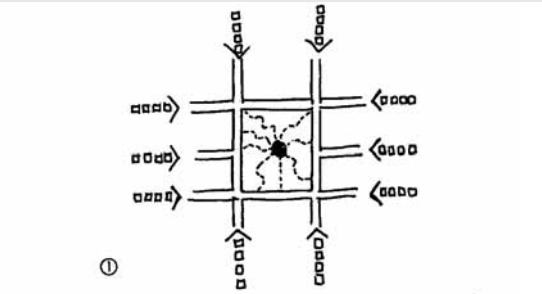
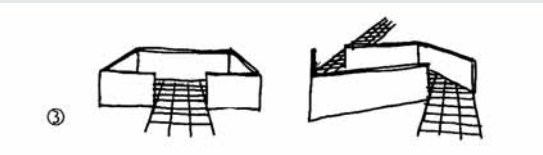
Table 5.3.9: Vertical edges (continued)		
Pedestrian-orientated streets (continued)		
Ensure a unified and interesting edge surface design.	• To organise a unified character, it is proposed that the interface be designed as a single entity.	
Squares		
Create easy access to and from the square.	• Provide direct access to and continued routes through the square.[1] • Design for permeability with as many shortcut routes through the square as possible.[1] • Link the square to major contextual routes.[1]	
Establish appropriate interfaces.	• Establish a boundary which can be a wall, windowed façade or natural features such as trees. Do not design large expanses of blank walls.[2] • The interface should address issues of human comfort, such as shelter from sun, wind and rain and a choice between sun and shade and public lighting.[2]	
Ensure a unified and interesting edge surface design.	• Enhance the sense of enclosure with unity in walls and similar architectural treatment of buildings (Moughtin 1992, p 72). Local styles and materials should be used consistently.[3] • Squares should create discontinuity or interruption in the built form in order to prevent boredom. When approached at an angle, the effect can be dynamic.[3]	

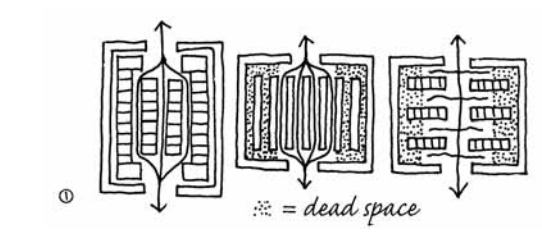
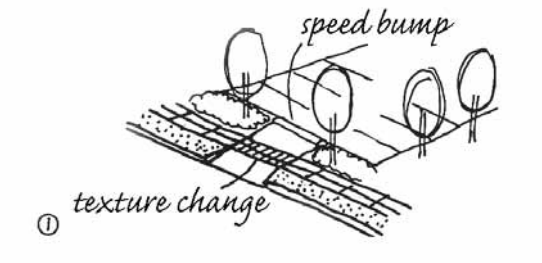
Table 5.3.9: Vertical edges (continued)		
Markets		
Create easy access to and from the market.	• Edges of markets should provide maximum permeability for easy access to and from market activities. [1]	
Parking areas		
Create easy access to and from the parking area.	• Provide adequate stacking space for vehicles waiting to turn into the parking area. • Provide ample dedicated pedestrian routes where pedestrians can access the parking area. • Conflict between pedestrians and automobiles should be reduced through location and design of vehicular and pedestrian access to parking facilities. [1]	
Establish appropriate interfaces.	• Design boundaries as meeting places between different domains. The boundary should act as interface between public space and private space or between inside space and outside space. • Design edges to be used for shelter against wind or rain.	
Ensure a unified and interesting edge surface design.	• Plant shade trees in the parking strip to continue the trees found in surroundings.	

Table 5.3.9: Vertical edges (continued)		
Public transport stops and stations		
Create easy access to and from the stop or station.	• Enhance convenience and safety through provision of the most direct pedestrian access to and from public transport facilities. • Reduce the walk length with short cuts to intensify activity, and to support intermediate distance substitutes, such as bus, bicycle and taxi.	
Establish appropriate interfaces.	• Integrate bus or taxi stops for shelter and safety in the design of the interface of the adjacent building. • Interfaces such as overhangs can provide shelter to informal traders or people waiting for transport.	
Ensure a unified and interesting edge surface design.	• Provide a landscaped setback for ranks, depots and stations from the street.	

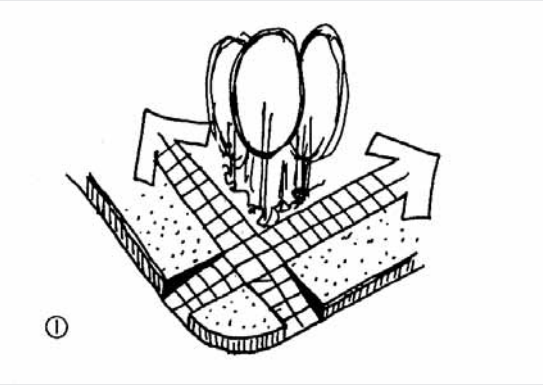
Table 5.3.10: Horizontal surfaces		
Mixed-mode streets		
Ensure accessibility and convenience for different user groups.	• Paving materials should provide safe walking surfaces. • Provide clear markings for pedestrian crossings at intersections. [1] • Walking routes should be provided as level as possible, avoiding unnecessary changes in elevation that can cause accidents.	

Table 5.3.10: Horizontal surfaces (continued)

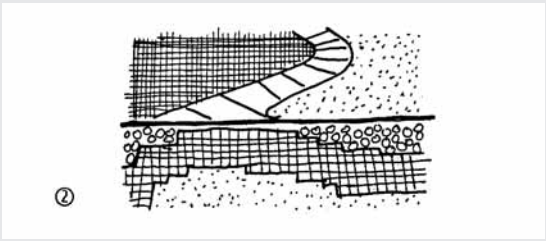
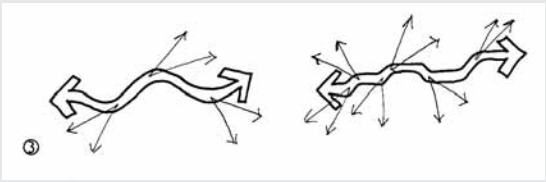
Mixed-mode streets		
Create diversity and interest.	• Pedestrian activity areas should receive special pavement treatment with coordinating materials and patterns to create a specific character for the precinct. [2] • Design simple continuous routes with complex views especially for pedestrian movement (Rapoport 1997, pp 217-8). [3] • Planting and pavement treatment in pedestrian streets should be related to activities and uses in adjacent buildings. • Street landscaping, in particular, should be selected and designed according to a special theme for a given area, providing a sense of place in addition to its other amenities.	 ②  ③
Consider specific conditions of surfaces.	• Functionality of surfaces in terms of kinaesthetic elements such as change of level, curves with implications for speed of movement and tactile elements such as texture under foot, should be taken into account. • Climatic elements such as air movement and extreme temperatures should be considered. Sun exposure should be considered for early morning and late afternoon.	

Table 5.3.10: Horizontal surfaces (continued)		
Pedestrian-orientated streets		
Ensure accessibility and convenience for different user groups.	• Adequate provision should, for example, be made for paraplegics, elders who want to sit down and youths who want to play.	
Create diversity and interest.	• A combination of soft and hard surfaces should be provided, with certain surfaces being dedicated for a main use such as the carrying of vehicles. However, secondary uses should be promoted and designed for.	
Consider specific conditions of surfaces.	• A variety of surfaces (hard and soft) should be provided to increase maximum choice of use. • Surfaces should be as maintenance-free as possible. • Be aware of the influence of climatic conditions on chosen surfaces. Attention should, for example, be given to stormwater runoff and excessive heating.	

Table 5.3.10: Horizontal surfaces (continued)		
Squares		
Ensure accessibility and convenience for different user groups.	• Avoid sunken squares with difficult access, which make people feel uncomfortable. Keep squares level or just slightly below sidewalk grade. • Ensure easy access for paraplegics to all facilities around the square. • Choose surfaces that will most likely accommodate sports activities such as roller-skating.	
Create diversity and interest.	• Movement spaces as well as resting places should form part of the route. The different kinds of spaces should be reflected in the paving pattern. [1]	
Consider specific conditions of surfaces.	• Sunlight and drainage must be evaluated and appropriately addressed as limitations or potential assets in design.	
Markets		
Ensure accessibility and convenience for different user groups.	• Traders with trolleys should be able to get easy access to the market.	
Create diversity and interest.	• Demarcate position of stalls through different paving patterns.	
Consider specific conditions of surfaces.	• Design surfaces for easy cleaning.	

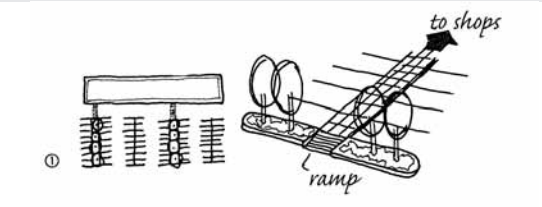
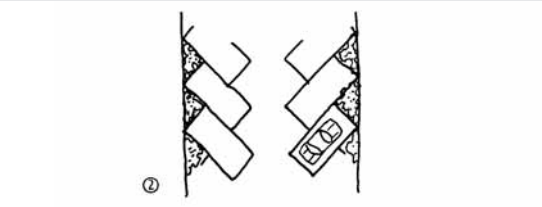
Table 5.3.10: Horizontal surfaces (continued)		
Parking areas		
Ensure accessibility and convenience for different user groups.	• Provide dedicated pedestrian walkways separate from the parking surface, between the building and the parking area. [1]	
Create diversity and interest.	• For 30°, 45° and 60° parking, the triangle in front of each parking bay should be landscaped. [2] • Brick paving, as opposed to concrete blocks or asphalt, should be considered to provide a more interesting surface texture and pattern.	
Consider specific conditions of surfaces.	• Use landscaping and trees to reduce the impact of large areas of asphalt. • Where appropriate, parking surfaces could consist of grass blocks to give a softer, parklike image.	
Public transport stops and stations		
Ensure accessibility and convenience for different user groups.	• Provide for use of stops and stations by wheelchairs and disabled people. • Pedestrian crossings at stops should have clear markings. Take road conditions, traffic intensity and speed into account in the detail design.	
Create diversity and interest.	• The paving pattern should assist in defining the public transport stop as a unique public space.	

Table 5.3.10: Horizontal surfaces (continued)		
Public transport stops and stations (continued)		
Consider specific conditions of surfaces.	• When it rains, surfaces should not gather water or be muddy in order for people not to wait in these conditions and then board public transport.	

Table 5.3.11: Public furniture and signage		
Mixed-mode streets		
Provide functional and aesthetically pleasing public furniture.	• Provide adequate bicycle racks near entries of buildings to prevent vandalism or theft. • Provide adequate seating space. Planters as part of the landscaping can also be designed for this purpose.	
Coordinate signage.	• Street signs and other information signs should be uniform to provide a unique precinct character. • Signs should clearly convey their message but should be located and sized not to block views to and from adjoining buildings. They should also not be excessive in size and number.	

Table 5.3.11: Public furniture and signage (continued)		
Pedestrian-orientated streets		
Provide functional and aesthetically pleasing public furniture.	• Furniture should support the envisaged character of the street. • Furniture could include fountains, litter bins, bus shelters, benches, lighting or basketball rings, depending on the context within which the street is situated.	
Coordinate signage.	• Signage should support the creation of a unified character for the street and convey information to local residents. A notice board could be used for this purpose. [1] • Within a woonerf type of street, signage should mainly convey the message to vehicles that they should drive slowly, due to a number of other users occupying the street for different reasons. • Within an arcade, signage will mainly be geared to pedestrians, indicating where what can be found. [2]	 ①  ②

Table 5.3.11: Public furniture and signage (continued)

Squares

Provide functional and aesthetically pleasing public furniture.	• Some permanent benches should be arranged in order for groups of people to talk to one another.[1] • A choice of seating should be considered, such as movable furniture. Movable chairs make ideal seating because each user can determine the direction he or she wants to face, and move it to gain privacy, sit in or out of the sun or have a better view.[2] • Provide seating in passive areas next to active areas, to encourage people to look towards either side. Design for interaction among people sitting down, and avoid conflict between people walking and sitting.[3] • Appropriate levels of lighting should be used to enhance safety and accent and highlight landscaping. Accent lighting, directed upwards into trees, provides low intensity, but often dramatic illumination of nearby pedestrian areas.[4] • Use sustainable lighting features where light energy is not dispersed into the air. • Regular intervals of lights should be maintained and incorporated into streetscape improvements.