havelock Road that supports walking and cycling for school children. Consider opportunities to relocate the weapons disposal bin away from the school and provide rain gardens around this intersection.

Impact	Complexity	Cost	Timescale
●○○○○	●○○○○	●○○	Short-term

HT2.5 Villa Road Green

Transform this isolated green space into a community space with places to sit and play. Remove centrally located hedging and create a green buffer to Old Bedford Road. Allocate a portion of the space as an attenuation basin to mitigate localised stormwater issues. Consider creating raised tables on Villa Road to reconnect the space with surrounding streets.

Impact	Complexity	Cost	Timescale
●●●○○	●○○○○	●○○	Short-term

HT2.6 Old Bedford Road/A6 Junction

To strengthen connections into the Town Centre simplify this intersection for pedestrians and cyclists and introduce significantly improved lighting within the adjacent railway underpass. Proposals should integrate signage and artwork highlighting local destinations.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

High Town Road Functional Diagram

Principles for Improvement

- Consider options to pedestrianise High Town Road with strategies to service the street at non-peak hours (two options are set out overleaf)
- Transform the square at the intersection of High Town Road and Burr Street to host planting, community events, and activities. Explore opportunities to involve the community in the redesign of the space to reinforce a sense of ownership.
- Use an upgraded materials palette and accent patterns define High Town's unique streetscape, making it a local landmark.
- Incorporate urban greening and SuDs features in the High Town Road Square and Midland Road Square.
- Consider upgrading the public realm at the Midland Road junction strengthen pedestrian connections to and from Luton Station.
- Review ways to upgrade east-west links with the high street by improving lighting and signage along lanes connecting to the High Street.

High Town Road - Pedestrianisation Options

Option 1: Full Pedestrianisation

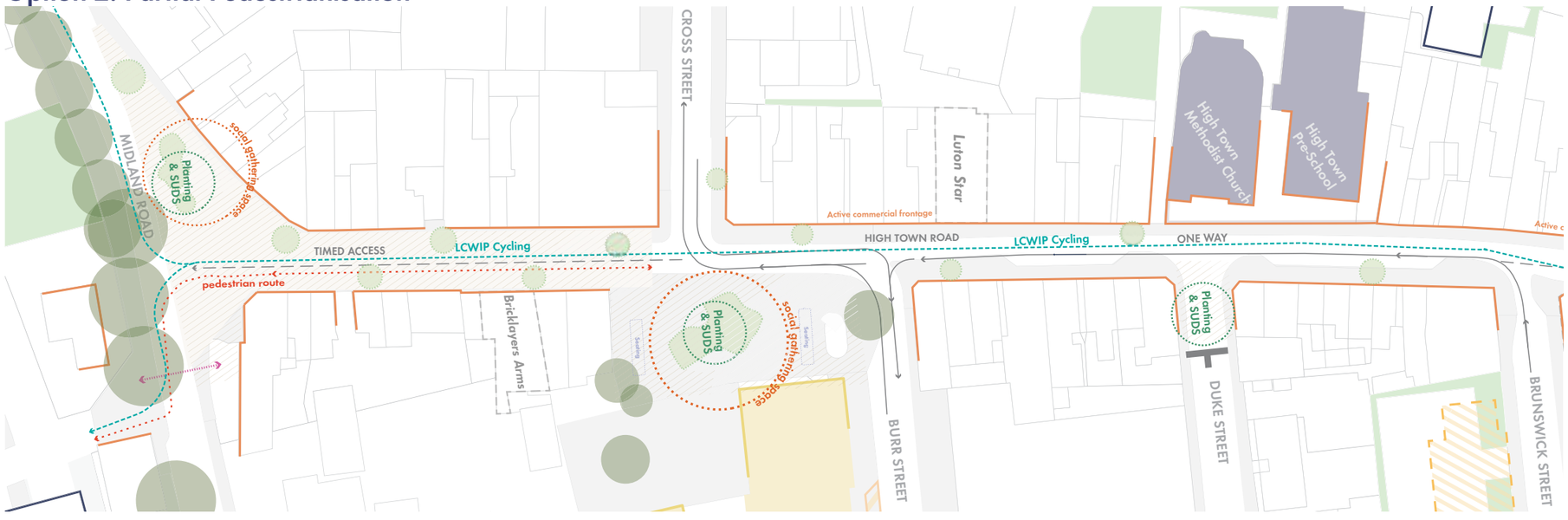
Advantages

- Wider space is more suited to meeting the LCWIP guidance for walking and cycling
- Increased opportunity for urban greening within an expanded street space
- The public realm celebrates three of the High Street's most important heritage assets (the Grade II listed Methodist Church and Hall, and the Painter's Arms).
- A valuable public square is created
- A safer public realm made possible by excluding vehicular traffic
- SuDs attenuation is incorporated with a rain garden at the lowest gradient at the Midland Road junction
- Timed access options

Disadvantages:

- 10 Pay & Display parking bays are removed during pedestrianised hours.
- Cross Street requires vehicular access

Option 2: Partial Pedestrianisation



Advantages

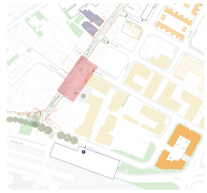
- SuDs attenuation is incorporated with a rain garden at the lowest gradient at the Midland Road junction
- Valuable public square is created
- No parking bays lost
- Reduction of traffic loading with timed access options
- Grade II listed Painter's Arms is celebrated with public realm uplift

Disadvantages:

- Vehicle traffic along a narrow carriageway
- Cross Street requires vehicular access
- Under appreciation of High Town's heritage assets
- Impact of continued vehicle loading on carriageway

Landmark building
Planned development
Under construction
Approved planning
Car Park
Existing green space
Neighbourhood square
Existing trees
Planting and SuDs
Proposed trees
Pedestrian zone
Public square
Shared surface
Specimen tree
Proposed greening
Social gathering space
Play space
Seating
Active frontage
LCWIP cycling route
Pedestrian route
Water feature
Vehicular route
Servicing route
Storm water runoff water
Pedestrian crossing
Bus stop
Raised table

High Town Road Illustrative Plan



TRANSPORT
Bollards define the servicing route with a unified surface materials approach

Removable bollards to enforce timed access restrictions for servicing

Cross Street has no through-route and requires access

PLANTING

Pedestrianised condition allows integration of more street trees along the street without undermining pedestrian movement

New tree planting and existing mature trees define the new garden square without undermining the potential for activation and events

ACCESSIBILITY
Widening of the pavement and a continuous level walkway along the length of High Town

Road to the garden square supports accessibility

LIGHTING
Wall mounted heritage-style lighting

Typical Material Detail

STREETSCAPE
High Town's new garden square is a generous public space, which acts as a community anchor with flexibility to be a local events space

10 MIDLAND ROAD
PROPOSED LANDSCAPE

LIGHTING
Feature tree uplighting and low-level pedestrian columns reinforce safety at night

PAVING
A distinctive plaited paving pattern, based on the "Luton Rail" plait, provides a unique identity for High Town Road linked to its heritage

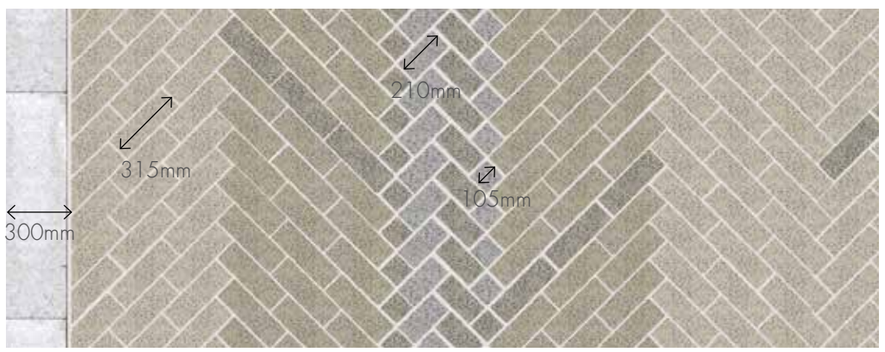
Variation in tone or texture provides definition to the proposed new square

A wide paving band along building edges defines a threshold strip.

A border strip defines the edge of special paving along the high street

High Town Road Material Palette

Typical Street Material Detail



FOOTWAY

Material:	Premium Concrete Paver
Colour:	Buff/straw tones with accent tones
Size(mm):	315x105, 210x105, 105x105
Finish:	Varied - two grain sizes
Bond:	Weave with Luton Rail

RAISED/ PARKING

Material:	Premium Concrete Paver
Colour:	Buff/straw tones with accent tones
Size(mm):	315x105, 210x105, 105x105
Finish:	Varied - two grain sizes
Bond:	Weave with Luton Rail

CARRIAGEWAY

Material:	Premium Concrete Paver
Colour:	Buff/straw tones with accent tones
Size(mm):	315x105, 210x105, 105x105
Finish:	Varied - two grain sizes
Bond:	Weave with Luton Rail

KERBS AND EDGES

Material:	Granite
Colour:	Natural
Size(mm):	300x900, 150x450
Finish:	Hammered

6 TOWN CENTRE

6.1 **Overview**

The following section sets out a series of strategies that respond to the points highlighted below, which have been informed by the research process. For each strategy, a series of 'priority projects' are highlighted as recommendations. These projects are then broken down into specific recommendations. Following this, five key Town Centre Projects have been illustrated to demonstrate application of the strategies and public realm principles.

Issues:

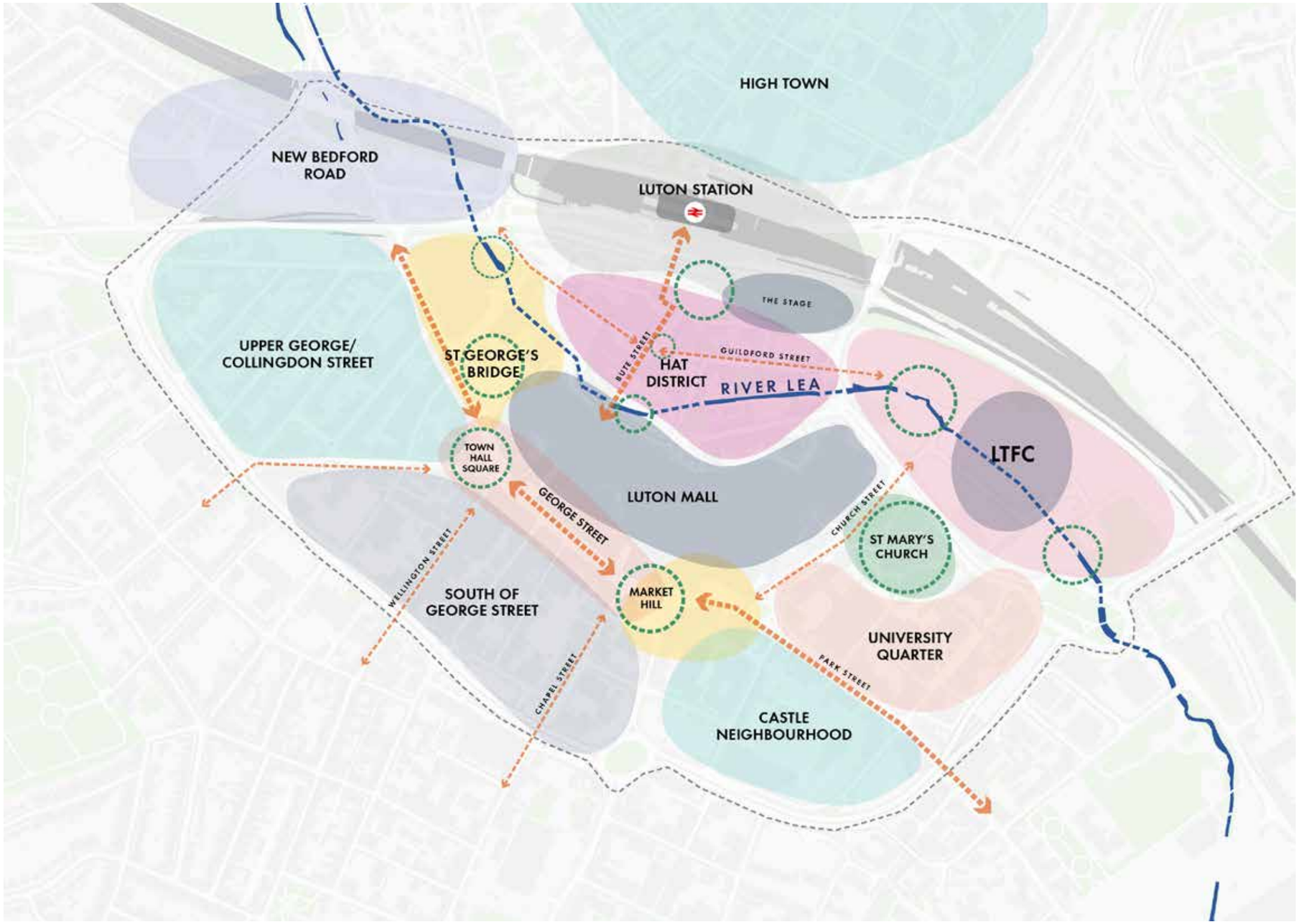
- Severance of links between the Town Centre and wider neighbourhoods due to the ring road and railway.
- Blockage to movement within the town centre created by the Mall.
- Lack of greenery within the Town Centre.
- Lack of activities beyond retail and vacant retail units on the high street.
- A poor perception of safety within the public realm, particularly at night.
- Stormwater runoff issues, particularly around George Street.

Opportunities:

- Catalysts of new development, particularly the Stage development and Power Court.
- Potential to improve walking and cycling connectivity as part of LCWIP proposed upgrades.
- Opportunities to highlight and celebrate heritage assets.
- Potential to define clearer roles for different spaces in the Town Centre and enable a greater programme of activities and events throughout the year.

Introducing a greater range of activities

- The town centre needs to re-find its role as 'the heart of the community'. This means being more than a retail centre. A diversification of uses in the town centre is required to include a wide range of functions and services including business and employment, leisure and entertainment, culture, community and health.
- The town's offer needs to be matched to the existing and future community needs. The shopping offer is changing with the realignment of the wider retail market and needs to be appropriate for the needs of the Luton town-wide community. But more widely, the town centre needs to be the place local people come to access leisure and community services and functions as well - including health centres, community centres, education, as well as cultural venues and destinations.
- The town centre will also become a place to live. This will require investment in high quality amenity spaces and new public spaces in order to shift the perception of the town centre and make it a desirable place to live.
- Understanding the latent assets and different qualities of the Town Centre will be a key part of defining its success. The approach to public realm should always be rooted in the histories and identity of place. The diagram opposite highlights different existing and emerging characters within the Town Centre, setting the basis for public realm proposals.

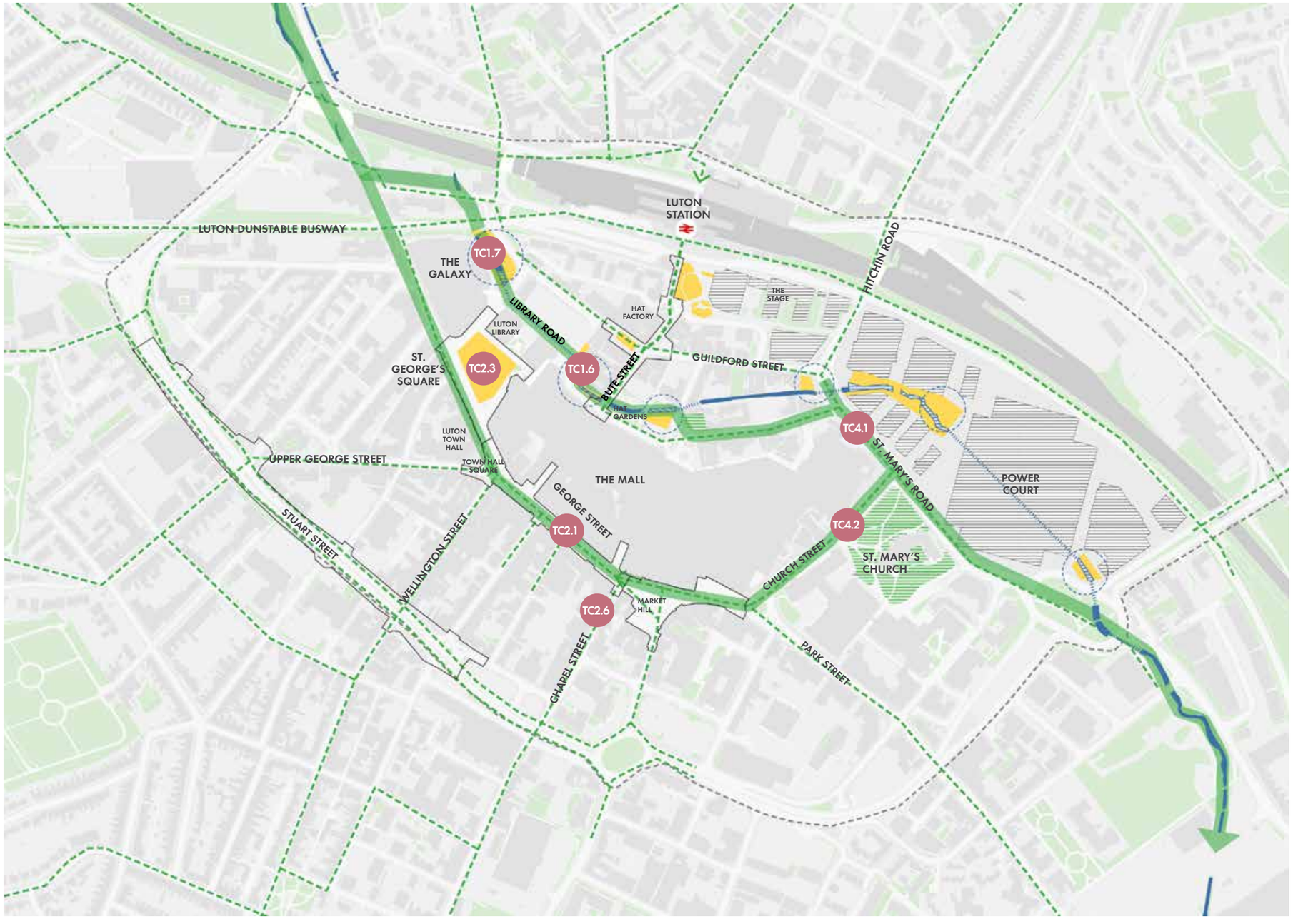


6.2 **Green Infrastructure**

As research from the Principles section of this report show, introducing greenery in public spaces can enhance the public's health and well-being, mitigate poor air quality, and contribute to improving social and economic conditions, including reducing crime.

The green infrastructure strategy supports this by:

- Introducing green links to reinforce connections between key places around the Town Centre.
- Supporting biodiversity along the River Lea corridor including promoting future phases of the Open Lea project.



Priority Projects

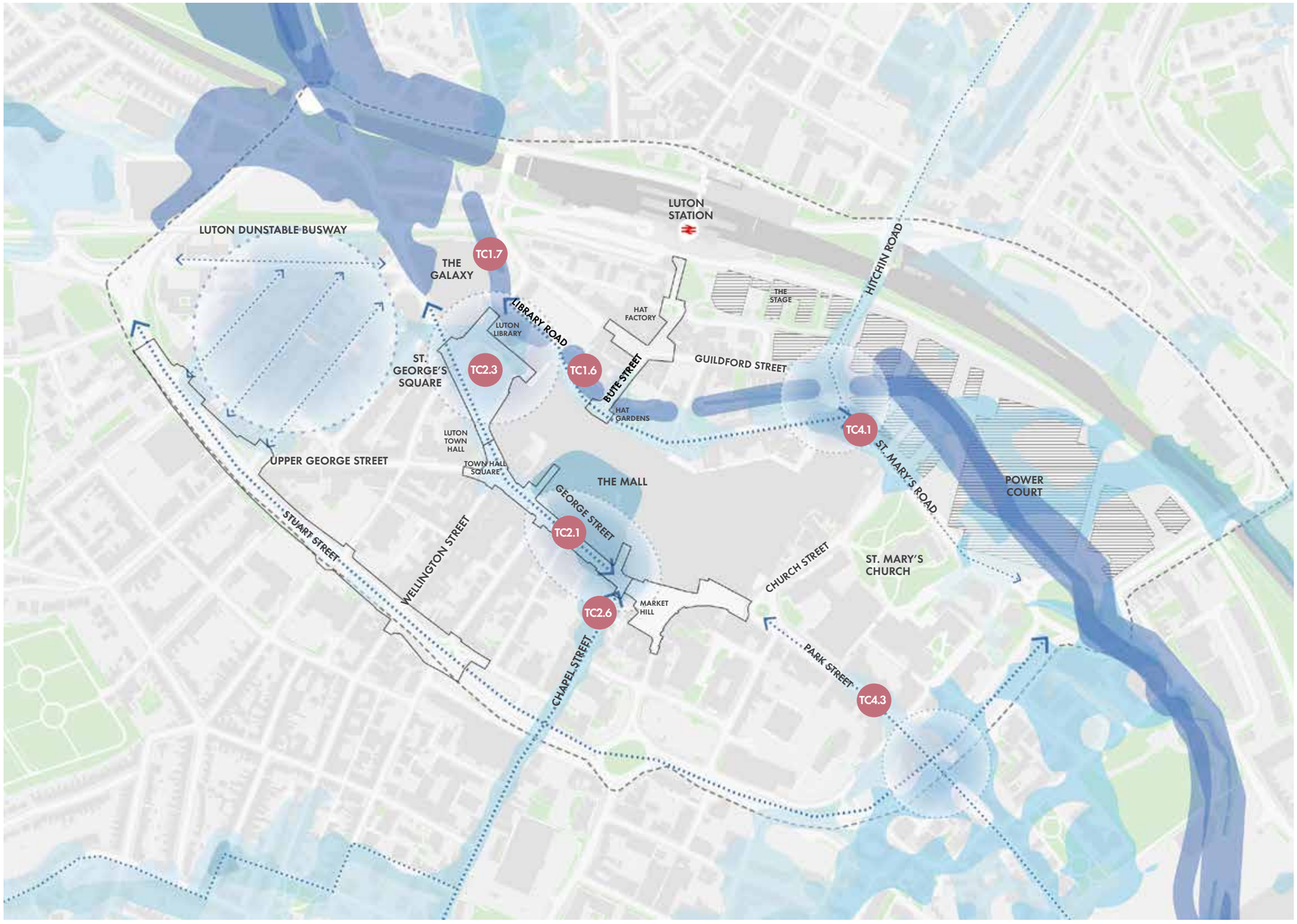
- TC1.6 Open Lea Projects
- TC1.7 Guildford Street - Open Lea
- TC2.1 George Street
- TC2.3 St George's Square
- TC2.6 Chapel Street
- TC4.1 St Mary's Road
- TC4.2 Church Street

6.3 **Blue Infrastructure**

In tandem with the Green Infrastructure strategy, making interventions in the Town Centre to mitigate stormwater flooding and fluvial flooding will be critical to bolstering the Town Centre's climate resilience.

The blue infrastructure strategy supports this by:

- Proposing SuDS features along key stormwater flow paths and identified issue areas.
- Supporting aspirations to open up the River Lea and manage fluvial flooding.



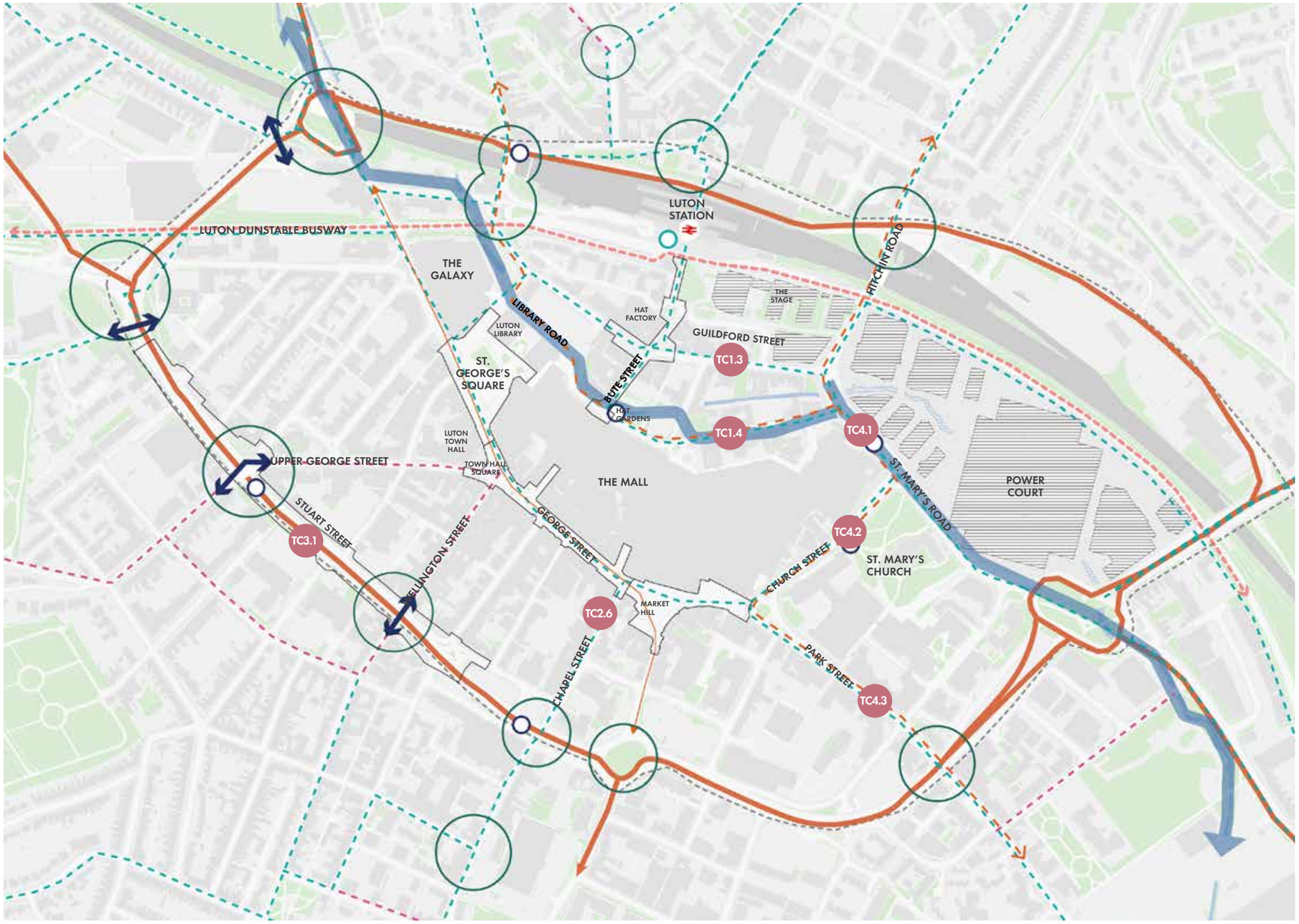
Priority Projects

- TC1.6 Open Lea Projects
- TC1.7 Guildford Street - Open Lea
- TC2.1 George Street
- TC2.3 St George's Square
- TC2.6 Chapel Street
- TC4.1 St Mary's Road
- TC4.3 Park Street

6.4 **Active Travel**

The active travel strategy aligns with the Town Centre Masterplan strategy, encouraging active travel by improving the streetscape environment, increasing the perception of safety, and animating the public realm. The projects below support this by:

- Improving infrastructure for pedestrians and cyclists (in alignment with LCWIP routes), and improving crossings, particularly around the ring road.
- Creating greener streets to encourage active travel and improve air quality.
- Improving the ring road condition with improved cycle and public transport infrastructure.



Priority Projects

- TC1.3 Guildford Street (East)
- TC1.4 John Street
- TC2.6 Chapel Street
- TC3.1 Stuart Street
- TC4.1 St Mary's Road
- TC4.2 Church Street
- TC4.3 Park Street

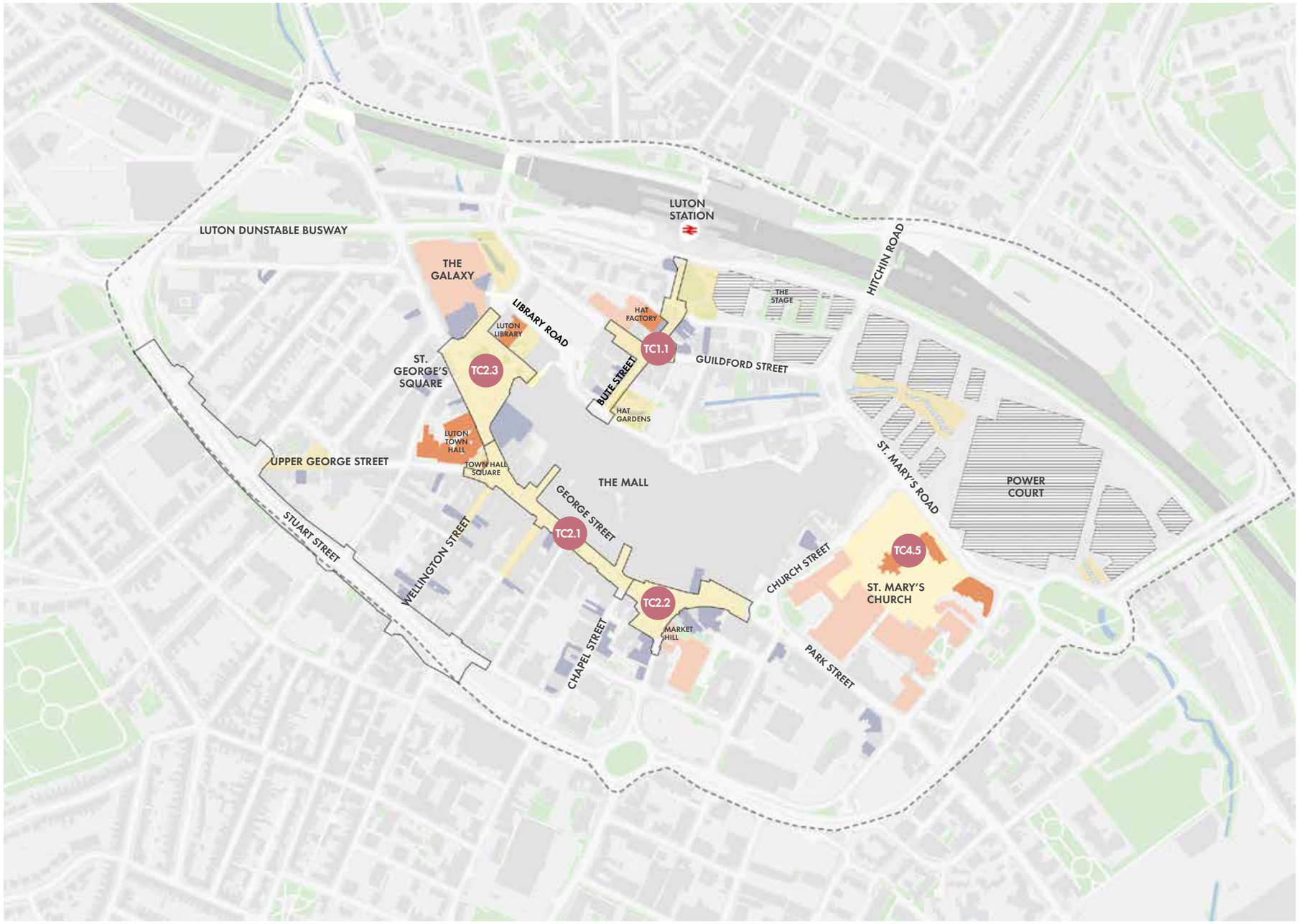
6.5 **Activation & Events**

Luton Town Centre has the potential to host a vibrant cultural scene, which encourages diversification of activities beyond retail, and accommodates the interests of local workers, residents, students and visitors. The project below support cultural activities by:

- Providing spaces and infrastructure which support diverse cultural activities, such as live music and performance, and everyday activities to increase dwell time in the Town Centre.
- Enabling existing cultural, civic and creative uses to have a greater presence in the town centre and potential to activate spaces adjacent.
- Supporting existing restaurants, pubs, and bars space to positively animate the public realm.

Priority Projects

- TC1.1 Bute Street/Guildford Street
- TC2.1 George Street
- TC2.2 Market Hill
- TC2.3 St George's Square
- TC4.5 St Mary's Church



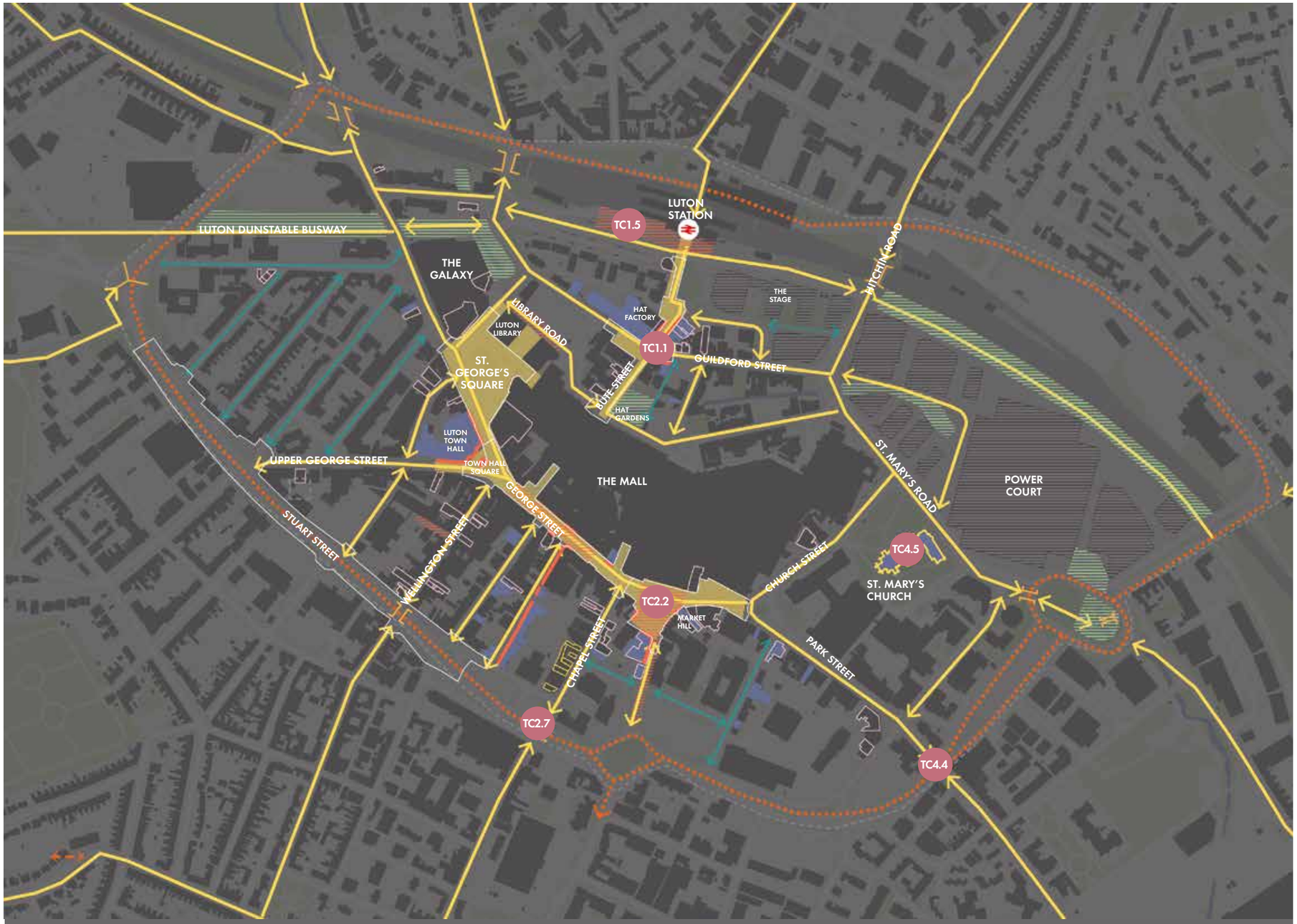
6.6 **Lighting**

Lighting improvements around the Town Centre aim to encourage night-time activities and make the public realm feel safer for people walking and cycling after dark. The projects below support this by:

- Improving lighting to improve safety along key walking/cycling routes.
- Illuminating key landmarks and heritage buildings through landscape feature lighting and architectural lighting
- Improving lighting around late-license uses to support the night-time economy.
- Lighting underpasses to address severance of the ring road.
- Considering late-license uses and supporting them through improved lighting

Priority Projects

- TC1.1 Bute Street & Guildford Street
- TC2.2 Market Hill
- TC1.5 Luton Station Interchange
- TC2.7 Chapel Street Underpass
- TC4.3 Park Street Underpass
- TC4.5 St Mary's Church



6.7 Public Realm Framework

Bute Street & Guildford Street


Bute Street upgrades will strengthen north-south connections between the Station, Hat Gardens and the Mall. Similarly, Guildford Street will reinforce east-west connections between the Hat District and Power Court. Projects to Open Up the River Lea will bring further greenery and interest to the area.

Station Link/The Stage

Station Link, a new space proposed as part of The Stage development will provide flexible soft and hard spaces for ad-hoc events, and quiet areas for people to sit, relax and connect with nature. Image:: St Pancras Square

Power Court Square

Power Court Square will be a major new waterside space that will function as an important public square for the community as well as an approach to the new stadium. Precedent: King's Cross Central (Image © Townshend)

St George's Square


This square will continue to be an important space for events, markets and celebrations, but over time the vision should be to accommodate planting and greenery in alongside this role. Precedent: BBC White City (Image © Gillespies/John Sturrock)

St Mary's Road

St Mary's Road will be re imagined as a green, pedestrian and cycling focused street that works to stitch together the Hat District and Power Court.

Town Hall Square


Town Hall Square and Manchester Street will provide a flexible multi-use space for more frequent markets and events to compliment larger events in St George's Square.

St Mary's Churchyard

This space is already the most significant green space in the town centre. The public realm framework proposes sensitive adjustments to paths and edges to support greater use of the space. Precedents (top): St John at Hackney Churchyard Gardens (Image © Ewan Munro). Right: Installation by Sam Jacob Studio at Highgate Cemetery (© Sarah J Duncan)

Stuart Street

Stuart Street will be upgraded with new and improved pedestrian crossings, at grade, to improve connections to the south. Improvements will also strengthen existing cycle links and create new strategic orbital bus and cycle routes. Image: Hereford Ring Road

George Street


George Street will continue to function as Luton's central high street and a key Town Centre thoroughfare, enhanced by an increase to greenery, improved lighting, and places to sit, meet and dwell. Precedents (left) Pitt Street Mall. Image © Brett Boardman. Right: Gata Grønland ©SLA

Market Hill/Park Square


Improvements to these areas will focus on increasing dwell time by providing play and recreation focused spaces. A designed level change will enable informal performance or programmed activation.

Town Centre (TC) Project Framework

SuDs · Active travel · Greening · Lighting · Activation

TC1.1 Bute Street & Guildford Street

Improve the pedestrian experience of Bute Street and Guildford Street by introducing trees, low-level planting and high-quality street furniture. Proposals should minimise the impact of vehicles as far as possible, reconfiguring vehicular access north of Bute Street, removing vehicular access between Silver Street and Guildford Street, and introducing a raised table between Bute Street & the Mall.

Impact	Complexity	Cost	Timescale
●●●○○	●●●●○	●●●	Medium-term

TC1.2 Guildford Street (West)

To reinforce connectivity to walking and cycling along the Lea-Way, rationalise parking and carriageway widths to increase footway space, integrate safe cycle infrastructure and create space for planting along Guildford Street.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●●○	Short-term

TC1.3 Guildford Street (East)

In tandem with project TC1.1, make Guildford Street West an attractive pedestrian priority streetscape by reducing the carriageway width to a minimum, interspersing planting between parking, and paving the carriageway to be flush with the adjacent footway. This link will be critical in connecting Hat District and Power Court.

Impact	Complexity	Cost	Timescale
●●●○○	●○○○○	●●○	Short-term

TC1.4 John Street

Upgrade the streetscape to improve walking and cycling connectivity between the Hat District and Power Court. Designs should take a similar approach to project TC1.3, with additional consideration for SuDS features to mitigate surface water runoff issues.

Impact	Complexity	Cost	Timescale
●●●○○	●○○○○	●●○	Short-term

TC1.5 Luton Station Interchange

Transform the public realm around Luton Station's south entrance into a special moment of arrival that captures the character and innovative spirit of Luton through artwork, interpretive signage and exceptional greenery. In particular, consider opportunities to improve the station signage and safety of the bus station with enhanced lighting.

Impact	Complexity	Cost	Timescale
●●●●○	●●○○○	●●●	Medium term

TC1.6 Open Lea Projects

In alignment with Open Lea project initiatives, promote deculverting of the River Lea around The Engine pub and the car park east of Hat Gardens. Use the interventions to highlight the significance of the river and support biodiversity in the Town Centre

Impact	Complexity	Cost	Timescale
●●●●●	●●●●●	●●●	Long-term

TC1.7 Guildford Street - Open Lea

Transform the existing space around the River Lea (adjacent to the Galaxy centre) into a pocket park that can be activated and enjoyed by workers, residents and visitors to the Town Centre. Consider options to relocate existing parking provision and reconfigure servicing access to enact this change.

Impact	Complexity	Cost	Timescale
●●●○○	●●●○○	●●●	Medium term

TC2.1 George Street Transformation

Transform George Street into a welcoming and safe high street with upgraded paving, new greenery, lighting, rain gardens and seating clusters to help reinvigorate the Town Centre. Designs should work in coordination with Market Hill and St George's Square. See the 'key projects' section later in this chapter for further information.

Impact	Complexity	Cost	Timescale
●●●●●	●●○○○	●●●	Medium term

TC2.2 Market Hill

Reimagine Market Hill as a stepped landscape that supports events and play activities. Consider integrating new greenery to soften the space and increase sustainable drainage capacity. See the 'key projects' section later in this chapter for further information.

Impact	Complexity	Cost	Timescale
●●●●●	●●●○○	●●●	Medium term

TC2.3 St George's Square

Make St George's Square into an attractive green space for the Town Centre with play activities and opportunities for everyday activation. Designs should accommodate large scale existing activities while creating an welcoming green place. Lighting upgrades will be key to ensure the space can be used safely after dark. See the 'key projects' section later in this chapter for further information.

Impact	Complexity	Cost	Timescale
●●●●○	●●○○○	●○○	Medium term

TC2.4 New Bedford Road

In coordination with project TC2.3, improve New Bedford Road's active travel links by integrating footway widening, safe cycle infrastructure and greenery. In particular, consider simplifying traffic movements around Collingdon Street/ Inkerman Street to create a new public realm outside of Community House. Also consider simplifying bus stops by the Galaxy to remove pinch points to pedestrian movement.

Impact	Complexity	Cost	Timescale
●●●○○	●●●○○	●○○	Short-term

TC2.5 Upper George Street

Improve the pedestrian experience along Upper George Street to encourage walking in and out of the Town Centre. In particular, assess the benefits of remove or restrict vehicular access south of Christchurch House to create a green, pedestrian-focused streetscape.

Impact	Complexity	Cost	Timescale
●●○○○	●●●○○	●●●	Medium-term

SuDs Active travel Greening Lighting Activation

TC2.6 Chapel Street

Make Chapel Street an animated pedestrian-friendly street that welcomes people into the Town Centre with safe cycle infrastructure to support LCWIP. Consider opportunities to restrict or remove traffic from the northern end of the street (Flowers Way to George Street) to enable outdoor dining for restaurants and create space for significant SuDS features to address stormwater runoff.

Impact	Complexity	Cost	Timescale
●●●●●	●●○○○	●●○	Medium-term

TC2.7 Chapel Street Underpass

Introduce signage to local destinations and improve the public realm through lighting and distinctive underpass artwork. Consider ways to animate space beneath the viaduct with, for example, sports and recreation.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

TC2.8 George Street West

Improve safety by upgrading street lighting and projecting/ illuminating onto the flank wall of the former ABC cinema. In tandem, introduce bollards at the northern end of the street to mitigate vehicular and pedestrian conflicts at this narrow portion. Assess options to also introduce rain gardens along the ABC cinema to capture stormwater runoff.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

TC2.9 King Street

Similar to TC 1.3 and 3.3, restrict or remove vehicular access to the street's northern end to create a new space for people to gather and socialise, with greenery, seating, and lighting upgrades. Consider opportunities to animate this space as an offshoot of George Street.

Impact	Complexity	Cost	Timescale
●●●○○	●●○○○	●●○	Short-term

TC1.10 Wellington Street

Introduce greenery and SuDS to Wellington Street to capture stormwater runoff and reinforce this as a key walking route. In particular, consider options to improve the setting of F&B uses along the street

Impact	Complexity	Cost	Timescale
●●○○○	●●○○○	●●○	Short-term

TC3.1 Stuart Street

Upgrade Stuart Street with new and improved pedestrian crossings, at grade, to strengthen connections to the south. Improvements upgrade existing cycle infrastructure and support walking by increasing greenery and improving lighting to address safety and air quality issues. Designs should also consider opportunities for new strategic orbital bus and cycle routes. See the 'key projects' section later in this chapter for further information.

Impact	Complexity	Cost	Timescale
●●●●●	●●●●●	●●●	Medium-term

TC3.1 Chapel Street/Park Street Viaduct

In alignment with Town Centre Masterplan aspirations, consider longer-term options to replace the viaduct and supporting highway infrastructure and make this surface level to enable direct pedestrian, cyclist and bus access from local neighbourhoods.

Impact	Complexity	Cost	Timescale
●●●●●	●●●●●	●●●	Long-term

TC4.1 St Mary's Road

Re-imagine St Mary's Road a green, pedestrian and cycling focused street that works to stitch together the Hat District and Power Court. Consider integration of the LCWIP cycle route, pedestrian flows from the proposed LTFC stadium, and opportunities to address stormwater runoff issues

Impact	Complexity	Cost	Timescale
●●●●●	●●●○○	●●●	Medium term

TC4.2 Church Street

In conjunction with projects TC4.1 and TC4.3, improve the public realm along Church Street, focusing on introducing safe cycle infrastructure, new crossings, and material upgrades to improve linkages between the Town Centre, the University and Power Court. Also consider reducing space for vehicles by removing turning lanes and roundabouts.

Impact	Complexity	Cost	Timescale
●●●○○	●●○○○	●●○	Medium-term

TC4.3 Park Street

Rationalise the carriageway and roundabout at the intersection with Church Street. Create a safe, segregated cycle infrastructure and introduce a mid-block crossing to improve connections with the University. Designs should intersperse planting and SuDS features at intervals along the street to mitigate stormwater issues and provide space around F&B uses.

Impact	Complexity	Cost	Timescale
●●●○○	●●○○○	●●○	Medium-term

TC4.4 Park Street Underpass

Introduce signage to local destinations and improve the underpass environment through lighting and artwork. Consider ways to animate space beneath the viaduct with, for example, sports and recreation.

Impact	Complexity	Cost	Timescale
●●○○○	●○○○○	●○○	Short-term

TC4.5 St Mary's Churchyard

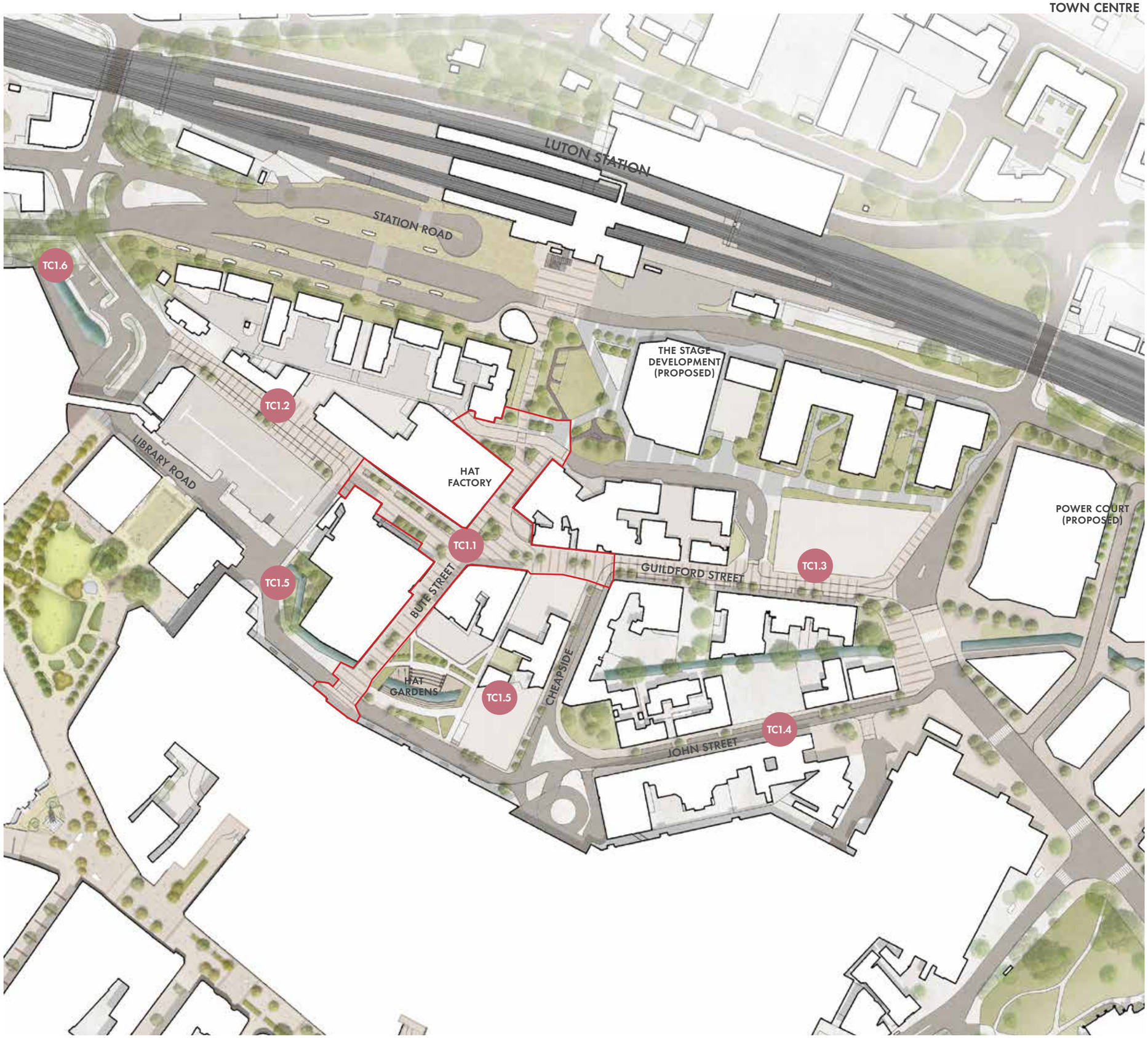
Provide infrastructure for additional community programming to St Mary's Churchyard including architectural lighting. Designs should consider sensitive adjustments to paths and edges to support greater use of the space.

Impact	Complexity	Cost	Timescale
●●○○○	●●○○○	●●○	Medium-term

TC1 - The Hat District

Proposed projects and initiatives:

- TC1.1 Bute Street & Guildford Street
- TC1.2 Guildford Street (West)
- TC1.3 Guildford Street (East)
- TC1.4 John Street
- TC1.5 Luton Station Interchange
- TC1.5 Open Lea Projects
- TC1.6 Guildford Street - Open Lea
- Key Project Boundary



TC2 - George Street and South of George Street

Proposed projects and initiatives:

- TC2.1 George Street Transformation
- TC2.2 Market Hill
- TC2.3 St George's Square
- TC2.4 New Bedford Road
- TC2.5 Upper George Street
- TC2.6 Chapel Street
- TC2.7 Chapel Street Underpass
- TC2.8 George Street West
- TC2.9 King Street
- TC1.10 Wellington Street
- Key Project Boundary

TC3 - Southern Ring Road

Proposed projects and initiatives:

- TC3.1 **Stuart Street**
- TC3.2 **Chapel Street/Park Street Viaduct**
- **Key Project Boundary**

TC4 - St Mary's and Power Court

Proposed projects and initiatives:

- TC4.1 St Mary's Road
- TC4.2 Church Street
- TC4.3 Park Street
- TC4.4 Park Street Underpass
- TC4.5 St Mary's Churchyard
- Key Project Boundary

6.8 Key Town Centre Projects Overview

The following pages illustrate ideas and recommended interventions for the five key Town Centre projects shown on the map below. These projects capture proposals from the Town Centre strategies and demonstrate how they could be implemented to create high-quality streets and spaces. These projects have been selected based on their high potential regeneration impact and their potential social, economic and environmental benefits.

George Street

Context and Character

- George Street is the historic heart of Luton and remains the focus for town life, however there is a great need for it to be reinvigorated. Its centre of gravity has moved around over time - historically Market Hill was the focus, but today depending on the day it can be the Mall or further west near St George's Square.
- Reinstating a focus at Market Hill and encouraging greater activity along the entire length of George Street is a priority for this area. George Street's role has also shifted over the years, from being at the heart of Luton's hat making industry to a primary retail high street, and now supporting a mix of uses.
- All of George Street sits within the Town Centre conservation area, with a high number of listed buildings both on George Street and adjoining streets.
- The character of George Street is highly axial, running east to west, with Luton Town Hall forming a distinctive marker at the western end of the street.
- For the majority of its life, George Street was trafficked with private vehicles, buses and trams running along its length until the mid 1960s when pedestrianisation works began.
- The streetscape appearance mainly reflects streetscape works undertaken in 1960 and 70s, with a distinctive brick hexagonal paving patterns.

Image of the weekly Luton Plait Market along George Street. C.1868. Image Credit: Culture Trust, Luton

Historic image of George Street – view towards Corn Exchange (site of the current Town Hall)

Art Deco building on the corner of George Street and George Street West. Former ABC/Savoy cinema

Luton Town Centre has a history of parades along George Street, including the Luton International Carnival (pictured above). © UK Centre for Carnival Arts

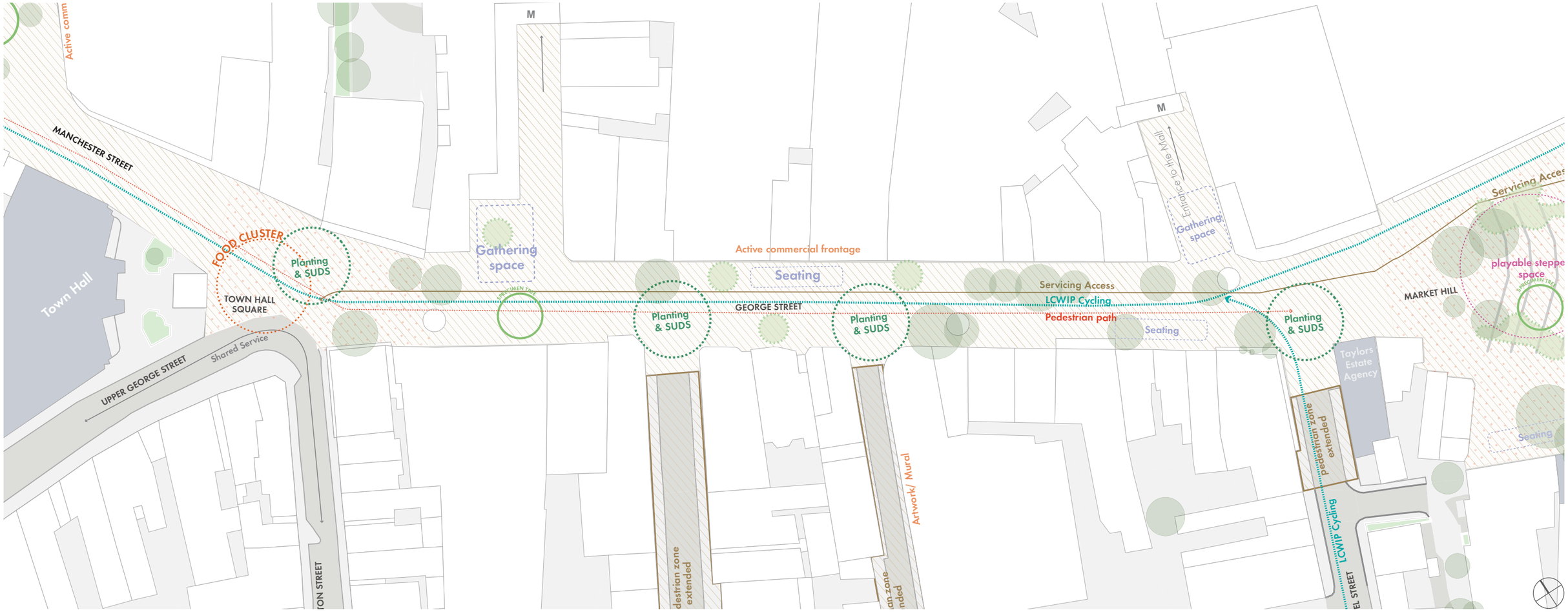
Commemoration of the 1919 Peace Day Riots and event at Luton Town Call. Image © LBC

Remembrance Day parade, 2023. Image © LBC

George Street Analysis

Issues:

- The appearance of George Street does not reflect the heritage and character of Luton and the Town Centre. The hexagonal paving appears dated and is inconsistent with recent paving upgrades.
- George Street lacks seating and spaces for people to dwell.
- The street has issues of anti-social behaviour and a poor perception of safety
- Due to the vehicular shared surface road configuration, Town Hall Square lacks a clear functionality.
- Significant utilities may restrict options to introduce greenery and SuDS.
- The central 'corridor' of the street (used for vehicular access and servicing) is relatively wide. Space could be rebalanced to enable space for other functions.
- The designated LCWIP cycling route along George Street can create conflicts between pedestrians and cyclists. The public realm design will need to manage this conflict and promote users dismounting or proceeding with caution along the street
- Some existing mature street trees are struggling to grow due to constrictive tree guards and tree grilles.



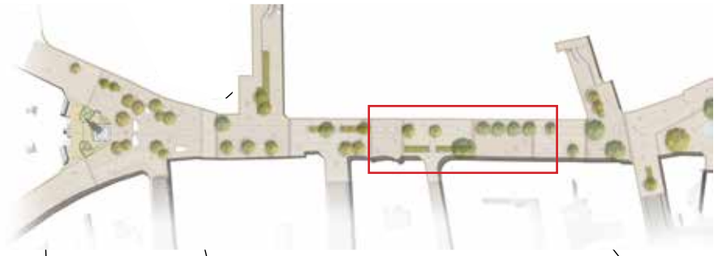
George Street Illustrative Plan

Key Moves:

- A new high-quality paving is applied along the length of George Street with weaves, patterns and tones relating back to the straw weaving heritage of Luton.
- Variations of these paving types are used to disrupt the linear nature of the street to create 'living room carpets' that define areas for seating, outdoor dining and other activities. Similarly, this paving variation is also used to emphasise entrances to the Mall along the street.
- Along building edges, a bespoke paving edge is incorporated to create a defined building threshold that emphasises the architectural qualities of certain buildings.
- Attractive new tree planting bolsters existing trees and helps to define pockets of bespoke seating clusters and promote outdoor dining along the street. This tree planting is also curated to mask some street frontages that negatively contribute towards the heritage street character.
- Rain gardens are introduced at the ends of connecting streets (George Street West, King Street & Wellington Street) to capture stormwater runoff and increase biodiversity along the street.
- Bespoke seating clusters, placed at intervals along the street, are introduced to increase dwell time. The seating is organised in configurations that accommodate different user groups. The proposed seats are robust with bespoke motifs/features relating to Luton's heritage and cultural diversity. These could be designed in collaboration with local community groups to reinforce a sense of community pride.
- In all instances the seating clusters are accompanied by 'living room' style street lights to deter anti-social behaviour after dark.
- In tandem, reconfigured street lighting and increased CCTV coverage aim to prioritise safety at night.
- A new 'food hub' is created around Town Hall Square with infrastructure to support food vans, markets and events. Seating and new trees to support this proposed activation.
- New cast-iron drainage gullies with bespoke artwork features help to bring visual interest and provide an opportunity to highlight Luton narratives.

1:2000 @A3

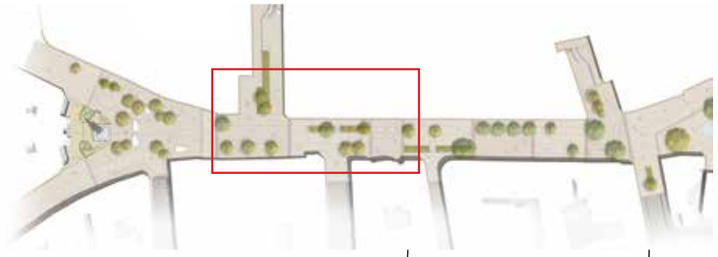
George Street Illustrative Plan



Rain garden
Bespoke seating cluster
Paving margin
Proposed tree
Cast Iron drainage channel
Vehicle loading zone
Seating composition
Existing trees
B - Urban living room carpet
D
A - Field
D
B - Urban living room carpet
D
Urban living room carpet
Rain garden
C
George Street West
Seat wall benches
Existing trees
Cast Iron drainage channel
Urban living room carpet
Carpet edge
Paving margin 300 x 900

1:200 @A3

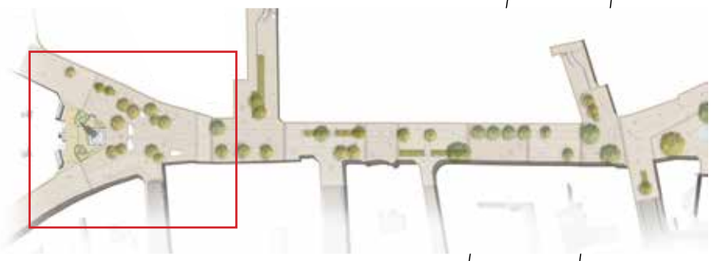
George Street Illustrative Plan



Existing tree
Access to Luton Mall
Cast iron drainage channel
Existing tree
Rain garden
Proposed tree
Seating composition
Urban living room carpet
Paving margin 300 x 900
C
C
B - Urban living room carpet
D
A - Field
D
B - Urban living room carpet
D
King Street

1:200 @A3

George Street Illustrative Plan



Rain Gardens

Servicing access route retained

Tree cluster

seating composition

Rising bollards to be retained

Food vans

1:200 @A3

Market Hill & Park Square

Context and Character

- Market Hill gets its name from the former Market House that used to be located on the site. In the past, Market Hill was an important location for shops, markets and trading activities, as can be seen in the pictures opposite.
- After the demolition of the original Market Hill buildings, a new corn exchange building was built in 1868. This was a beautiful and highly decorative building that showcased Luton's innovative use of brick in architecture. It stood in impressive contrast to Luton Town Hall, which was located at the opposite end of George Street. A decorative Ames Memorial Fountain was also situated in front of the building, marking the traditional market place before George Street was widened.
- Unfortunately, both structures were demolished around 1952, with only the lower base of the corn exchange remaining for a short time after. The current public space has little connection to this rich past and, although it can be lively during events, it lacks activities on an everyday basis. Poorly managed levels mean that the space has limited visibility and steep gradients around some sides.

Market House 1867

Market Hill in 1867 with the Market Hall on the right. The Market Hall was knocked down and the area redeveloped that year

New Corn Exchange c. 1870 (F. Thurston). c.1868

Looking west along George Street - a postcard from c.1900

Remains of the corn exchange in 1952

Existing amphitheatre in Market Hill

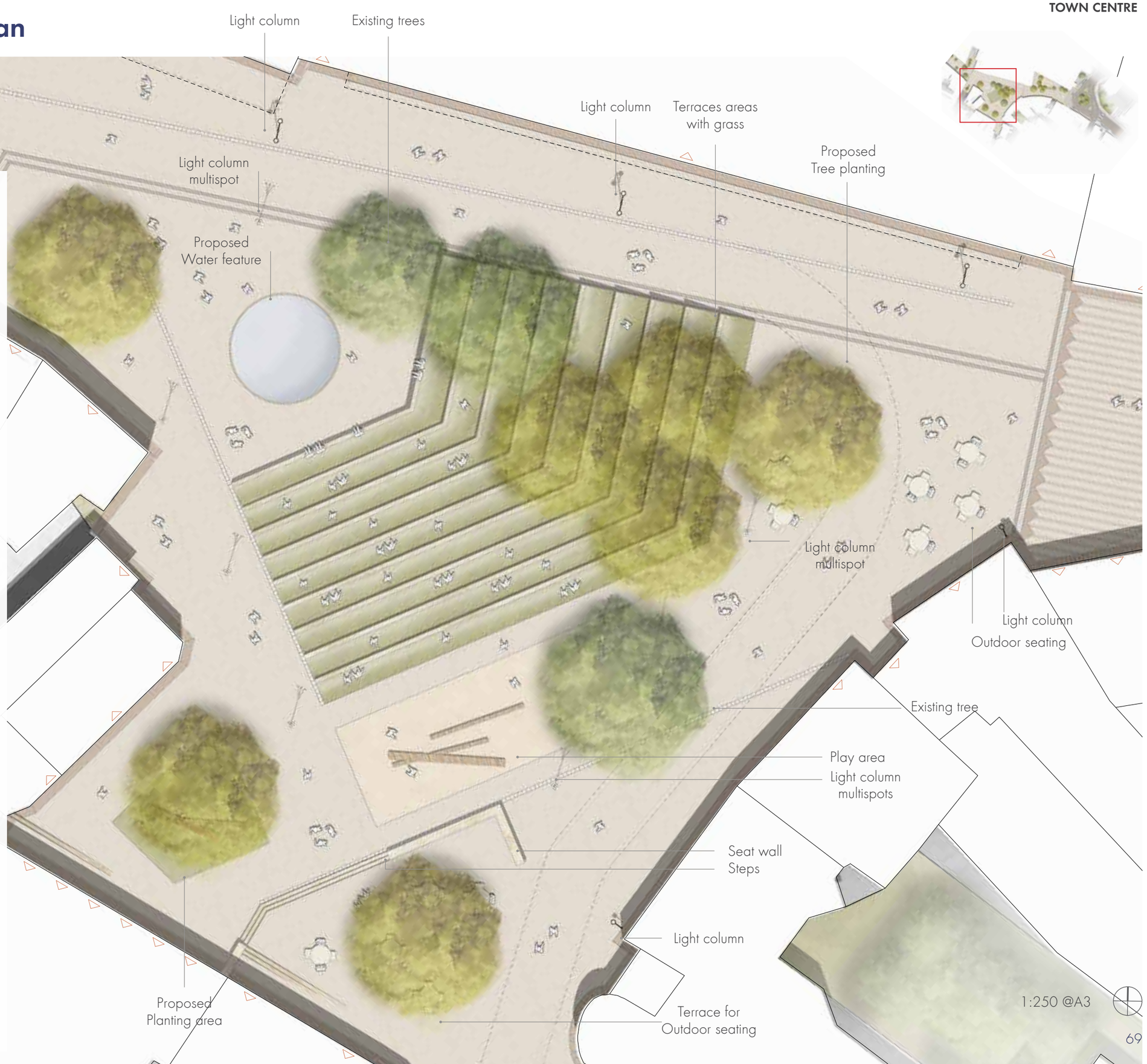
The Colour of Time, Revolution Arts (c) A Warchol 13. The space currently includes two power supply boxes set into the back walls of the amphitheatre.

Market Square & Park Square Analysis

Key Issues:

- Market hill contends with significant level changes, awkward relationships between upper and lower levels and a poorly overlooked central space.
- Existing trees are struggling to grow against the imposed street gradient and others, at the eastern edge of the space are struggling to grow due to potentially constrained below-ground planting conditions. Trees have already been previously removed for this reason.
- The cluster of trees to the south of Market Hill create a shady and poorly overlooked space that can encourage anti-social behaviour. There is also a notable lack of street lighting here. These trees have been identified as no longer viable due to disease and will need to be removed.
- The existing sloping nature of the Market Hill means that the space can be difficult to programme
- Servicing access from Castle Street to George Street divides the space. The gradient of this slope is also very steep which can make navigating the space difficult for some users.

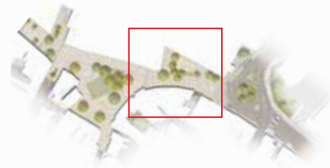
Market Hill Illustrative Plan



Key Moves:

- A new series of green, stepped terraces is proposed creating an events space that utilises existing levels to maximum possible effect. These terraces could integrate artwork and reference back to histories of the site.
- A new water feature provides opportunities for informal play and references back to the former Ames fountain around this location.
- At an upper level, a new playspace is proposed enabling the space to be activated on an everyday basis. The space could be designed in collaboration with local communities to reinforce a sense of civic pride.
- Greenery is significantly increased with new tree planting, green terraces and a rain garden.
- The space is repaved with high-quality materials using a design language redolent of woven straw, coordinated with George Street proposals.
- Servicing access is reconfigured to create a more unified and functional central landscape.
- A new comprehensive lighting scheme enables the space to be activated at night and resolves issues of dark corners.
- Ample space for outdoor pub seating is retained with a new terrace adjacent to the Red Lion pub.
- Unhealthy trees are removed to the south of the space and replaced with a smaller number of high-quality trees that do not overshadow this corner.

Park Square Illustrative Plan



Key Moves:

- The space is considered as an extension of George Street and Market Hill and uses the same design language to define a 'living room carpet' around this area with a 'woven' paving pattern.
- The existing level difference here is retained with a rain garden and seat wall framing a new play space.
- This new playspace could serve a complimentary function to the play proposed for Market Hill and could be designed in collaboration with local communities to understand different user needs.
- Greenery is significantly increased with new tree planting and a rain garden framing the playground and seat wall. The rain garden aims to remove the need for guard railings around this space.
- A cluster of bespoke seating is introduced beneath existing and new trees, with low level 'living room' light to illuminate it. In tandem revised lighting and CCTV enables safety to be maintained.
- The clock sculpture formerly located in Market Hill is relocated near to Park Street where it's function may be more valuable and it can serve as a threshold marker to the street.

Proposed tree Planting
Proposed remodel steps
Proposed remodel ramp
Specimen tree
Rain garden
Play area
Seating terrace And seat wall
Steps
Existing tree
Proposed tree with seating cluster beneath
Existing tree
Light column
Light column
Light column
Relocated clock

1:250 @A3

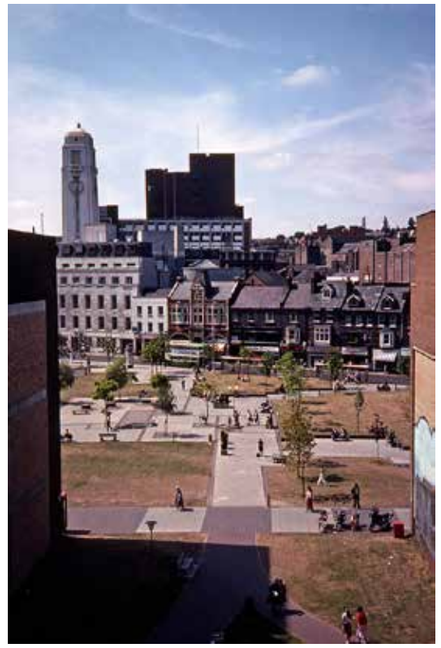
St George's Square

Context and Character

- Once a row of shops and small buildings facing onto Manchester Street and New Bedford Road, St George's Square was formed in the around the 1960s and 70s when the town underwent significant demolition to make way for the Arndale Centre (now the Luton Mall).
- In 2008 current design for St George's Square was revealed featuring a large hard landscaped space and a lawn space framed by two sets of stepped seating areas. Around the space three rows of trees with lighting and seating beneath were created with the intention for there to be clear an unobstructed sightlines across the entire space. The large mast light intended to illuminate the entire central space.
- The scale of St George's square is vast creating a place to gather for large scale events, such as Luton Carnival. Yet it is a space that is difficult to inhabit on an everyday basis.

Large areas of the Town Centre were demolished in the late 60s and 70s to make way for the Arndale Centre (Luton Mall).

The Luton Library opened in 1962. The photo here shows a mural on the eastern flank wall



View of the former St George's Square before it's redesign in the early 2000s.

Trees on the western edge of the square

Playable water jets fountain in St George's Square

St George's Square was designed to regularly host large-scale events including the Luton Carnival, but can feel empty when events are not taking place.

St George's Square

Key Issues:

- The grand scale of St George's Square means that on an everyday basis, when not activated by events, the space feels empty and underutilised.
- Seating is only provided around the edges of the space meaning the centre of St George's Square is uninhabited. This design move also means that users can feel overly-observed when using lawn spaces.
- Space to the north-eastern corner of St George's Square is poorly overlooked, disjointed from the main space and lacks a clear function.
- Connections between Manchester Street and Library Road/Guildford Street could be more legible to support efforts to open up the River Lea.
- The existing bus bay configuration on Manchester Street/New Bedford Road creates pinch points for pedestrian movement around The Galaxy.
- The small green space north of St George's Square lacks purpose and is poorly overlooked due to the blank gable walls facing onto the space.
- Some of the existing rows of trees bounding George Square have been identified as being in poor health. This is potentially due to constrictive tree grilles and close spacing of tree planting.

St George's Square

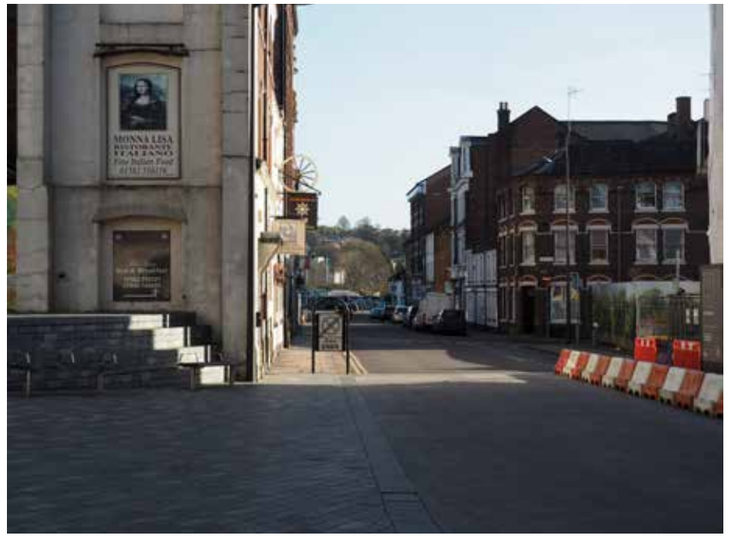
Key Moves:

- The space is significantly softened with new trees, low level planting and lawns providing a usable green open space for the Town Centre. Seat wall benches interspersed throughout the plan enable people to inhabit different parts of the square.
- Existing Trees framing the space are retained and put into soft landscaping to address growth issues that have started to occur for some existing trees.
- Lawn spaces provide a play to relax, socialise and dwell but also the flexibility to still host large-scale events and activities within the space.
- The key desire line between New Bedford Road and The Mall is retained with a secondary route drawing people north towards Library Road and the proposed playspace. Other routes through the space are more informal, allowing people to walk between planting and engage with nature.
- A new destination playground activates the north-east corner of the space to bring activation and improve safety around this area. This destination playground is supplemented by smaller spaces for children of different ages and abilities. A significant new sport/recreation space is proposed between the Thistle Hotel and Library with space for older children to play and inhabit.
- To strengthen north-south connections, Bridge Street is made greener, continuing the line of existing trees from the square.
- A new lighting scheme and CCTV cameras allow the space to be used after dark and aims to ensure safety for all users.
- Wherever possible, the design retains useful existing features including power supply and the existing water jets feature.

Bute Street & Guildford Street

Context and Character

- Located between Luton Station and George Street, Bute Street and its connecting Guildford Street form a key route as part of the arrival into the town centre from the station. However in its current state, Bute Street does not present itself as an inviting entrance to the city.
- The two streets are vast and heavily paved areas, bare of much street furniture or planting. A road running between the connection point of the two streets creates uncertainty between pedestrian and vehicular access.
- Making Bute Street a vibrant entrance point to the city is a key priority for this area.
- The intersection of Bute Street and Guildford Street is home to a cluster of listed buildings from the late 1800s to early 1900s. These impressive brick buildings, were designed in a neo-Jacobean style and include stone dressing and Welsh slate roofs. They reflect Luton's hat making history. The cluster includes three Grade II listed hat factories.
- Bute Street is home to the Hat Factory Arts Centre, a space for theatre, exhibitions, film and music. The buildings use provides an opportunity for Luton's burgeoning affiliation with culture and young people while reflecting the cities cultural ties. A stage like platform tucked opposite the Hat Factory on Bute Street.



View of Guilford Street looking east from Bute Street

Luton Pride


50 Guildford Street - Grade II Listed


The recently completed Hat Gardens


Bute Street and Guilford Street intersection

Bute Street & Guildford Analysis

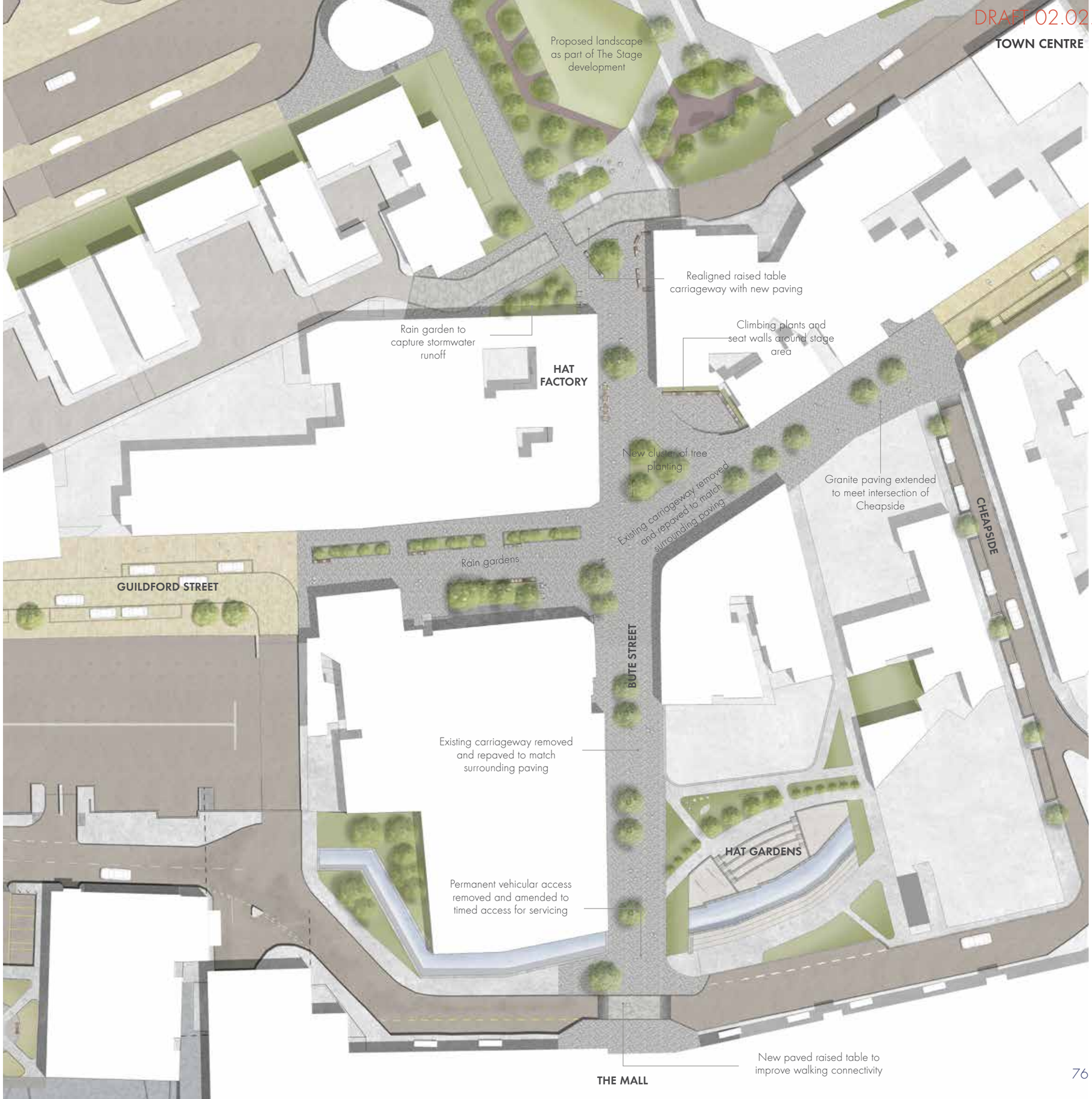
Key Issues:

- Bute Street and Guildford Street have large expanses of granite paving which can feel monotonous and overly 'hard'
- The existing space on Bute Street and space in front of Cheviot House can feel empty and underutilised when in use for events and activities.
- Legibility between the Mall and Luton station could be clearer. The mismatch between the southern end of Bute Street and the north can be confusing for navigation and wayfinding.
- The existing shared surface vehicular access at the intersection of Bute Street and Guildford Street can be confusing and creates conflict between pedestrians and vehicles when vehicles do not proceed with caution.
- The southern end of Bute Street has relatively narrow footways for the level of pedestrian and cyclist movement and is inconsistent in character and quality to the northern portion of the street.
- Guildford Street needs to be a better walking and cycling connection, particularly as a future link between the Hat District and Power Court.

Bute Street & Guildford Street Illustrative Plan

Key Moves:

- In coordination with proposed landscaping for The Stage development, the access road to the north of Bute Street is rationalised and simplified to make the route more legible for pedestrians. This realignment enables more space for trees and planting.
- A new cluster of trees and seating is proposed to break down the scale of the space at the intersection of Bute Street and Guildford Street and provide functionality to the space on an everyday basis.
- To create a pedestrian-priority environment, vehicular access is removed between Silver Street and Cheapside with bollards to restrict vehicle servicing access during peak hours. This aims to also bolster the potential for Hat Gardens to host large events.
- New Trees are proposed along the southern end of Bute Street with the entire street repaved to match the existing silver-grey granite used to the north of the street.
- A new raised table between Bute Street and The Mall helps to reinforce pedestrian connectivity.
- A new row of climbing plants and seat walls is proposed around the raised 'stage' area to enable people to sit in this sunny, south facing spot.
- Rain gardens with integrated play and seating are proposed along Guildford Street, helping to break up the expanse of paving and provide some softening of the space.
- New lighting and infrastructure supports functionality of the space on an everyday basis, while also supporting event programming within the district.



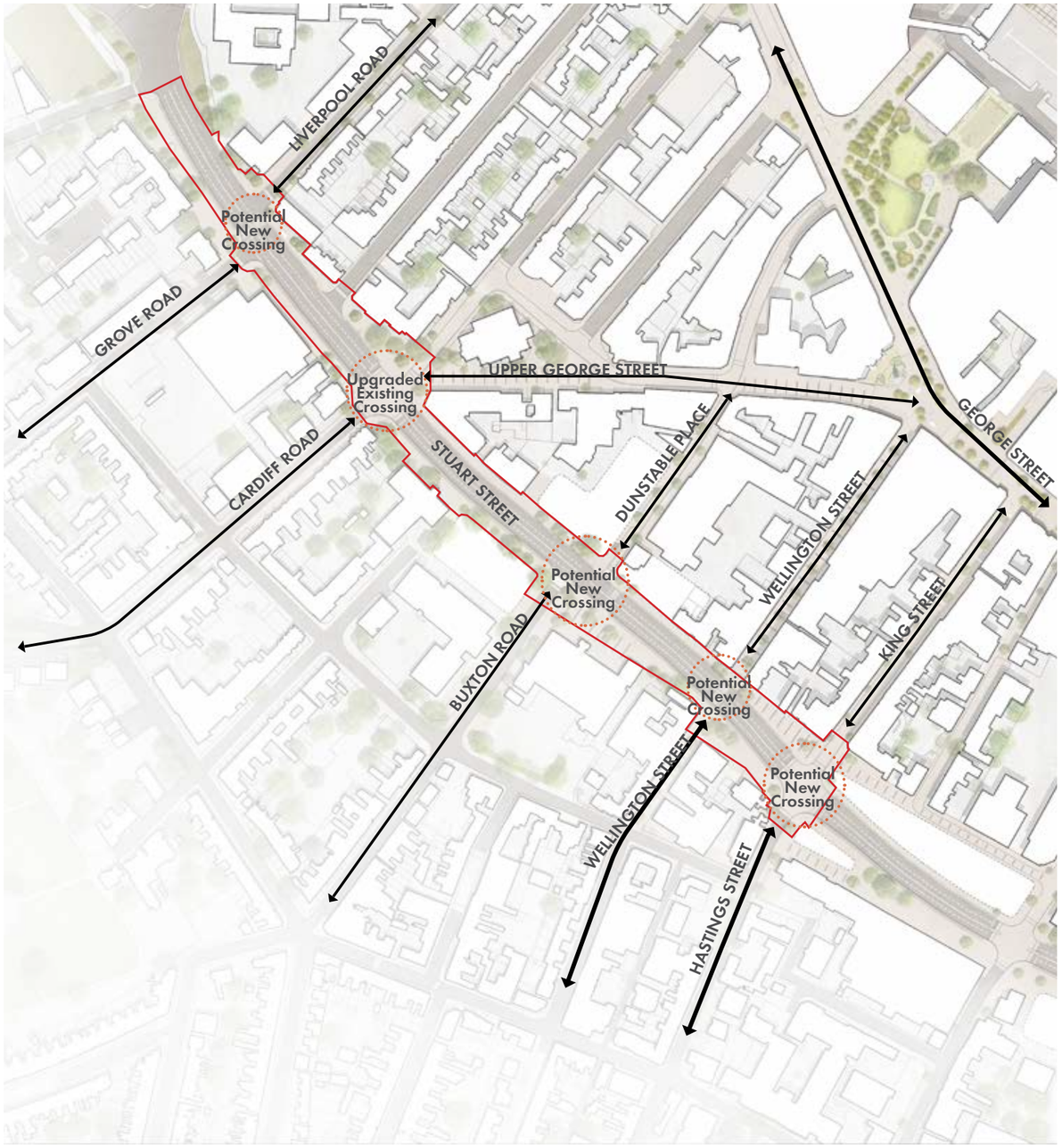
Stuart Street

Key Issues:

- The populations living close to the Town Centre face obstacles to enabling these residents to walk or cycle easily into the Town Centre. In particular, there is a lack of pedestrian crossing at grade.
- Existing underpasses can feel unsafe at night.
- The public realm along Stuart Street lacks greenery along most of its length.
- The ring road could better support active travel through dedicated bus and cycle infrastructure.
- The road has very poor air quality and noise issues.
- Many buildings on the southern edge of the street at set back from the street with relatively blank/inactive frontages. As such safety and overlooking can be an issue.

Key Moves:

- A number of new pedestrian crossings are proposed at grade to increase connectivity across the ring road for active travel.
- Existing crossings are upgraded with raised tables with simplified crossing configurations to avoid pedestrians waiting to cross each side of the street.
- Trees, rain gardens and improvements are suggested to improve the streetscape experience and mitigate poor air quality.
- A segregated cycle infrastructure on either side of the street is proposed with space gained from narrowing lane widths. This, in turn, is intended to help naturally slow vehicle speeds.



Stuart Street Illustrative Plan

Inkerman Street

Potential Upper George St Upgrades

DUNSTABLE ROAD

Tree planting clusters

Cycle Lane upgrades

Junction Improvements

Proposed new crossings

Side Street junction improvements

CARDIFF ROAD

BUXTON ROAD

7 DESIGN MANUAL

7.1 Overview

Purpose of the Design Manual

Working in tandem with the public realm strategies and work set out earlier in this document, the primary purpose of the Design Manual chapter is to:

- Provide recommended approaches to future public realm improvements, include publicly funded public realm and public realm delivered as part of new development.
- Promote high-quality design that is durable, sustainable, accessible and inclusive.
- Ensure a cohesive future public realm that is responsive to Luton's unique character and that aligns to the public realm vision for Luton.

The Design Manual is broken down into the following sections:

Street Typologies:
Illustration of streetscape design approaches responding to typical conditions across the borough.

Cycling, crossings & junctions:
Strategic approaches to support walking, cycling and wheeling in the design of the public realm.

Surface Materials:
Sets out a proposed approach to materials, a palette of materials to be applied to different streetscape conditions, and key considerations for other surface material components.

Street furniture:
Sets out a proposed approach to materials, a suite of street furniture to be applied to different streetscape conditions and areas of Luton, and key considerations for the choice and placement of street furniture.

Lighting:
Advice and principles for approaching lighting within the public realm. The section sets out a proposed apparatus for lighting, and key considerations for the choice and placement of lighting.

Soft Landscape:
Provides recommended approaches to soft landscaping in the public realm including tree planting and sustainable drainage. The section also outlines proposed baseline planting palettes for trees and rain gardens.

7.2 Public Realm typologies

Overview

The following section captures typical street 'typologies' which have been defined following desk-based and on-site urban research. Each typology is accompanied by an illustration of a 'typical' street condition. This illustration is intended to demonstrates ways that the public realm aspirations, set out earlier in this document, and public realm components - set out after this section - might be achieved within a typical streetscape.

When undertaking any streetscape projects it is recommended that designers undertake throughout analysis to understand the functional requirements and relevant typologies of any streetscape projects before commencement. It is recommended that designers undertake a Link/Place analysis in the first instance to gain insights into place typologies.

Feeder Route
e.g. Chapel Street

Town Street
e.g. Biscot Road

Retail parade
e.g. Birdsfoot Lane

High Street
e.g. Marsh Road

Urban Terrace
e.g. Malvern Road

Suburban Terrace
e.g. Somerset Avenue

School Street
e.g. West Hill Road

Distributor Road
e.g. New Bedford Road

A component-based approach

Given the extensive number of streets across Luton, it is not possible, nor advisable, to upgrade every street to the highest possible specification, following the guidance set out overleaf.

Instead, the designers must consider the priorities for each street, particularly where the street forms part of an active travel, greenery or stormwater flow corridor.

Balancing these needs, designers should consider the 'must-haves' for different streets, assessing the use of different public realm componentry.

The images below sets out the 6 major components to consider within the public realm. Further guidance for each topic is set out later in this chapter.

Example of a Urban Terraced street typology, where the priority has been to upgrade the material condition and planting around street junctions

Example of a Urban Terraced street typology that may form part of a key walking/cycling route and may therefore justify a higher level of public realm investment

PAVING

High quality paving in Alrtincham Town Centre

GREENERY

Trees and low level planting

SUDS

Rain gardens along a residential street

STREET FURNITURE

Cyclehoop cycle locker

JUNCTIONS

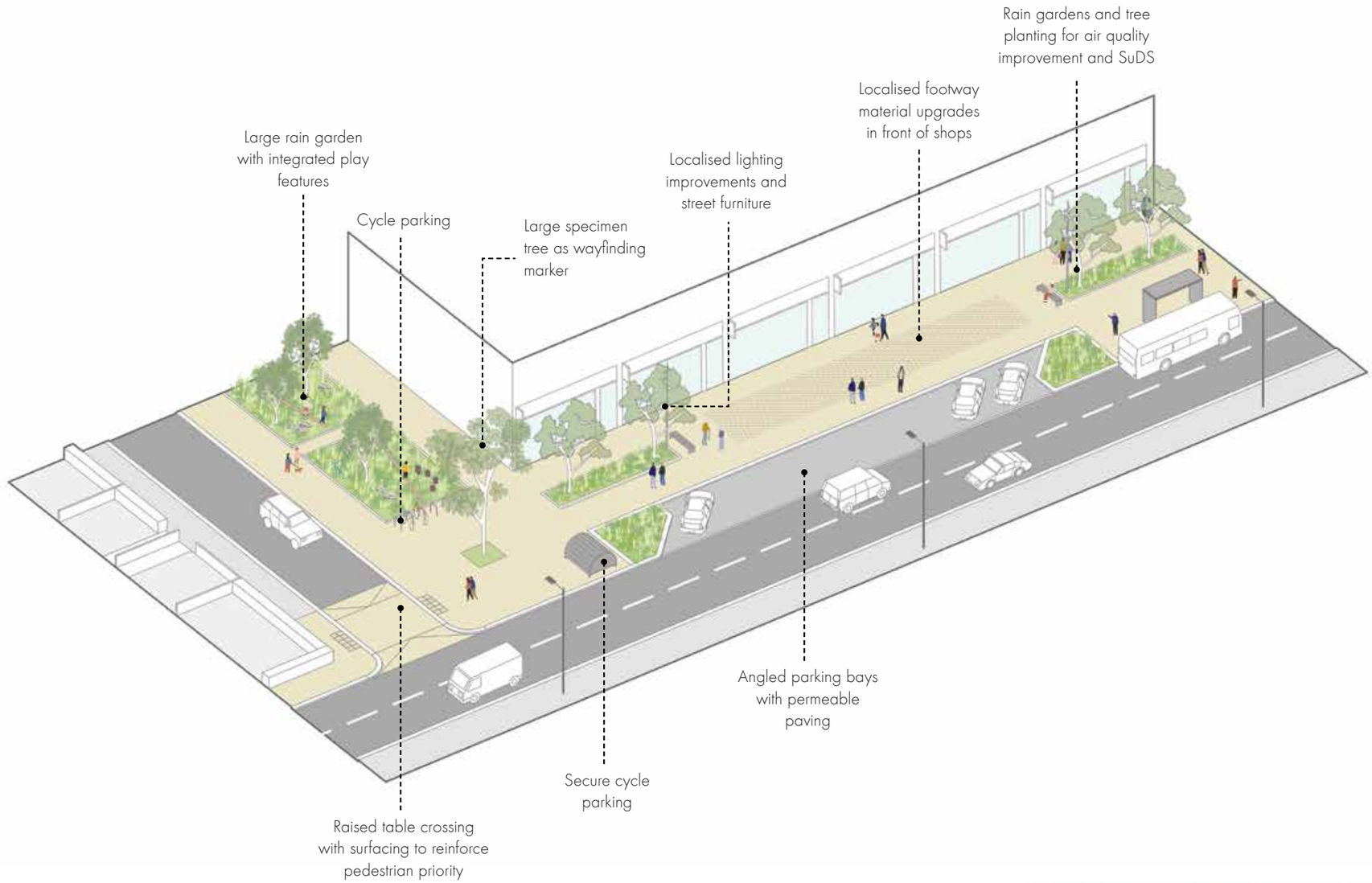
Courtesy crossing paved junction

STREET LAYOUT

A street with footways, parking, carriageway, rain gardens and cycle lane

Retail Parade

*Text to be added in final draft



Example: Birdsfoot Lane © Google Maps

Retail Parade: Wider Luton

STREETSCAPE
Localised footway paving upgrades with accents highlight the shop entrances.

STREET FURNITURE
Upgraded street furniture positioned alongside urban greening

PAVING
Upgraded paving marking the retail parade

TRANSPORT
Existing angled parking area upgraded to permeable paving

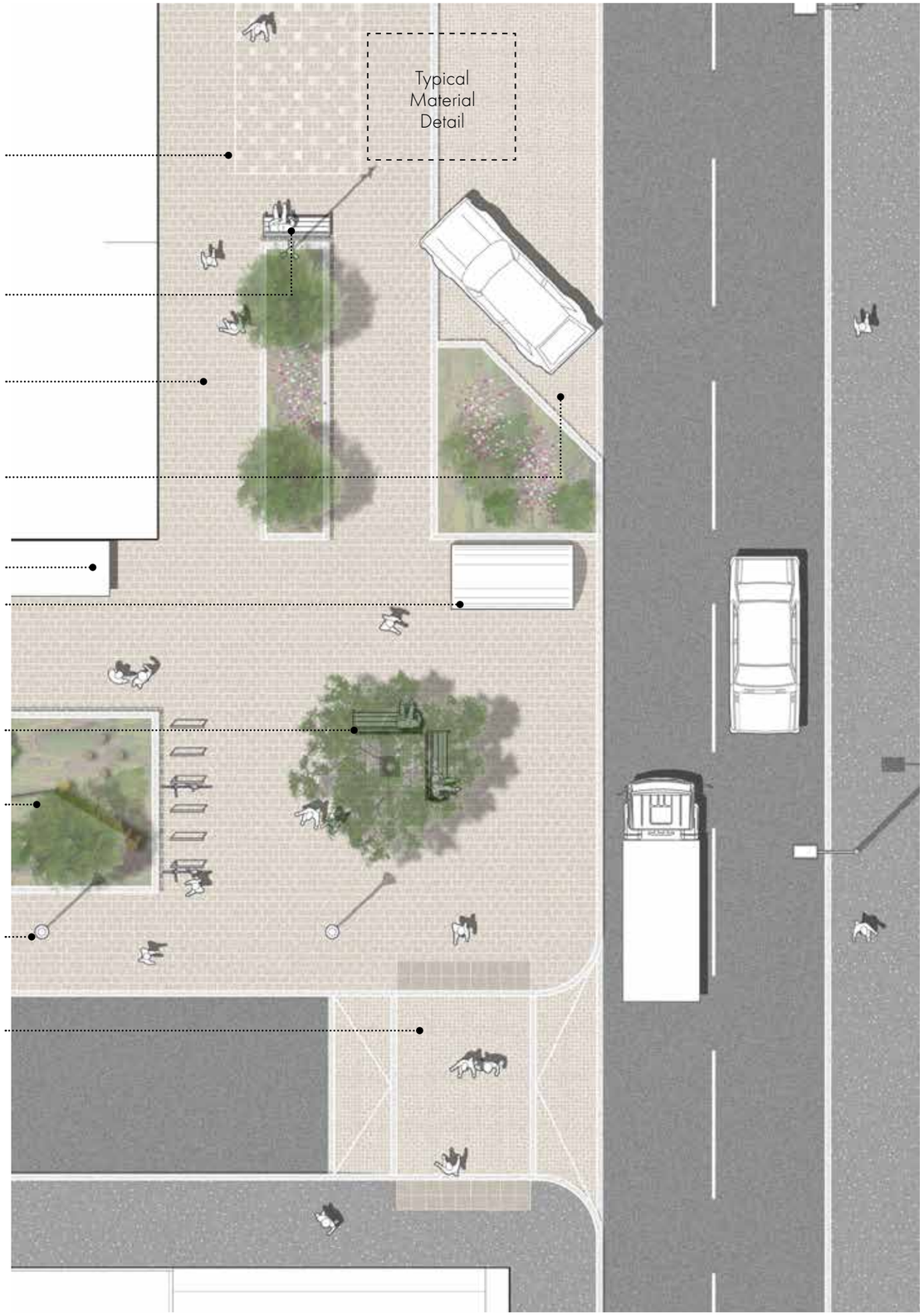
REFUSE/CYCLE
Consolidated refuse store for adjacent retail. Visible and secure cycle storage facilities to promote active travel

PLANTING
Large specimen tree acts as a wayfinding marker

Climate resilient SuDS, interspersed with woodland play, prioritising community needs

LIGHTING
Localised lighting improvements providing safe, engaging space

ACCESSIBILITY
Raised table crossing with surfacing reinforces pedestrian priority



Typical Street Material Detail

FOOTWAY

Material:	Concrete Paver
Colour:	Buff/ Natural
Size(mm):	600x450, 450x450
Finish:	Textured
Bond:	Ashlar

RAISED TABLE/ PARKING

Material:	Concrete Block Paver
Colour:	Straw/ Natural
Size(mm):	200x100
Finish:	Textured
Bond:	Herringbone Weave

CARRIAGEWAY

Material:	Bitmac/ Asphalt to LBC Highways standard

KERBS AND EDGES

Material:	British Standard concrete kerb
Colour:	Natural
Size(mm):	125x914
Finish:	Unpolished

FOOTWAY

Material:	Granite Pavers
Colour:	Grey with Pink-red granite inserts
Size(mm):	600x450, 125x100
Finish:	Hammered & Blasted
Bond:	Hopscotch

School Street

Context

School Streets are residential urban or suburban conditions with schools embedded within the urban fabric. School Streets are an initiative currently being trialled and rolled out across the borough,

Quality and Character

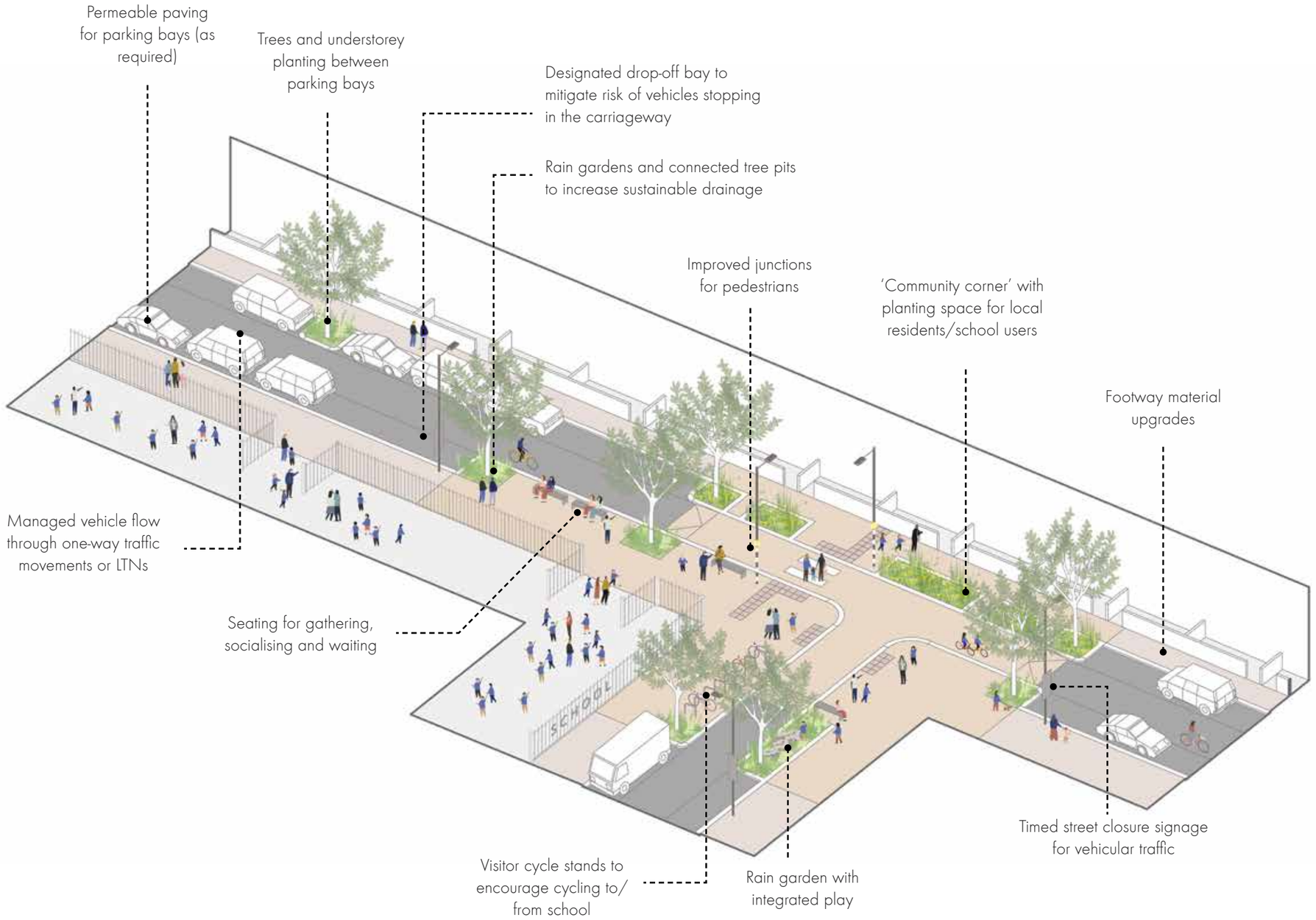
- Unlike other typologies, school streets should retain a level of consistency in their character and function, with high-quality public realm being paramount to creating a safe and comfortable school street environment

Sustainable and attractive environment

- Planting that improves air quality through carbon sequestration and pollutant filtration should be prioritised for school streets.
- The location and integration of planting should also help to improve microclimate and enhance biodiversity around schools.
- Street designs must seek to retrofit streetscapes with SuDS features including permeable paving, rain gardens and connected tree pits.

Accessibility and active travel

- School streets must be designed to restrict traffic during school hours and manage residential vehicle parking, to prioritise school children walking and cycling to school. Designs should ensure parking needs are balanced with school street needs.
- Similarly, street designs should look to create safe cycling and walking links to and from schools through, for example, speed tables, modal filters and LTN designations and pedestrian crossings.
- Street furniture provision should be designed to consider school needs. E.g. seating at waiting areas for parents and cycle racks for visitors.
- Like other residential streets, designs should review opportunities to create 'community corners' at street junctions with community gardens, play and street furniture.
- Lighting must create a safe night-time environment but must also consider light spill.



Example: West Hill Road © Google Maps

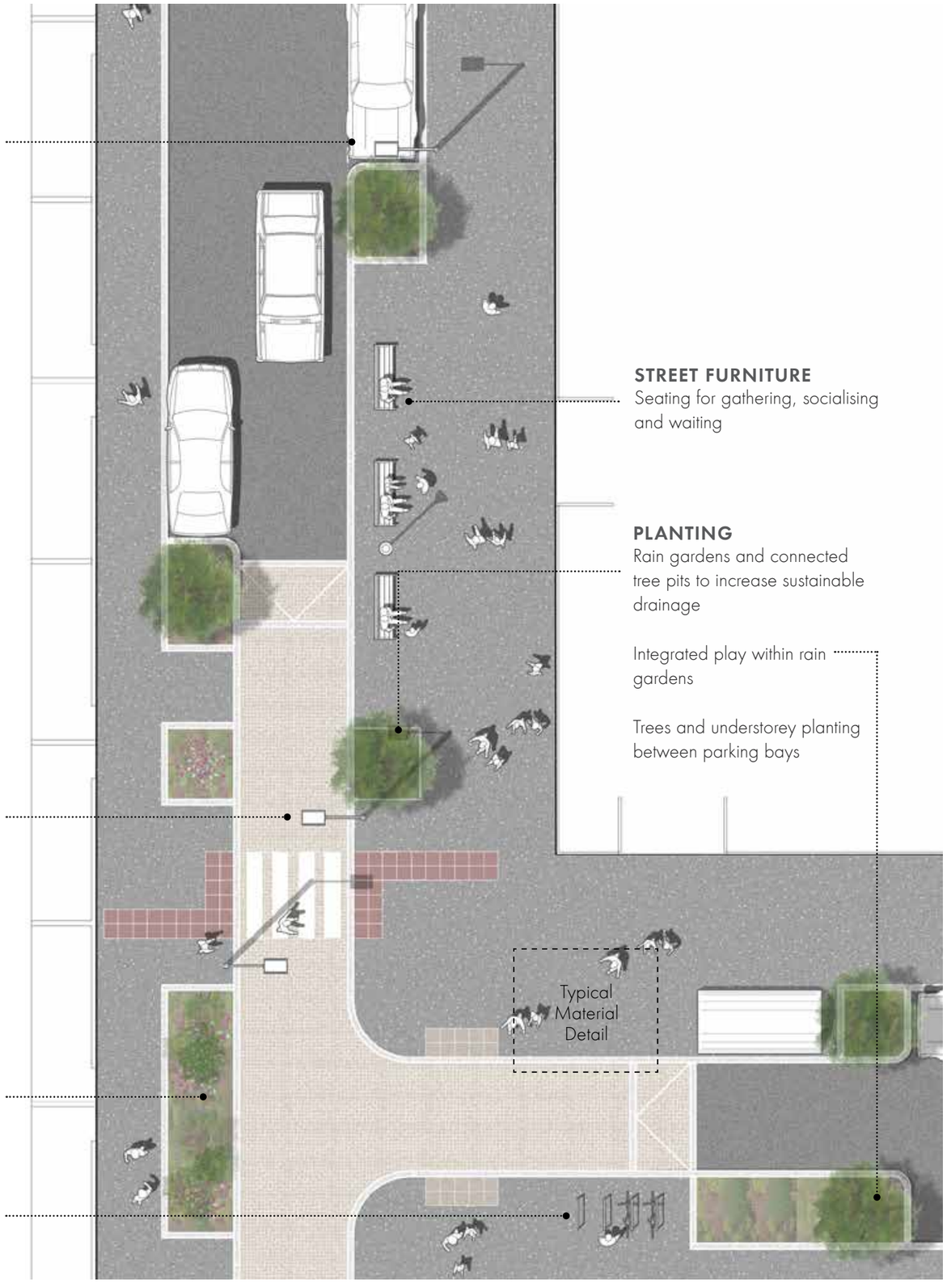
School Street: Wider Luton

Zoom Plan

TRANSPORT
Designated drop-off bay to mitigate risk of vehicles stopping in the carriageway

Timed street closure signage for vehicular traffic

Managed vehicle flow through one-way traffic movements or LTNs



STREET FURNITURE
Seating for gathering, socialising and waiting

PLANTING
Rain gardens and connected tree pits to increase sustainable drainage

Integrated play within rain gardens

Trees and understorey planting between parking bays

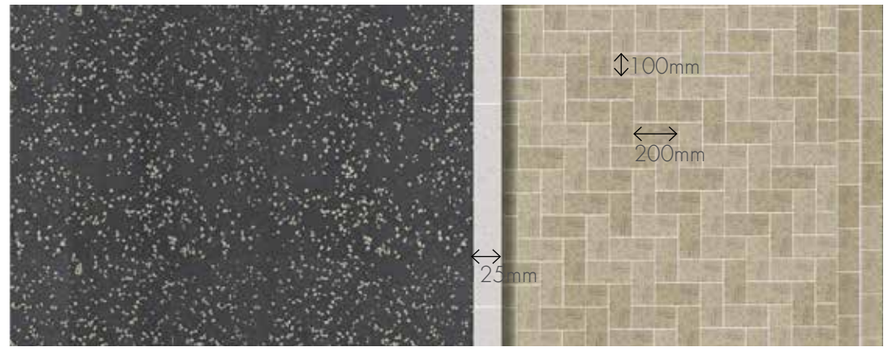
LIGHTING
Improved lighting around the controlled crossing

Standard street lighting positioned at regular intervals

STREETSCAPE
'Community corner' with planting space for local residents/school users

ACCESSIBILITY
Visitor cycle stands adjacent secure cycle locker to encourage active travel

Typical Street Material Detail



FOOTWAY

Material:	Asphalt with limestone chippings to LBC Highways standard

CARRIAGEWAY

Material:	Bitmac/Asphalt to LBC Highways standard

RAISED TABLE ONLY

Material:	Concrete Block Paver
Colour:	Straw/ Natural
Size(mm):	200x100
Finish:	Textured
Bond:	Herringbone Weave

KERBS AND EDGES

Material:	British Standard concrete kerb
Colour:	Natural
Size(mm):	125x914
Finish:	Textured

School Street: Victorian Core

TRANSPORT
Designated drop-off bay to mitigate risk of vehicles stopping in the carriageway

Timed street closure signage for vehicular traffic

Managed vehicle flow through one-way traffic movements or LTNs

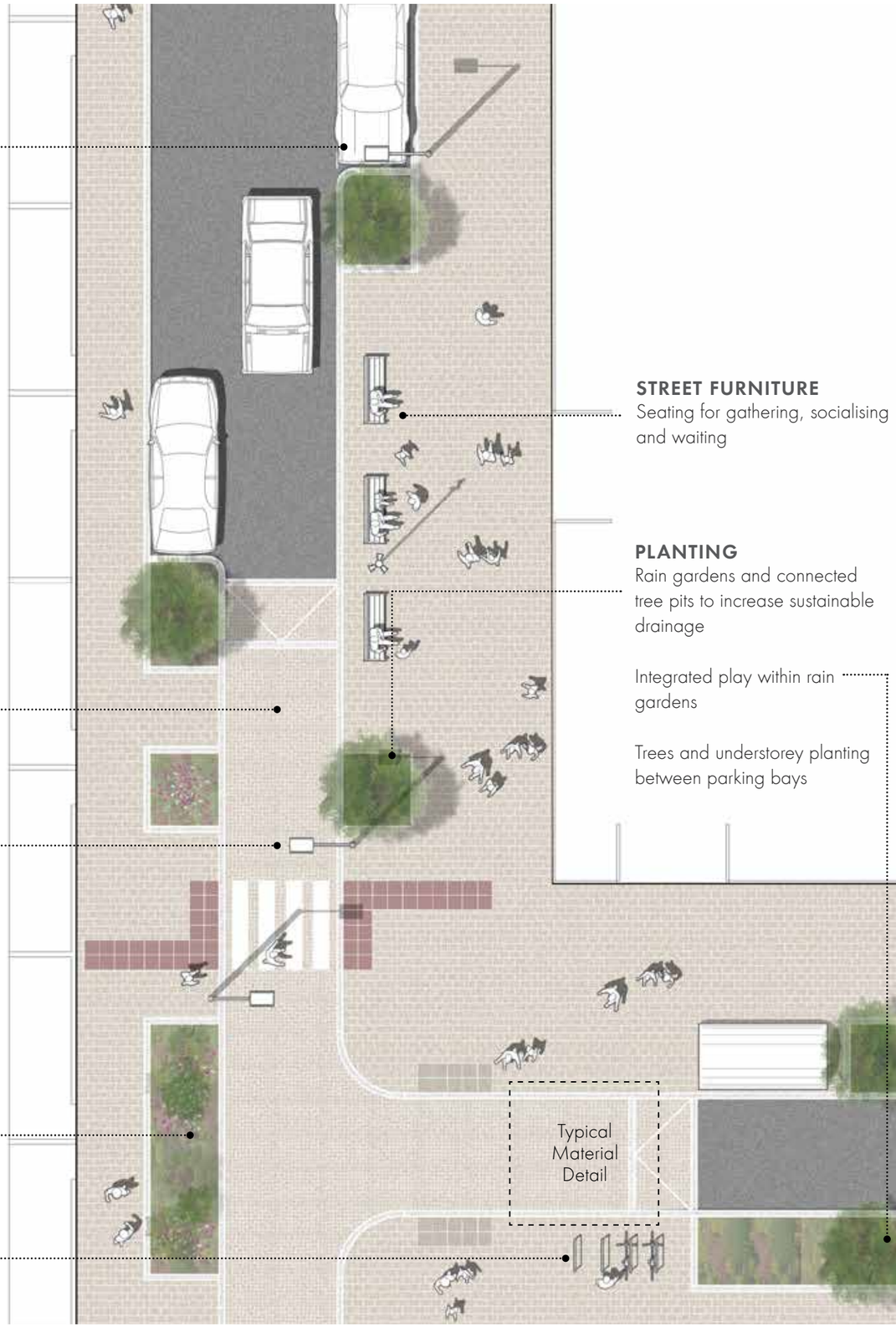
PAVING
Improved junction for pedestrians supported by footway material upgrades

LIGHTING
Improved lighting around the controlled crossing and school drop off area

Standard street lighting positioned at regular intervals.

STREETSCAPE
'Community corner' with planting space for local residents/school users

ACCESSIBILITY
Visitor cycle stands adjacent secure cycle locker to encourage active travel



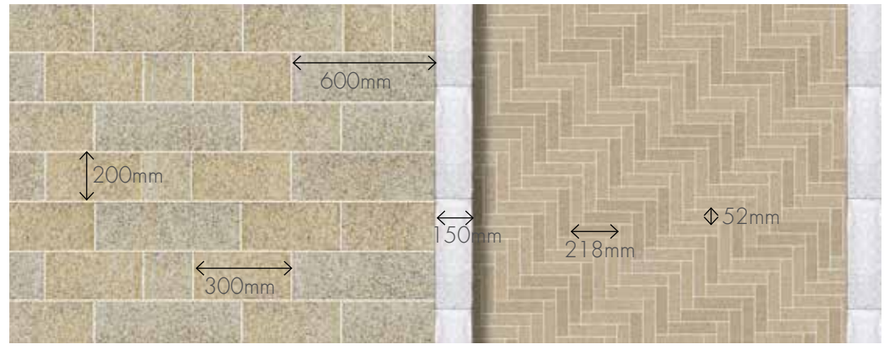
STREET FURNITURE
Seating for gathering, socialising and waiting

PLANTING
Rain gardens and connected tree pits to increase sustainable drainage

Integrated play within rain gardens

Trees and understorey planting between parking bays

Typical Street Material Detail



Footway

Material:	Premium Concrete Paver
Colour:	Buff/ Natural
Size(mm):	200x200/ 300x200/600x200
Finish:	Textured
Bond:	Ashlar

*Asphalt with chippings for Standard footway

RAISED TABLE ONLY

Material:	Clay Paver
Colour:	Straw/ Natural
Size(mm):	218x52
Finish:	Tumbled, unsanded
Bond:	Herringbone Weave

CARRIAGEWAY

Material:	Bitmac/Asphalt to LBC Highways standard

KERBS AND EDGES

Material:	Granite
Colour:	Natural
Size(mm):	150x450
Finish:	Hammered

Urban Terrace

Context

Residential urban streets and typically dense areas of terraced urban housing with low traffic movements and residential on-street parking. Given their extensive number, designers should consider prioritisation of interventions to deliver the greatest possible positive impacts.

Quality and Character

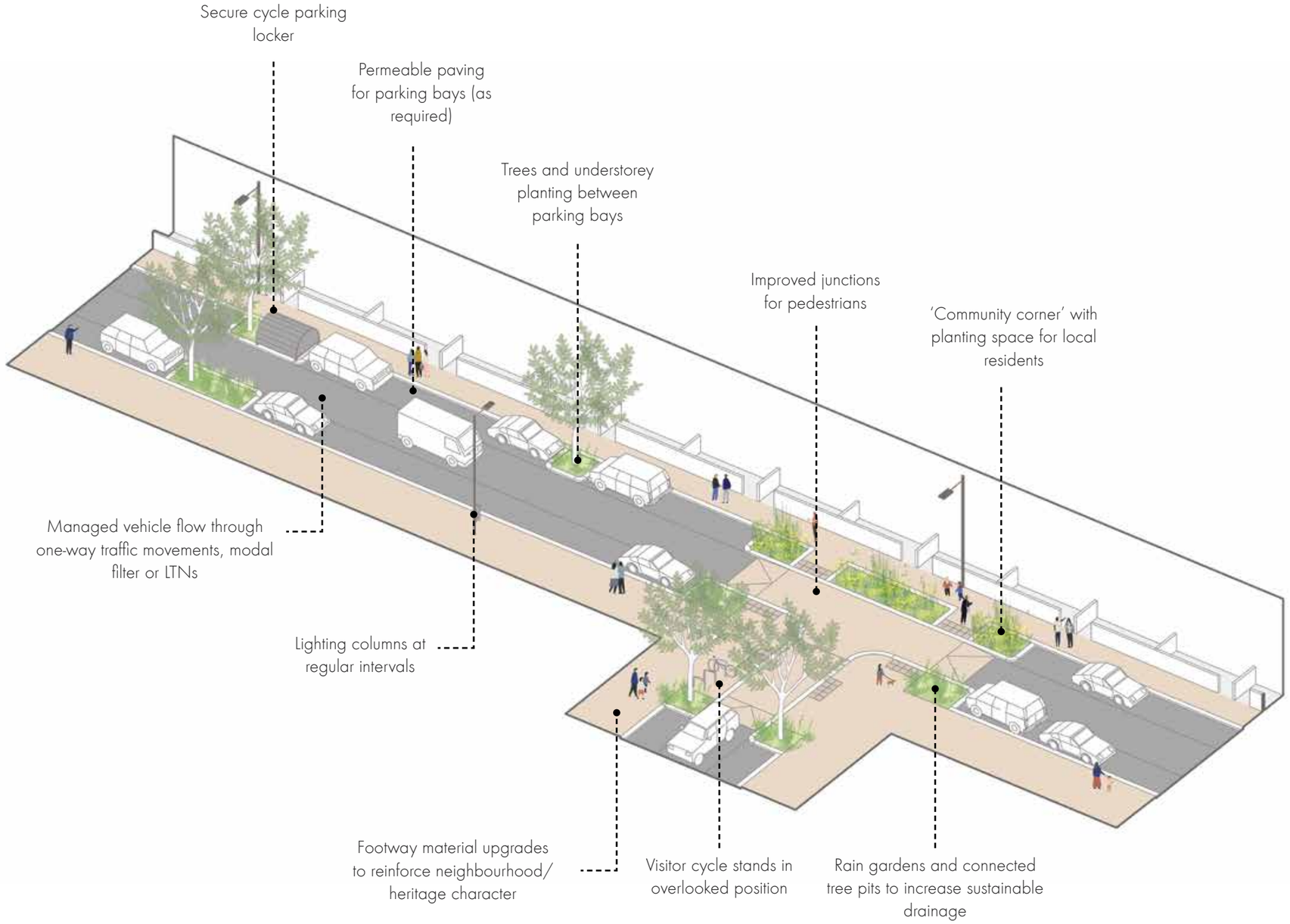
- Given the extensive number of Residential Urban streets within the borough, street designs should aim to use simple, functional and durable components within the public realm.
- Planting and tree species could also be curated to define difference between neighbourhoods or key connecting streets.

Sustainable and attractive environment

- Planting should be used to reduce urban heat island effect, support biodiversity and mitigate overheating risk for adjacent properties. East-west running streets may benefit the most from shading through street trees.
- Planting should also be interspersed between on-street parking to mitigate their visual impact and provide breaks in parking for pedestrian movement. The extent of this will need to be balanced with parking requirements.
- Planting (e.g. apple trees)could also provide foraging opportunities for residents.
- Street designs should seek to retrofit streetscapes with SuDS features including permeable paving, rain gardens and connected tree pits. Routes identified as stormwater flow paths must integrate these as a high priority.

Accessibility and active travel

- Designs should explore opportunities to create 'community corners' at street junctions with community gardens, play and street furniture.
- For narrow streets suffering pavement parking issues, designers should consider rationalising traffic movements e.g. through one-way systems.
- Streetscape designs must ensure that sufficient width is provided for footways. For narrow streets suffering pavement parking issues, designers should consider rationalising traffic movements e.g. through one-way systems. This is critical for identified active travel routes
- Lighting must create a safe night-time environment and should consider light spill on adjacent properties
- Secure residents and visitor cycle parking facilities should be provided on-street through cycle lockers.

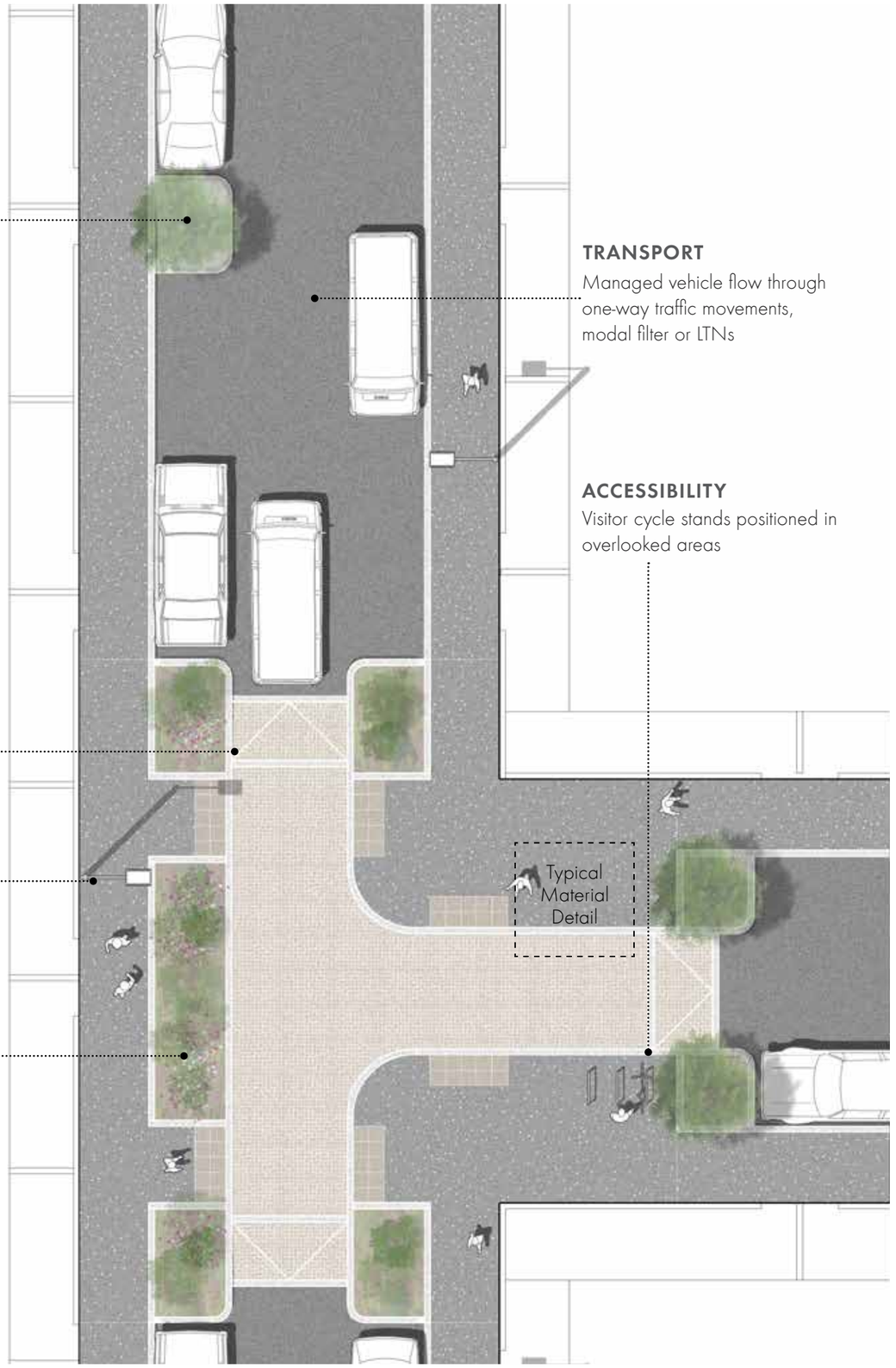


Example: Malvern Road © Google Maps

Urban Terrace: Wider Luton

PLANTING
Trees and understorey planting between parking bays

Rain gardens and connected tree pits to increase sustainable drainage



TRANSPORT
Managed vehicle flow through one-way traffic movements, modal filter or LTNs

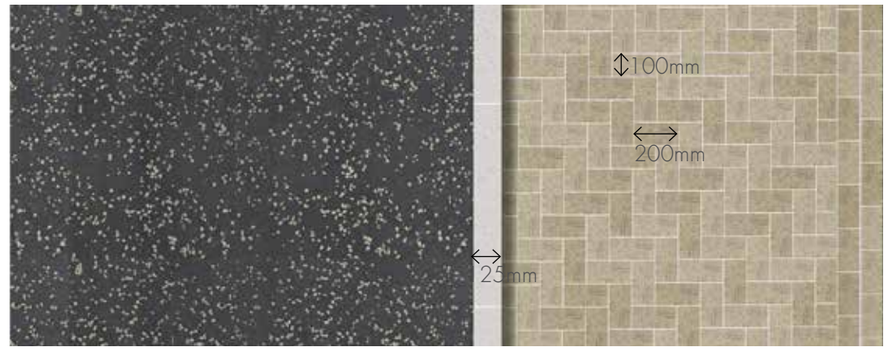
ACCESSIBILITY
Visitor cycle stands positioned in overlooked areas

PAVING
Paved raised table crossings to mark pedestrian priority

LIGHTING
Street lighting positioned at regular intervals.

STREETSCAPE
'Community corner' with planting space for local residents
Improved junction for pedestrians

Typical Street Material Detail



FOOTWAY

Material:	Asphalt with limestone chippings to LBC Highways standard

CARRIAGEWAY

Material:	Bitmac/Asphalt to LBC Highways standard

RAISED TABLE ONLY

Material:	Concrete Block Paver
Colour:	Straw/ Natural
Size(mm):	200x100
Finish:	Textured
Bond:	Herringbone Weave

KERBS AND EDGES

Material:	British Standard concrete kerb
Colour:	Natural
Size(mm):	125x914
Finish:	Textured

Urban Terrace: Victorian Core/Town Centre

PLANTING
Trees and understorey planting between parking bays

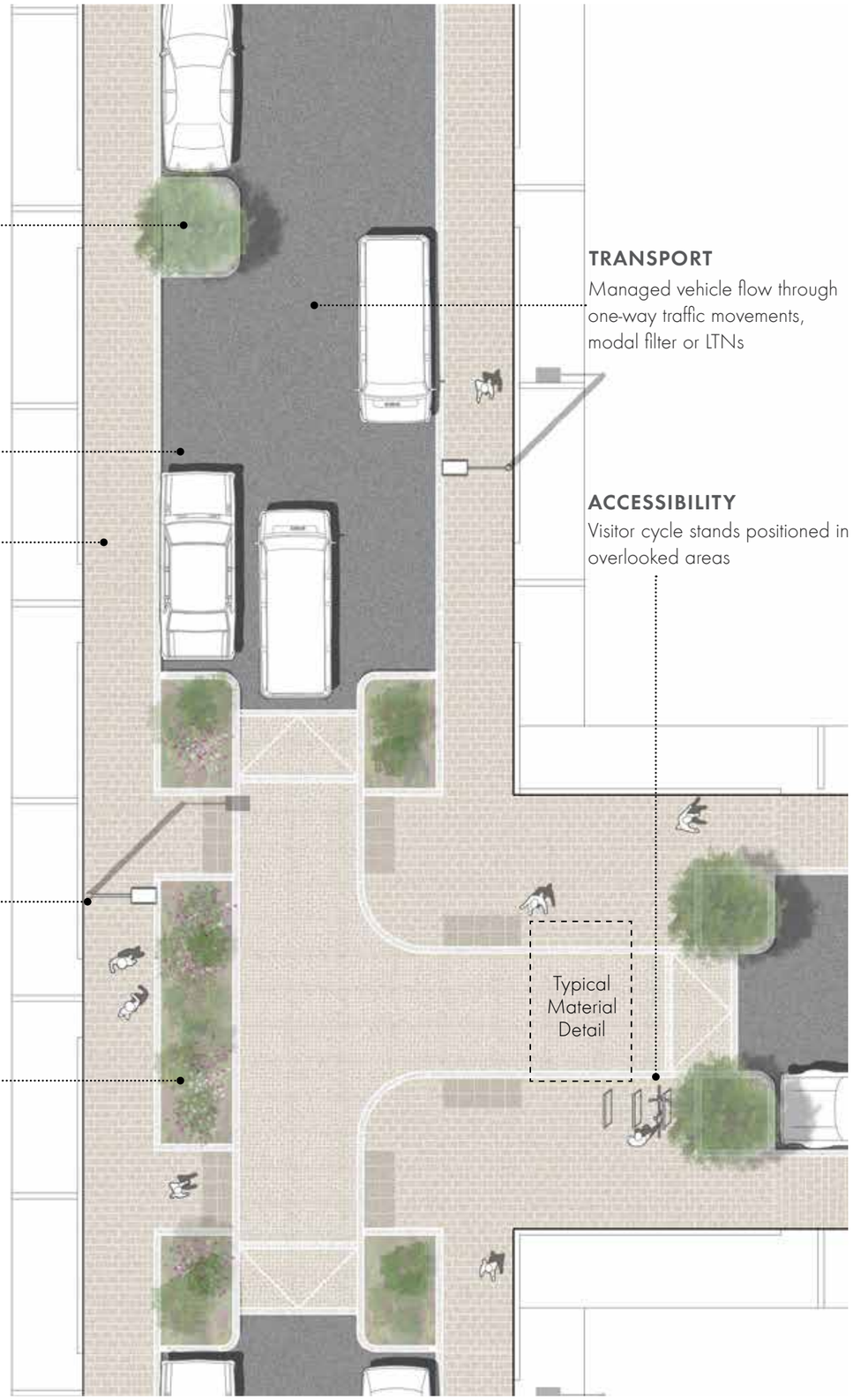
Rain gardens and connected tree pits to increase sustainable drainage

PAVING
Permeable paving for parking bays (as required)

Footway material upgrades reinforce neighbourhood/ heritage character

LIGHTING
Street lighting positioned at regular intervals.

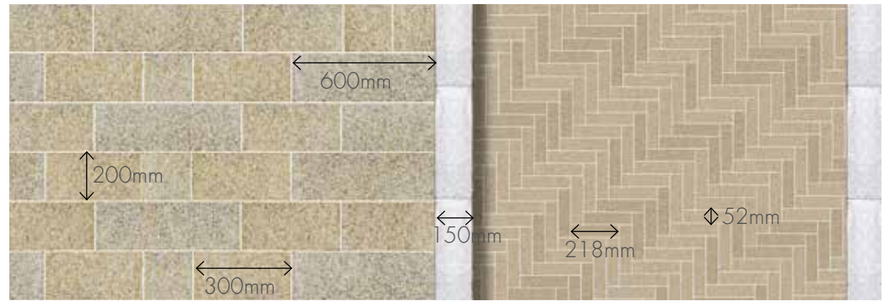
STREETSCAPE
'Community corner' with planting space for local residents
Improved junction for pedestrians



TRANSPORT
Managed vehicle flow through one-way traffic movements, modal filter or LTNs

ACCESSIBILITY
Visitor cycle stands positioned in overlooked areas

Victorian Core: Typical Material Detail



FOOTWAY

Material:	Premium Concrete Paver
Colour:	Buff/ Natural
Size(mm):	200x200/ 300x200/600x200
Finish:	Textured
Bond:	Ashlar

*Asphalt with chippings for Standard footway

RAISED TABLE ONLY

Material:	Clay Paver
Colour:	Straw/ Natural
Size(mm):	218x52
Finish:	Tumbled, unsanded
Bond:	Herringbone Weave

CARRIAGEWAY

Material:	Bitmac/Asphalt to LBC Highways standard

KERBS AND EDGES

Material:	Granite
Colour:	Natural
Size(mm):	150x450
Finish:	Hammered

Town Centre: Typical Material Detail

FOOTWAY

Material:	Yorkstone Paver
Colour:	Buff/ Natural
Size(mm):	200x400,300x600,300x300
Finish:	Diamond Sawn
Bond:	Ashlar

RAISED TABLE ONLY

Material:	Clay Paver
Colour:	Straw/ Natural
Size(mm):	218x52
Finish:	Tumbled, unsanded
Bond:	Herringbone Weave

CARRIAGEWAY

Material:	Asphalt with limestone chippings to LBC Highways standard

KERBS AND EDGES

Material:	Granite
Colour:	Natural
Size(mm):	300x900
Finish:	Hammered

Suburban Terrace

Context

Residential suburban streets are typically areas of semi-detached housing with both on-street and private driveway parking.

Quality and Character

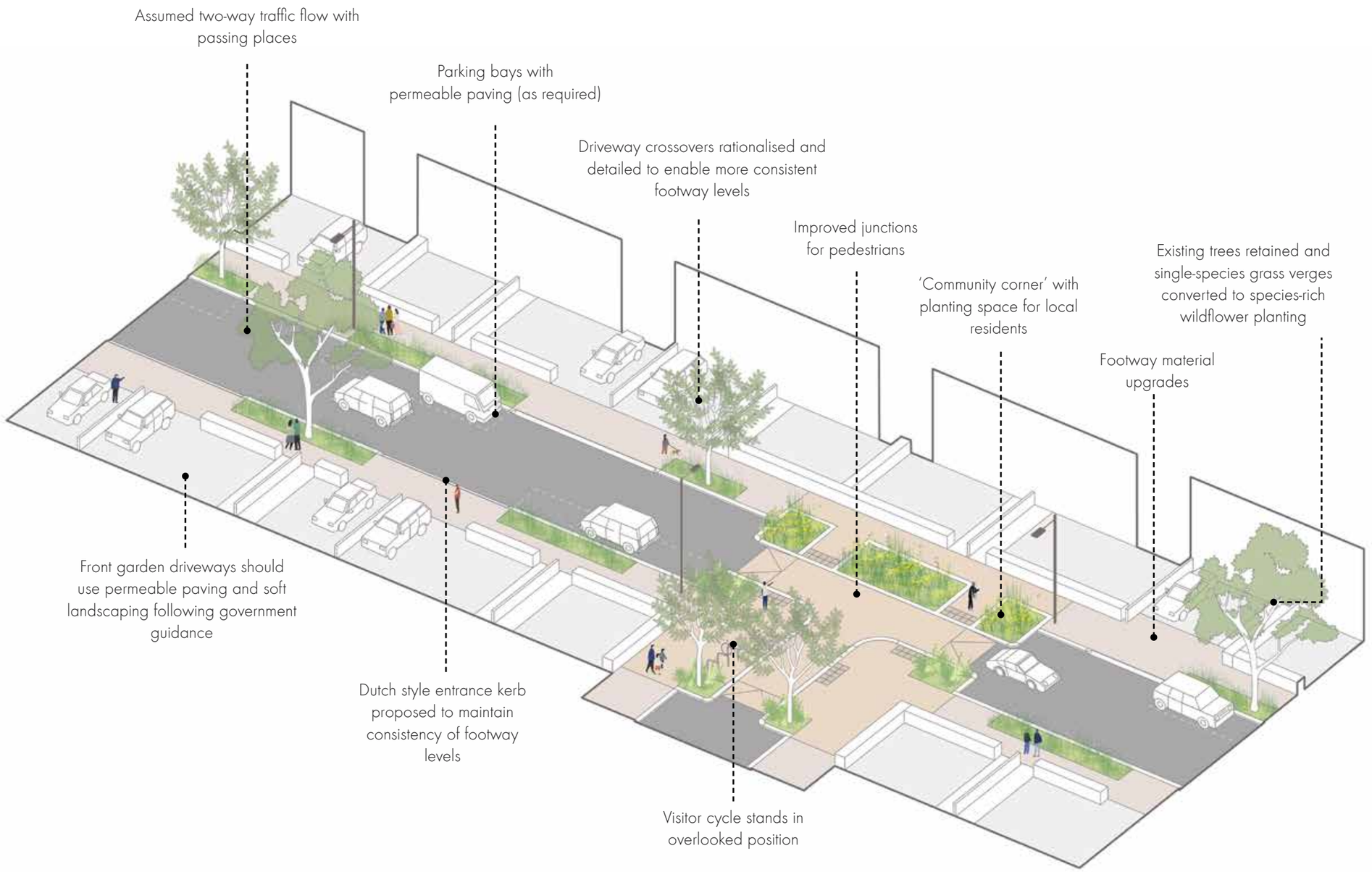
- Given the extensive number of Residential Suburban streets within the borough, street designs should aim to use simple, functional and durable components within the public realm.
- The built environment of these typologies varies across the borough and streetscape designs must therefore be appropriate to their context. E.g. Conservation areas
- Planting and tree species could also be curated to define difference between neighbourhoods or key connecting streets.

Sustainable and attractive environment

- Existing grass verges should be replanted with wildflowers to increase biodiversity and reduce long-term maintenance requirements.
- Street designs must seek to retrofit streetscapes with SuDS features including permeable paving, rain gardens and connected tree pits.
- Conversion of front gardens to driveways is discouraged and, if converted, driveways should follow Environmental Agency guidance following Environment Agency 'Guidance on the permeable surfacing of front gardens'

Accessibility and active travel

- Streetscape designs must ensure that sufficient width is provided for footways and that street furniture does not impede pedestrian accessibility, especially electric vehicle charging utilities.
- The design and detail of driveway crossovers should seek to provide consistent and accessible footways.
- Designs should explore opportunities to create 'community corners' at street junctions with community gardens, play and street furniture.
- Designs should also seek to opportunities to manage vehicle movement through, for example, speed tables, modal filters and LTN designations.
- Lighting must create a safe night-time environment but must also consider light spill.
- Secure resident and visitor cycle parking facilities should be provided on-street

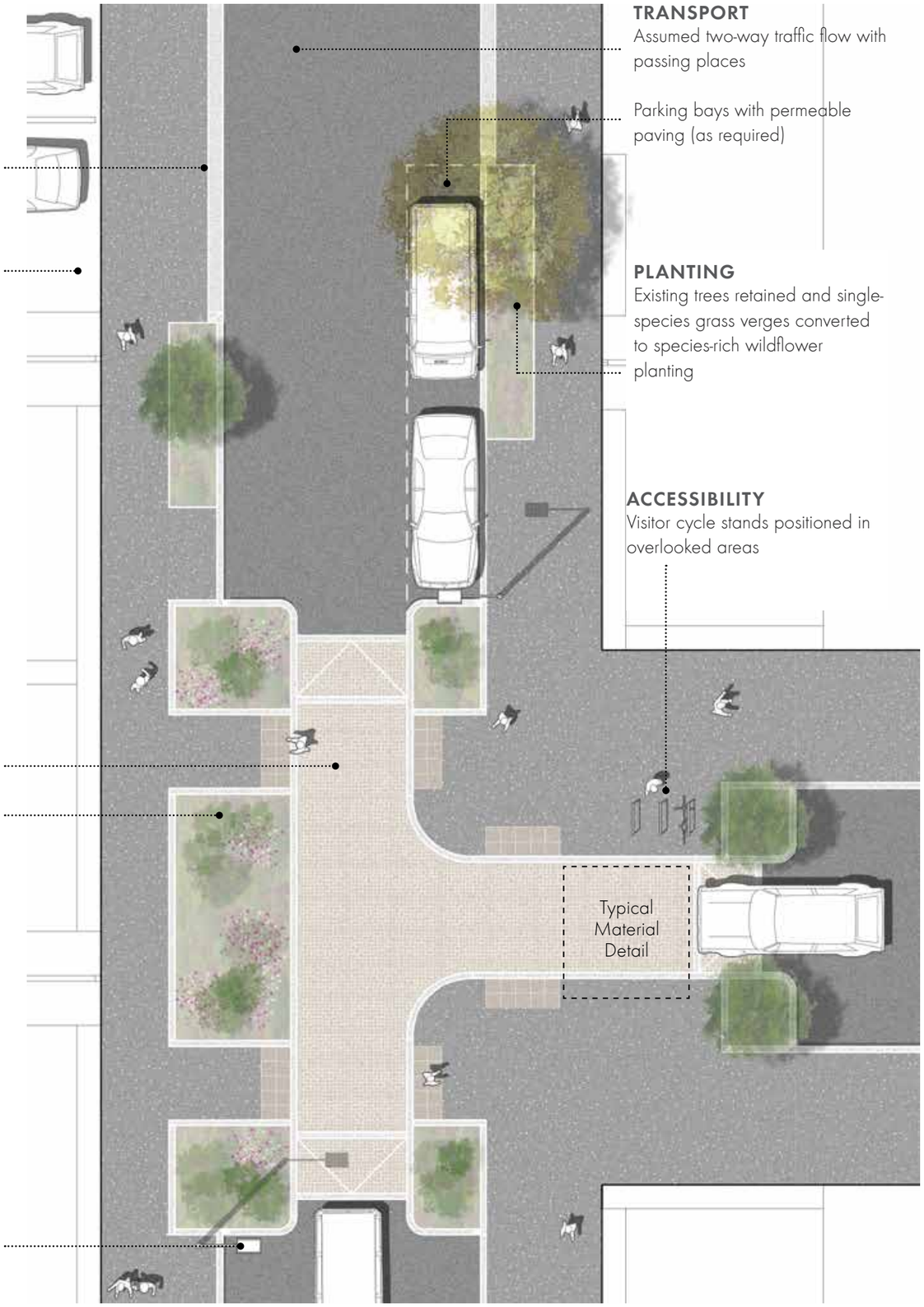


Example: Somerset Avenue © Google Maps

Suburban Terrace: Wider Luton

PAVING
Driveway crossovers rationalised with Dutch-style entrance kerb to enable more consistent footway levels

Front garden driveways should use permeable paving and soft landscaping following government guidance



TRANSPORT
Assumed two-way traffic flow with passing places

Parking bays with permeable paving (as required)

PLANTING
Existing trees retained and single-species grass verges converted to species-rich wildflower planting

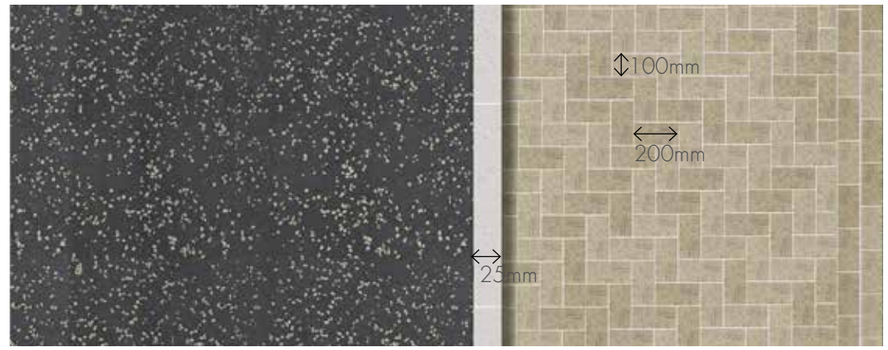
ACCESSIBILITY
Visitor cycle stands positioned in overlooked areas

STREETSCAPE
Improved junction for pedestrians

'Community corner' with planting space for local residents

LIGHTING
Street lighting positioned at regular intervals.

Typical Street Material Detail



FOOTWAY

Material:	Asphalt with limestone chippings to LBC Highways standard

CARRIAGEWAY

Material:	Bitmac/Asphalt to LBC Highways standard

RAISED TABLE ONLY

Material:	Concrete Block Paver
Colour:	Straw/ Natural
Size(mm):	200x100
Finish:	Textured
Bond:	Herringbone Weave

KERBS AND EDGES

Material:	British Standard concrete kerb
Colour:	Natural
Size(mm):	125x914
Finish:	Textured

Town Street

Context

Town Streets are also important connectors within the borough with pockets of important retail and civic uses along their length

Quality and Character

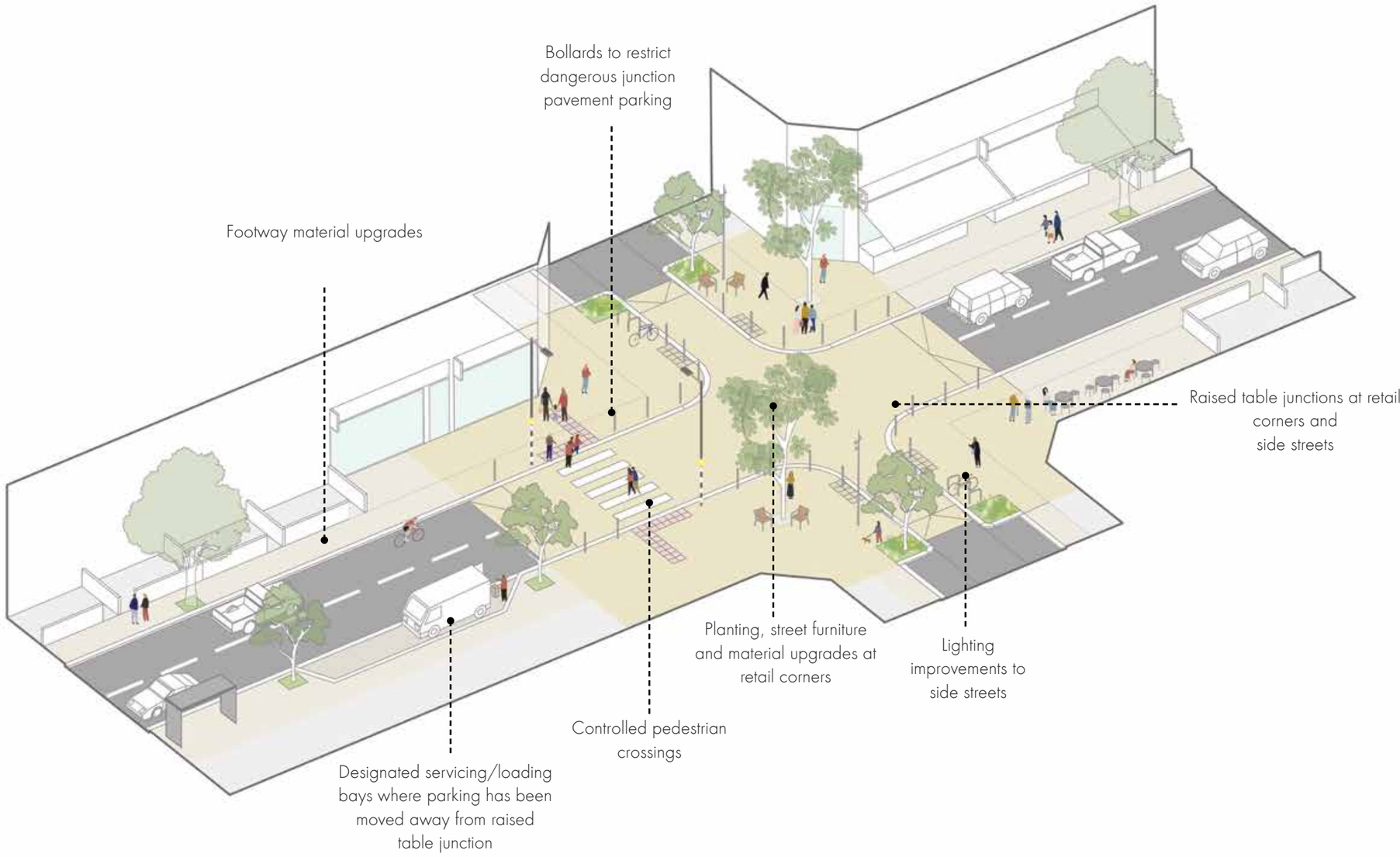
- The character of Town Streets varies across the borough and designs must respond to the local context - highlighting and celebrating important assets.
- Upgrades should rationalise, de-clutter and use high-quality components to providing welcoming places.
- Designers should consider opportunities for 'play on the way', particularly where Town Streets link with schools.
- Given their length, designers should focus on upgrading key street corners, ideally to support the setting of local businesses

Sustainable and attractive environment

- Space for planting can often be limited on Town Streets, as such, interventions should focus on introducing greening at key street junctions and side streets adjoining the Town Streets.
- Where possible, planting must be used to improve air quality, increase biodiversity, reduce urban heat island effect and improve microclimate conditions.
- Where located along stormwater drainage flowpaths, SuDS interventions must be considered. Even in non-stormwater issue areas, SuDS can help localised flooding issues and brings secondary benefits

Accessibility and active travel

- Designs must rebalance space in favour of active travel and public transport, providing safe infrastructure for walking and cycling, including good cycle stand provision.
- Improvements must rationalise the provision of space for vehicles while ensuring the needs of high streets can be satisfied. In particular, pavement parking obstructions should be addressed through localised street furniture or planting and a review of low kerb heights.
- Safe and frequent pedestrian crossings must be provided, and level street crossings to side streets are recommended.
- Lighting along Town Streets should satisfy highways requirements but should also create a safe and welcoming environment at a pedestrian level. Designers should consider lower-level lighting at key intersections and street furniture clusters.



Example: Biscot Road © Google Maps

Town Street: Victorian Core

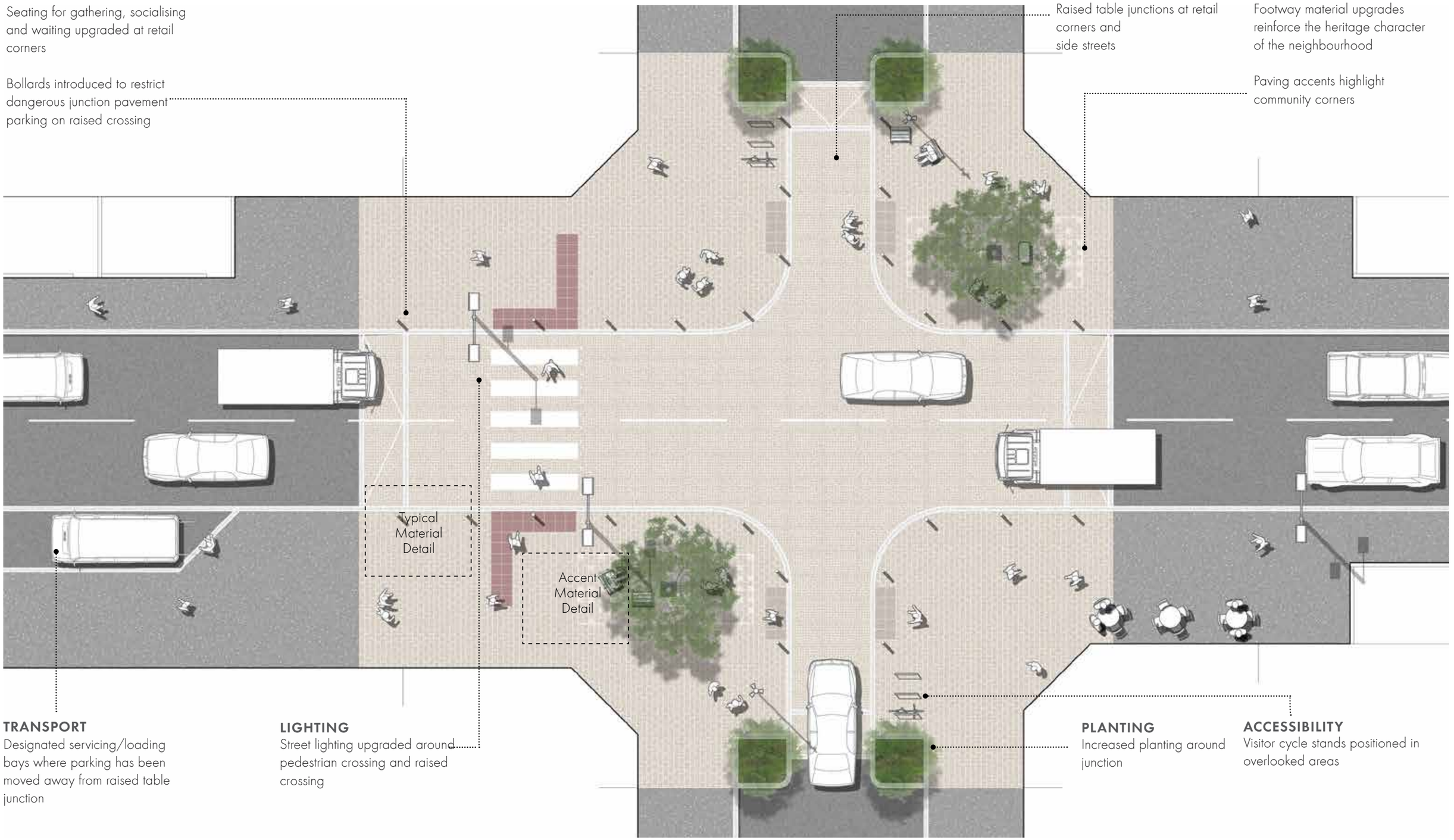
STREET FURNITURE
Seating for gathering, socialising and waiting upgraded at retail corners

Bollards introduced to restrict dangerous junction pavement parking on raised crossing

STREETSCAPE
Raised table junctions at retail corners and side streets

PAVING
Footway material upgrades reinforce the heritage character of the neighbourhood

Paving accents highlight community corners



TRANSPORT
Designated servicing/loading bays where parking has been moved away from raised table junction

LIGHTING
Street lighting upgraded around pedestrian crossing and raised crossing

PLANTING
Increased planting around junction

ACCESSIBILITY
Visitor cycle stands positioned in overlooked areas

Town Street: Victorian Core

Accent Material Detail

FOOTWAY

Material:	Granite
Colour:	Palette to reflect Luton's heritage
Size(mm):	200x100
Finish:	Hammered & Blasted
Bond:	Luton Weave

RAISED TABLE ONLY

Material:	Clay Paver
Colour:	Straw/ Natural
Size(mm):	218x52
Finish:	Tumbled, unsanded
Bond:	Herringbone Weave

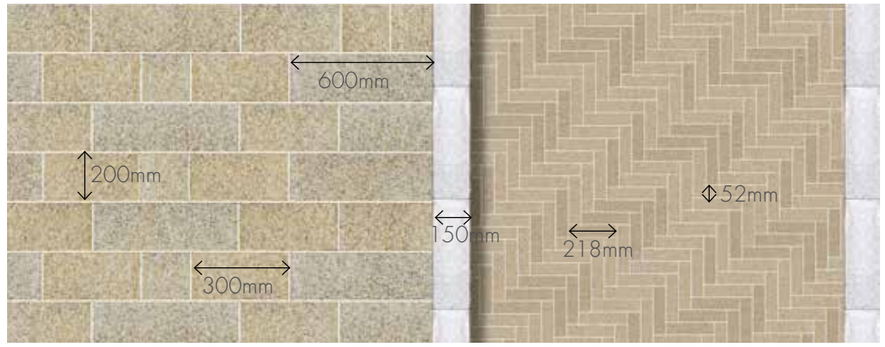
CARRIAGEWAY

Material:	Bitmac/Asphalt to LBC Highways standard

KERBS AND EDGES

Material:	Granite
Colour:	Natural
Size(mm):	150x450
Finish:	Hammered

Typical Street Material Detail



FOOTWAY

Material:	Premium Concrete Paver
Colour:	Buff/ Natural
Size(mm):	200x200/ 300x200/600x200
Finish:	Textured
Bond:	Ashlar

*Asphalt with chippings for Standard footway

RAISED TABLE ONLY

Material:	Clay Paver
Colour:	Straw/ Natural
Size(mm):	218x52
Finish:	Tumbled, unsanded
Bond:	Herringbone Weave

CARRIAGEWAY

Material:	Bitmac/Asphalt to LBC Highways standard

KERBS AND EDGES

Material:	Granite
Colour:	Natural
Size(mm):	150x450
Finish:	Hammered

Feeder Street

Context

Feeder routes are typically links between High Streets and major streets. They typically occur in the town centre and often have no-through access for vehicles.

Quality and Character

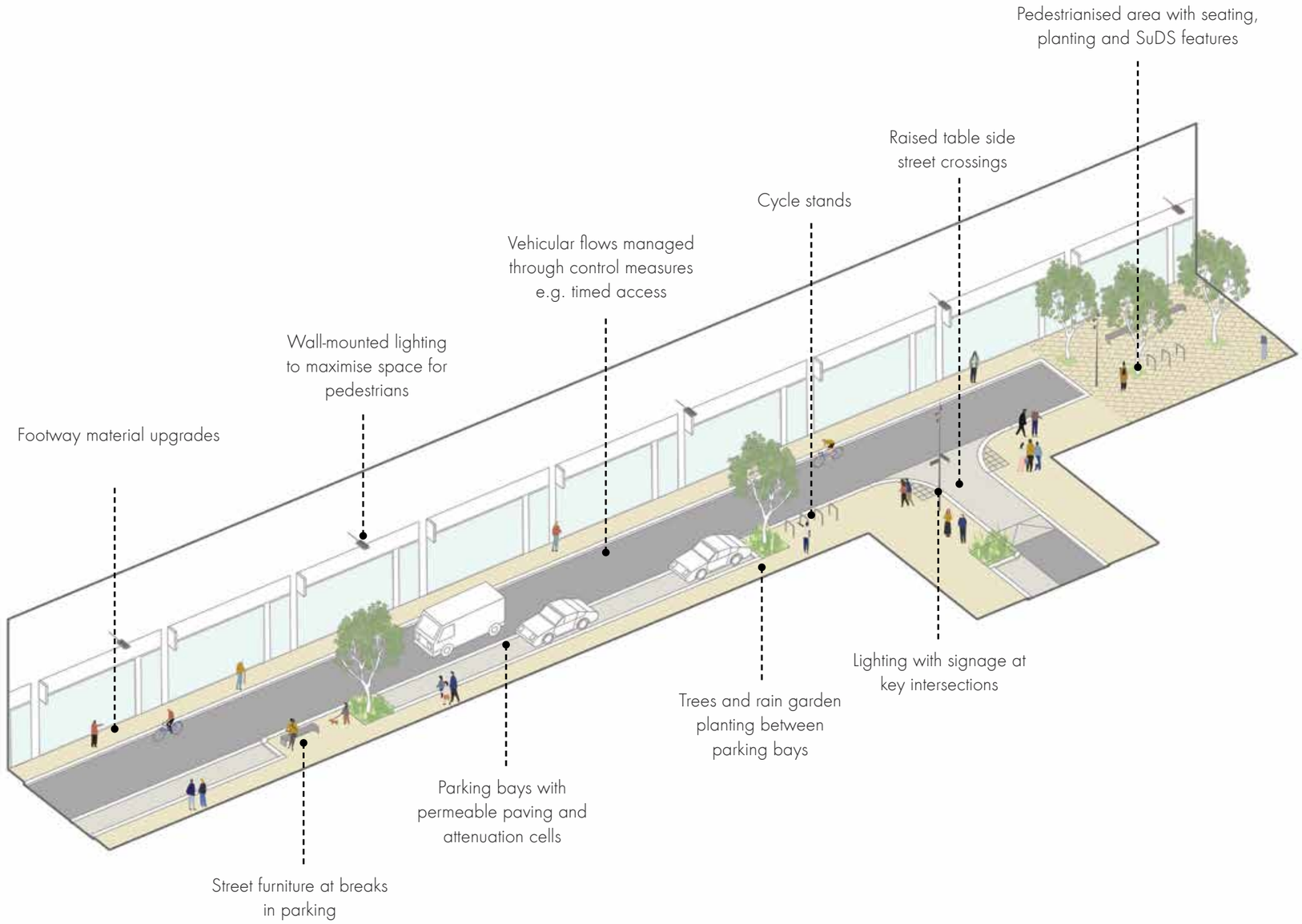
- Upgrades to the public realm must be context-driven and should provide high-quality streetscapes that are functional.
- Upgrades should rationalise, de-clutter and use high-quality components to providing welcoming places.
- If required, lighting could be wall-mounted to enable clear pedestrian footpaths

Sustainable and attractive environment

- Planting should help to carve out spaces for pedestrians and curated to improve the setting of local businesses.
- Where possible, planting should be used to improve air quality, increase biodiversity, reduce urban heat island effect and improve microclimate conditions.
- Designs should establish joined-up sustainable drainage strategies, responding to topographic changes. Rain gardens, connected tree pits and permeable paving could help to manage stormwater.

Accessibility and active travel

- Streetscape designs must be balanced to promote walking and cycling (where widths allow).
- Parking should be interspersed with planting and space for informal pedestrian crossing points
- High-quality elements (such as benches, cycle racks and play features) should be provided to create an accessible and inclusive environment.
- Lighting must support safety for all users and should aid the night-time economy.
- Where possible, Feeder Routes should be rationalised to maximise pedestrianised space and other public realm amenities (planting, street furniture etc.)



Example: Chapel Street © Google Maps

Feeder Street: Town Centre

STREET FURNITURE
Pedestrianised area marking with seating, planting, SuDS features

STREETSCAPE
Improved route for pedestrians with lighting and signage at key intersections

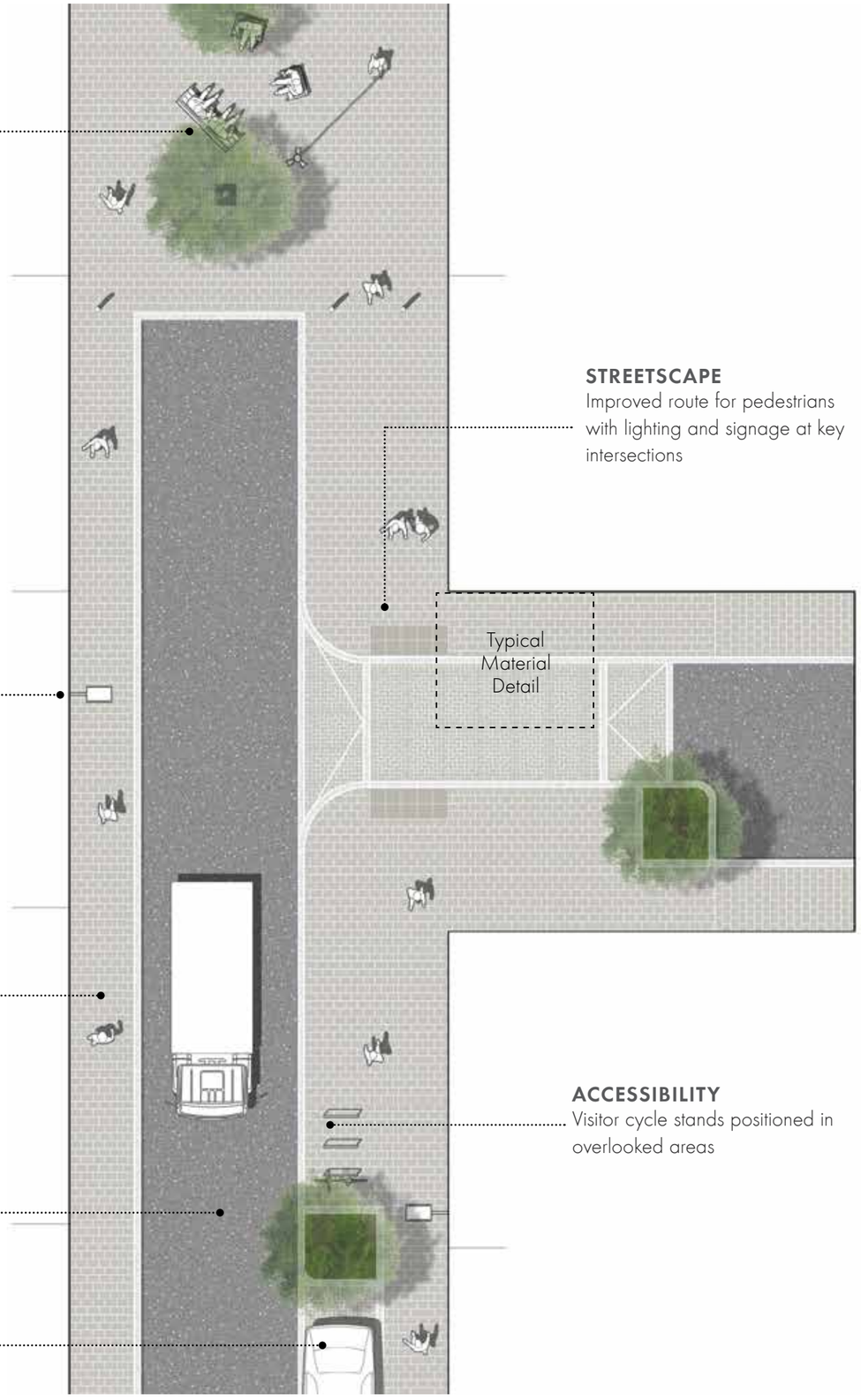
LIGHTING
Wall-mounted lighting to maximise space for pedestrians

PAVING
Upgraded natural stone paving reflects the historic character of the town centre

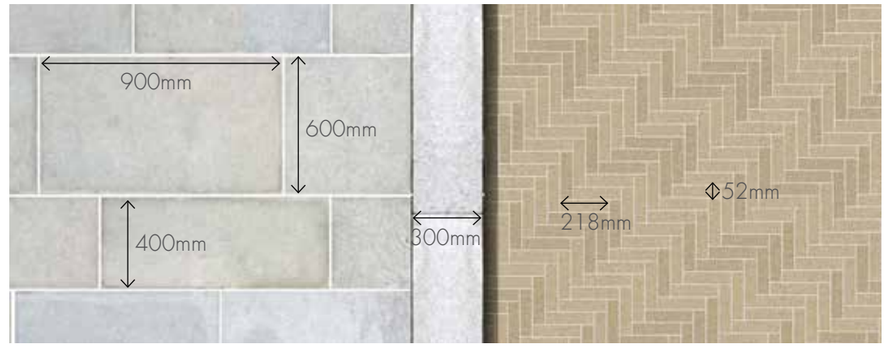
TRANSPORT
Vehicular flows managed through control measures e.g. timed access

Parking bays with permeable paving and attenuation cells

ACCESSIBILITY
Visitor cycle stands positioned in overlooked areas



Typical Street Material Detail



FOOTWAY

Material:	Yorkstone Paver
Colour:	Buff/ Natural
Size(mm):	600x900,600x600, 600x300,400x900
Finish:	Diamond Sawn
Bond:	Ashlar

RAISED TABLE ONLY

Material:	Clay Paver
Colour:	Straw/ Natural
Size(mm):	218x52
Finish:	Tumbled, unsanded
Bond:	Herringbone Weave

CARRIAGEWAY

Material:	Asphalt with limestone chippings to LBC Highways standard

KERBS AND EDGES

Material:	Granite
Colour:	Natural
Size(mm):	300x900
Finish:	Hammered

Distributor Road

Context

Like Town Streets, Distributor Roads and major linking streets that need to support multi-modal transport and active travel links.

Quality and Character

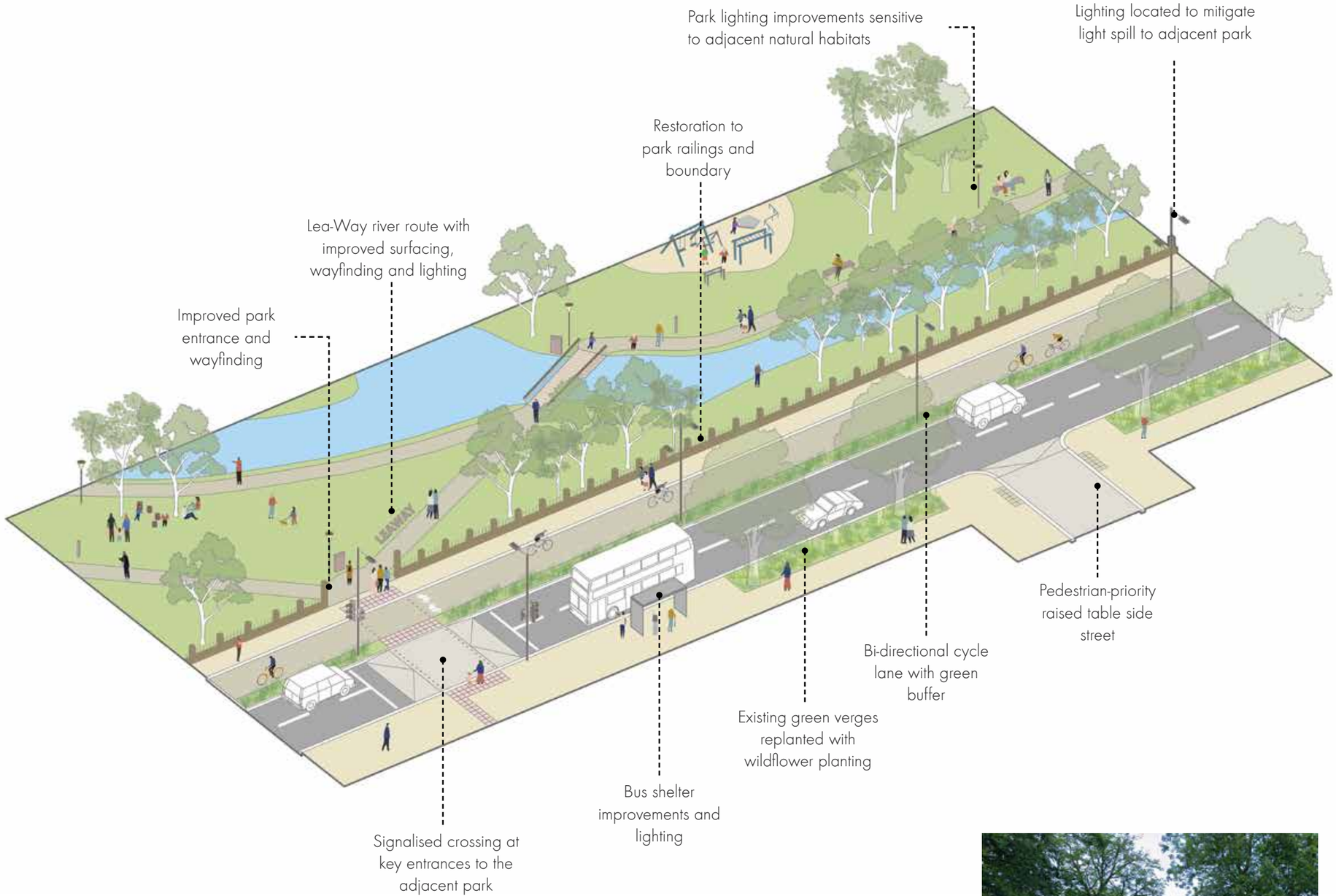
- The character of Distributor Roads varies across the borough. Given their extensive length, these streets should be welcoming, with moments of interest and heritage assets expressed along their length.
- Upgrades should rationalise, de-clutter and use high-quality components to providing welcoming places.
- Designers should consider opportunities for 'play on the way', particularly where this typology links with schools or lead to parks.
- Considering these street are often designated LCWIP routes, the focus of interventions should revolve around creating high-quality walking and cycling infrastructure.
- Where adjacent to parks or open spaces, the character of the street landscaping should be informed by the adjacent setting.

Sustainable and attractive environment

- Many of these streets have existing trees that could be supported through improvements to surfacing around existing mature trees and the introduction of wildflower planting to existing lawn verges.
- Where possible, planting must be used to improve air quality, increase biodiversity, reduce urban heat island effect and improve microclimate conditions.
- Where located along stormwater drainage flowpaths, SuDS interventions must be considered. Even in non-stormwater issue areas, SuDS can help localised flooding issues and brings secondary benefits

Accessibility and active travel

- Active travel is an essential component of these streets. This includes walking and cycling infrastructure as well as improvements to bus stops and their settings.
- Safe and frequent pedestrian crossings must be provided, and level street crossings to side streets are recommended.
- Lighting along Town Streets should satisfy highways requirements but should also create a safe and welcoming environment at a pedestrian level. Designers should consider lower-level lighting at key intersections and around bus stops.



Example: New Bedford Road © Google Maps

Distributor Road: Victorian Core

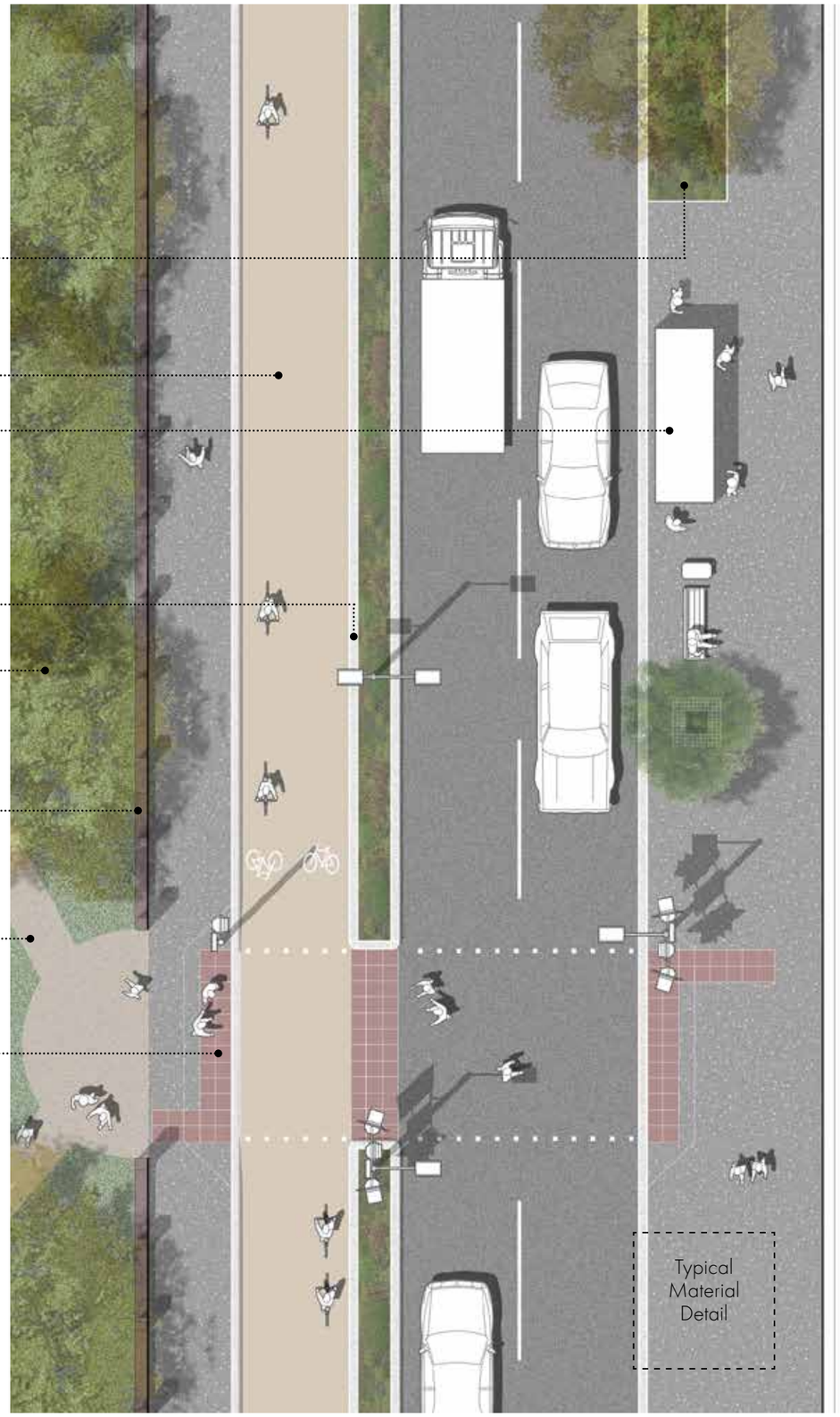
PLANTING
Existing green verges replanted with wildflower planting

ACCESSIBILITY
Two way cycle lane with green buffer
Bus shelter improvements and lighting

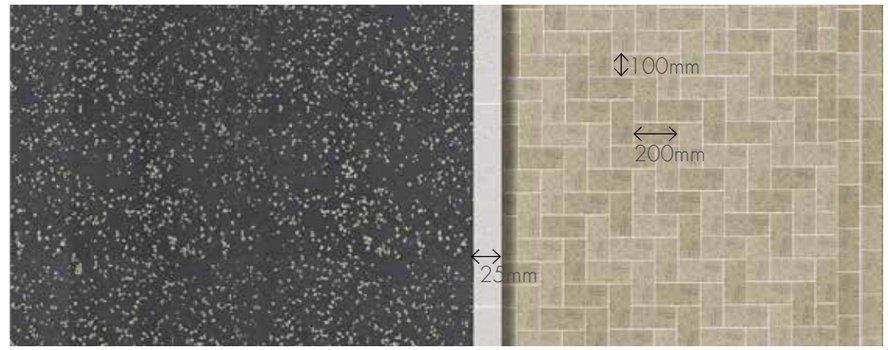
LIGHTING
Street lighting located to mitigate light spill to adjacent park
Park lighting improvements sensitive to adjacent natural habitats

STREETSCAPE
Restoration to park railings and boundary
Improved park entrance to support wayfinding
Lea-Way river route with improved surfacing, wayfinding and lighting

TRANSPORT
Signalised crossing at key entrance to park



Typical Street Material Detail



FOOTWAY

Material:	Asphalt with limestone chippings to LBC Highways standard

CARRIAGEWAY

Material:	Bitmac/Asphalt to LBC Highways standard

RAISED TABLE ONLY

Material:	Concrete Block Paver
Colour:	Straw/ Natural
Size(mm):	200x100
Finish:	Textured
Bond:	Herringbone Weave

KERBS AND EDGES

Material:	British Standard concrete kerb
Colour:	Natural
Size(mm):	125x914
Finish:	Textured

High Street

Context

Like Town Streets, Distributor Roads and major linking streets that need to support multi-modal transport and active travel links.

Quality and Character

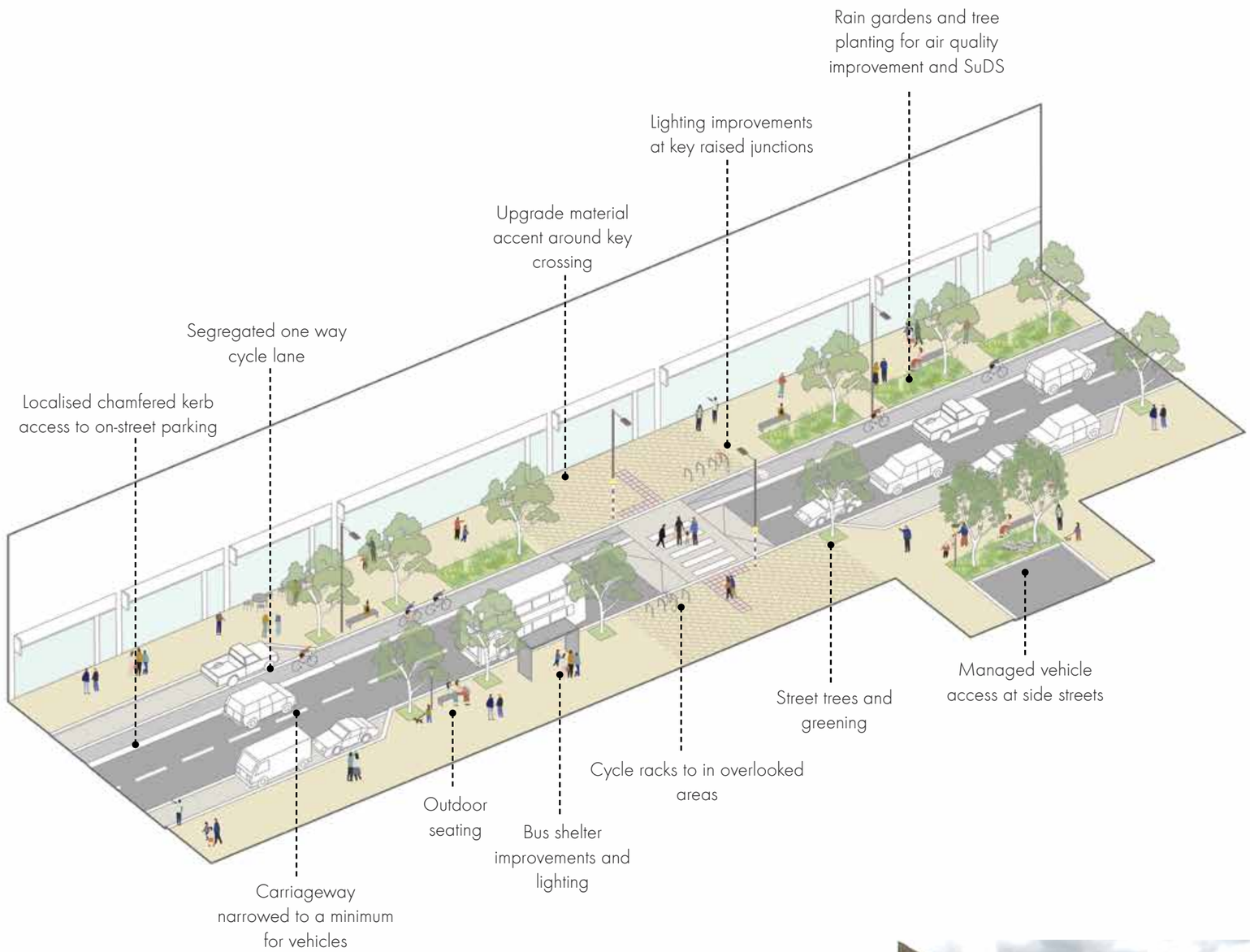
- The character of Distributor Roads varies across the borough. Given their extensive length, these streets should be welcoming, with moments of interest and heritage assets expressed along their length.
- Upgrades should rationalise, de-clutter and use high-quality components to providing welcoming places.
- Designers should consider opportunities for 'play on the way', particularly where this typology links with schools or lead to parks.
- Considering these street are often designated LCWIP routes, the focus of interventions should revolve around creating high-quality walking and cycling infrastructure.
- Where adjacent to parks or open spaces, the character of the street landscaping should be informed by the adjacent setting.

Sustainable and attractive environment

- Many of these streets have existing trees that could be supported through improvements to surfacing around existing mature trees and the introduction of wildflower planting to existing lawn verges.
- Where possible, planting must be used to improve air quality, increase biodiversity, reduce urban heat island effect and improve microclimate conditions.
- Where located along stormwater drainage flowpaths, SuDS interventions must be considered. Even in non-stormwater issue areas, SuDS can help localised flooding issues and brings secondary benefits

Accessibility and active travel

- Active travel is an essential component of these streets. This includes walking and cycling infrastructure as well as improvements to bus stops and their settings.
- Safe and frequent pedestrian crossings must be provided, and level street crossings to side streets are recommended.
- Lighting along Town Streets should satisfy highways requirements but should also create a safe and welcoming environment at a pedestrian level. Designers should consider lower-level lighting at key intersections and around bus stops.



Example: Marsh Road © Google Maps

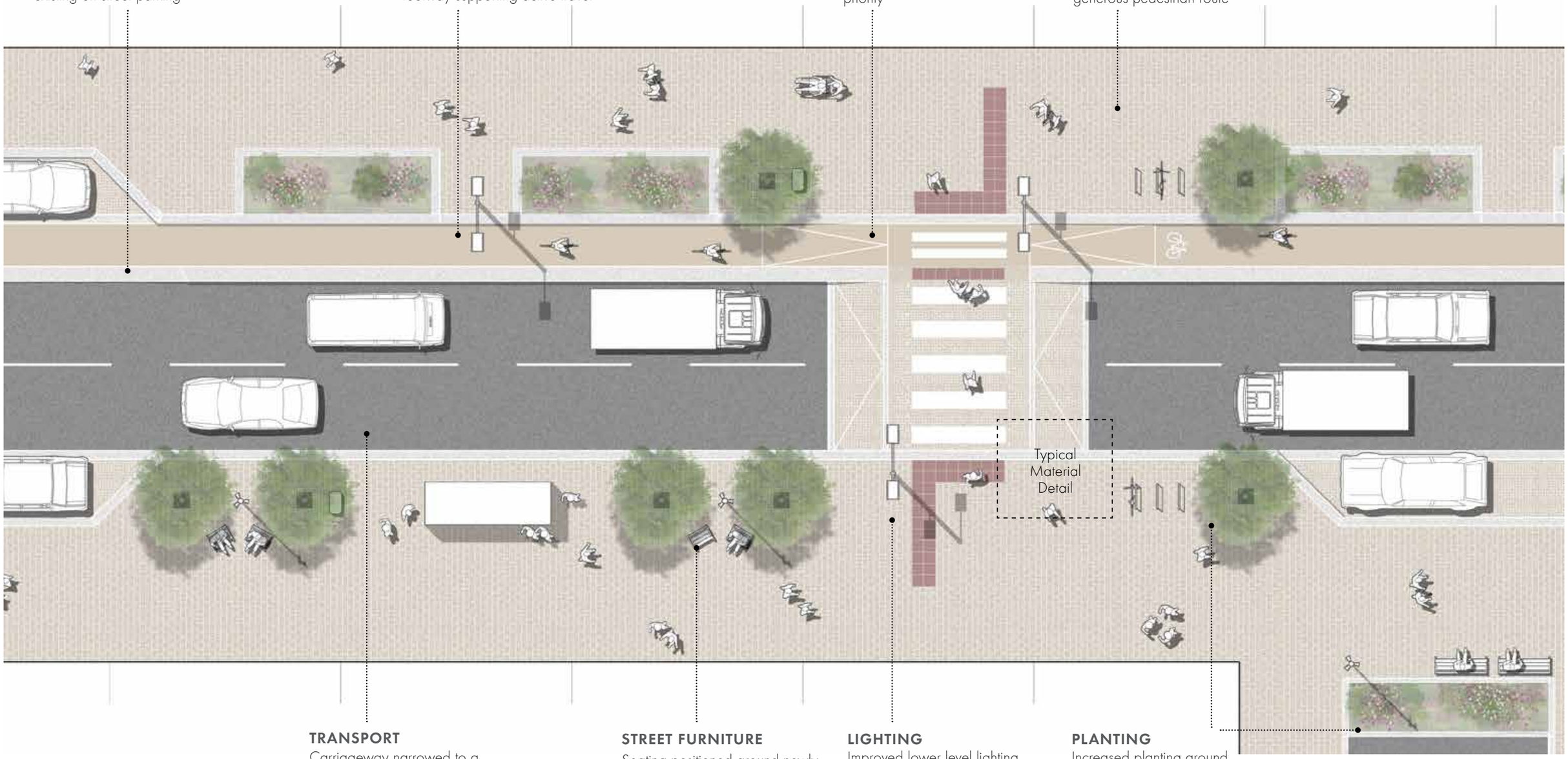
High Street: Wider Luton

ACCESSIBILITY
Localised dropped kerb to balance the need and provide access for existing on street parking

ACCESSIBILITY
Segregated cycle lane runs alongside the High Street footway supporting active travel

STREETSCAPE
Raised table junctions at key crossing reinforces pedestrian priority

PAVING
Upgraded footway paving provides a connected and generous pedestrian route



TRANSPORT
Carriageway narrowed to a minimum for 2 way vehicle movement

STREET FURNITURE
Seating positioned around newly introduced rain gardens, trees, SuDS

LIGHTING
Improved lower level lighting around the controlled crossing

Standard street lighting positioned at regular intervals.

PLANTING
Increased planting around junction

Rain gardens and connected tree pits to increase sustainable drainage

High Street: Wider Luton

Typical Street Material Detail

FOOTWAY

Material:	Concrete Paver
Colour:	Buff/ Natural
Size(mm):	600x450, 450x450
Finish:	Textured
Bond:	Ashlar

RAISED TABLE/ PARKING

Material:	Concrete Block Paver
Colour:	Straw/ Natural
Size(mm):	200x100
Finish:	Textured
Bond:	Herringbone Weave

CARRIAGEWAY

Material:	Bitmac/ Asphalt to LBC Highways standard

KERBS AND EDGES

Material:	British Standard concrete kerb
Colour:	Natural
Size(mm):	125x914
Finish:	Unpolished

7.3 Cycling, Crossings & Junctions

Undertaking an urban design analysis of Luton's streets and public spaces brought to light a set of recurring issues throughout the city centre which are symptomatic of streets which have been designed largely with vehicular movement in mind.

There are too few pedestrian crossings, dropped kerbs are used inconsistently and surfacing is frequently in poor condition. There are many conditions where it is difficult and unsafe to cross the street and pavements are often squeezed at junctions with wide turning radii for cars contributing to poor visibility around corners for pedestrians. Superfluous poles and poorly located street furniture and signage clutter and create barriers to pedestrian movement. Overall, the town's streets fall below modern accessibility standards.

Across Luton, there is significant scope to improve the quality and frequency of safe pedestrian crossings. These improvements should be high quality - helping to complement streetscape improvements, increase accessibility and redress pedestrian and cyclist priority.

The application and design of crossings should be adaptable to localised conditions with use of both Controlled crossings and Uncontrolled/Courtesy crossings.

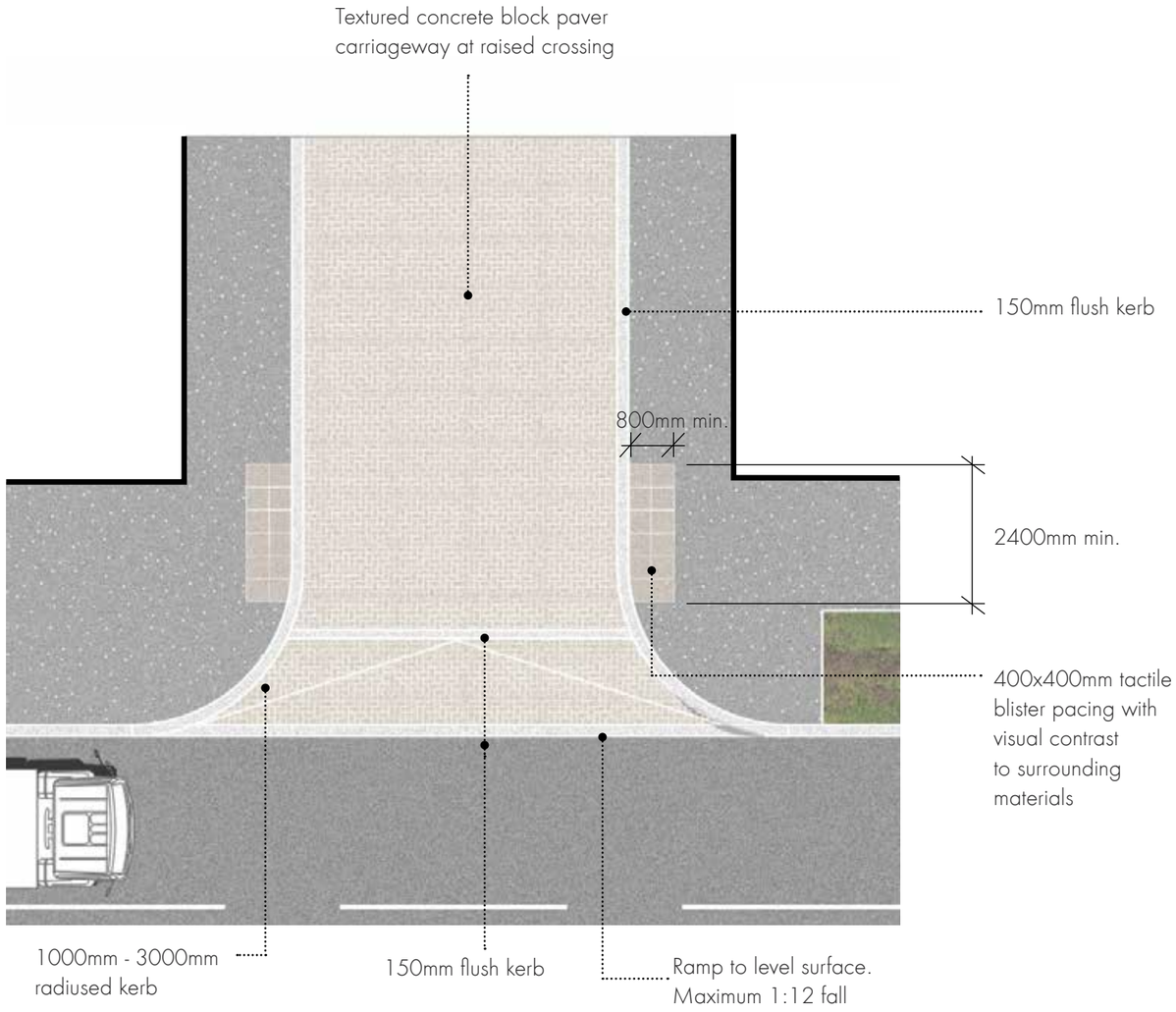
The former should generally be located on busy routes where pedestrians need a safe crossing phase. The latter should used to reinforce pedestrian priority at street junctions, helping to assist pedestrian flows and reduce traffic speeds at turning points.

Introducing safe infrastructure for cyclists will also be an important way to encourage active travel across the borough.

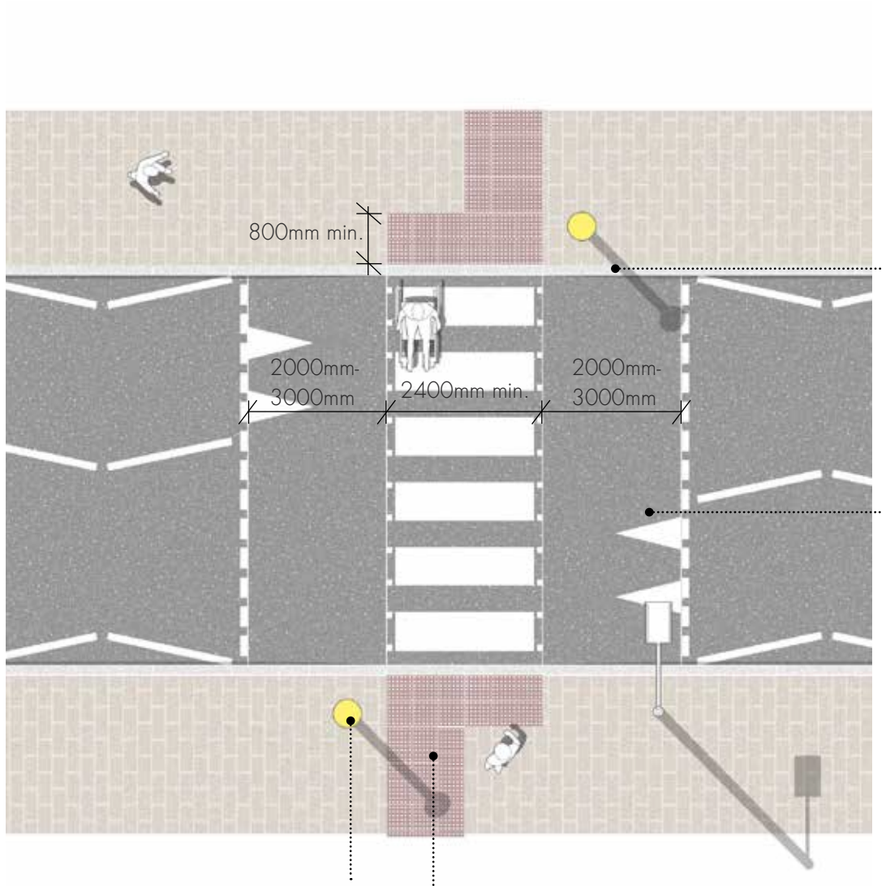
Principles for improvement:

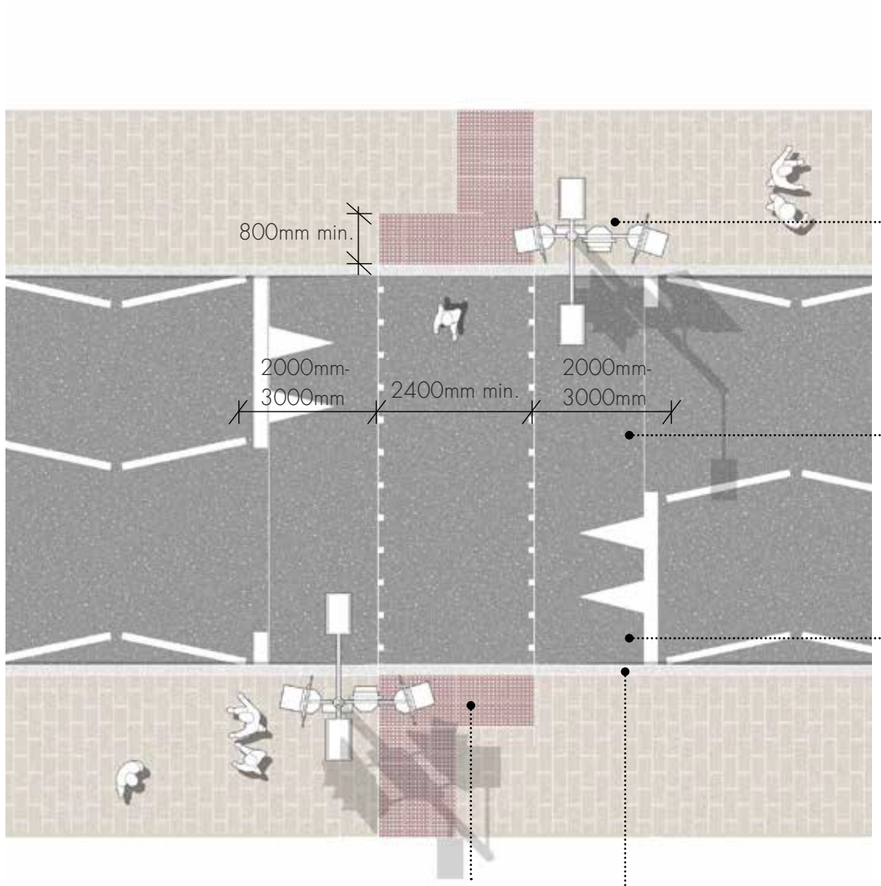
- Increase the frequency of safe pedestrian crossings
- Improve existing crossings to meet accessibility standards
- Increase footway provision by tightening kerb radii at junctions
- Minimise street furniture obstruction at crossings
- Integrate tactile paving with visual contrast at all crossings.
- Make all crossings level ideally using raised tables or alternatively using dropped kerbs.
- Use the appropriate crossing type (i.e. controlled or uncontrolled) based on street conditions

Courtesy Crossing



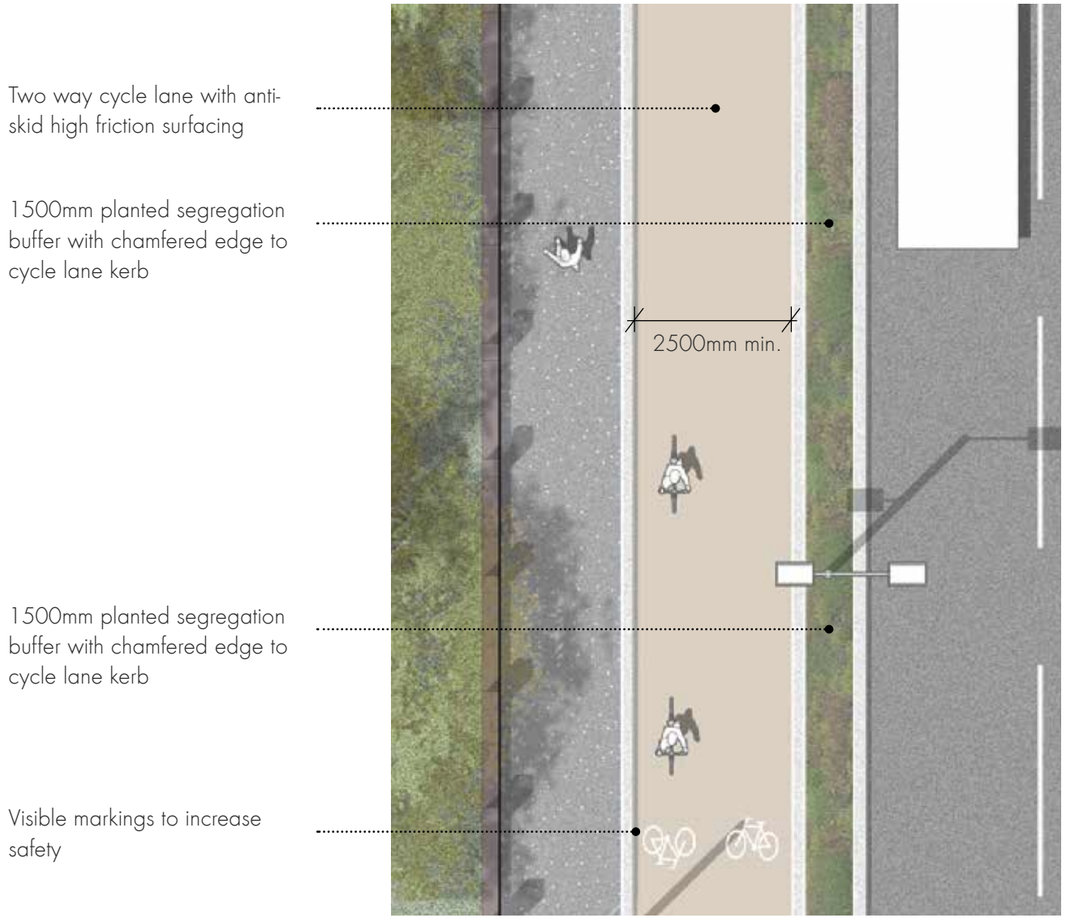
Controlled Crossings



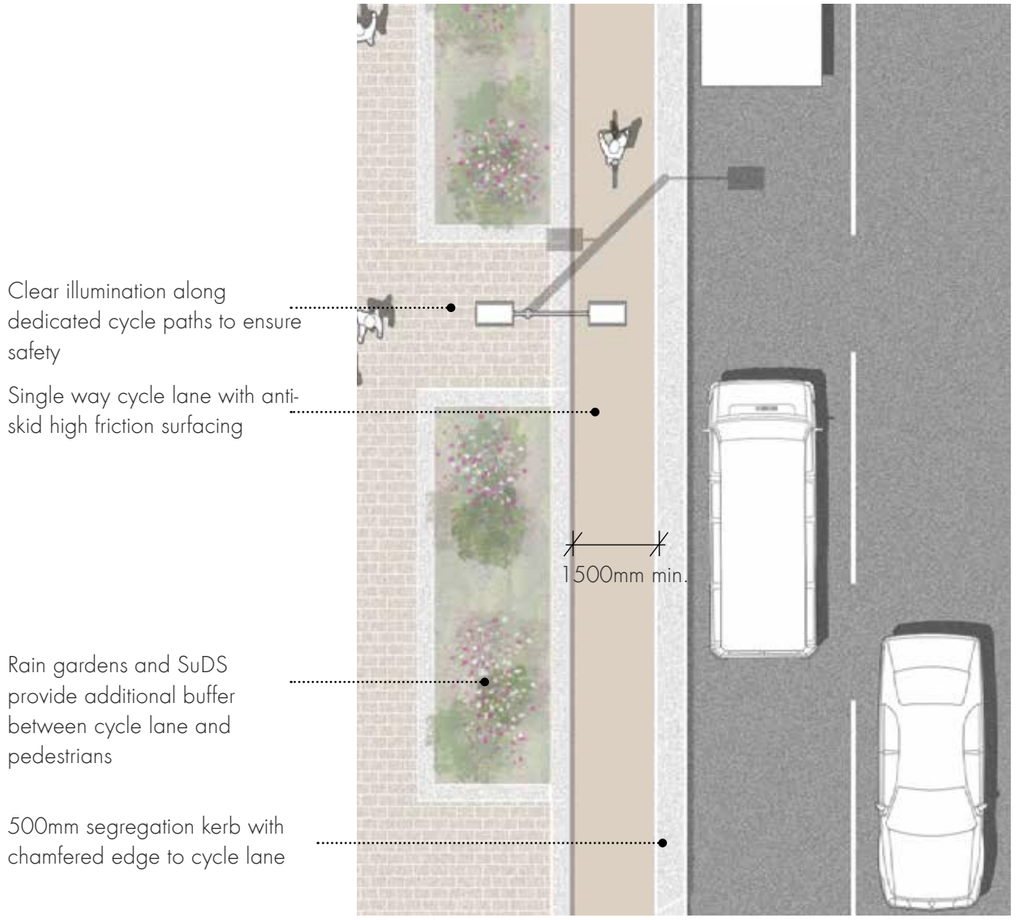


Cycle infrastructure

Integrating safe cycle infrastructure will be critical to enabling active travel across Luton. As surveys from the LCWIP consultation highlighted one of the main reasons people choose not to cycle in Luton is a lack of safe infrastructure. As such our recommended approach to cycle infrastructure centres on providing safe and segregated routes wherever possible. This approach follows LTN1/20 guidance and other best practice active travel guidance. Below are two illustrations of approaches applied as part of street typologies.



Two way segregated cycle lane



One way segregated cycle lane

7.4 Surface materials

- Surface materials across Luton are inconsistently applied across all areas, including heritage areas in and around Town Centre. Low-quality materials ave generally been used with an over-dominance of grey.
- For all streets the overall appearance of paving needs to be improved the reflect the quality and character of different areas. Investment is particularly vital for local centres where public realm improvements stand to make the greatest impact.
- The legibility and accessibility for paving needs to be consistently improved with use of tactile paving, visual kerb separation and simplified palettes.
- The design and specification of paving should aim to address ongoing pavement parking issues and crossover overrun.

Inconsistent paving along a streetscape interrupted by driveway crossovers. The changing levels can also awkward to navigate for some users

Principles for improvement:

- As set out overleaf, materials should reflect the histories of Luton, using tone, texture and pattern to reflect these qualities.
- A simple palette of materials is preferred to ensure consistency and legibility. Bespoke items could be used to compliment the palette in special circumstances.
- Use paving to define a hierarchy and legibility for different areas. Wider Luton, The Victorian Core, and the Town Centre should use paving equivalent to their significance and identities. Likewise, high streets should use high-quality materials to maximise social and economic benefits.
- Keep what is good and re-use paving where possible. Re-lay historic kerbs together and keep paving that works.
- Local, natural materials are preferred but concrete pavers with natural stone aggregates could also provide a positive uplift when compared to asphalt.
- The specification of paving should be low carbon with consideration for both upfront and low carbon. This applies to basic materials such as bitmac/asphalt
- Materials specified should be durable, maintainable and replaceable with a secure ongoing supply chain.
- Paving sizes should curated to minimise pavement cracking without changes to format size. Subsurface resolution should likewise help to de-clutter bollards where possible.

Inspired by Luton's Heritage

Hat making: straw

- The significance of hat making and straw to Luton has been a strong influence in the material approach.
- The colour, tonal and textural variety of straw has been captured in the approach to surface materials.
- The warp and weft of straw plaiting has influenced paving patterns. Our approach recognises the variety of plaiting and how this could reflect quality in hat making terms.

The history of Luton brick

- Our research recognises the importance of brickmaking to Luton's history and the distinctive use of brick across Luton's town centre and Victorian Core.
- We recognise also that Luton's distinctive grey and red bricks have a textural quality, resulting from the

Limestone geology

- Limestone and sandstone are extensively found in the geology of Bedfordshire.
- Great Oolite limestone was extensively quarried in north Bedfordshire. The pale grey and yellow tones have informed the material palette and use of limestone paving
- Lower Greensand sandstone forms a vernacular building material from the medieval period into the 18th century.

Hat making: straw weft and weave

Examples of straw weave patterns

Hat making: tone, texture and craft

Examples of hat making from Luton.

A history of Luton brick

Glacial deposits during the ice-age (450 thousand years ago) produced a distinctive local clay peppered with abundant flint nodules. This defines the rustic textural quality of the Luton grey and red bricks.

Limestone geology

Great Oolite limestone. Unweathered it is pale grey but ages to characteristic shades of yellow. It was extensively quarried in north Bedfordshire.

Totternhoe Stone (clunch) in St. Mary's Church, Luton

Pale grey Oolite. Portland Limestone (Luton Town Hall)

Lower Greensand sandstone (an ocherous brown sandstone)

Standard Material Palette

Wider Luton: Material Palette 1

- Wider Luton: Urban Terrace
- Wider Luton: Suburban Terrace

FOOTWAY

Material:	Asphalt with limestone chippings to LBC Highways Standard

RAISED TABLE ONLY

Material:	Concrete Block Paver
Colour:	Straw/ Natural
Size(mm):	200x100
Finish:	Textured
Bond:	Herringbone Weave

Wider Luton: Material Palette 2

- Wider Luton: Retail Parade
- Wider Luton: School Street
- Wider Luton: High Street

FOOTWAY

Material:	Concrete Paver
Colour:	Buff/ Natural
Size(mm):	600x450, 450x450
Finish:	Textured
Bond:	Ashlar

RAISED TABLE/ PARKING

Material:	Concrete Block Paver
Colour:	Straw/ Natural
Size(mm):	200x100
Finish:	Textured
Bond:	Herringbone Weave

Victorian Core: Material Palette 3

- Victorian Core: School Street
- Victorian Core: Urban Terrace
- Victorian Core: Distributor Road

FOOTWAY

Material:	Premium Concrete Paver
Colour:	Buff/ Natural
Size(mm):	200x200/ 300x200/600x200
Finish:	Textured
Bond:	Ashlar

RAISED TABLE ONLY

Material:	Clay Paver
Colour:	Straw/ Natural
Size(mm):	218x52
Finish:	Tumbled, unsanded
Bond:	Herringbone Weave

Town Centre: Material Palette 4

- Town Centre: Urban Terrace

FOOTWAY

Material:	Yorkstone Paver
Colour:	Buff/ Natural
Size(mm):	200x400,300x600,300x300
Finish:	Diamond Sawn
Bond:	Ashlar

RAISED TABLE ONLY

Material:	Clay Paver
Colour:	Straw/ Natural
Size(mm):	218x52
Finish:	Tumbled, unsanded
Bond:	Herringbone Weave

Town Centre: Material Palette 4

- Town Centre: Feeder Street

FOOTWAY

Material:	Yorkstone Paver
Colour:	Buff/ Natural
Size(mm):	600x900,600x600, 600x300,400x900
Finish:	Diamond Sawn
Bond:	Ashlar

RAISED TABLE ONLY

Material:	Clay Paver
Colour:	Straw/ Natural
Size(mm):	218x52
Finish:	Tumbled, unsanded
Bond:	Herringbone Weave

Paving components

Repair and replacement

- Material type, thickness, jointing and material sub-base should be considered where vehicle overrun is anticipated to avoid damage to paving materials. For footways, strengthened paving slabs are preferable to protective bollards, which can create streetscape clutter.
- To minimise carbon and minimise waste contractors should, where possible, aim to repair and re-use existing sub-base materials when replacing paving.
- When selecting paving, designers should ensure that there is a robust material supply chain. Likewise, LBC should ensure that a stock of paving is kept to ensure paving can be replaced like for like.
- Where possible, subsurface issues should ideally be technically resolved below ground to maintain consistent surface materials and levels. In instances where challenging subsurface conditions prevail, bespoke material solutions may be acceptable. In these cases, it would be a requirement to demonstrate that alternative materials - in combination with select paving and appropriate patterned layout - would result in a high-quality public realm. This would require agreement of a satisfactory sample panel at design stage which would consequently become a condition of any works contracts.

Hull City of Culture 2017 public realm - efficient timetabling and high quality construction work in delivery. The materials and jointing ensured the public realm was accessible and durable for different uses

High quality installation

- Good design and high standards of delivery for paving must be maintained across Luton to ensure a high-quality public realm. This includes rationalised detailing and minimised cutting of materials to avoid large areas of paving infill.
- Paving should be laid at 90 degree angles to the kerb line, not the building line. Transition of materials at junctions should aim to be 1000mm minimum, with paving kept at right angles. The priority direction for pedestrian movement should also be reinforced at junctions.
- Any paving should continue across the full width of the footway and materials should be consistent on either side of the carriageway to ensure visual consistency.
- Where possible, parking and loading bays should be integrated to increase the perceived footway width

Paving should be cut with precision to ensure high quality. Cuts should reduce large areas or infill and should avoid small slivers of paving

Paving components

Kerbs

- Kerb materials must align with British Standards for inclusive design, creating a visual demarcation between carriageway and footway for visually impaired users.
- Within the Victorian Core and Town Centre areas, all kerbs should be high-quality natural stone.
- Within conservation areas, new kerbs should match historic kerbstone appearance and materiality.
- When relaying paving for streets, existing historic kerbs should be grouped and re-laid together.
- Wider Luton areas should use robust recycled aggregate concrete kerbs to mitigate whole life carbon cost.
- Kerbs should be constructed from radiused kerb quadrants, rather than straight sections to give a neater edge appearance.
- Kerb radii should vary in size according to street function and anticipated vehicle speeds. Designers should consider opportunities to reduce kerb radii wherever possible to enable safer junctions for pedestrians and cyclists.
- Kerb heights should vary according to streetscape function to ensure a balance of safety and accessibility. In particular, kerb heights should be considered as a way to discourage pavement parking.

Kerb with low upstand height to encourage informal pedestrian crossing along a street

Flush kerb with tactile blister paving at uncontrolled crossing

Kerb constructed using radiused kerb quadrants

Cycle Kerbs

- Specialist 'cycle kerbs' should by used when designing cycling infrastructure to support active travel within Luton.
- Designers should consider using cycle segregation kerbs to demarcate cycling routes and vehicular routes. This approach is preferable to demarcation 'wands' or 'armadillo' cycle lane separators.
- At junctions and the start/end of cycle routes specialist splay kerbs should also be considered to help cyclists navigate junctions safely.
- Where cycle lanes are flush with adjacent footways, designers should use demarcation kerb, tactile paving and surface tone variation to demarcate different modal users.

Vehicle Crossovers

- To reduce the impact on adjacent footways, designers should consider using 'Dutch-style' entrance kerbs or specialised kerb quadrants at vehicle crossovers to mitigate level changes along streetscapes.
- In accordance with British Standards, the specification of paving and sub-base should support the anticipated vehicle frequencies and loading to ensure that paving is fit for purpose and will last throughout its designed lifespan.

The cycle segregation kerb by Charcon has a half batter along the carriageway, capable of withstanding vehicular impact and a splay edge on the carriageway side, which significantly reduces the chance of cyclists catching a pedal.

200mm demarcation kerb between footway and cycleway.

'Dutch-style' entrance kerb by Hardscape allows a cycleway/footway running across a junction to remain at a consistent level. This could be applied to both LCWIP cycle routes and vehicle crossovers for residential streets.

Paving components

Utility Covers

- In all instances, utility covers should be flush with surrounding surfaces to avoid accessibility issues
- Wherever possible, inspection covers should be recessed with paving infill to match the surrounding surfacing. Careful detailing should ensure the inset covers match the surrounding paving pattern.
- The design of recessed paving covers should ensure their strength is suitable for expected vehicle loading
- Paving surrounding cast iron covers should be designed to avoid reduce large areas or infill and/or small slivers of paving
- Paving should ideally be cut around utility covers, rather than emphasizing their location, to ensure visual continuity of paving
- The colour and finish of cast iron utility covers should be consistent

Inset utility cover with paving infill matching to surrounding paving pattern

Paving surrounding cast iron covers should be designed to avoid reduce large areas or infill and/or small slivers of paving

Tactile Paving

- The use of tactile paving should ensure pedestrians with visual impairments are able to navigate the streetscape confidently.
- Blister paving should be used at controlled crossings and uncontrolled crossings to warn users of the change in streetscape condition. Corduroy paving should be used at level changes, such as steps or ramps but may not be suitable in all instances.
- Standard tactile paving dimensions are 400x400mm. Paving should laid in a stack bond and orientated to align with the direction of the crossing or level change.
- Tactile paving materials should be natural stone for the Town Centre and Victorian Core High Streets in alignment with Inclusive Design Standards.
- In conservation areas, new tactile paving should harmonise with the surrounding streetscape materials, with a consistent approach throughout. Where red/buff tactile paving is aesthetically unsuitable, tactile paving alternatives - such as stainless steel studs or visually contrasting natural stone - may be appropriate. Designs should refer to Paving: The Conservation of Historic Ground Surfaces for guidance.

CONTROLLED CROSSINGS

Town Centre:
Red granite blister paving

Victorian Core/Wider Luton:
Red concrete blister paving

UNCONTROLLED CROSSINGS

Town Centre:
Yorkstone tactile paving

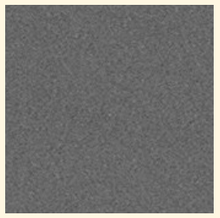
Victorian Core/Wider Luton:
Buff concrete blister paving

7.5 Street Furniture

- Studies of Luton suggest that the street furniture in the town could be a much higher quality and more consistent.
- At present Luton contains a range of street furniture and elements in the public realm that can sometime undermine the visual and architectural identity of different areas. This furniture typically clutters the streets, lacks cohesion and obstructs pedestrian movement in the town centre.
- For all streets in Luton the approach and ambition towards street furniture should be heightened. Addressing issues of street furniture is a critical part of improving streetscapes within Luton. Improvements will help to make all streets accessible and will compliment high quality materials proposed for the borough
- Designs should aim to address underlying issues with furniture that is high-quality, coherent and rationalised to minimise street clutter. Street furniture should be coordinated, with a consistent palette that compliments Luton's character.
- Although the furniture set out overleaf uses a palette of off the shelf products, designers should consider opportunities to integrate bespoke/custom features to reflect the individual identities of different areas. Ideally these features would created in collaboration with communities to instil a sense of civic pride.

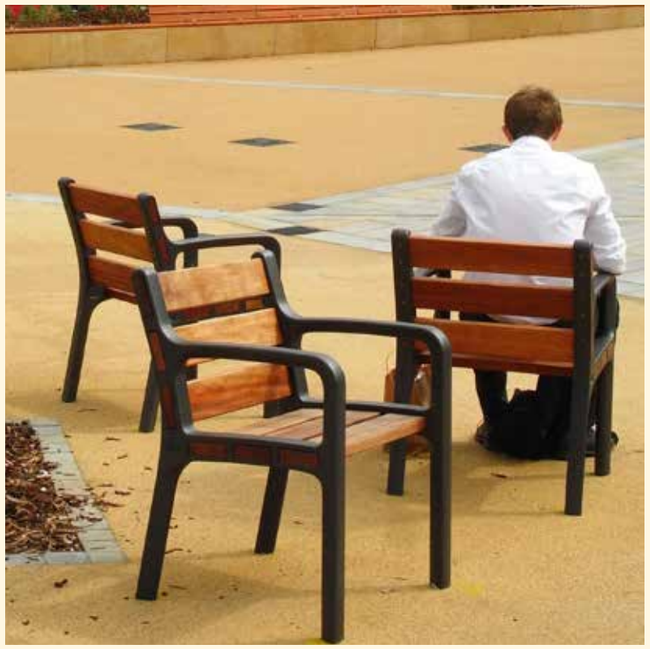
Principles for improvement:

- Make the colour and finish of all street furniture consistent and consider cast iron furniture in reference back to Luton's history of ironmongery and the foundry formerly located in High Town
- Clear all unnecessary street furniture and objects from the public realm
- Locate street furniture in a 'furniture zone' to maximise a clear zone for pedestrian movement.
- Minimise duplication of street furniture by rationalising and combining elements.
- Use street furniture that is high quality
- Integrate street furniture with components that can be easily maintained, repaired or replaced.
- Improve the quality of lighting across the borough
- Improve and maintain historic elements in the public realm
- Locate furniture to minimise obstruction – consider placement in relation to building plots and entrances

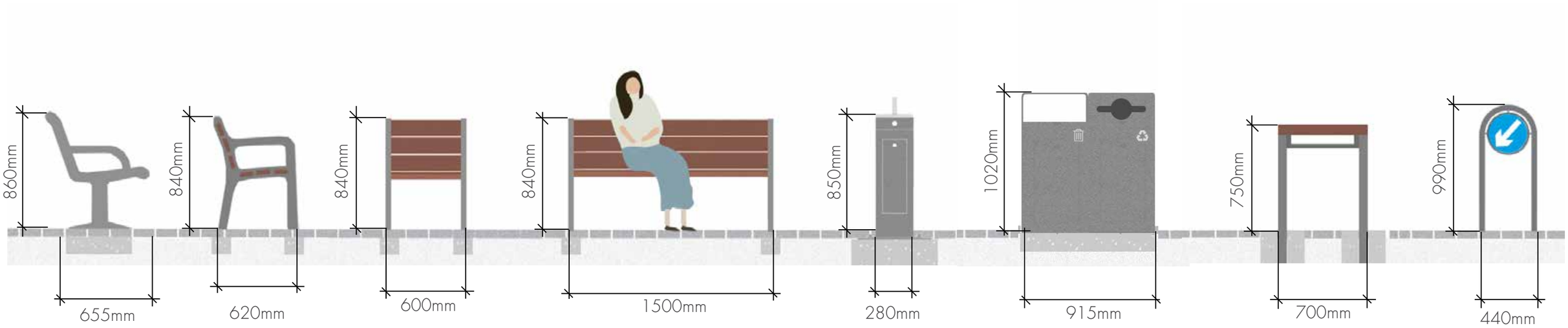


Metal:
Powder coated RAL 7011 Iron Grey

Timber:
FSC certified hardwood high pressure protected



Street furniture palette



Wider Luton:
Furnitubes New Forest Bench

Victorian core/ town centre:
Escofet Montseny Bench/Seat

Victorian Core/ Town Centre:
Escofet Montseny Seat

Victorian Core/ Town Centre:
Escofet Montseny Bench

Victorian Core/ Town Centre:
Escofet Caudal drinking fountain

All Areas:
Wybone Contour Double Steel Litter and Recycling Bin

All Areas:
Streetlife Solid Bike Parking

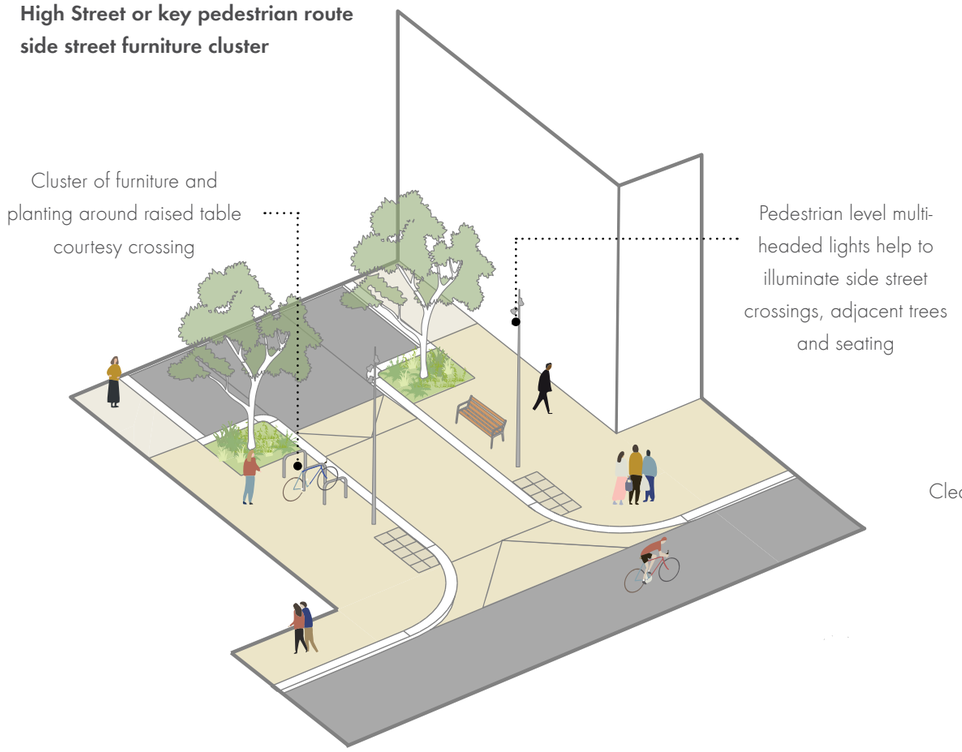
All Areas:
Furnitubes District Traffic Bollard

Street furniture

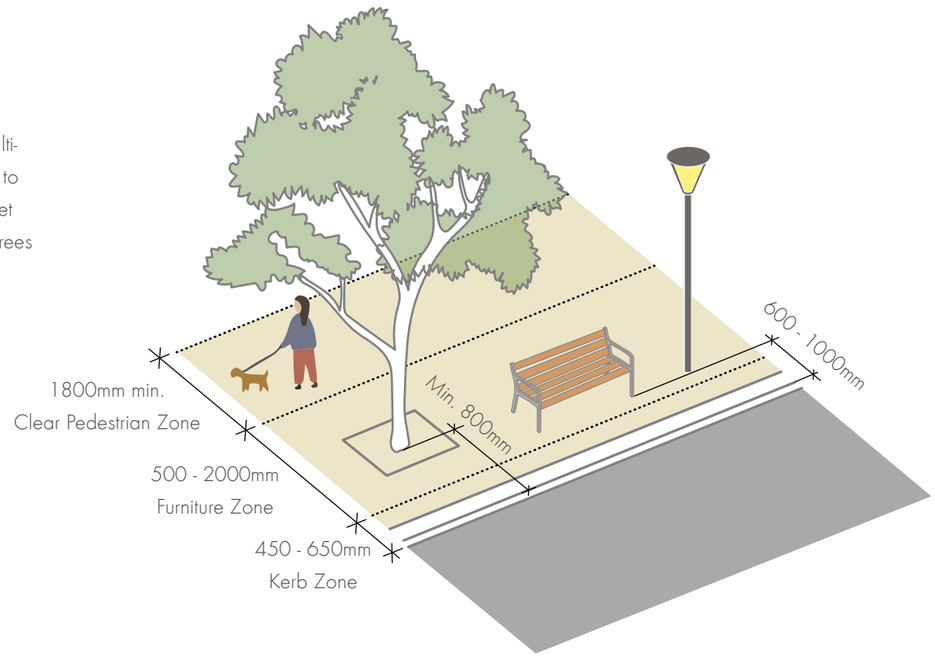
Principles for placement

- A clear pedestrian width of 2 metres where possible is to be maintained along the street with a minimum of 1.8m, free from obstacles, clutter and pavement parking
- Street furniture should be located in a zone adjacent to the kerbline to maintain unobstructed access to building frontages
- Where space allows, grouping of street furniture including seating and pedestrian-level lighting should help to reinforce a sense of place
- Lighting columns should be a minimum of 700mm from the kerb edge. Columns should be located away from the apex of corners and other pinch points.
- Cycle stands should be located beside kerb lines with minimum distances applied to ensure bikes can be secured without obstruction
- Traffic signs, CCTV and traffic signals should be mounted onto light columns wherever possible to minimise street clutter.
- Bollard placement should be informed by localised needs with consideration given to minimising bollard use (where restricting pavement parking) through provision of other valuable street furniture e.g. seating or cycle stands

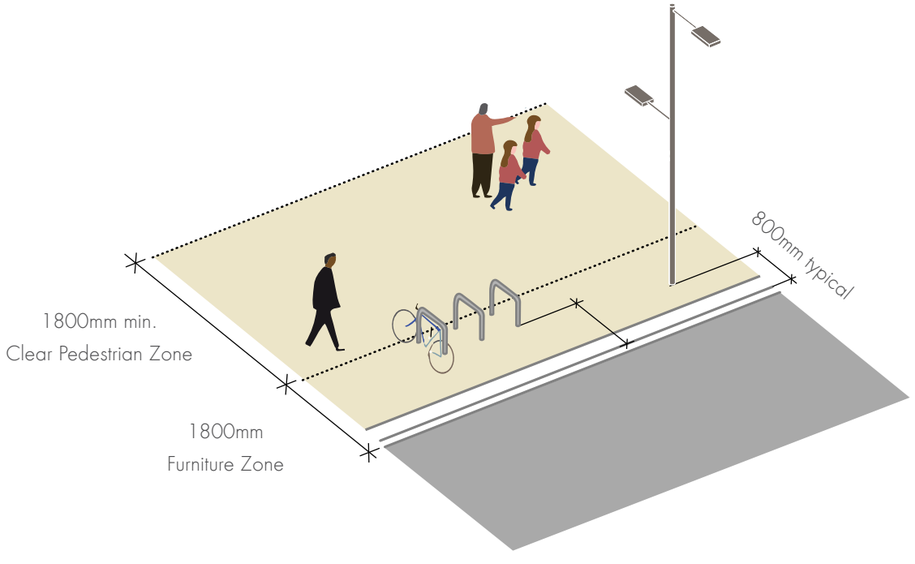
High Street or key pedestrian route side street furniture cluster

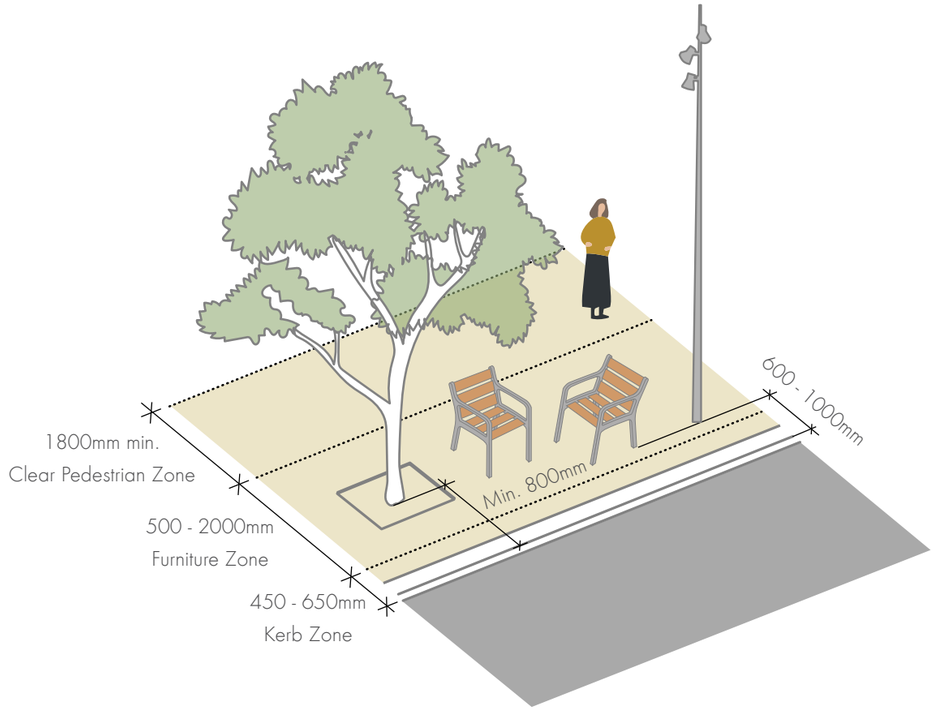


Wider Luton - cluster of seating, lighting and tree planting



Cycle stand



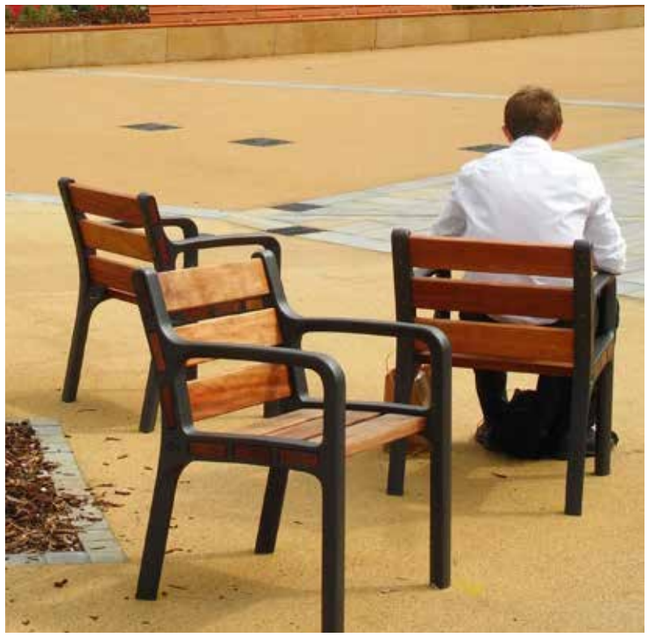


Seating

Key considerations:

- The design of seating should suit the surrounding context - with both off the shelf seating and bespoke/site specific seating used, as appropriate.
- All seating should be cost effective and easy to maintain, with easily replaceable components to ensure a longer product lifespan.
- All seating should use durable materials that are sustainably sourced with product designs robust to potential vandalism.
- In all instances, the top surface of all seating should be moisture resistant local FSC hardwood (or similar). Timber also provides a warmth that is important for elderly users.
- Seating designs should consider accessibility and user needs through provision of backrests and arm rests, to comply with Inclusive Design standards and to promote age-friendly initiatives. This requirement shouldn't preclude variation in design to allow furniture to be used flexibly by different groups.
- For consistency, off the shelf seating should ideally be a product 'family' with common components that can adapted and customised (e.g. custom length, with/without arm rest or back rest). This will enable adaptation/customisation of the same product to suit different locations.

Escofet Montseny Bench and Seat uses a simple set of robust componentry that can be easily replaced. The cast iron metalwork related back to Luton's heritage



Configurations of individual seats can allow multiple users to sit in clusters but also apart from one another.

Standard 'municipal' bench. Furnitubes New Forest bench

Bespoke seating clusters could be used for local centres to meet the needs of different users and create focal points within the public realm

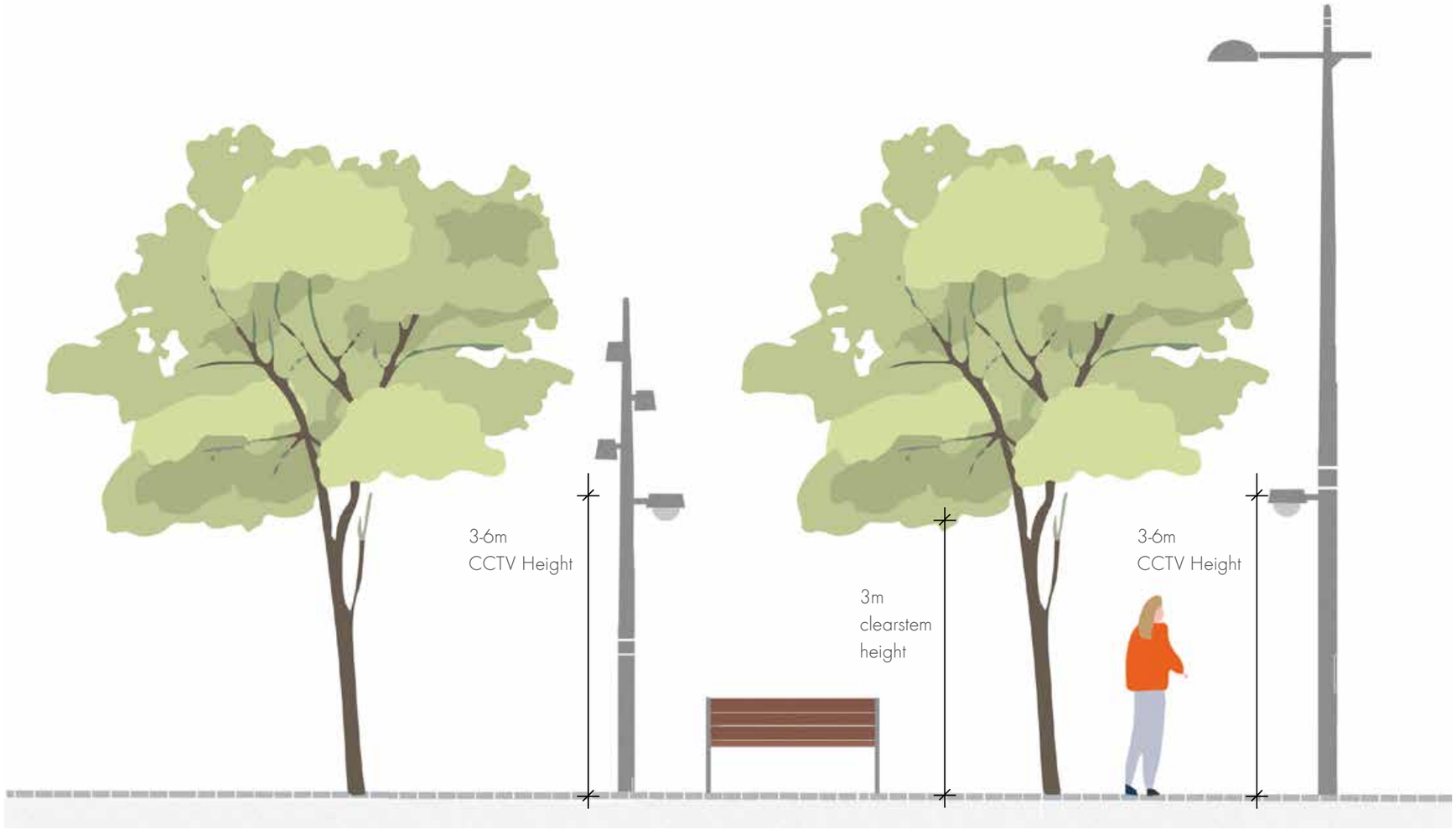
Bespoke seating clusters with planting encourages social interaction. The design is robust and can be used flexibly

CCTV

The best way to tackle issues of safety and security are often related to overlooking and bringing activity into the public realm. Nonetheless, CCTV plays a critical role in the public realm and needs to be considered carefully as part of design works.

Key considerations

- The type and frequency of CCTV cameras will depend on localised conditions and should be proportionate to the area's footfall and/or identified high risk zones.
- Designers should carefully consider placement of CCTV when implementing tree planting in the public realm to ensure that sightlines are not obstructed. A combination of higher level and low-level cameras may be best to ensure a full coverage. Likewise, specifying trees with a typical clearstem height of around 4m will help increase visibility for CCTV and on street.
- Cameras should be mounted out of reach to avoid vandalism, but this should be balanced with consideration of sightlines.
- Lighting should be used in combination with CCTV to deter anti-social behaviour and help to ensure footage can be used for crime prosecution, if required.
- Wherever possible, CCTV should be mounted to light columns to minimise clutter in the public realm. These columns may require higher specification to perform both duties.



Elevation showing a typical configuration of seating, planting, lighting and CCTV used in combination

Research CCTV demonstration by IPVM shows that above certain heights facial details start to be lost and subjects can easily conceal their face when tilting their head

CCTV cameras in Elephant Park, London are mounted to low level light columns and adjacent to significant tree planting and low level planting

Other street furniture

Bollards

- Wherever practical and safe, the use of bollards across Luton should be minimised to reduce street clutter.
- In many instances use of carefully positioned street furniture (e.g. fixed seating or cycle racks) or planting could provide an alternative barrier that is preferable to a line of bollards.
- The height, reinforcement, footing and/or specification of bollards may vary slightly according to function and security requirements. In most instances, bollards will form a deterrent to unlawful parking, as such bollards should be as slim as possible to minimise pedestrian obstruction.
- Standard bollards: should be used to prevent unlawful parking on footways (typically at 3000mm spacing) or to restrict vehicle access to pedestrianised areas (typically 1000mm spacing).
- Retractable or removable bollards: should be used for pedestrian only streets where timed vehicle access and servicing is required (typically 1000mm spacing). Removable/collapsible bollards are preferable, since automatic bollards will have higher maintenance costs.
- Traffic bollards: 'keep left' hoops should be used on central reservations or crossing points as traffic direction. These are preferable to plastic traffic bollards/beacons.
- Where possible, designers should consider commissioning a bespoke Luton cast iron bollard. Given the industrial heritage and foundry formerly situated in High Town, could be an interesting way to continue to highlight Luton's heritage.

All Areas:

Manufacturer: Omos

Make: S26

Options: Removable option (as require)

Material: Powder coated steel with brushed 316 grade stainless steel polished cap top

Conservation Areas:

Manufacturer: Broxap

Make: Llangefni PU Bollard

Options: Removable option and reflective band (as required)

All Areas:

Manufacturer: Furnitubes

Make: District traffic bollard

Options: Bolt Down, LED uplighter

Material:
Powder coated steel

Cycle Stands

- Cycle parking provision should be considered to ensure there is a sufficient amount to meet user needs. Insufficient cycle parking can often lead to cycles being locked informally to street furniture and causing obstruction.
- Cycle stands should be located 900mm from the kerb edge with a minimum 450mm spacing between carriageway and any part of the cycle, when parked.
- On narrow streets, cycle parking should be parallel to the kerb edge, with 2500mm centres to ensure pedestrian movement between cycle stands.
- On wider streets, cycle stands can be placed perpendicular to the kerb with 900mm spacing from the kerb edge.

All Areas:
Manufacturer: Streetlife
Make: Solid Bike Parking
Options: Powder Coated with FSC hardwood

Cycle Lockers

- Cycle lockers should be typically located in predominantly residential areas to provide secure cycle parking spaces for residents.
- Cycle lockers should be positioned between parking bays and placed to align with a standard parking bay width.
- The design of cycle lockers must provide safe, lockable mechanisms that enable insurable cycle parking spaces.

Manufacturer: Cyclehoop
Make: Bikehangar
Options: Custom Luton Borough Council vinyl Logo
Material: Powder coated steel. No custom powder coated finish

Other street furniture

Drinking Fountains

- Drinking fountains should be located in areas of high pedestrian footfall to encourage a reduction of single-use water bottles and in park settings to support sport/recreation activities
- Where possible, drinking fountains should be located adjacent to buildings, with sufficient space surrounding them to enable clear pedestrian movement when in use.
- The height of the drinking fountain should enable the fountain to be used by all - including children & wheelchair users.

Manufacturer: Urbidermis
Make: Caudal
Material: Stainless steel / brass
Finish: Powder coated / brass with chrome finish

Commercial Bin Enclosure

Rationalising commercial bins stored in the public realm could have a significant positive impact on people's perception of the public realm and potential obstructions to pedestrian movement. Designers should consider the following approaches:

- In the first instance, officers should consider an enforcement approach to ensure that users store commercial bins within their property demise and only leave bins within the public realm for a short period during collection days.
- In conjunction with an enforcement approach, LBC could also review the frequency of bin collection and opportunities to rationalise collection operations to minimise waste capacity requirements.
- Where commercial bin storage is not possible within the property demise, designers should consider options to screen bins using enclosures. These locations should be in rationalised locations with bins groups together in locations with the least visual impact

Manufacturer: Metrostor
Make: PBS2
Options: Forest Panel Iroko (Horizontal Pattern) and sedum green roof option
Capacity: 2no. 660L-1280L 4-Wheeled Bin
Material: Timber and powder coated steel frame

Litter Bins

- Bins should be located so as not to obstruct pedestrian movement or building entrances. Bins should be set back from the kerb at least 450mm or located 100mm from adjacent buildings.
- The number of bins along a street should be proportional to needs. Designers should coordinate with Luton waste contractors to establish a reasonable provision in alignment with waste collection frequencies.
- All bins should have a covered top to prevent rainwater collecting within and should include a cigarette stubbing plate
- Bin design and placements should be sensitive to heritage features
- Bins should have simple graphics/text in a single colour to denote different litter types. Colourful graphics or plastic inserts should be avoided.

All areas
Manufacturer: Wybone
Make: Contour Double Galvanised Steel Litter and Recycling Bin
Options: Ashtray top/Slot aperture to recycling side
Capacity: 224 litres
Material: Steel
Graphics: Recycling/litter logos only

Other street furniture

Electric Vehicle (EV) Charging

- The distribution and specification of electric vehicle charging points should be informed by a wider electric vehicle charging strategy.
- Where used for residential streets, charging should ideally be consolidated within light columns to minimise additional street clutter
- Where larger EV charging points are required, these should be positioned on islands between parking bays. This allows use of the charger from both sides and ensure an unobstructed footway.

EV charging attachment to a light column. The attachment colour should match the RAL of the column

Simple utility boxes with consistent colour and mono pitch top design

Utility Boxes

- The positioning of utility boxes should be adjacent to buildings within the paving edge zone.
- The colour and finish of utility boxes should be consistent with other street furniture. Logos and graphics should be avoided.
- Power supply points may be necessary for market stalls and open spaces. These should ideally be retractable, to minimise obstruction when not in use. Alternatively, power supply points might use other street furniture (e.g. light columns).

Manufacturer:
Pop up Power Supply. Retractable power supply with Retractable power supply with paving infill on top to match surrounding streetscape.

Simple utility boxes with consistent colour and mono pitch top design

Planters

Designers should prioritise integrating planting into the public realm to ensure longevity. If planters are used, designers should consider the following considerations:

- Planters should have an integrated irrigation pipe and or a means of collecting rain water run off from the pavement or from down pipes.
- When introducing planters (to be maintained by the Council) a long-term maintenance strategy with relevant LBC teams must be agreed in advance.
- Hanging baskets maintained by the Council are strongly discouraged, since they are short lived and have high maintenance needs.
- Privately maintained planters to demarcate licensed outdoor dining spaces are encouraged provided that they do not obstruct pedestrian movement.
- If located above below ground utilities, ensure planters can be mechanically lifted and relocated for the duration of any utilities works.
- Planters should ideally serve a dual purpose e.g. as cycle parking or with a seating element
- The appearance, colour and finish of planters should be consistent with other Luton street furniture.

Manufacturer: Urbis Design
Make: Globe Planter
Option: Slate finish (as illustrated)

Manufacturer: Streetlife
Make: Solid Mobile Green Isles
Finish/colour: To match Luton RAL colour
Option: configuration dependent on available space

7.6 **Lighting**

Lighting is significant for supporting the perception of safety after dark, enhancing the character of streets, places and buildings and supporting active travel.

The appearance of streets, wayfinding and perception of safety can be improved through the use of a curated palette of apparatus, colour temperature (kelvin) and illuminance (lux)

Artificial lighting should help create the sense of a welcoming, safe and secure neighbourhood made up of well-lit streets. Designers should consider the following:

Principles for improvement:

- All street lighting should conform to relevant British Standards (BS5489) and current best practice standards
- Lighting levels should be reduced to minimise adverse impacts on areas of dark skies. Light spill should be minimised through the appropriate specification, siting, orientation and control of lighting apparatus.
- A consistent suite of light fittings should be used to ensure coherence of design throughout the public realm with feature lighting used sensitively.
- The type, mounting, colour and illuminance levels for lighting should be appropriate to the scale and context of streets and spaces
- Designs should use 'layered' and dispersed lighting to achieve required illuminance, rather than singular light sources floodlighting spaces.
- Designs should avoid overly high intensities of light to create a perception of safety. Spaces should instead be legible, appear well-maintained, without excessive contrast and glare.
- Designers should consider use of focused lighting to create 'moments' of illuminance, particularly around seating, to reinforce a sense of security.
- Lighting schemes should utilise long-life, efficient light sources and control gear. This will help to minimise long term maintenance and energy costs.
- To avoid duplication of posts and reduce street clutter, lighting columns should generally be used for signage and could be used for utilities, such as electric vehicle charging inlets.
- Light columns adjacent to key junctions or pedestrian crossings should be a higher specification - to allow mounting of banners, signage, or traffic signals.
- Designers should aim to create an accessible after-dark environment by avoiding excessive contrasts, avoiding direct and reflected sources of glare, avoiding controlling shadow and limiting potentially confusing upward lighting.

Inspired by historic hat forms

Historic street lantern on Dunstable Road, Luton

Anto multi-head spotlight

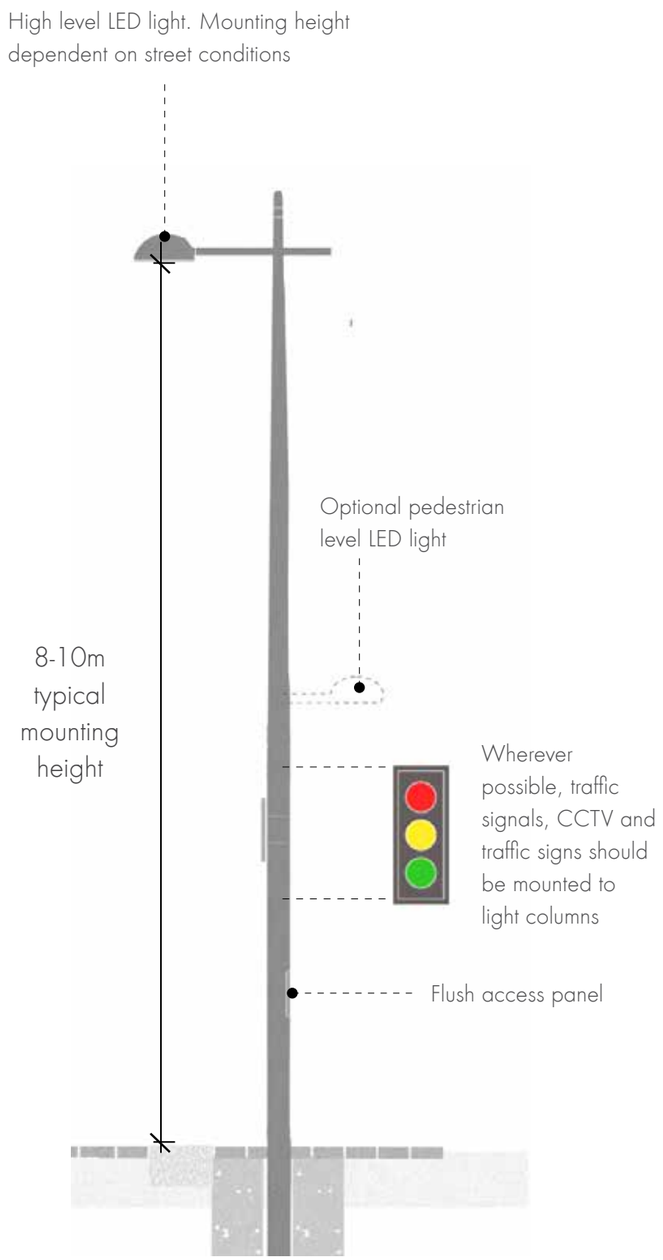
Low level pedestrian lighting

Combined lighting column with traffic signals

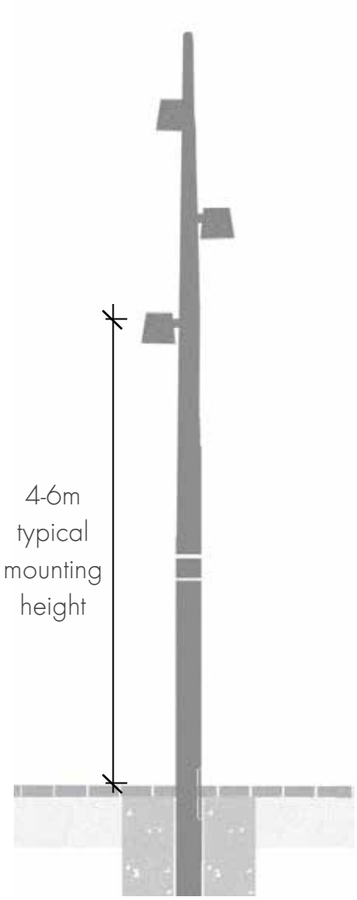
Feature lighting in special instances

Palette of lighting apparatus

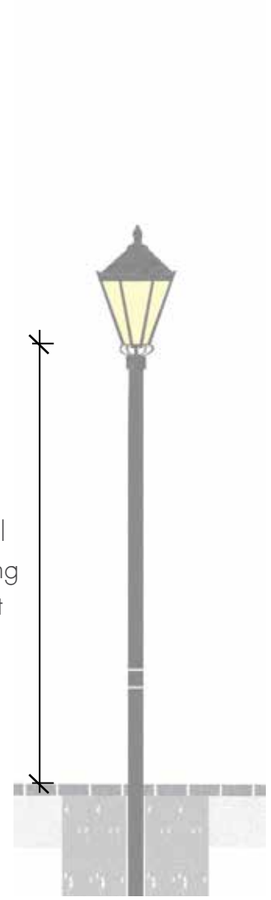
- A simple palette of apparatus should reinforce a sense of hierarchy within the public realm.
- All new luminaires should use LED lamps to reduce energy consumption and improve optical control
- A reduced palette of luminaires and light sources will help to simplify maintenance programmes.
- To avoid duplication of posts and reduce street clutter, lighting columns should generally be used for signage and could be used for utilities, such as electric vehicle charging inlets.
- Light columns adjacent to key junctions or pedestrian crossings should be a higher specification - to allow mounting of banners, signage, or traffic signals.
- For conservation areas, a palette of heritage style street lighting should be used consistently. Ideally this lighting is made bespoke to match the original designs of lighting in these areas. The product opposite has been selected due to its similarities with heritage street lights in Luton.



STANDARD HIGHWAYS LIGHT: ALL AREAS
All streets (height dependent on street classification)
Manufacturer: Disano illuminazione
Make: 1756 Monza FX



FEATURE LIGHT: VICTORIAN CORE/TOWN CENTRE:
Public spaces and seating clusters
Manufacturer: Lampas
Make: Anto L1016 Post Light



STANDARD LIGHT: CONSERVATION AREAS
Manufacturer: DW Windsor
Make: Knightsbridge

FEATURE LIGHT: WIDER LUTON
Public spaces, seating clusters & parks
Manufacturer: Disano illuminazione
Make: 1570 Clima

Lighting considerations

Colour Temperature

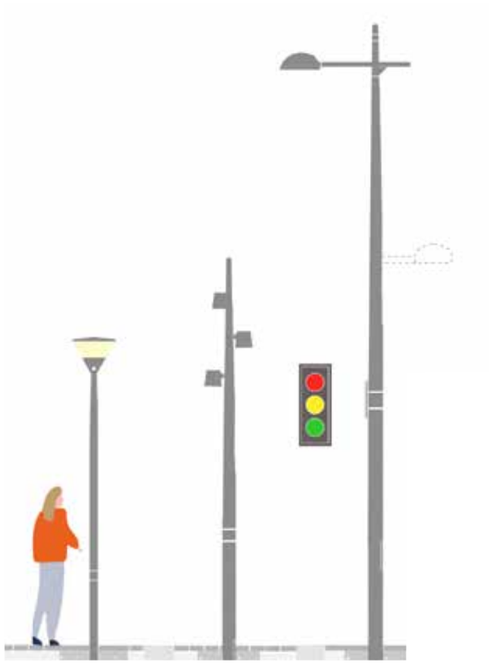
- Over time, any existing sodium lamp street lighting should be replaced with white LED luminares.
- For High Streets and key connecting corridors, a 4000K LED temperature should be used. White light can be especially useful for crime prevention.
- Predominantly residential streets should use a warmer colour temperature (3000K) to create a more domestic streetscape character.
- Warm white lighting should be used adjacent to sensitive habitats to mitigate the impact on wildlife
- Coloured lighting (including architectural lighting) should only be used for festival/ event overlay.
- For Heritage areas, designs should refer to Historic England guidance on light appearance and colour.

Mounting Heights

- Luminaires should generally be mounted on columns to minimise the need to coordinate with building owners. In instances where footpath widths are very limited, wall-mounted lighting may be a suitable alternative.
- Main roads and High Streets should typically use a 8-10m Mounting Height.
- Residential Streets should typically use a 6m Mounting Height.
- Footpaths and furniture lighting should typically use a 5.5m Mounting Height.
- Heritage style lighting should be mounted around 4m. Overly tall heritage light columns do not align with the appearance of Luton's heritage lighting.

Test showing the effect of colour temperature on a streetscape environment ©Speirs and Major

Modern lighting apparatus can have Tunable White technology. ©DW Windsor



Lighting Levels

- Lighting designers should consider the relevant 'Environmental Zone' (as defined by the Institute of Lighting professional guidance).
- 'Urban' Town Centre areas with high levels of night-time activity should typically be considered as E4 zones with High district brightness
- 'Suburban' areas outside of the Town Centre should typically be considered as E3 zones with medium district brightness
- Sensitive wildlife areas and riverside areas are assumed as E1/E2 areas.

Column Attachments

- In areas where frequent festivals and events are anticipated, electrical and mechanical attachments should be integrated into the design of street lighting apparatus.
- Column accessories should be discreet with any fixings matching the painting finish of the column.
- Designers should consider power supply and banner brackets to support markets, events and catenary lighting.
- In predominantly residential areas, electric vehicle charging points could integrated within existing lighting infrastructure

The pedestrian high street in Galway is a good example of street lighting in a city centre supporting the night-time economy ©William Murphy

Festive Decorations Socket with Cover

Eye bolt for catenary mounting system

Secondary door for power supply with drip cover for cable

Landscape Lighting

- Careful variation of the standard street lighting palette through landscape feature lighting can help to highlight the unique character of different spaces and places. As such, landscape lighting should be used sparingly and in locations where it might bring the greatest public benefit and positive night-time impact.
- Landscape lighting should help to create 'layered' and dispersed lighting to achieve required illuminance.
- The appearance of landscape lighting features should not negatively impact the character and appearance of conservations areas. In particular, designers should avoid using overly bright or visually obtrusive lighting.
- Landscape lighting should be sensitively integrated in conservation areas and should respond to the scale proportions and architectural features of listed building and historic details.
- Uplighting should be detailed carefully to avoid potential water ingress and potential light pollution.
- A maintenance regime, ideally with visual annual visual inspections should be agreed as part of any landscape lighting designs.

Demonstration of dispersed lighting of key landscape features to achieve required illuminance ©Speirs and Major

Focused pedestrian level lighting around seating and feature lighting for a mature tree ©James Newton

Architectural Lighting

- Architectural lighting must follow best-practice guidance to minimise light pollution and obtrusive lighting.
- Outside of conservation areas, the use of architectural lighting should be used sparingly e.g. for buildings of local importance.
- Within conservation areas, architectural lighting could help to highlight heritage assets, including listed buildings. However, not all listed buildings may benefit from architectural lighting. Similarly, over-use of bold architectural lighting may dilute the desired effect.
- Architectural lighting affecting listed buildings will often require consent and must be designed and attached with care.
- For listed buildings, lighting should be visually unobtrustive and appropriate to the architectural style of the area with fittings tailored to highlight key features and materials. Designers should avoid floodlighting in particular.
- Designers should avoid coloured lighting, particularly in conservation areas and should select lighting colour in relation to the building's material palette.

Architectural lighting focused on highlighting key architectural features ©Studio Dekka

Architectural lighting working in tandem with landscape and highways lighting. ©Haringey Council

Tree Lighting

- Designers should consider opportunities to invest in tree lighting to provide visual interest and wayfinding markers for town, neighbourhood and district centres.
- Tree lighting should not be used within protected trees or adjacent to wildlife corridors. Existing tree conditions must be assessed in advance and designers should secure support from Arboricultural and Ecology Officers before commencement.
- The type of tree lighting should be selected in relation to the size of tree and should not impact the tree's development.
- With exception of feature trees within the Town Centre, designs should generally avoid in-ground uplighting, as luminaires are subject to water ingress.

Tree uplighting along a key pedestrian route

Blue Market, Bermondsey lights trees and key features using multi-headed light columns ©Studio Dekka

Underpasses, Overpasses & Footpaths

- Given the lack of natural surveillance for these conditions, designers should carefully consider ways to improve illuminance and a perception of safety.
- Designers should consider using both wall or column mounted luminaries in combination with feature lighting to walls or tunnel soffits. This could also form part of an artwork installation.
- The lighting system of underpasses and tunnels should use controlled daylighting photocells and motion sensors (ideally linked to a control system).

Artwork lighting within an underpass ©Colour Kinetics

Soft Open Spaces

- Across Luton there are several parks and open spaces that could benefit from lighting upgrades. Suitable luminaries should be selected from the street lighting palette.
- Lighting should typically be mounted with 4m high columns, using a warm white colour temperature (3000K or lower).
- For footpaths adjacent to ecologically sensitive areas, designers should consider best practice guidance to limit vertical and horizontal illuminance, reduce glare and minimise operational lighting times. LBC Ecology officers should be consulted throughout the design process.
- When integrating lighting into previously unlit areas, designers should very carefully consider the necessity of new lighting and ways to sensitively illuminate footpaths and, if required, wayfinding features (such as bandstands).
- Lighting can be used to extend the useful hours of playspaces but must avoid light trespass to adjacent residential uses and habitats. A curfew time to switch off lighting could be valuable to also discourage anti-social behaviour.

Localised lighting around a playspace ©Schreder

Low level lighting along pathways in a park setting

Lighting used in an ecologically sensitive area ©Armadillo Lighting

7.7 Soft Landscape

Key considerations

- New trees and planting should be focused where there is a deficit of street greening and in areas with high stormwater runoff rates.
- Planting should be fit for purpose with the type of planting matched to the street typology. E.g. robust plants should be used in high footfall areas or planting that can capture pollutants used along busy vehicular streets
- Planting should be 'of Luton' using different types of urban greening to reinforce difference between places.
- Using planting expressed in different forms including; rain gardens, low level planting, hedging, and street trees.
- Avoiding high maintenance planting approaches such as green walls, hanging baskets or annual flower beds
- Using planting to engage people, particularly children, with nature

Street Trees

Key considerations

- Trees should be fit for purpose and location, taking account of shapes, sizes and colours to reinforce character.
- Utilise the most mature trees possible (within budget) to gain immediate canopy benefits
- Trees should be used to support habitat creation and increase biodiversity through connected wildlife corridors
- Trees should also be used to sequester carbon and improve air quality
- Position trees to improve microclimate conditions, providing shade for buildings and public realm, and sheltering against wind
- Select tree species that are resilient to climate change of hotter, drier summers, periods of droughts and wetter colder winters
- Consider long-term maintenance needs within tree planting budgets
- Consider clear stem heights for trees adjacent to vehicular routes. In alignment with Manual For Streets guidance, trees should also be located trees away from junctions to avoid sightline obstructions.
- Secure cross-disciplinary input on the integration of trees in the design including lighting, CCTV, access, biodiversity, water harvesting and drainage, arboriculture and maintenance

TREES FOR HABITAT CREATION

TREES FOR SEQUESTRATION/FILTRATION

TREES FOR SEASONAL INTEREST

TREES FOR MICROCLIMATE

LANDMARK TREES FOR WAYFINDING

CANOPY TREES

Tree Planters

Key considerations

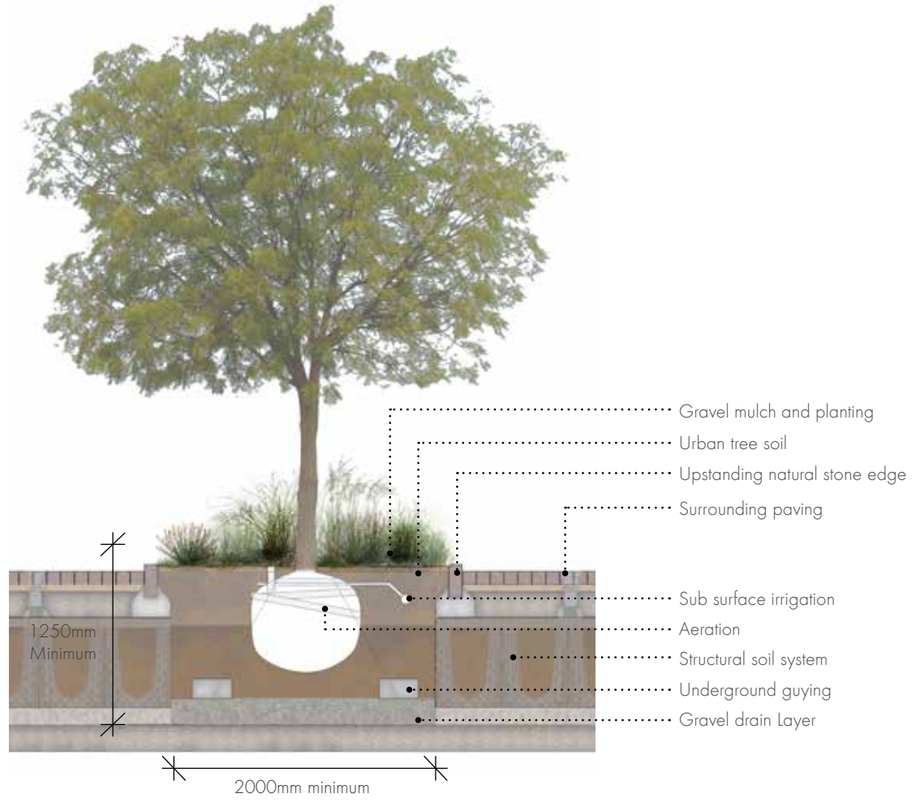
- Healthy trees require healthy growing conditions. Sufficient space, oxygen to the roots, water, nutrients, and high quality growing medium are essential. Investment in the growing conditions should be as significant as the cost of the tree itself.
- Tree planting in paved areas should ensure root zones, utilities and below ground infrastructure are coordinated.
- Tree pits should incorporate tree cells to achieve the required root soil volumes beneath engineered surfaces. This is especially important for larger/mature street trees.
- Designers should also consider opportunities for connected tree pits to maximise potential stormwater attenuation and accommodate long-term root growth.
- Underground guying is the preferred approach to supporting new trees. Where tree guards are used, these should use flexible mesh with timber supports. Fixed metal tree guards are not advisable, since these can constrict mature trees if improperly maintained.

Tree grate with paving infill to match surrounding paving. The design also allows rainwater infiltration through slits and porous aggregate around the tree stem. ©GreenBlueUrban

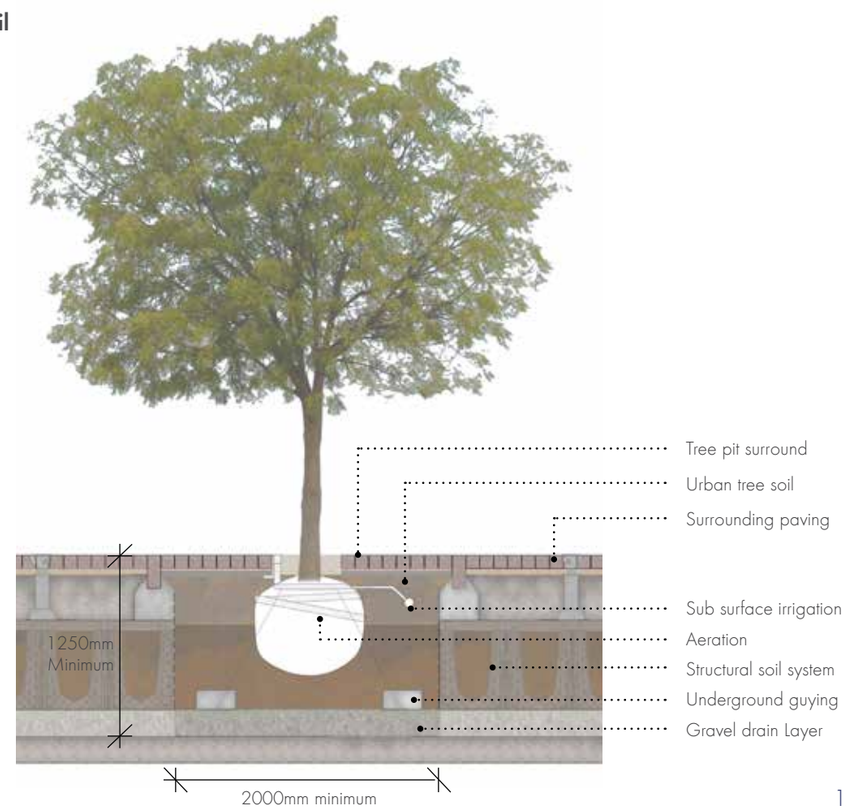
Tree Surround Planting Detail

Mesh tree guard with timber support

Aggregate Planting Detail



Tree Surround Planting Detail



Note: All sections are illustrative for design intent. Designers must form their own details and apply their own judgement when applying these guidelines

Tree Planting Palette

Town Centre/Residential Street
Soft/Green Space/Park
Transport Corridor
Drought Tolerant
+ Waterlogging tolerant
✳ Suitable for paved areas

SMALL TREES (<10M)

Alder (Alnus glutinous ‘imperialis’)

Apple (Malus baccata Street Parade)

+

Cherry (Prunus Accolade)

Cherry (Prunus snow goose)

Hawthorn (Crataegus monogyna)

Hawthorn (Crataegus Prunifolia)

Service berry (Amalanchier arborea Robin Hill)

MEDIUM TREES (10.5-15M)

+

Cut Leaf Alder (Alnus Incana Lacinata)

Birch (Betula Pendula)

Himalayan Birch (Betula Utilis Jacquemontii)

Bird Cherry (Prunus Padus ‘watereri’)

+ ●

Field Maple (Acer Campestre Streetwise)

Turkish Hazel (Corylus Colurna)

+ ●

Honey Locust (Gleditsia Triacanthos)

Hornbeam (Carpinus Betulus ‘Fastigiata’)

Southern Magnolia (Magnolia Grandiflora)

Freemans Maple (Acer Fremanii ‘Autumn Blaze’)

●

Lobels Maple (Acer Lobelia)

+ ●

Sweet Gum (Liquidamber Straciflua Worplesdon)

Tree Planting Palette

Town Centre/Residential Street
Soft/Green Space/Park
Transport Corridor
Drought Tolerant
Waterlogging tolerant
Suitable for paved areas

LARGE TREES (>15M)

Common Alder
(Alnus Glutinosa)

Italian Aider
(Alnus Cordata)

Common Beech
(Fagus Sylvatica)

Common Beech (Fagus
Sylvatica Dawyck)

London Plane (Platanus
x Acerifolia)

Oriental Plane (Platanus
Orientalis)

Pedunculate Oak
(Quercus Robur)

Sessile Oak
(Quercus Petraea)

Indian Chestnut
(Aesculus Indica)

Sweet Chesnut
(Castanea Sativa)

Bald Cypress
(Taxodium Disticum)

Hornbeam
(Carpinus Betulus)

Fastigate Oak (Quercus
Robur Fastigiata Koster)

Holly Oak (Quercus Ilex)

Tulip Tree (Liriondendron
Tulipifera)

Caucasian Lime
(Tilia x Euchlora)

Small Leaved Lime (Tilia
Cordata ‘greenspire’)

Silver Lime (Tilia Tomentosa)

Pine (Pinus Sylverstris)

7.8 Sustainable Drainage Solutions (SuDS)

Key Considerations

- Incorporating connected and coordinated SuDS features throughout the public realm will be an essential way to ensure climate resilience across the borough. SuDS will be especially important for flood risk zones and landscapes that drain towards flood-prone areas. In these instances, SuDS should be used for both infiltration and attenuation to reduce pressure on stormwater networks.
- SuDS features should also be considered in terms of secondary benefits: increased biodiversity, visual interest, the provision of seating, and integrated play.
- Designs should consider use of trees, low-level planting, rain gardens, swales. Channels & rills, permeable paving and de-paving to achieve effective sustainable drainage.
- Any SuDS features should not obstruct pedestrian movement and should be robust and integrated to ensure longevity and reduced need for regular maintenance.
- For guidance, designers should refer to Luton's 'Sustainable Drainage Design and Evaluation Guide', SuDs in London - a guide (2016) by TfL, and the CIRIA 'C753 The SuDS Manual (2015) for technical guidance.

Connected tree pits ©GreenBlue Urban

Example of rain gardens with a upstanding kerb edge. ©Robert Bray Associates

An example of permeable paving & low-level planting

Playful drainage cover encourages interaction with the SuDS process

Example of a de-paved pocket park and low-level planting

Large rain garden with check dams to control peak rainfall on a slope. ©Nigel Dunnett

Communities could help to plant rain gardens and have a sense of ownership over planting in residential areas ©Meristem Design

Integrated play within rain gardens. ©Robert Bray Associates

Rain Gardens

Overview

Rain gardens are sustainable drainage systems/strategies (SuDS) to slow the flow of rain water to the main drains and prevent inundation and potential flooding, rain gardens also prevent road washed pollutants entering watercourses.

Key Considerations

- Rain gardens must be below the level of the road to effectively capture surface water runoff. If there is sufficient space the level difference can be designed as a gradient, if constrained this level difference will be a step down.
- Rain gardens should use an upstand kerb to provide protection to the carriageway/footway. If designed with a 300mm wide and 300mm high kerb edge, this could provide informal seating or play opportunities.
- Where designed on a gradient, consider options to either step or grade rain gardens. Also consider using low walls as check dams to control and contain the flow of stormwater at peak rainfall.
- The maintenance of all proposed rain gardens must be discussed and established with relevant council maintenance teams with budgets allocated to long-term maintenance
- Consider opportunities to use icons, graphics and signage to explain how rain gardens function and their benefits
- Rain gardens should suit the function of the street typology. E.g. connected tree pits and other SuDS features may be more appropriate in high footfall areas
- Where adjacent to junctions, very tall plants should be avoided to mitigate obstruction to vehicular sight lines.
- Consider using mature species to fill out rain gardens at time of planting and deter littering
- Consider opportunities to integrate play features into rain gardens and encourage engagement with nature
- Consider opportunities for community involvement in the planting and maintenance of rain gardens

Illustrative drawing of a rain garden between a footway and a carriageway. The size, planting approach, and level difference will depend on specific on site conditions.

Rain Garden: Baseline Palette

Below is a baseline palette for rain gardens within Luton. LBC should be consulted from the start of scheme development to ensure maintenance needs are understood and can be met in the long term.

The palette below aims to integrate planting that has a presence throughout the year. The palette also includes a number of ornamental grasses to reflect Luton's agricultural heritage and links to straw.


Achillea goldplate


Achillea millefolium Paprika


Eremurus Stenophyllus


Geranium 'Rozanne'


Artemisia Powis Castle


Iris chrysographes Black Knight


Onothera lindheimeri


Veronicastrum virgicum Album


Alchemilla Mollis


Anenome japonica 'Honorine Jobert'


Calamagrostis × acutiflora 'Karl Foerster'


Deschampsia cespitosa 'Goldtau'


Lythrum Salicaria


Miscanthus Starlight


Molinia Poul Petersen


Pennisetum Hameln


Geranium 'Patricia'


Crocosmia crocosmiiflora 'Gerbe D'Or'

This is a draft document and is not intended to be distributed publicly. All effort has been made to attribute copyright for imagery as far as reasonably possible and will be reviewed fully upon final submission.

OS Database rights and Ordnance Survey Number to be confirmed and included upon final submission