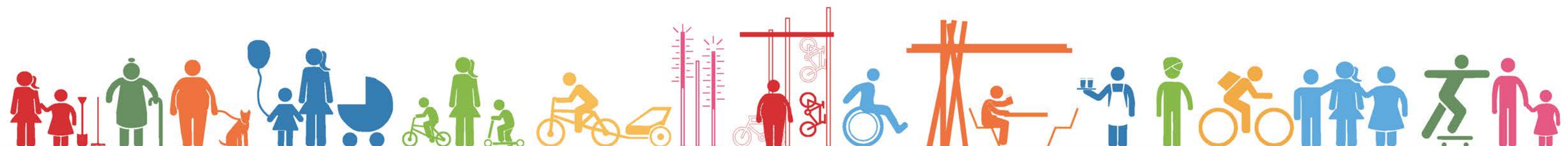


CONNECTING COMMUNITIES PROGRAMME

LIVEABLE NEIGHBOURHOODS PLAN

Parklets - The Art of the Possible

BENCHMARKING AND SCOPING REPORT MAY 2022



1.0 Introduction

Parklets in Glasgow

During the recovery from the pandemic restrictions Councils and BIDs across the UK and abroad have discovered the concept of the parklet as a tool for the regeneration and activation of the local economy and public realm and the improvements of the wellbeing of its residents, workers and visitors. With its abundance of on-street car parking spaces and often wide carriageways, Glasgow is perfectly suited for the use of parklets in its neighbourhoods. For the City's on-going pursuit of improving the lives of its citizens, tactical urbanism measures in the form of parklets is being explored as part of the Liveable Neighbourhood programme.

Purpose of this document

This document demonstrates the possible functions of parklets and highlights other design considerations (e.g. materials and off-the-shelf products) by looking at various projects in the UK and worldwide. This will help to benchmark and define the Council's vision, aims and objectives for parklets in Glasgow LN areas.

Next recommended steps

- Discuss the vision, aims and objectives for parklets in Glasgow Liveable Neighbourhood areas;
- Understand the local context, opportunities and constraints for parklets;
- Develop criteria for parklets;
- Agree project methodology incl. location selection, parklet design and maintenance;
- Carry out key stakeholder consultations if required;
- Apply for statutory sign-off if required.



Figure 1. Bespoke

1.1 Usage & Function

What is a parklet?

A parklet is typically a reclaimed parking space that has been transformed into a space that everyone can enjoy. For a historic overview refer to <https://www.wearepossible.org/latest-news/a-history-of-parklets>). Parklets can however be applied in pedestrian spaces where space allows and doesn't interfere with pedestrian movement or where roads are closed off to vehicular movement. These tactical urbanism tools are increasingly referred to as 'parklets'.

Parklets can have one or several of the following functions

- Dwelling/Seating/Relaxing/Stopping/Watching/Meeting
- Urban Greening incl tree planting
- Biodiversity
- Bicycle/Scooter parking
- Play
- Business (Cafe/Restaurant/Bar) spillover
- Pedestrian safety
- Exhibitions / Education
- Public Art
- Edible Garden
- Identity and Branding
- Smart City
- Bus stop environment
- SUDS
- Traffic calming

Other parklets design considerations

- Permanent or temporary / lifespan - to be determined from the outset, informs material choice etc.
- Budget
- Modular is key for flexibility and adaptability
- Inbuilt ease of transport - size/weight, assembly, required lifting equipment and inbuilt features e.g. grooves, hooks etc.
- Bespoke design and manufacture or ready-made product
- Accessible for all
- Maintenance and repair
- Safety

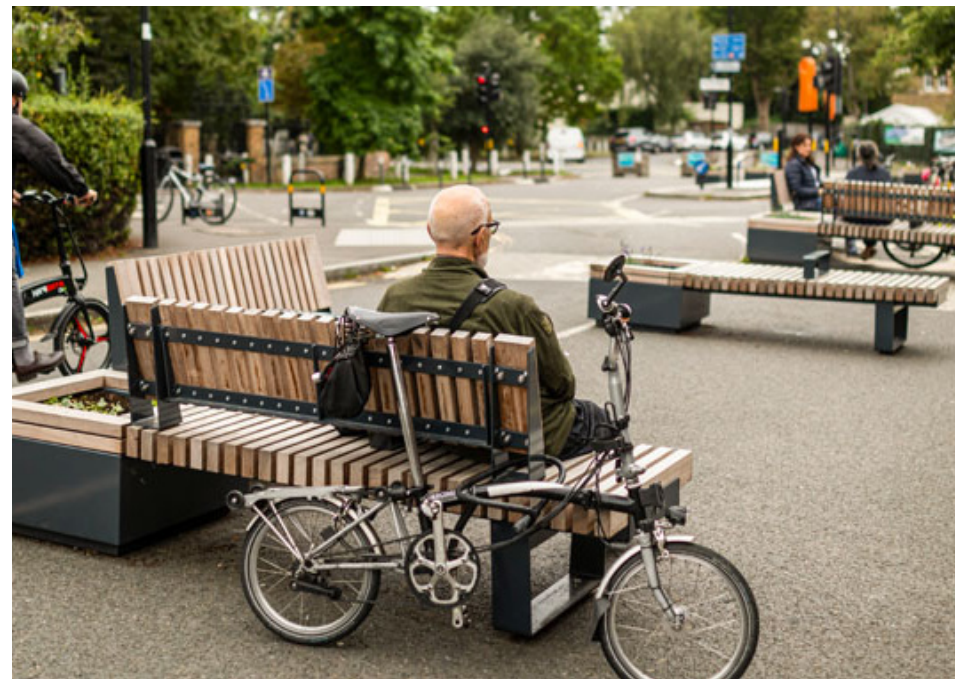


Figure 2. Dwelling/Seating/Relaxing/Stopping/Watching/Meeting



Figure 3. Dwelling/Seating/Relaxing/Stopping/Watching/Meeting



Figure 4. Urban Greening incl tree planting & Biodiversity



Figure 5. Urban Greening incl tree planting & Biodiversity



Figure 6. Bicycle/Scooter parking



Figure 7. Play



Figure 8. Play



Figure 9. Business (Cafe/Restaurant/Bar) spillout



Figure 10. Pedestrian safety



Figure 11. Exhibitions / Education



Figure 12. Public Art (©Arcadis)



Figure 13. Public Art



Figure 14. Edible Garden



Figure 15. Identity and Branding



Figure 16. Smart City



Figure 17. Bus stop environment

1.2 Materials

Parklets can be made of one or several sturdy materials such as:

- Timber - Hardwood, Softwood, recycled, natural or painted
- Steel - Powdercoated, painted, SS, galvanised etc.
- Concrete
- Natural Stone
- Gabions
- Bricks
- Plastics

Parklets can also incorporate a number of aesthetics, functional and decorative, for example:

- Surface paint
- Artificial Grass
- Plants
- Lighting



Figure 18. High quality hardwood timber



Figure 19. Painted recycled timber



Figure 20. Timber and steel



Figure 21. Brick

1.3 Planting



Figure 22. Pollinator Friendly



Figure 23. Green Roof



Figure 24. Trees



Figure 25. Edibles



Figure 26. Green Walls



Figure 27. Wildflower Meadow

1.4 Ready-made Products (Selection)

Vestre - Parklets 2.0



Figure 29. Available modules



Figure 28. Berlin



Figure 30. Oslo

Parklets 2.0 extends existing pavements to provide more space for people and plants. The range consists of six complete modules that can quickly be positioned in parking spaces that are no longer in use. The urban flooring is easy to move with an electric forklift and has adjustable feet so that it can be adapted to different situations and levels. The nonslip transition plates ensure a smooth join with the existing pavement.

Products from Vestre are designed for lengthy use in challenging and harsh environments. All steel parts are hot-dip galvanised and come with a lifetime warranty against rust and a 15-year adhesion guarantee on powder coating.

Materials

Linseed oil proofed Nordic pine (standard wood) - Standard wood with a 15-year anti-rot warranty. High-quality FSC-certified timber from Norway and Sweden. Hardness: 1,7 on the Brinell scale. For outdoor use.

Hot-dip galvanised and powder-coated steel - The powder coating process was developed to satisfy the tough requirements of the Norwegian offshore industry. The finish must be of very high quality and also conform to corrosion class C5-M (EN 12944). Vestre offers more than 200 standard RAL classic colours.

Additional features on request e.g. USB, LED, Antigraffiti, etc.

Metalco - Baia Parklet

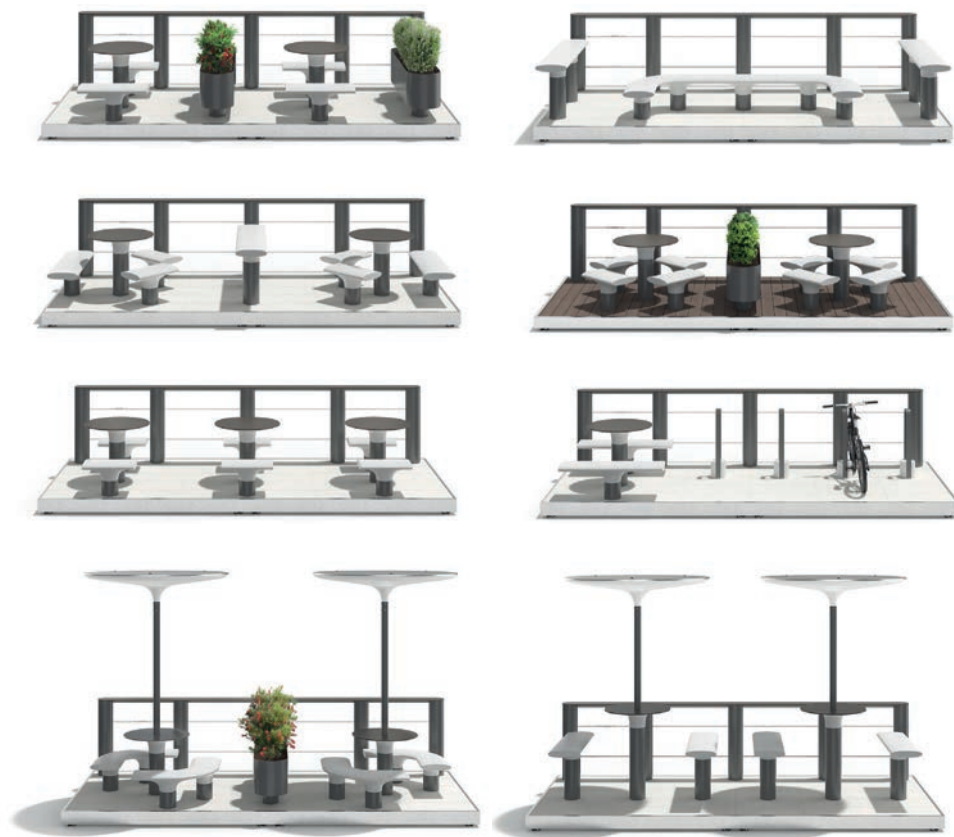


Figure 31. Available modules



Figure 32. Canopies and seating



Figure 33. Seating and tables

Parklet module composed of a platform with a decorative steel band, composed of a steel frame with flooring in concrete plates or slats in WPC Plus (Wood Polymer Composite) and a parapet with supporting structure in steel tube, equipped with glass panel or stainless steel ropes, arranged horizontally, with upper element in HPL (High Pressure Laminate). The platform has seven versions to choose from.

The platform accommodates two compositions, both composed of two single benches without backrest with table and planter. The benches are composed of a seat in HPC (High Performance Concrete) and a central steel support. The tables are composed of a steel base and a circular top in HPL (High Pressure Laminate) that stands on a support in HPC (High Performance Concrete). The planter is composed of a steel sheet structure elevated by supports. The module can be installed individually or in composition with the other platforms of the Baia Parklet collection.

Materials

WPC Ultra + Powder coated steel + HPC + HPL

Streetlife - Parklet System

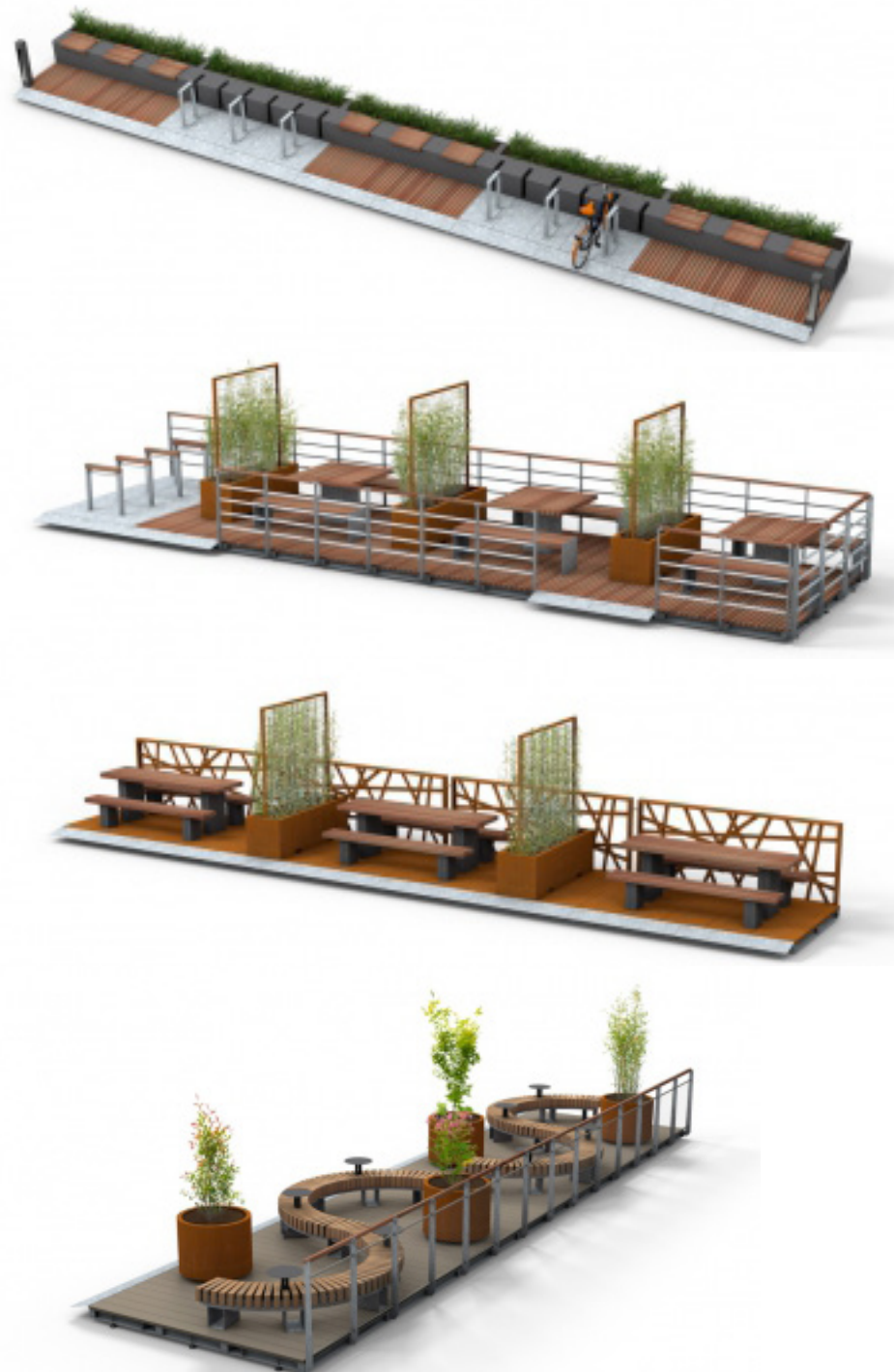


Figure 36. Possible configurations



Figure 34. Boston



Figure 35. Boston

This Parklet System has a modular structure and creates pleasant recreational areas on streets adjacent to pavements. Turning existing parking spaces into lively micro parks, terraces or bicycle parking. A Parklet arrangement is easy to dismantle and install elsewhere, even after many years of use, making it a highly flexible system.

The Parklets are constructed from modules of 180x300 cm - 71"x118". The modules can be placed in two directions allowing for the creation of extra wide Parklets. Parklet modules are equipped with levelling feet and can be moved with a forklift truck. To create safe access from the pavement, the Parklet module has a hinged ramp. Various decking materials can be used for the modules: a CorTen or galvanised steel deck with an anti-slip surface, Streetdeck40® or Solideck70®.

Numerous products in the Streetlife Collection can easily be installed on the Parklets, including Green Benches, the Meet&Work System, Shrubtubs, Bicycle Racks, Box Bins, Bollards and Fencing.

Materials

FSC® Hardwood II - Virgin, Galvanized Steel, CorTen Steel

Broxap - Parklet System

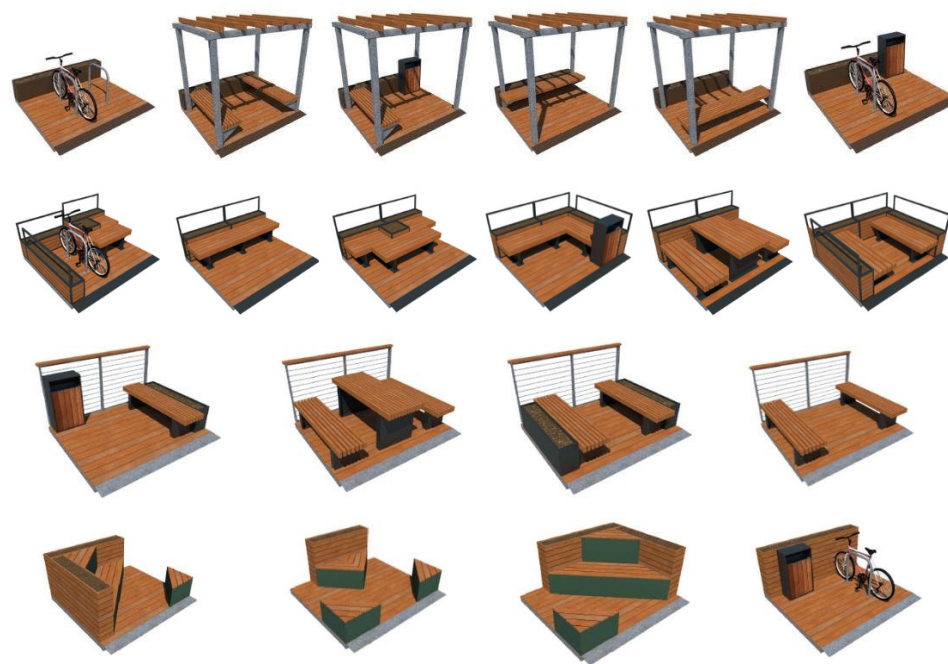


Figure 39. Available modules



Figure 37. Cheadle, Stockport

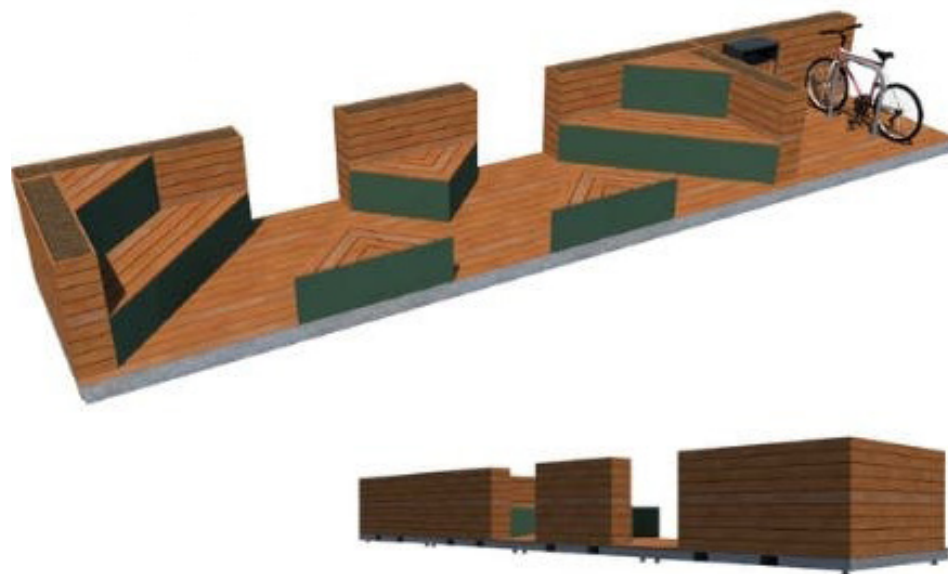


Figure 38. Model

This parklet system features modular structures which allow you to create a variety of different seating areas, cycle parking or even to provide decorative planting. The units allow for total flexibility, and allow you to either change the configurations or extend the parklet, as sites develop. By not requiring a concrete base, you can eliminate the need for expensive ground works and permanent installations, allowing each parklet to be moved to different locations. The flexible nature of these systems allows for quick assembly and a more cost effective way for improvements to towns and cities.

Available options include:

- Mild Steel section Base with timber slatted floor section (available in FSC Softwood or Hardwood)
- Mild Steel Pergola with timber detailing
- Modular Benches, with mild steel frame and timber slatted tops (available with flat slats or heavy duty 'chunky' slats)
- Option of benches to be fitted to Pergola
- Option of benches to be fitted with PETb Barrier Screens
- Modular Triangular Benches, with mild steel frame (powder coated or galvanised only finish) and timber slatted tops (available in either FSC Softwood or Hardwood slats)
- Raised Podium benches, with mild steel frame (powder coated or galvanised only finish) and timber slatted tops (available in either FSC Softwood or Hardwood slats)
- Cycle Parking Stand (available in Galvanised mild steel, powder coated or contemporary stainless steel)
- Mild Steel & Timber Litter bin, Galvanized steel litter bin with powder coated frame and Hardwood slats
- Picnic Unit with table and coordinating benches, with mild steel frame (powder coated or galvanised only finish) and timber slatted tops (available in either FSC Softwood or Hardwood slats with options of flat slats or heavy duty 'chunky' slats)
- Fabric Shade Sail Canopy or timber pergola
- Mild Steel Guardrail barriers with timber handrail detail

Materials

FSC® Hardwood or softwood, Galvanized, stainless or powdercoated mild steel, others

1.5 Bespoke Parklets UK

Meristem Design

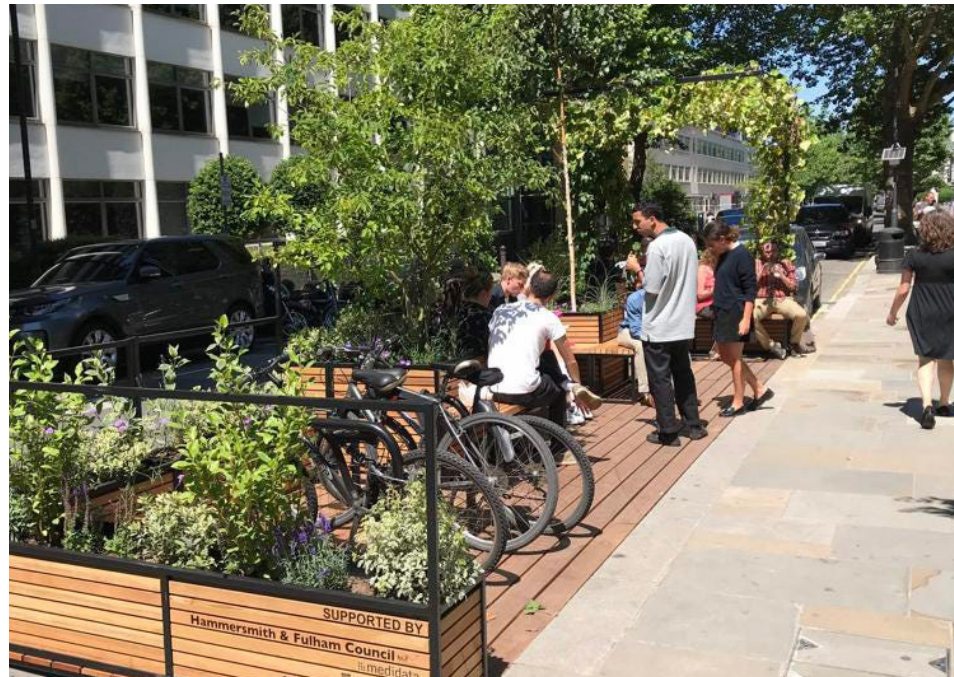


Figure 40. Hammersmith BID



Figure 41. Liverpool



Figure 42. Shoreditch

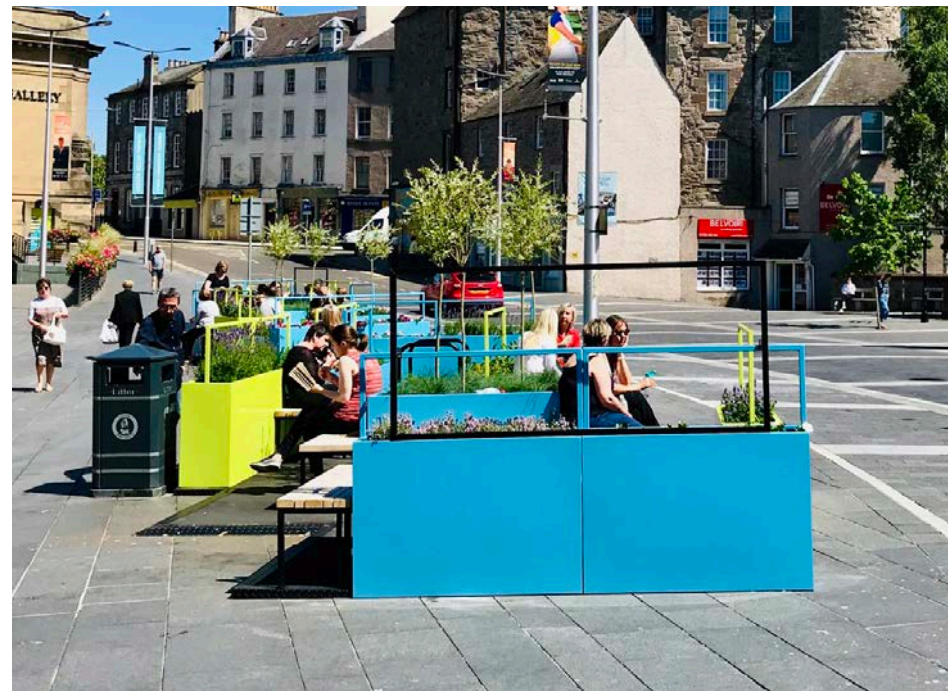


Figure 43. Perth

WMB Studio



Figure 44. Tooley Street



Figure 45. Tooley Street

ARUP - FitzPark



Figure 46. The Fitzrovia Partnership BID

Cyclehoop



Figure 47. Hammersmith



Figure 48. The Fitzrovia Partnership BID



Figure 49. Hammersmith

1.6 More Parklet Inspiration Worldwide



Figure 50. Stuttgart, Germany



Figure 51. Gansby, Canada



Figure 52. Sao Paulo, Brasil



Figure 53. Dundee, Scotland



Figure 54. Sao Paulo, Brasil



Figure 55. San Francisco, USA



Figure 56. San Francisco, USA



Figure 57. Boston, USA



Figure 58. Vancouver, Canada



Figure 59. San Francisco, USA



Figure 60. Vancouver, Canada



Figure 61. Hammersmith and Fulham

1.7 Glasgow Wood Recycling involvement option



Services

- Glasgow Wood Recycling build high-quality timber furniture and accessories from reclaimed timber for both indoor and outdoor use.
- They design bespoke pieces for home, business and social sector. Whether it's a single piece or a full structural installation — they offer a complete design service from inspiration to implementation and will create whatever is needed, big or small — to exact specification.
- Their outdoor furniture range is much loved by the community for providing raised beds, picnic benches, planter benches and so much more to community groups and the like. To protect against the elements they ensure all of their products are correctly finished as needed to supply a long lasting and durable product.



1.8 Example Tactical Urbanism Project in Public Spaces - Walsall Gallery Square

Key facts

- Temporary public realm scheme for the new Art Gallery
- Client: Walsall Council
- Planned lifespan: 2 years
- Design team: Arcadis Landscape Architects
- Contractor: Highways team maintenance managing contractor Tarmac with works undertaken by Crown Highways / Walsall Clean and Green in-house Landscape Maintenance team
- Construction period: 6-7 weeks

Lessons learnt

- Using a well-known modular system (Woodblox) of timber seat/platforms proved problematic. Poor QA from the supplier and limited technical support to the contractor team resulted in a number of buildability/safety issues.
- Poorly sourced and executed planting works. Despite recommendation from the design team the whole sourcing, supply and planting works was undertaken by the in-house landscape maintenance team. Plants were substituted and undersized so didn't have the desired instant impact.
- The highways team maintenance contractor was selected to reduce delay in procurement/tendering. The flip-side to this was a compromise in best value.

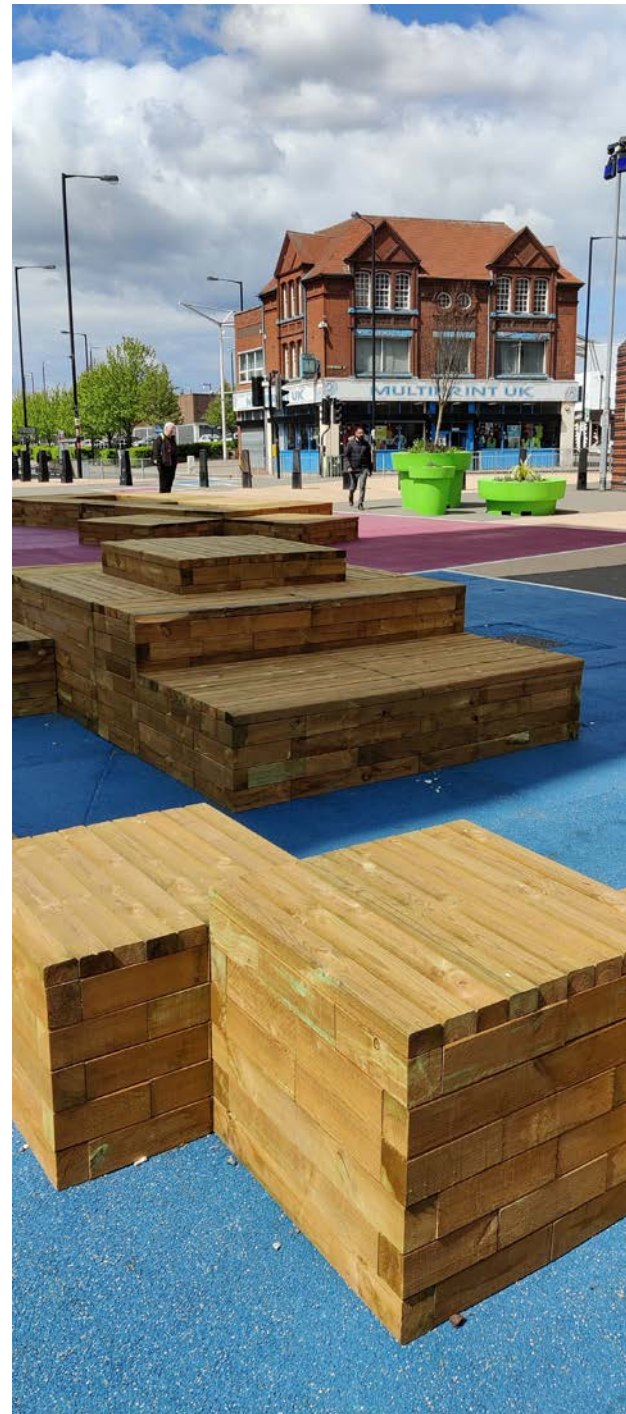


Figure 62. ©Arcadis



Figure 63. ©Arcadis



Figure 64. ©Arcadis



Figure 65. ©Arcadis

1.9 Parklet Delivery toolkits - CityMaking Wien Project

Key Principles

- Online toolbox that facilitates the conception, design and submission of parklets for requesting a permit.
- The authorisation holder is solely responsible for the construction, maintenance and removal of the facility and assumes liability as well as all the costs.
- No commercial use is allowed.
- The requested green areas should only be located in the immediate vicinity of the registered address of the authorisation holder (ordinary residence) or the address of the association's (Verein) that holds the authorisation.

Parklet Potential Map

Legend










- Loading zones 
- Reserved for persons with disabilities 
- Bicycle parking rack 
- Hydrants 
- Reserved for residents 
- Reserved for buses 
- Taxi stands 
- Pedestrian areas 
- Residential streets. Particularly appropriated for parklets! 



Figure 67. Map extract - Zoom

Figure 66. Map extract

1.10 Temporary Initiatives - Annual Parking Day

Park(ing)Day

Park(ing) Day is the third Friday in September every year.



Figure 68. Georgetown DC, USA



Figure 69. Sacramento, USA



Figure 70. Dallas, USA



Figure 71. Arizona, USA



Figure 72. San Francisco, USA



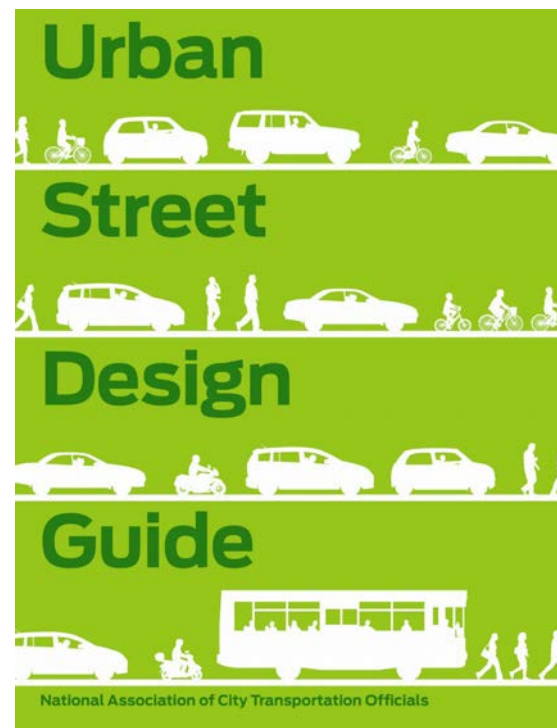
Figure 73. Dublin, Ireland

1.11 Guidance - Design and Delivery

UK



US



And many more from across the globe...

1.12 Essential Design Guidance

Location Key Principles

Parklets are only recommended to be installed in streets with speeds of 30mph or less.

When choosing the preferred location of the parklet, it should be taken great care in not to obstruct existing pavements, cycle lanes, cycle parking, vehicular access points/ dropped kerbs, street tree grilles, drainage gullies, bus stops, loading bays, traffic signage, manhole covers, emergency access, visibility splays at street junctions, blue-badge parking bays, etc.

Accessibility Key Principles

All accessibility elements of the proposed parklet shall be designed, constructed and/or conform to the applicable provisions, rules, regulations and guidelines of the Equalities Act 2010, the relevant British Standards, and Building Regulations e.g. BS 8300 2018. In the public highway, the Highways Act is the relevant legislation with guidance provided by the Manual for Streets 1 and 2 (with 3 now being produced).

It is important to consider an age-friendly design and cater for all abilities.

To be accessible, the following design criteria should be met.

Abutting pavement:

- To be in good repair and maintenance
- With a grade of no more than 1:21 running slope at the parklet entry
- Width of the fronting pavement to be minimum 1.8m*
- Seating should be located such that it and its users do not reduce the pavement width*

Parklet:

- The parklet base structure is recommended to be adjustable to accommodate the slope of the crown and the gutter in the street, and provide for a flush and barrier free threshold of the parklet deck and pavement.
- The parklet deck surface shall be firm, stable and slip resistant with no gaps.
- The deck surface shall have no abrupt changes in level. If stairs or ramps are proposed they must meet all accessibility requirements for rise, tread, width, handrails, and contrasting stair striping for the visually impaired.
- The deck surface's maximum cross and running slopes shall be no greater than 1:50*.
- Head height clearance to be minimum

2.5m*

- For some seats, back support and arm rests should be provided as some people requiring support need both.*
- Wheelchair turning space: 1.6mx1.625m (90 degree turn), 1.55mx1.55m (180 degree turn)*
- Stationary wheelchair space: 0.86m to 1.52m long, 0.56m to 0.8m wide*
- Wheelchair access opening: min. 825mm*
- Open sides along the edges of the parklet deck surface to be secured by railings, raised planters or other means to prevent people from accessing the abutting carriageway.
- Ensure reasonable traffic safety measures (e.g. vertical visibility corner strips, warning lighting, wheel stops) have been considered.
- Allow for leg space for wheelchair users under tables.

*in accordance with BS 8300 2018

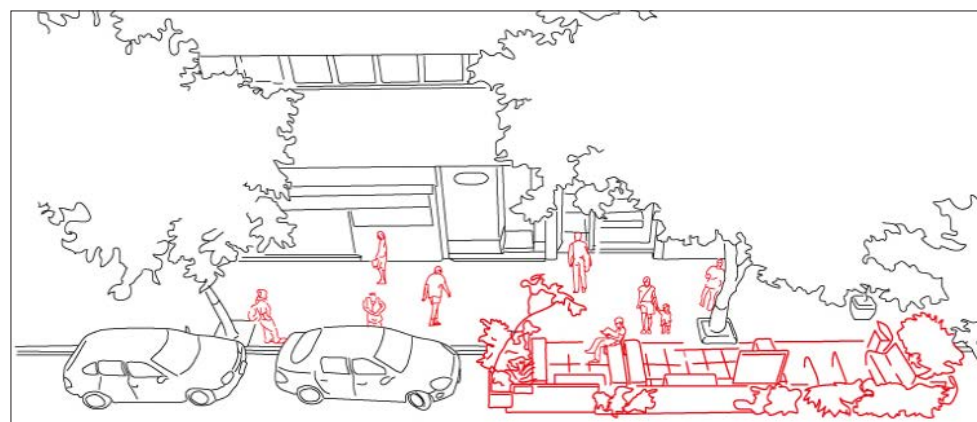
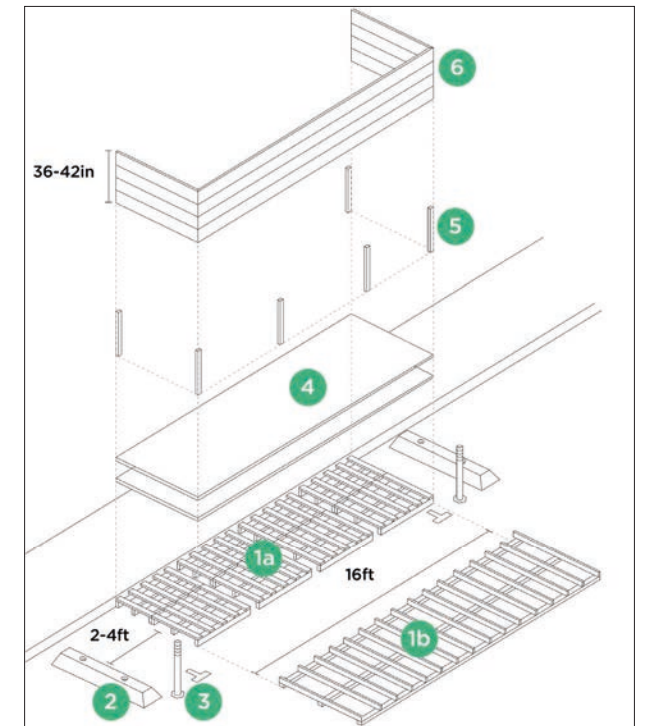
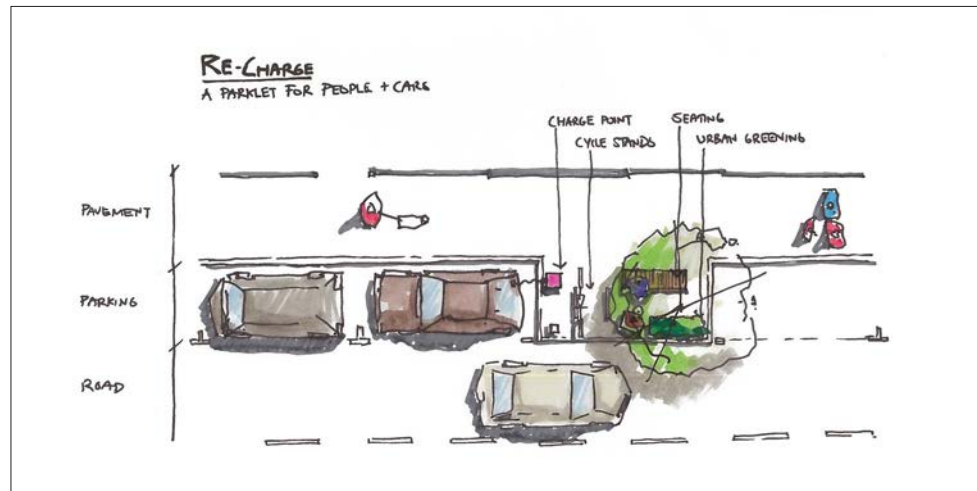
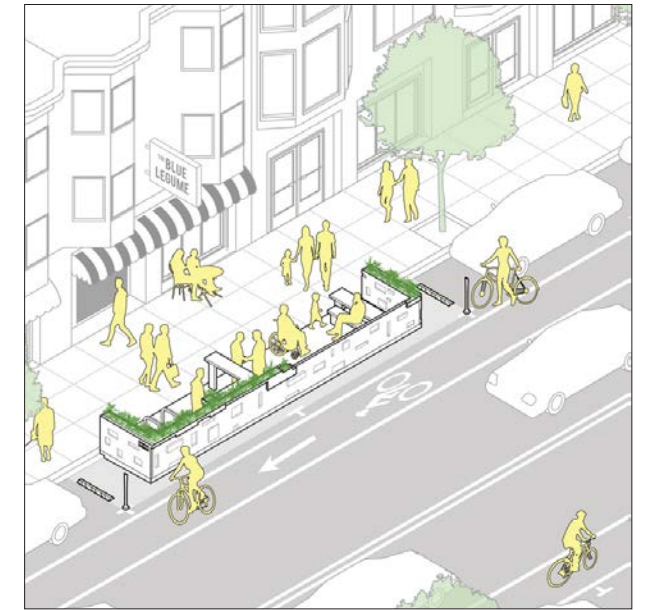
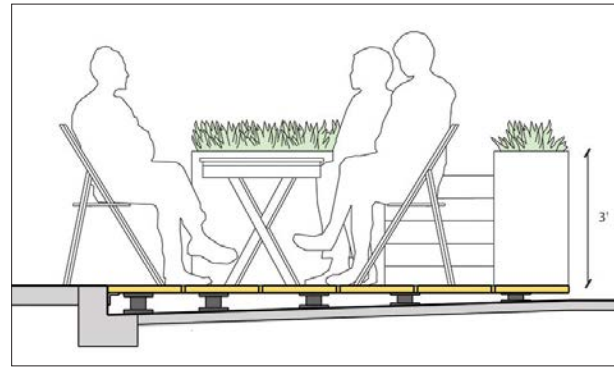
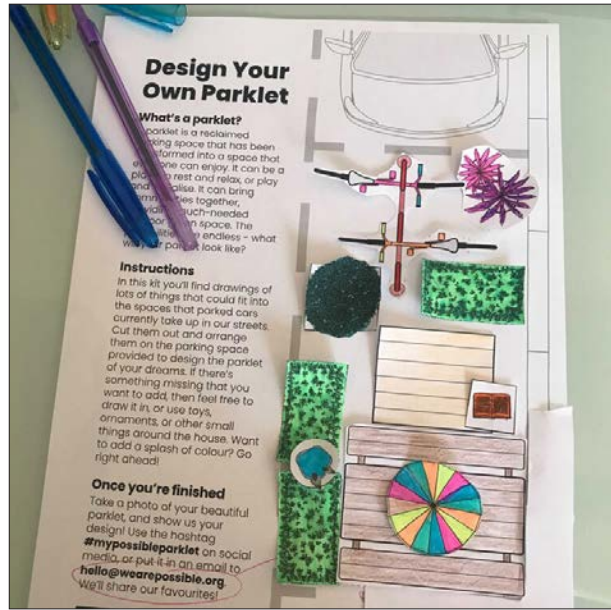


Figure 74. Hammersmith Grove, UK & Cork, Ireland



Figure 75. Sao Paolo, Brasil

Concept design illustration options





80 Fenchurch Street,
London,
EC3M 4BY

