3.19 ENTRANCES AND GATEWAYS

OBJECTIVES

- To mark the beginning and end of areas where different rules or expectations for drivers apply, or where special functions occur

DESIGN FEATURES

The "gateway" effect can be achieved by the use of vertical features either side of and close to the carriageway, or particularly by the use of some form of archway. Archways can be created simply by providing wires across the street for climbing plants, or by the use of more elaborate structures. Some design possibilities are illustrated in Diagram 3.19.1.

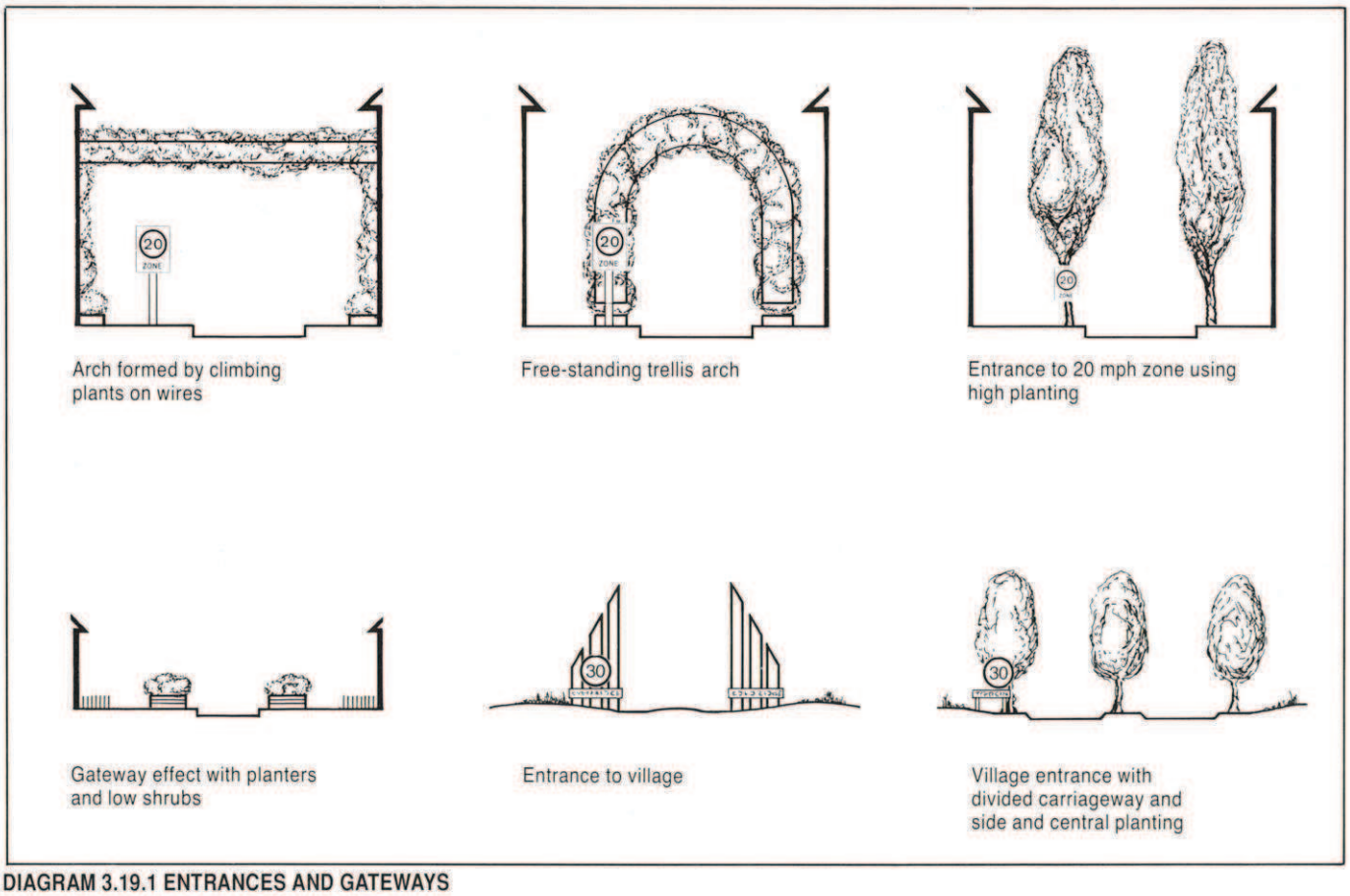

DIAGRAM 3.19.1 ENTRANCES AND GATEWAYS

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36: A village entrance is here given emphasis with "gateposts", nameboard and a change in surfacing. Zuidlaren, Netherlands. (Photo: T. Pharoah)

37: An archway makes a grand entrance to this quiet Kensington mews, London. (Photo: T. Pharoah)

APPLICATION

Entrances to slow speed or 20 mph zones, villages and special areas such as street markets, historic centres.

DIMENSIONS

The gateway width needs to have regard for any clearance requirements due to vertical features adjacent to the carriageway. The minimum height (clearance) should be 5.01m or 4.25m if buses and lorries are excluded.

SUPPORTING MEASURES

Gateways usually need to coincide with carriageway constrictions, to reinforce the visual effect, and to avoid over-large dimensions.

POSITIVE FACTORS

- Important effect on drivers' perception of change of street priorities
- Can add visual interest to the streetscape

NEGATIVE FACTORS

- Structures may be too large for the scale of the street if all classes of vehicle are allowed through