

DRAFT

Developer's Design Guide

March 2014 | Version 1: July 2014

Congestion outside the Odeon Theatre at High Barnet



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* This section is to be developed at a later stage.

Section 1

Introduction

Barnet is a prosperous borough with a thriving local economy and relatively low unemployment. It has the second largest borough population in London. The population of Barnet is 356,400, this is a rise of 41,800 since the last census in 2001. Transport and successful network management is vital to maintaining economic prosperity and our ability to meet the needs of our growing population. We share many of the transport challenges experienced across London; increasing traffic congestion, balancing the needs of road users and pedestrians, and a perception that public transport is overcrowded unreliable and expensive. Additionally, we face more local challenges to improve the transport infrastructure to support our ambitious regeneration programme.

Situated in north London Barnet is the fourth largest London borough in terms of area. It has boundaries with five other London boroughs (Camden, Brent, Haringey, Harrow and Enfield), and also with the district of Hertsmere in Hertfordshire.

The borough does not have a single centre; the largest town centre, Edgware, is situated at the extreme north west of the borough at the boundary with the London Borough of Harrow. There are, however a large number of district centres, and the Brent Cross Regional Shopping Centre is situated in the south of the borough.

The London Borough of Barnet contains the second biggest road network in London. As a Borough it contains the longest stretch, 12 kilometres, of motorway in London. In addition there are over 96 kilometres of 'A' roads which means Barnet contains some of the most significant arterial routes into the centre of London. With over 650 kilometres of minor urban roads the Borough contains the second biggest local road network in the Capital.



Section 2

What is a Design Guide?

2.1 What is a Design Guide?

This Design Guide is a document providing guidance on how development can be carried out in accordance with the design policies of a local authority or other organisation often with a view to retaining local distinctiveness.

This is a comprehensive manual of good practise for all concerned with the design and maintenance of highways, statutory, undertakers and developers.

2.2 Design Guide Principles

There are four overall aims that are essential to creating successful places. These underpin the principles within this Guide and are:

1 The need for sustainable development that is environmentally responsible, and:

- minimises consumption of finite and non-renewable resources;
- reduces or eliminates harmful emissions; and
- conserves and improves valuable and valued parts of the historic built and natural environment.

2 The need for community development that provides for a greater sense of involvement in planning and development processes, and:

- supports cultural diversity, social interaction and cohesion; and
- engenders civic pride and a sense of ownership of peoples' immediate and wider environments.

3 The need for inclusive and safe development that is as accessible as possible to all, and:

- maximises choice and opportunity;
- minimises opportunities for crime and anti-social behaviour; and
- feels safe.

4 The need for attractive development that is fit-for-purpose and:

- is aesthetically pleasing;
- relates positively to its context; and
- enhances its surroundings. Sound planning policies and clear design guidance are by themselves no guarantee that high quality places will be created and maintained. Achieving good urban design needs to be supported by good processes.

2.3 Design Process

There are four processes involved in creating places:

1. Design Solutions, this requires on going commitment to improve design quality on the part of all participants.

2. Applications and Approvals, which requires the right skills in both the design team and the local authority to ensure that good quality applications are submitted and good quality decisions are made.

3. Implementation, which includes considerations of:

- the practicality of the proposals;
- how development is to be built out over time;
- the requirements of agencies such as highways and statutory undertakers; and
- the need to minimise adverse impacts on the environment and local communities during construction.

4. Maintenance, good design can only be successful if it lasts. Spaces and buildings that are difficult or expensive to maintain will not achieve good design. No matter how well designed initially, buildings and spaces that use materials with a short life will not achieve good design.

Section 2

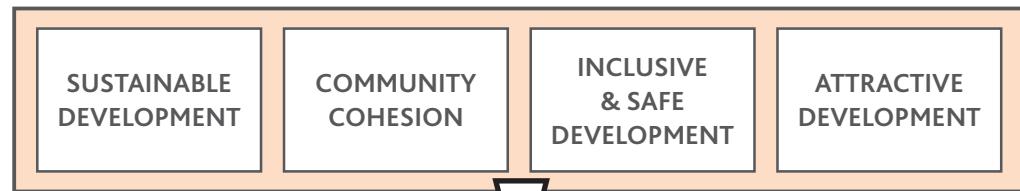
What is a Design Guide?

The principles within this Guide are underpinned by the aims of;

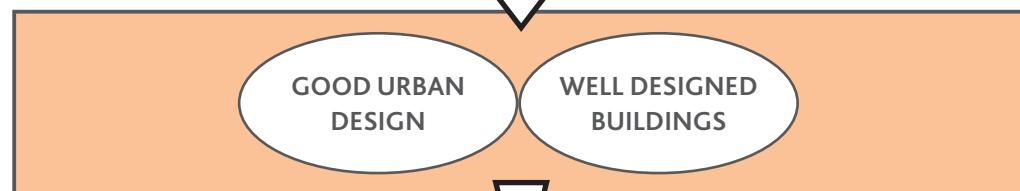
- i ensuring that durable, sustainable and replaceable materials and components are used for construction;
- ii appropriate provision is made for maintaining the development to ensure that the quality of the Boroughs is sustained over time; and
- iii actively involving the agencies responsible for maintenance in the design process.

The diagram below illustrates how design policies and the guidelines set out in this and other Guides relate to the four over-arching themes and the four processes in creating successful places for sustainable communities.

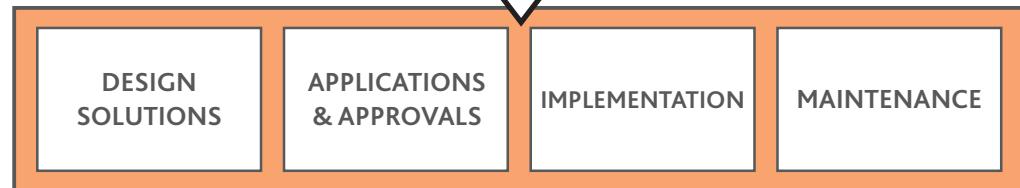
OVERALL AIMS



URBAN DESIGN POLICY AND GUIDANCE



PROCESS SUPPORTING GOOD URBAN DESIGN



Section 2

What is a Design Guide?

2.4 London Borough of Barnet Developer's Design Guide Support Network

This Design Guide was developed following close consultation with a number of departments across the London Borough of Barnet, most notably Planning, Regeneration and Highways.

LONDON BOROUGH OF BARNET DEVELOPERS DESIGN GUIDE WORKING GROUP

PLANNING

NAME: Tom Wyld and Graham Robinson

REGENERATION

NAME: Tony Westbrook

HIGHWAYS

NAME: Gangan Pillai; Andrew Etiang & Kishore Joshi

Section to be further developed including core responsibilities and core planning policies

Section 3

Using this Design Guide

Key development process stages when the design Guide will be used.

3.1 Developer Drafts Initial Proposal

Prior to formally contacting the Local Planning Authority (see Stage 2 below) the *Design Guide* will help the developer to fully appreciate the context of the development site in terms of location and policy context.

The *Design Guide* provides a single source of information that can be interrogated to present key issues relevant to a specific proposal in a particular location.

3.2 Pre Application Advice

The Local planning Authority is contacted with a request for formal planning advice. This may include a request for specific input from Officers from: Highways, Conservation, Design, Environmental Health or other Council experts.

To make best use of this service the developer will provide a draft scheme with an appraisal of the planning issues arising from a proposal presented. The level of detailed response provided will depend upon how comprehensive the submission is.

www.barnet.gov.uk/info/930273/advice/638/advice

Interrogating the policy documents referenced within the *Design Guide* and ensuring the development accords with relevant parts of Section 8 will increase the acceptability of a scheme, saving time and money at the pre-application stage of an application.

It should be noted that whilst the *Design Guide* provides a valuable resource for developers, in the case of larger or more complex planning applications it is always advisable to engage directly with the LPA to receive specific feedback. In such cases it is advisable that the council is engaged either through a number of formal pre-application contacts or by entering into a Planning Performance Agreement.

This service is provided on a chargable basis to the developer/applicant.

3.3 Preparation of Planning Application

Following the applicant seeking Pre-application advice the preparation of submission documents in accordance with the council's **Validation Checklist** is necessary prior to submission.

The *Design Guide* will provide a useful reference source for the preparation of general documents such as Planning Policy Statements and can be used to refine specific aspects of the design approach in accordance with Section 8.

Section 3

Using this Design Guide

3.4 Clearance of Conditions/S106 Requirements

The Design Guide provides a source for reference when preparing details for various conditions for example hard and soft landscaping, details or street furniture, etc.

3.5 Construction

The Design guide provides flowcharts to assist developers in navigating the Councils legal processes for S278 and S38 agreements.



Section 3

Using this Design Guide

3.6 Applying the Guidance

The guidance in this document applies to:

- roads (streets) in residential areas or; areas of mixed residential / local facilities and roads serving employment and commercial developments
- the overall development concept in terms of site access and highways and transportation impacts;
- areas to be adopted as publicly-maintained highways;
- the safety, ease of access to, and future maintenance responsibilities of areas not for adoption; and
- impacts of new developments on existing highways and transportation infrastructure.

It is recognised that due to conditions at a site it may sometimes be difficult to comply with the guidance, particularly on urban, brownfield sites. It is also recognised that the Government and planning authorities are encouraging new, innovative residential layouts that reflect local character while providing for more houses.

So, if an acceptable case is presented with supporting evidence that explaining a proposed layout that is not explicitly covered by these guidelines, it will be considered if:

- the proposals meet the overall policies and objectives set out in this document;
- also meet any other policies and objectives of the relevant highway authority;
- the applicant approaches both the Highway Authority and the planning authority for early joint discussions, to make ensure consideration of matters before preparing any layout proposals; and
- a concept proposal is provided and full supporting details in line the requirements of the Design Guide.

Where highway adoption is proposed then the applicant must start thinking about and preparing the required details as soon as possible and certainly before a planning application is submitted. Otherwise, even if the development is granted planning permission, there is no guarantee that the Council will agree to adopt any roads or areas.

When preparing the required details, the applicant should work closely both with the Highway Authority and the planning authority. Planning authorities will not favour developments that lack quality layout and design.

The Council has produced this Design Guide to aid Developers, Designers and other professionals, and to consider how their proposals will affect the highways and transportation infrastructure. It explains the Design Philosophies, Criteria, and Council Policies, and sets out the procedures for application and processes to be followed for adoption of the infrastructure. It also sets out the Council's requirements for compliance with Legislation, Health and Safety, Environmental and Public Protection.

Equalities Impact Assessment (EIA)

As part of EIA the Developer's Design Guide takes into consideration the guidance given in Manual for Streets (MfS) as follows:

Street design should be inclusive. Inclusive design means providing for all people regardless of age or ability. There is a general duty for public authorities to promote equality under the Disability Discrimination Act 2005. There is also a specific obligation for those who design, manage and maintain buildings and public spaces to ensure that disabled people play a full part in benefiting from, and shaping, an inclusive built environment.

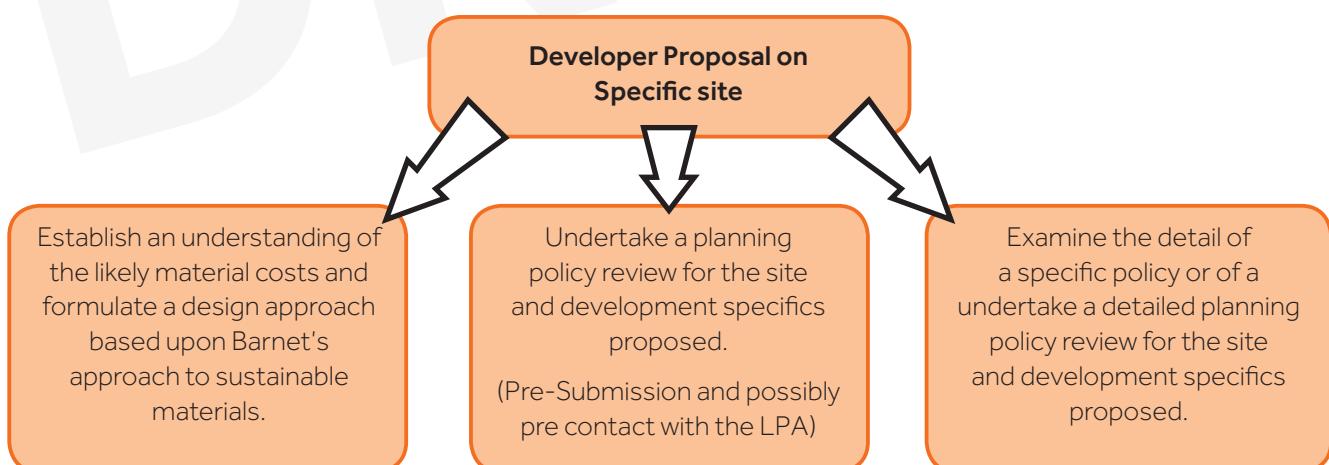
Designers should refer to Inclusive Mobility, The Principles of Inclusive Design and Guidance on the Use of Tactile Paving (1999) in order to ensure that designs are inclusive.

Section 3

Using this Design Guide

3.7 Using the Design Guide in the Planning Process

The purpose of the guide is to provide a single source of information to developers to interrogate in relation to the Council's development policies and its established approach to securing the use of durable sustainable and replaceable materials and components used for construction.



Section 3

Using this Design Guide

Pre Application Process

Determine the parts of the Local Development Framework (LDF) that apply specifically to the site and nature of your development.

Use Section 4 Design Guide Bibliography and consider relevant aspects of proposal in line with Section 8 Design Guide Sections



Approach Local Planning Authority (LPA) for formal Pre Application Advice on the Proposed Development including site specific Advice e.g. Highways, Conservation, Design, Environmental Health, etc.

For further Pre-application advice, go to the following web address:

www.barnet.gov.uk/info/940181/pre-application_advice/367/pre-application_advice



Repeat if necessary to refine scheme by responding to issues raised by the resulting pre application note.

**SUBMIT
PLANNING APPLICATION**



Pre Application Exhibition or Consultation

In the case of larger planning applications or those of strategic importance a public presentation should be undertaken prior to submission.

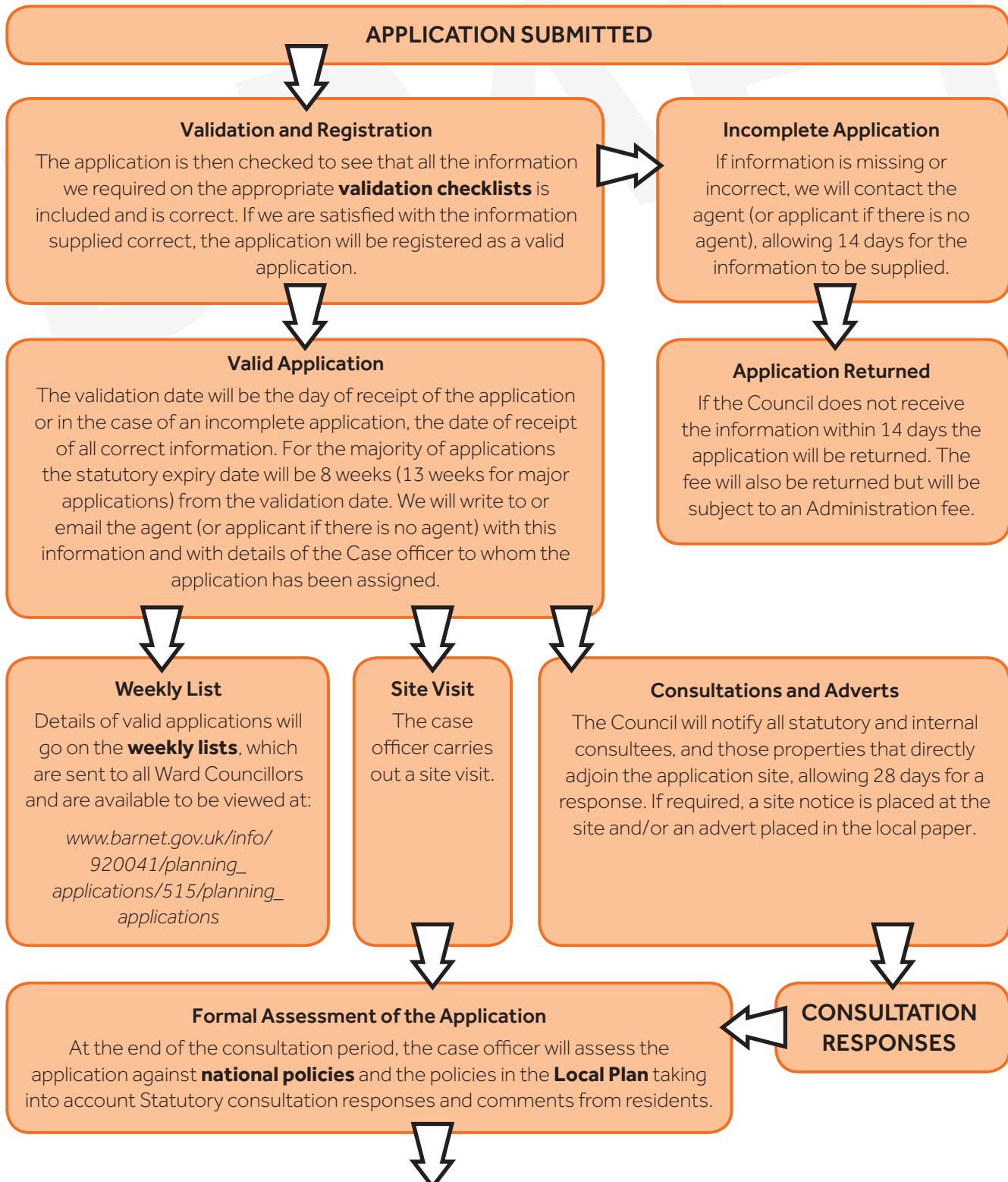
For further information, go to the following web address:

www.barnet.gov.uk/info/940309/statement_of_community_involvement/597/statement_of_community_involvement

Section 3

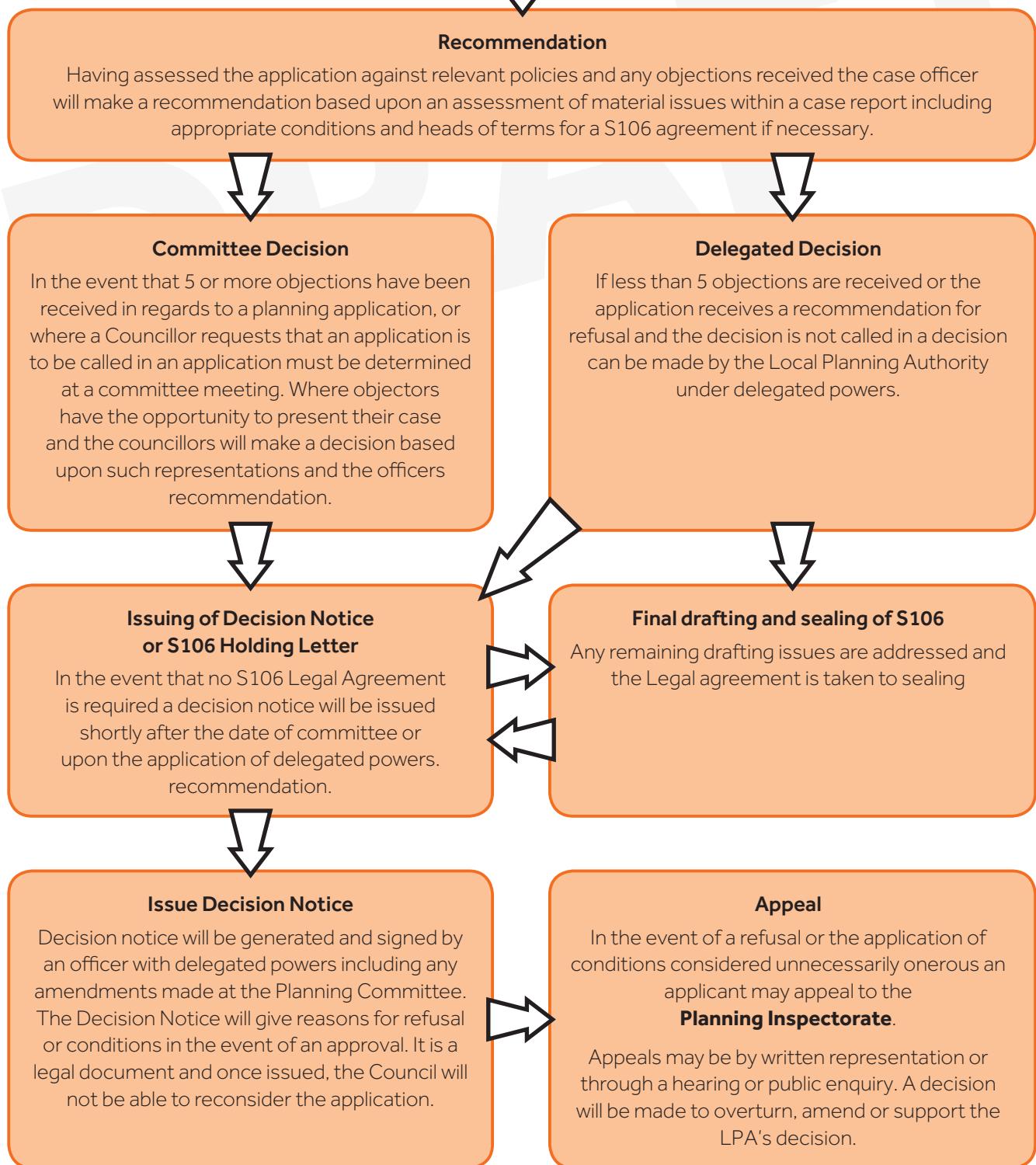
Using this Design Guide

Planning Application Process



Section 3

Using this Design Guide

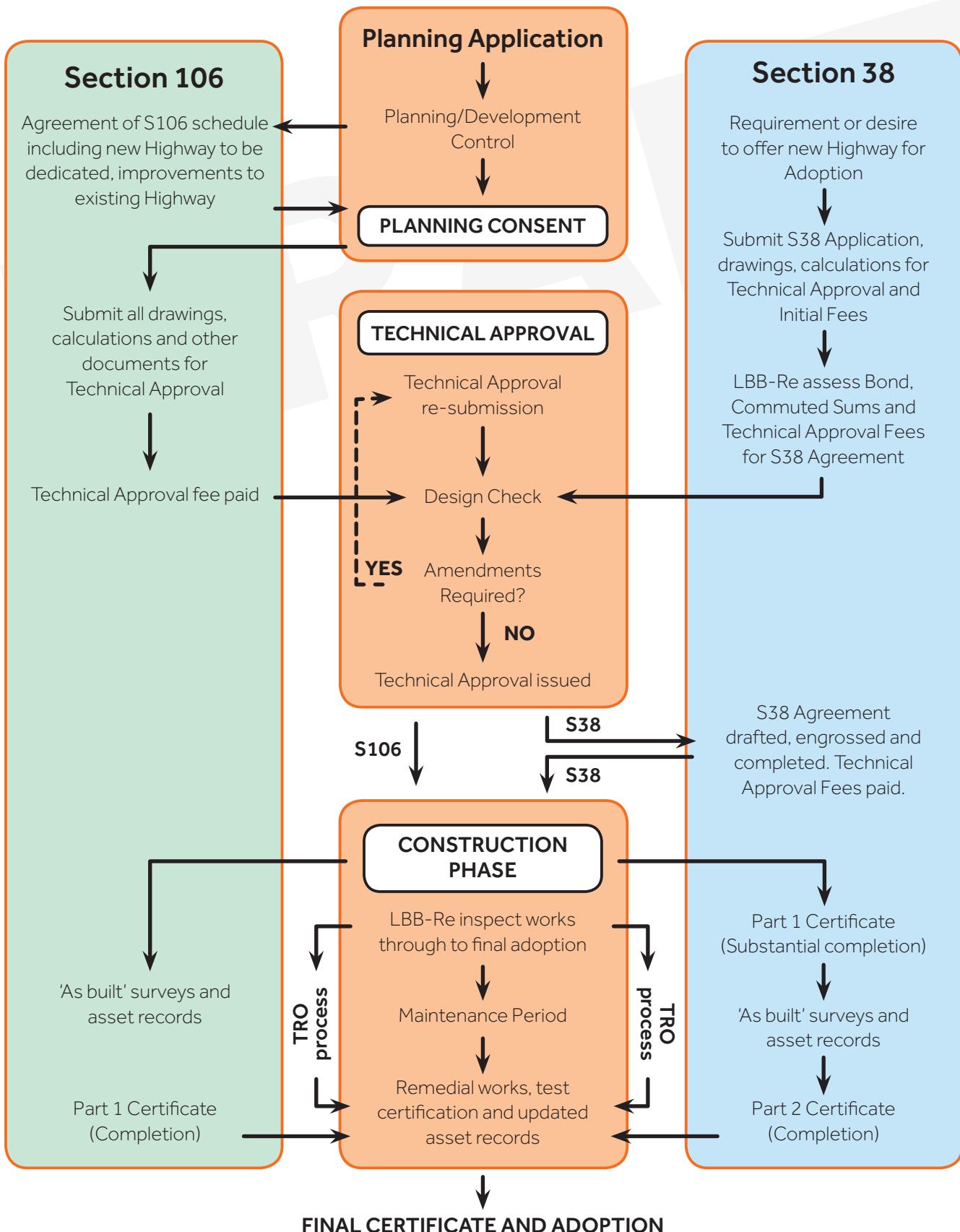


- Town & Country Planning Act 1990
- Highways Act 1980
- TRO - Traffic Regulation Order

Section 3

Using this Design Guide

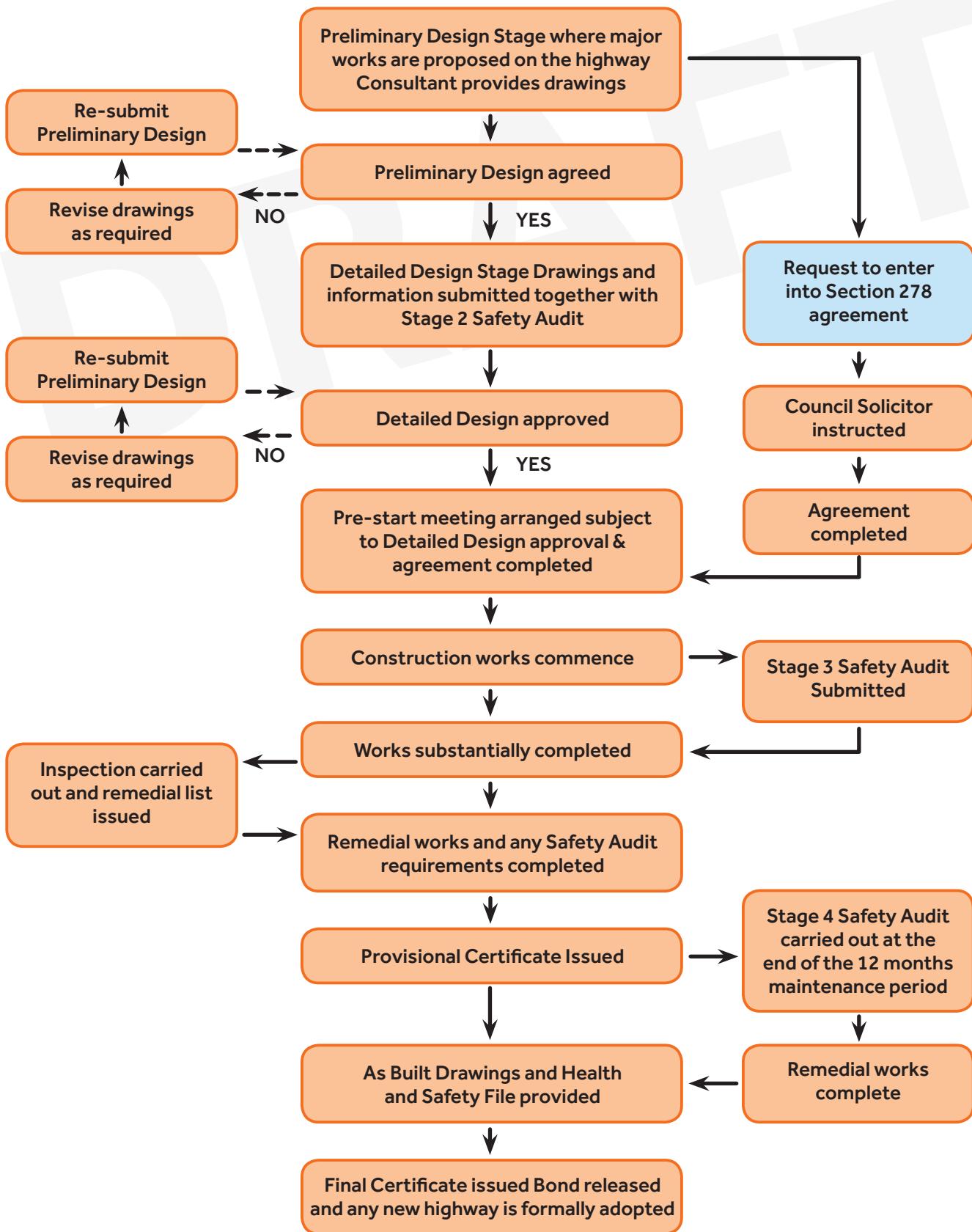
Highway Adoptions Process



Section 3

Using this Design Guide

Off-Site Highway Works



Section 4

Design Guide Bibliography

4.1 Introduction in support of the existing/emerging Bibliography

The purpose of this bibliography is to serve as a guide to the major sources of information on the design and maintenance of highways within London Borough of Barnet. This bibliography was a combined effort between the Highways, Planning and Regeneration departments. The list contains over 120 entries including sources and categorised into Highways, Planning, External References and Legislation. Readers should be aware that the list is not exhaustive and only includes the frequently referenced documents used pre and post planning application.

The bibliography is not to be regarded as instructive but as what needs to be considered as a minimum by prospective developments. Readers need to satisfy themselves that the versions of the documents are relevant to any development considerations. Every effort has been made to highlight the documents which are mandatory as opposed to advisory. This status is subject to change over time with changes to legislation, policy, etc. Resources listed in the bibliography include both print and electronic materials, most of which are directly accessible from their respective websites.

For more information on the Design Guide Bibliography please see Appendix A.



Section 5

Design Guide Zones

5.1 Introduction in support of the existing/emerging Design Guide Zones

Please see Map in Appendix B for Green Belt Areas, Town Centres, Conservation Areas and Area Action Plan/Framework Areas. Major transport routes and hubs in the Borough are also shown on the map.

This section will be further developed at a later stage.



Section 6

Materials Palette

This document is created in order to set out the standards by which London Borough of Barnet will approve materials used in adoptable highway assets and collect commuted sums for future maintenance activity.

The palette of materials does not discourage use of enhanced materials for surfacing and kerbing but aims to encourage appropriate use and sets out the palette of standard materials the Council would normally utilise in scheme development.

Updates to the appendices within this document will be undertaken periodically to reflect industry developments and condition monitoring over time on Barnet highway network.

It is acknowledged that the contribution of appropriate material selection can make the function, character, and local identity of schemes. Traditional, proven highway materials provide uniformity of appearance and predictable performance characteristics and maintenance requirements when they are designed and constructed in accordance with published standards and acknowledged best practice. In circumstances where standard materials do not fulfil the aesthetic design aspirations, use of enhanced materials may be appropriate. Such enhanced materials offer variations in patterns, textures and colours that can compliment the surroundings and create a sense of place.

The document is intended to provide developers with a framework in which they can develop their proposals whilst being fully aware of the technical, practical and financial limitations that will be imposed upon them by the Council. This document can be used by developers, architects and engineers from the outset in the processes of planning and regeneration schemes.

It is not feasible or practical to document each and every material product that may be permitted on the highway network. Developers proposing non standard features or palette of materials on schemes should liaise with Council Officers from the outset.

For any surfacing or kerbing material to be used on the highway network, it must fulfil the following principles:

- Safety - Safe for purpose
- Durability
- Sustainability
- Quality
- Maintainability - Easy to maintain
- Availability
- Suitability
- Fit for Purpose
- Functionality

In achieving these principles, the proposed material must not place an undue financial burden upon the Council which will become responsible for the long-term maintenance of the asset upon adoption. In circumstances where a non standard material is used, maintenance requirements and costs that are over and above those that would typically be expected for a standard material then a commuted sum payment will be sought from the developer. Developers will need to ensure that their proposals satisfy above principles.

It is recommended that early discussions and negotiations should take place with Council Officers.

For more information on the Materials Palette, please see Appendix C.

Section 6

Materials Palette

Standard Materials

Council's standard palette of surfacing materials comprises of the following:

- Hot Rolled Asphalt
- Dense Asphalt Concrete
- Precast Concrete Flags - Traditional Large sized flags
- Close Graded Asphalt Concrete
- Granite Kerbs
- Brindle Blocks;
- Standard Concrete Block Pavers
- Precast Concrete Gully Pots
- Tactile Paving
- Precast Concrete Edgings
- Ductile Iron Gully Gratings

The above Standard materials are well used across the Borough. When designed, specified and constructed in accordance with established standards they deliver predictable performance. Standard palette of materials consists of proven, predictable, cost effective materials that have traditionally been used throughout the Borough. When standard materials are used, no commuted payments will be sought from the developer.

Any materials other than those listed above will attract commuted payments. Commuted payments are also applicable for trees; landscaped areas; SUD's; Highway Structures; Beany Blocks, pigmented surfacing, etc.



Section 7

List of Contacts

Appendix D contain a list of contacts including statutory companies and associations

Notable LBB Contacts

CONSTRUCTION LICENCES

a: North London Business Park,
Oakleigh Road South, London N11 1NP
t: 02083 597644

DEVELOPMENT CONTROL (HIGHWAYS)

Traffic and Development Section

a: North London Business Park (NLBP),
Oakleigh Road South, London N11 1NP
t: 02083 593044

NEW ROADS AND STREETWORKS

Streetworks Team

a: North London Business Park (NLBP),
Oakleigh Road South, London N11 1NP
t: 02083 593005

PARKING PERMITS

Parking Process Team

a: London Borough of Barnet Parking Permits,
PO Box 49065, London N11 1UZ
t: 02083 597446
f: 0871 911 6188

PLANNING

a: North London Business Park (NLBP),
Oakleigh Road South, London N11 1NP
t: 02083 593000
e: planning.enquiry@barnet.gov.uk

PLANNING AND REGENERATION

a: North London Business Park (NLBP),
Oakleigh Road South, London N11 1NP
t: 02083 593000
e: towncentreplanning@barnet.gov.uk

ROAD SAFETY

Barnet Design Team

a: Traffic & Development Section, Building 4,
North London Business Park,
Oakleigh Road South, London N11 1NP

SCHOOL TRAVEL PLANS

a: School Travel Plans,
North London Business Park,
Oakleigh Road South, London N11 1NP
t: 02083 597105
f: 08719 116105
e: schooltravelplans@barnet.gov.uk

STRATEGIC PLANNING

a: North London Business Park (NLBP),
Oakleigh Road South, London N11 1NP
t: 02083 593000
f: 08708 896819
e: forward.planning@barnet.gov.uk

STREET FURNITURE AND LIGHTING

Barnet Lighting Services
t: 08000 326788
e: BLS@bouygues-es.co.uk

STREET NAMING AND NUMBERING

a: North London Business Park (NLBP),
Oakleigh Road South, London N11 1NP
t: 02083 594500
e: street.naming@barnet.gov.uk

TRAFFIC SCHEMES

Barnet Design Team

a: Traffic and Development,
Environment Planning and Regeneration,
North London Business Park,
Oakleigh Road South, London N11 1NP
e: BLS@bouygues-es.co.uk

TRAVEL PLANS

a: Traffic & Development Section,
North London Business Park,
Oakleigh Road South, London N11 1NP
t: 02083 597603
e: abetterwaytowork@barnet.gov.uk

VEHICULAR ACCESSES FOR NEW DEVELOPMENTS

Traffic and Development Section

a: North London Business Park (NLBP),
Oakleigh Road South, London N11 1NP
t: 02083 593043

Section 8

Design Guide Sections

8.1 Introduction in support of the Design Guide Sections

Design Guide Section 1: Vehicle Parking - This section is in development through the Working Group

Design Guide Section 2: Traffic Calming Measures

Design Guide Section 3: Road Adoption

The following design guides are not included in this draft version. There are in development through the Working Group.

Design Guide Section 4: Public Transport

Design Guide Section 5: Lining, Signing & Traffic Regulation Orders

Design Guide Section 6: Street Lighting

Design Guide Section 7: Drainage

Design Guide Section 8: Landscaping

Design Guide Section 9: Digital Barnet

Design Guide Section 10: Highways Processes

(including Licences, Section 38 / 278 Agreements, Stopping Up, Vehicular Accesses)

Section 8

Design Guide Sections

Design Guide Section 1: Vehicle Parking

Manual for Streets provides guidance on the provision of parking on new developments which includes cars, cycles, motorcycles and where appropriate coaches and lorries. The guiding principle that will be applied by the Council towards parking provision is that sufficient parking should be made available within a development to ensure parking problems do not occur in the surrounding area as a result of overflow parking generated from the development. The parking facilities should be integrated within the overall design of the development so that they are easy, safe and attractive to use and so that parking in inappropriate locations is deterred. A lack of adequate parking provision can lead to overspill on to residential streets and footways causing resident concerns and highway safety issues.

Section 8

Design Guide Sections

Design Guide Section 2: Traffic Calming Measures

The aim should always be to achieve the desirable design speed values as set out in Manual for Streets Guidelines counter-balanced against the need to ensure expeditious movement of traffic within the borough and de-congesting the network. In the great majority of developments this should be through the use of junction design and changes in horizontal alignment. This approach should be complemented with the careful arrangement of buildings and landscaping so that forward visibility and sight lines at junctions reflect the design speed. It is also recognised, however, that occasionally additional speed restraint measures may be required or may even be considered to aid the overall design. Conflict among various user groups can be minimised or avoided by reducing the speed and flow of motor vehicles. Ideally, designers should aim to create streets that control vehicle speeds naturally rather than having to rely on unsympathetic traffic-calming measures. As far as is reasonably practicable, a development's design layout should preferably incorporate inherent ['natural'] and appropriate traffic and speed management features to obviate the need for post-development traffic calming control without necessarily dominating the visual appearance of the street.

This approach accords with the London Mayor's Transport Strategy (2010) which gives the prerogative to highway authorities in the capital to formulate alternatives to achieve slower traffic speeds without necessarily resorting to vertical deflection measures. This formed the impetus for the development of Kerb build-outs, chicanes or other such preferred measures should be sympathetic in design and choice of materials to safeguarding the amenity of the built environment and street scene while continuing to ensure a minimalist approach with regards to road markings and signs.

A range of traffic-calming measures can be considered and these could act in different ways, with varying degrees of effectiveness:

Street dimensions

These can have a significant influence on speeds. Keeping lengths of street between junctions short is particularly effective. Street width also has an effect on speed.

Reduced visibility

There is a link between appropriately considered reductions in forward visibility and reduced driving speeds.

Provision of on-street parking

Parking layout design is an important consideration and can be used to create a 'natural' or 'chicane effect' to effectively change the horizontal alignment and thus curtail speeding.

Physical features

Parking layout design is an important consideration and can be used to create a 'natural' or 'chicane effect' to effectively change the horizontal alignment and thus curtail speeding.

Reduced Corner Radii

These are effective in slowing turning movements at junctions offering greater safety for pedestrians and cyclists. Overrun areas, constructed by slightly raising the surface within the limits specified in The Highway (Traffic Calming) Regulations, can be provided to allow larger vehicles access. Overrun areas can be used at bends and junctions (including roundabouts) and are areas of carriageway with a surface texture and/or appearance intended to deter overrunning by cars and other lighter vehicles. Their purpose is to allow the passage of large vehicles, such as buses and refuse vehicles, while maintaining 'tight' carriageway dimensions that deter smaller vehicles from speeding.

Section 8

Design Guide Sections

Changes in priority

Can be used at roundabouts and other junctions to disrupt flow and therefore bring overall speeds down.

Gateway Feature or Entry Treatments

This feature at the start of a 'traffic calmed' area alerts drivers to the fact that they are entering a residential area where the needs of pedestrians and cyclists take precedence over the free flow of vehicles. Features which contrast with the surroundings - such as signs, fences, landscaping, narrowing, vertical changes, coloured surfacing and islands - create a visual impact which encourages drivers to take extra care.

Consultations

There is a statutory duty for the Highway Authorities to consult with the police and other bodies whenever traffic calming schemes or other significant road layout changes are to be introduced within a road or area. However when schemes are proposed on existing roads, as part of S278 works, the developer should carry out consultation with the residents of that road. If traffic calming is to be introduced as part of the development, prospective buyers should be made aware of the scheme. It will also be necessary to consult with the bus companies if a bus route is proposed.



Section 8

Design Guide Sections

Design Guide Section 3: Road Adoption

A new road will be considered by the council for adoption provided that the freehold owner(s) of the land dedicate the road as a public highway when it is built, under a Section 38 Agreement of the Highways Act 1980, and the following criteria are met:

- there is a direct link with the existing public highway network
- It must be of sufficient utility to the public and offer wider community benefits
- the roads offered for adoption will have a wider use than simply providing access to residential or commercial properties
- the road will remain open to the public to pass and re-pass at all times when formally adopted
- the carriageway and footways offer safe passage for pedestrians and vehicles
- the carriageway and footways have an approved means of surface water drainage
- street lighting must conform with current local requirements and national standards
- they are constructed to a satisfactory standard
- commuted sums are paid to provide ongoing maintenance

For all roads offered for adoption, the developers must ensure that these accord with the above criteria prior to consulting the council. The council does not adopt all new roads built by housing developers. Housing developers can choose to keep their new roads private if roads do not meet above criteria.

When considering whether to adopt a road, the Highway Authority considers whether it will have sufficient public utility to ensure that the council does not take on liabilities that it is not prepared for and which are not in the general public interest. To clarify:

- where developments have no through route, only the main access road will be considered for adoption subject to the main access road serving in excess of 50 residential units
- bus routes as well as roads serving community facilities will be considered for adoption
- residential access roads serving underground car parks, supported by structures or taking the form of cul-de-sacs with no wider highway benefit will not be considered for adoption

A new road will be considered for adoption provided that it meets our design standards and the developer enters into a suitable legal agreement with the council (Section 38 Agreement of the Highways Act 1980).

For all new roads, developers must approach the council's Traffic and Development Section about adoption.

Section 8

Design Guide Sections

The terms of the Section 38 agreement (normally between the council, housing developer and a surety) describe that if the developer builds the new road up to the council's standards and maintains it for a year after it has built the final phase, then the council will adopt it as a public road. The agreement normally includes other terms, such as:

- the road construction duration and the maintenance period
- responsibility for maintenance and repair of the road before adoption
- payment of the council's fees and charges including commuted payments by the developer
- any land transfer arrangement and way leaves

Sometimes road adoption is delayed for the following reasons:

- the developer starts building the road before entering into the Section 38 Agreement
- the developer tries to vary the standard terms of the Council's Section 38 Agreement
- the developer builds the road slowly or does not finish it
- the developer does not build the road up to the council's standards
- delays by the sewerage authority in adopting the sewers serving the development
- delays in completing the outstanding remedial works on the adoptable highway

On larger developments the completed road may be used as a site access for other phases of the development, therefore adoption can only be undertaken on completion of the whole development. This may raise further complications if the site is divided by different developers and on completion some developers leave the site without the roads being adopted.

The adoption process can be lengthy and while the road remains un-adopted, the developer is responsible for maintaining the road until adoption is complete. Otherwise it is the owners of properties or land that have frontages onto such roads who are responsible for their upkeep.

Residents and management companies usually maintain private roads not scheduled to be adopted by the council. Existing private roads will not normally be adopted unless the owners of the road bring it up to current adoptable standards and to the satisfaction of the council and meets the above criteria.



APPENDICES

APPENDIX A: BIBLIOGRAPHY

BIBLIOGRAPHY

HIGHWAYS

DOCUMENT, SOURCE / LOCATION	MANDATORY	ADVISORY
Application For Road Agreements Highways Act 1980 – Sections 38 & 278 S38 - S278 application form V/ DEVELOPMENT CONTROL TEAM, TRAFFIC & DEVELOPMENT SECTION, DEVELOPMENT & REGULATORY SERVICES	✓	
Application for Street Works Licence (New Roads and Street Works Act) IMMEDIATE / URGENT, MAJOR , MINOR , STANDARD Application, Section 50 Licence document, Section 50 Application form and checklist NRSWA TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES	✓	
Application for Vehicle Crossovers & Highway Accesses For New Developments Requiring Highways Authority Approval Application form S184 April 2012, S184 Guidance Notes (Oct 2012) DEVELOPMENT CONTROL TEAM, TRAFFIC & DEVELOPMENT SECTION, DEVELOPMENT & REGULATORY SERVICES www.barnet.gov.uk/info/930383/vehicular_accesess_for_new_developments/1019/vehicular_accesess_for_new_developments	✓	
Building Material Licence Applications Building Material Licence Application Form, FAQs NRSWA TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES www.barnet.gov.uk/info/930010/construction_licences/770/construction_licences	✓	
Container Licence Applications Container Licence Application Form, Container, Size Hut, Porter Cabin, Trailer Licence FAQs NRSWA TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES www.barnet.gov.uk/info/930010/construction_licences/770/construction_licences	✓	
Crane Licence Applications Crane Licence Request Form, FAQs, Indemnity Form NRSWA TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES www.barnet.gov.uk/info/930010/construction_licences/770/construction_licences	✓	
Cricklewood Design Charter Basic Principles for a coordinated and attractive public realm in Cricklewood Town Centre DESIGN TEAM, TRAFFIC & DEVELOPMENT SECTION, DEVELOPMENT & REGULATORY SERVICES	✓	
Development Control (Highways) - Standard Details Standard Details for Gully Pot, Full Depth Footway - Carriageway Reconstruction (Distributor & Industrial), Full Depth Footway - Carriageway Reconstruction (Residential Access) and Kerb Options DEVELOPMENT CONTROL TEAM, TRAFFIC & DEVELOPMENT SECTION, DEVELOPMENT & REGULATORY SERVICES	✓	

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	DOCUMENT, SOURCE / LOCATION	MANDATORY	ADVISORY
Drainage (Highways) Specifications	Guidance to LBB requirements for National Standards for SUDS and Highway Drainage Specification (Gully Grating)	✓	
DRAINAGE TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES			
Edgware Town Centre Framework	Implementation of development plan policies within Edgware. A material consideration for planning applications in Edgware Town Centre	✓	
	www.barnet.gov.uk/info/940426/edgware_town_centre_framework/11133/edgware_town_centre_framework		
Habitual Crossing	Habitual Crossing Licence Application, FAQs	✓	
	NRSWA TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES		
Pedestrian Guard Railing	LBB Guidance for pedestrian guard railing including assessments	✓	
	DESIGN TEAM, TRAFFIC & DEVELOPMENT SECTION, DEVELOPMENT & REGULATORY SERVICES		
Permanent Road Closures (Stopping Up)	Stopping Up Guidance and Application form (S247-253 TCPA 1990)	✓	
	DEVELOPMENT CONTROL TEAM, TRAFFIC & DEVELOPMENT SECTION, DEVELOPMENT & REGULATORY SERVICES		
	www.barnet.gov.uk/info/930382/stopping_up_of_highway/1065/stopping_up_of_highway		
Projection Licences	Projection Licence Application form (Sections 177 179 HA 1980)	✓	
	DEVELOPMENT CONTROL TEAM, TRAFFIC & DEVELOPMENT SECTION, DEVELOPMENT & REGULATORY SERVICES		
Refuse Collection	Flats recycling and refuse information for Developers April, Dennis Dustcart 26tonne Dimensions	✓	
	STREETSCENE, MILL HILL DEPOT, LONDON BOROUGH OF BARNET		
	www.barnet.gov.uk/info/930146/refuse_and_green_waste/211/refuse_and_green_waste		
Road Adoption	LBB guidance for minimum specification of roads to be offered for adoption	✓	
	DEVELOPMENT CONTROL TEAM, TRAFFIC & DEVELOPMENT SECTION, DEVELOPMENT & REGULATORY SERVICES		
	www.barnet.gov.uk/info/701/road_adoption/354/road_adoption		
Road Closure - Temporary Traffic Order	Road Closure Application	✓	
	NRSWA TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES		

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	DOCUMENT, SOURCE / LOCATION	MANDATORY	ADVISORY
Scaffolding And Hoarding Licence Applications	Scaffolding And Hoarding Licence Application Form, Scaffolding and Hoarding FAQs NRSWA TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES www.barnet.gov.uk/info/930010/construction_licences/770/construction_licences	✓	
Street Naming And Numbering	Street naming and numbering – LBB Application forms PROCESS SUPPORT TEAM, DEVELOPMENT & REGULATORY SERVICES www.barnet.gov.uk/info/513/street_naming_and_numbering/844/street_naming_and_numbering	✓	
Tactile paving	Guidance Notes to LBB deviation from national guidance on tactile paving DESIGN TEAM, TRAFFIC & DEVELOPMENT SECTION, DEVELOPMENT & REGULATORY SERVICES	✓	
Temporary Excavation in the Public highway – Application	Application for a Licence to temporarily make an excavation in the public highway - S171 Highways Act NRSWA TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES	✓	
Traffic Calming	LBB Guidance for Speed Cushions, Traffic Islands, pedestrian guard railling including assessments DESIGN TEAM, TRAFFIC & DEVELOPMENT SECTION, DEVELOPMENT & REGULATORY SERVICES	✓	
Traffic Management Act - Permit	TMA 2004 - Permit Application form NRSWA TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES	✓	
Traffic Management Order	Permanent or Temporary Application Pack NRSWA TEAM, NETWORK MANAGEMENT SECTION, DEVELOPMENT & REGULATORY SERVICES	✓	

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PLANNING documents

For Planning Application Forms visit Planning Portal: <http://www.planningportal.gov.uk/planning>

For Planning Pre Application Advice: http://www.barnet.gov.uk/info/940181/pre-application_advice/367/pre-application_advice

Local Plan

The Local Plan is a portfolio of documents that works in conjunction with national policy and the Mayor's London Plan to form the development plan for the borough. It sets out a framework for how development and growth will be managed in the borough including where new homes and infrastructure will be located and how new jobs will be created.

DOCUMENT, SOURCE / LOCATION	DATE	MANDATORY	ADVISORY
Core Strategy DPD As part of Barnet's Local Plan the Core Strategy documents were adopted by the Council on 11 September 2012. The Local Plan has replaced policies in the Unitary Development Plan (2006) with the exception of 13 'saved' policies for Brent Cross Cricklewood (these policies are found within Chapter 12 of the UDP). www.barnet.gov.uk/info/940354/local_plan-core_strategy_dpd/1004/adopted_local_plan-core_strategy_dpd	Sep 2012	✓	
Development Management Policies DPD The policies within the Development Management document set out detailed borough-wide implementation planning policies for development and form the basis for local planning authority decision making. www.barnet.gov.uk/info/940164/development_management_policies/520/development_management_policies	Sep 2012		
Infrastructure Delivery Plan This document forms part of Barnet's Local Development Framework evidence base, the key document of which is the Core Strategy. www.barnet.gov.uk/info/940171/community_infrastructure_levy/698/community_infrastructure_levy/2	Nov 2011	✓	
UDP Policies (Chapter 12) Unitary Development Plan	2006	✓	

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Supplemental Planning Documents

Supplementary Planning Documents (SPDs) are used to provide further detail and guidance on the implementation of policies and proposals contained in the existing Barnet Unitary Development Plan (UDP) and future Development Plan Documents.

DOCUMENT, SOURCE / LOCATION	DATE	MANDATORY	ADVISORY
Affordable Housing Supplements the policies and proposals of the Adopted May 2006 Unitary Development Plan and the London Plan Spatial Development Strategy for Greater London www.barnet.gov.uk/info/940310/affordable_housing/344/affordable_housing	Feb 2007	✓	
Contributions to Education Supplements the policies and proposals of the Adopted May 2006 Unitary Development Plan and the London Plan Spatial Development Strategy for Greater London www.barnet.gov.uk/info/940285/contributions_to_education/371/contributions_to_education	Jan 2010	✓	
Contributions To Health Facilities Guidance to developers on the Council's approach to securing contributions for health facilities in order to address the impact of additional demand from new residential development. www.barnet.gov.uk/info/940286/contributions_to_health_facilities/387/contributions_to_health_facilities	Jul 2009	✓	
Contributions to Libraries Supplements the policies and proposals of the Adopted May 2006 Unitary Development Plan and the London Plan Spatial Development Strategy for Greater London www.barnet.gov.uk/info/940284/contributions_to_libraries/388/contributions_to_libraries	Jul 2009	✓	
Delivering Skills, Employment, Enterprise and Training (SEET) from Development through S106 Draft Document – A Supplementary Planning Document (SPD) sits below Barnet's Local Plan Core Strategy and Development Management Policies documents. www.barnet.gov.uk/info/940466/draft_skills_employment_enterprise_and_training_seet_from_development_through_s106/1178/draft_skills_employment_enterprise_and_training_seet_from_development_through_s106	Feb 2014	✓	
Planning Obligations This document is under and implements Local Plan policies in the Core Strategy and the Development Management Policies setting out borough-wide requirements and best practice planning guidance. www.barnet.gov.uk/info/940158/planning_obligations/402/planning_obligations	Apr 2013	✓	

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	DOCUMENT, SOURCE / LOCATION	DATE	MANDATORY	ADVISORY
Residential Design Guidance	Obligation Based SPD - sits beneath and implements Local Plan policies in the Core Strategy and the Development Management Policies documents, setting out borough-wide requirements and best practice planning guidance. www.barnet.gov.uk/info/940172/residential_design_guidance/1097/residential_design_guidance	Nov 2011	✓	
Sustainable Design and Construction	Obligation Based SPD - sits beneath and implements Local Plan policies in the Core Strategy and the Development Management Policies documents, setting out borough-wide requirements and best practice planning guidance. www.barnet.gov.uk/info/940170/sustainable_design_and_construction/618/sustainable_design_and_construction	Apr 2013	✓	
Area Action Plan and Development Frameworks	An Area Action Plan (AAP) is a statutory planning document which forms part of Barnet's Local Plan. It provides policies and guidance which will be used in the consideration of development proposals in a specific area within the borough and will be a material consideration in the determination of planning applications in the AAP area			
	DOCUMENT, SOURCE / LOCATION	DATE	MANDATORY	ADVISORY
Colindale AAP	The Colindale Area Action Plan (AAP) is a statutory planning document which forms part of Barnet's Local Plan. The Colindale AAP covers an area of 200 hectares. www.barnet.gov.uk/info/940272/colindale_aap/744/colindale_aap	Jun 2009	✓	
Cricklewood Brent Cross and West Hendon Development Framework	Brent Cross Cricklewood framework for the long term regeneration of the whole area www.barnet.gov.uk/downloads/download/345/brent_cross_cricklewood_framework	Dec 2005	✓	
Mill Hill East AAP	The Mill Hill East AAP is a statutory planning document which forms part of the Barnet's Local Plan. The AAP area covers a total area of approximately 48 hectares. www.barnet.gov.uk/info/940168/mill_hill_east_aap/586/mill_hill_east_aap	Jan 2009	✓	

Adopted Planning Briefs

A planning brief is a document which summarises the planning authority's guidelines and requirements for the development of a particular site or collection of sites. A planning brief is generally produced for sites of a significant size or for particularly sensitive sites which require more detailed guidance.

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Barnet College Wood Street	Guidelines and requirements for development. www.barnet.gov.uk/info/940150/barnet_college/336/barnet_college	Jan 2007	✓	
Finchley Memorial Hospital	Guidelines and requirements for development. www.barnet.gov.uk/info/940151/finchley_memorial_hospital/340/finchley_memorial_hospital	Jun 2007	✓	
Granville Road Estate	Guidelines and requirements for development. www.barnet.gov.uk/info/940152/granville_road_estate/1098/granville_road_estate	Jan 2008	✓	
North London Business Park	Guidelines and requirements for development. www.barnet.gov.uk/info/930268/planning_briefs/330/planning_briefs	Apr 2006	✓	
Refuse Guidance	Information for architects and developers Refuse and Green Waste www.barnet.gov.uk/info/930146/refuse_and_green_waste/211/refuse_and_green_waste	Jan 2007	✓	
	Barnet Community Infrastructure Levy			
	The Community Infrastructure Levy (CIL) is a planning charge that Local Authorities and the Mayor of London can set on new development to help pay for community infrastructure. It is intended to offer transparency, consistency and fairness for all developers and local authorities, whilst keeping a balance between the cost of funding infrastructure and the viability of development. Barnet's CIL Charging Schedule Was adopted on 1st May 2013.			
	DOCUMENT, SOURCE / LOCATION	DATE	MANDATORY	ADVISORY
Barnet CIL Charging Schedule	Community Infrastructure Levy (L.B Barnet) www.barnet.gov.uk/info/940171/community_infrastructure_levy/698/community_infrastructure_levy	May 2013	✓	
Barnet CIL Instalments Policy	www.barnet.gov.uk/info/940171/community_infrastructure_levy/698/community_infrastructure_levy/2	May 2013	✓	

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	DOCUMENT, SOURCE / LOCATION	DATE	MANDATORY	ADVISORY
Exceptional Circumstances Relief: Statement	www.barnet.gov.uk/info/940171/community_infrastructure_levy/698/community_infrastructure_levy/2	May 2013	✓	
Regulation 123 List	www.barnet.gov.uk/info/940171/community_infrastructure_levy/698/community_infrastructure_levy/2	May 2013	✓	
Conservation Areas				
The Community Infrastructure Levy (CIL) is a planning charge that Local Authorities and the Mayor of London can set on new development to help pay for community infrastructure. It is intended to offer transparency, consistency and fairness for all developers and local authorities, whilst keeping a balance between the cost of funding infrastructure and the viability of development. Barnet's CIL Charging Schedule was adopted on 1st May 2013.				
	DOCUMENT, SOURCE / LOCATION	DATE	MANDATORY	ADVISORY
Barnet CIL Charging Schedule	Community Infrastructure Levy (L.B Barnet) www.barnet.gov.uk/info/940171/community_infrastructure_levy/698/community_infrastructure_levy	May 2013	✓	
Barnet's Guidance notes for applications for Listed Building or Conservation Area Consent	General Guidance www.barnet.gov.uk/downloads/file/148/guidance_notes_for_applications_for_listed_building_consents_or_conservation_area_consents	2010	✓	
Conservation Area Boundary Maps	Finchley Church End; Finchley Garden Village; Wood Street; College Farm; Hendon The Burrows; Hampstead Garden Suburb; Heath Passage; Cricklewood Railway Terraces; Glenhill Close; Moss Hall Crescent; Totteridge; Watling Estate; Mill Hill; Hendon Church End; Golders Green Town Centre; The Bishops Avenue; Monken Hadley www.barnet.gov.uk/site/scripts/documents.php?categoryID=100006			✓
Cricklewood Railway Terraces	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/file/191/cricklewood_railway_terrace		✓	
Finchley Church End	Conservation Area Appraisals and specific design guidance http://www.barnet.gov.uk/downloads/file/189/finchley_church_end		✓	

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Finchley Garden Village Conservation Area Character Appraisal	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/download/1262/finchley_garden_village_conservation_area_character_appraisal		✓	
Finchley Garden Village Conservation Area Design Guidance	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/download/1262/finchley_garden_village_conservation_area_character_appraisal		✓	
Glenhill Close	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/file/192/glenhill_close		✓	
Golders Green Town Centre	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/file/193/golders_green_town_centre		✓	
Hampstead Garden Suburb Character Appraisals	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/download/224/hampstead_garden_suburb_character_appraisals		✓	
Hampstead Garden Suburb Design Guidance	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/download/224/hampstead_garden_suburb_character_appraisals		✓	
Hampstead Garden Suburb, The Bishops Avenue	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/file/188/hampstead_garden_suburb_the_bishops_avenue		✓	
Hendon Church End Conservation Area Character Appraisal	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/download/1065/hendon_church_end		✓	
Hendon The Burroughs Conservation Area Character Appraisal	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/file/1066/hendon_the_burroughs		✓	
Mill Hill	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/file/194/mill_hill		✓	

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Monken Hadley	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/file/195/monken_hadley		✓	
Totteridge	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/file/196/totteridge		✓	
Watling Estate	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/file/197/watling_estate		✓	
Wood Street	Conservation Area Appraisals and specific design guidance www.barnet.gov.uk/downloads/file/198/wood_street		✓	
EXTERNAL REFERENCES				
	DOCUMENT, SOURCE / LOCATION	DATE	MANDATORY	ADVISORY
A Guide to Design Loadings for Buried Rigid Pipes				
Department for Transport		1983	✓	
www.products.ihs.com/cis/Doc.aspx?AuthCode=&DocNum=200469				
All London Green Grid		Mar 2012	✓	
GLA Supplementary Planning Guidance				
www.london.gov.uk/priorities/environment/greening-london/improving-londons-parks-green-spaces/all-london-green-grid				
Car Parking; What Works Where		2006	✓	
English Partnerships				
www.homesandcommunities.co.uk/car-parking-what-works-where				
Circular 11/95: The Use of Conditions in Planning Permissions				
Department for Communities and Local Government				
www.gov.uk/government/publications/the-use-of-conditions-in-planning-permissions-circular-11-1995		1995	✓	

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Construction Logistics Plans	Transport for London www.tfl.gov.uk/microsites/freight/construction_logistics_plans.aspx		✓	
Delivery Service Plans	Transport for London www.tfl.gov.uk/microsites/freight/delivery_servicing_plans.aspx		✓	
Design Manual for Roads & Bridges (DMRB)	Department for Transport www.DepartmentforTransport.gov.uk/ha/standards/dmrb/		✓	
Design Manual for Roads and Bridges Volume 5 Section 1, TA 22/81, Vehicle Speed Measurement on All Purpose Roads	Highways Agency www.DepartmentforTransport.gov.uk/ha/standards/dmrb/vol5/section1/ta2281.pdf	1981	✓	
Design Manual for Roads and Bridges, Volume 5 Section 2, Part 2, HD 19/03, Road Safety Audit	Highways Agency www.DepartmentforTransport.gov.uk/ha/standards/dmrb/vol5/section2/hd1903.pdf	2003	✓	
Design recommendations for Multi-Storey and Underground car parks (Fourth edition)	Institute of Structural Engineers shop.istructe.org	March 2011	✓	
Draft Sustainable Design and Construction SPG	GLA Supplementary Planning Guidance www.london.gov.uk/sites/default/files/MAINS/26C%20SPG%2020130730.pdf	Jul 2013	✓	
Good Practice Guidelines: Delivering Travel Plans Through the Planning Process	Department for Transport, Department for Communities and Local Government www.planningportal.gov.uk/planning/planningpolicyandlegislation/currentenglishpolicy/goodpracticегuides/deveringtravelplans	2009	✓	
Guidance on the Use of Tactile Paving Surfaces	Department of the Environment, Transport and the Regions www.gov.uk/government/publications/guidance-on-the-use-of-tactile-paving-surfaces	1998	✓	
Guidance on Transport Assessment	Department for Transport www.gov.uk/government/publications/guidance-on-transport-assessment	2007	✓	

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Housing	GLA Supplementary Planning Guidance www.london.gov.uk/priorities/planning/publications/housing-supplementary-planning-guidance	Nov 2012	✓	
Inclusive Mobility	Department for Transport www.gov.uk/government/publications/inclusive-mobility	2005	✓	
Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure	Department for Transport www.gov.uk/government/publications/inclusive-mobility	2005	✓	
Land for Industry and Transport	GLA Supplementary Planning Guidance www.london.gov.uk/priorities/planning/publications/land-for-industry-and-transport-spig	Sep 2012	✓	
Local Transport Note 2/08 - Cycle Infrastructure Design	Department for Transport www.gov.uk/government/uploads/system/uploads/attachment_data/file/3808/ltn-2-08.pdf	2008 (3rd Ed June 2013)	✓	
London plan	GLA Documentation	Jul 2011	✓	
London's Foundations	GLA Supplementary Planning Guidance www.london.gov.uk/priorities/planning/publications/london-foundations-spig	Mar 2012	✓	
Manual for Streets	Department for Transport www.gov.uk/government/publications/manual-for-streets	2007	✓	
Manual for Streets 2: Wider Application of the Principles	Chartered Institute of Highways & Transportation www.gov.uk/government/publications/manual-for-streets-2	2010	✓	
Manual of Contract Documents for Highway Works	Department for Transport www.transport.gov.uk/ha/standards/mchw/		✓	

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Manual of Contract Documents for Highway Works, Volume 1, Specification for Highway Works Highways Agency www.DepartmentforTransport.gov.uk/ha/standards/ghost/mchv/vol1/index.htm		✓		
Mayoral CIL Note GLA CIL www.london.gov.uk/priorities/planning/mayoral-community-infrastructure-levy		✓	✓	
National Planning Policy Framework www.rtpi.org.uk/knowledge/core-issues/national-planning-policy-framework-(nppf)/	Mar 2012	✓		
NJUG Guidelines for the Planning, Installation & Maintenance of Utility Apparatus in Proximity to Trees (NJUG10) National Joint Utilities Group www.njug.org.uk/publications/	2007	✓		
Preparing Design Codes: A Practice Manual Department for Communities and Local Government www.gov.uk/government/publications/preparing-design-codes	2006	✓		
Residential Car Parking Research Department for Communities and Local Government	2007	✓		
Road Safety Audit Chartered Institute of Highways & Transportation www.ciht.org.uk/en/sorsa/technical-guidelines/index.cfm	2008	✓		
Sewers for Adoption, 7th Ed WRC Plc sfa.wrcplc.co.uk/Data/Sites/4/Gallery/Images/WebImages/pdfs/SFA7smalldev_sep2013.pdf	2012	✓		
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Shaping Neighbourhoods: Play and Informal Recreation GLA Supplementary Planning Guidance http://www.london.gov.uk/sites/default/files/Shaping%20Neighbourhoods%20Play%20and%20Informal%20Recreation%20SPG%20Low%20Res.pdf	Sep 2012	✓		

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SPG: East London Green Grid Framework GLA Supplementary Planning Guidance http://www.london.gov.uk/the-london-plan/guides/spg/spg_09.jsp	Feb 2008	✓		
SPG: Planning for Equality and Diversity in London GLA Supplementary Planning Guidance www.london.gov.uk/the-london-plan/guides/spg/spg_07.jsp	Oct 2007	✓		
SPG: Sustainable Design and Construction GLA Supplementary Planning Guidance www.london.gov.uk/sites/default/files/archives/mayor-strategies-sds-docs-sp-g-sustainable-design.pdf	May 2006	✓		
Streetscape Transport for London www.tfl.gov.uk/businessandpartners/publications/4858.aspx	2009	✓		
Town Centres (draft) GLA Supplementary Planning Guidance www.london.gov.uk/priorities/planning/publications/draft-town-centres-supplementary-planning-guidance	Jan 2013	✓		
Traffic Advisory Leaflet 5/95-Parking for disabled people Department for Transport tsrgd.co.uk/pdf/tal/1995/tal-5-95.pdf	1995	✓		
Traffic Advisory Leaflet 6/02: An Introduction to Inclusive Mobility Department for Transport assets.transport.gov.uk/publications/tal-6-02/tal-6-02.pdf	2002	✓		
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Traffic Signs Manual Department for Transport www.gov.uk/government/publications/traffic-signs-manual			✓	
Transport Assessment Best Practice Guidance TfL www.tfl.gov.uk/assets/downloads/businessandpartners/transport-assessment-best-practice-guidance.pdf		April 2010	✓	
Transport in the Urban Environment (TUE) Institution of Highways and Transportation www.cihgt.org.uk/en/publications/index.cfm/transport-in-the-urban-environment-1997		1997	✓	
Travel Planning Guidance TfL www.lscp.org.uk/newwaytoplan/travelplan_guidance.html		Nov 2013	✓	
Travel Plans for New Development in London TfL http://www.lscp.org.uk/newwaytoplan/		2011	✓	
Walking Good Practice Transport for London www.tfl.gov.uk/assets/downloads/businessandpartners/walking-good-practice.pdf		2012	✓	
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Disability Discrimination Act Statute www.legislation.gov.uk/ukdsra/1995/50/contents		1995	✓	
Highways Act Statute www.legislation.gov.uk/ukpsa/1980/66		1980	✓	

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	DOCUMENT, SOURCE / LOCATION	DATE	MANDATORY	ADVISORY
New Roads and Street Works Act (NRSWA)				
Statute	www.legislation.gov.uk/ukpga/1991/22/contents	1991	✓	
Planning Obligations - Circular 05/05				
Office of Deputy Prime Minister	www.planningportal.gov.uk/planning/planningpolicyandlegislation/previousenglishpolicy/circulars/planningobligations	July 2005	✓	
Rights of Way, Guidance for Local Authorities - Circular 1/09				
Department for Environment, Food and Rural Affairs	www.gov.uk/government/publications/rights-of-way-circular-1-09	Oct 2009	✓	
The Traffic Signs Regulations and General Directions				
Statute	www.gov.uk/government/publications/the-traffic-signs-regulations-and-general-directions-tsrgd-2002	2002	✓	
Town and Country Planning Act				
Statute	www.legislation.gov.uk/ukpga/1990/8/contents	1990	✓	
Land Drainage Act				
Statute	http://www.legislation.gov.uk/ukpga/1991/59/contents	1991	✓	
The Traffic Signs Regulations and General Directions (TSRGD)				
Statute	http://www.legislation.gov.uk/uksi/2002/3113/contents/made	2002	✓	
The Water Industry Act				
Statute	http://www.legislation.gov.uk/ukpga/1991/56/contents	1991	✓	

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APPENDIX B:

DESIGN GUIDE ZONES

BARNET

LONDON BOROUGH

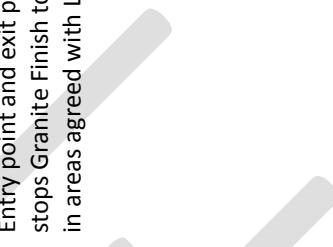
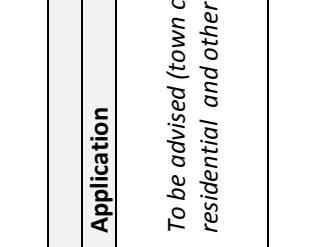
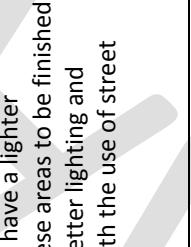


-  METROPOLITAN PARKS
 -  GREEN BELT
 -  TOWN CENTRE
 -  CONSERVATION AREA
 -  OUTER LONDON FUNDING
 -  AREA ACTION PLAN / FRAMEWORK

- The legend consists of four horizontal bars with labels to the right:
 - LOCAL ROAD (MAJOR) - grey bar
 - PRINCIPAL ROAD (A CLASS) - dark grey bar
 - TRUNK ROAD - green bar
 - MOTORWAY - blue bar

APPENDIX C: MATERIALS PALETTE

PALETTE OF MATERIALS

BUS SHELTER		Description and Notes	Application	Example	Standard Material
Type					
Standard Style (TfL Approved)	A modular system capable of a wide range of configurations including the new courtesy shelter that is only one advertising bay wide. Designed to integrate solar powered lighting and future technologies. Fully integrates TfL's increasing need for the delivery of information to the travelling public.		To be installed in conjunction with and in accordance with TfL requirements. Units are supplied and managed by TfL.		YES
Kassel Kerbs	<p>Kassel Kerb forms a seamless, gap-free join between low-floor vehicles and stops, providing faster and easier passenger access and more efficient and accessible transport services.</p> <ul style="list-style-type: none"> • No-gap access for easier, safer and more accessible transport for all • Guides vehicle into optimal stopping position to maximise safety and service speed • Proven long-term performance 		Entry point and exit point at bus stops Granite Finish to be used in areas agreed with LBB		YES
Bus Stop/ Shelter Surfacing Finishing	Area of bus stop and bus shelter to have a lighter coloured grey surface. Typically these areas to be finished in modular paving to help reflect better lighting and provide safety during night time with the use of street lighting		Asphalt would be the option used in the footway of rural locations or to match existing materials		YES <i>Image to be inserted</i>
BINS		Description and Notes	Application	Example	Standard Material
Standard Bin	<i>To be advised (town centre / residential and other locations)</i>		<i>To be advised (town centre / residential and other locations)</i>	<i>Image to be inserted</i>	<i>To be confirmed</i>

PALETTE OF MATERIALS

BOLLARDS		Description and Notes	Application	Example	Standard Material
Type					
Standard Bollard Style	'Cold Stream' style bollard with grooved neck and flat top Black No logos, crests or messages. A visibility band may be used in the recess of the bollard Dimensions Height: 1000mm Materials Steel (or polyurethane) Fixing Root Fixed		For use in areas agreed with LBB		YES
Standard Bollard for Verge Protection	Square timber bollard with pointed top No logos, crests or messages. Dimensions Height: 750mm Width: 150mm Materials: Timber		For use in areas agreed with LBB		YES
Bollard Style Enhanced or Similar	Sleek, stylish and modern stainless steel bollards offering a contemporary design solution with very low maintenance. Or bespoke items as specified on a site by site basis by LBB		To be used at areas identified by LBB		YES

PALETTE OF MATERIALS

BOLLARDS		Description and Notes	Application	Example	Standard Material
Type					
Standard Refuge Bollard Reflective		Non-illuminated bollard with yellow retro-reflective front, rear & sides and black plastic finish Traffic signs on one face Dimensions Overall height: 1036mm Max. bollard width: 400mm Max. bollard depth: 200mm Bolt---down foot detail: 328 x 328mm Fixing centres: 228 x 228mm Sign face: 300mm diameter Front/rear patch true visible area: 0.1617m ² Side patch area: 0.0243m ² Fixing Base-plate fixing	To be used Borough wide		YES
Standard Refuge Bollard Illuminated		Illuminated bollard with yellow retro--reflective front, rear & sides and black plastic finish Traffic signs on one face Dimensions Overall height: 1036mm Max. bollard width: 400mm Max. bollard depth: 200mm Bolt---down foot detail: 328 x 328mm Fixing centres: 228 x 228mm Sign face: 300mm diameter Front/rear patch true visible area: 0.1617m ² Side patch area: 0.0243m ² Fixing Base-plate fixing	To be used Borough wide	<i>Image to be inserted</i>	YES

CYCLE STANDS		Description and Notes	Application	Example	Standard Material
Type					
Cycle Stands		Simple upright symmetrical style cycle stand with tight radii at corners finished in silver. No tapping bars or parking signage Dimensions : 715 x 800mm approx Materials: Steel (or polyurethane) Fixing: Surface fixing	To be used Borough wide		YES

PALETTE OF MATERIALS

RAILING		Description and Notes	Application	Example	Standard Material
Type					
Guard Railing Style 1	Staggered vertical bars to create high-visibility panels that maximise motorists vision from any angle. Black (RAL No.9005) or Galvanised finish Dimensions: Panel lengths: 2000mm Above ground height: 1070mm Fixing: Mounted on top of root fixed stub posts rather than hung between interspacings posts Materials: Steel	Reference conformity to BS for pedestrian guard railing.			YES
Boundary Railings	Low timber post knee rail	For use around open spaces and grass verges where vehicle over-run is an issue			YES

SEATING		Description and Notes	Application	Example	Standard Material
Type					
Standard Seat Style 1	A simple style metal seat with back (and optional arm rests), Black (RAL No. 9005) Also available in a bench form without back and armrests Dimensions: 1800mm long Materials: Mild steel and fully welded Fixing: Legs to be root fixed or with concealed bolt ground fixing	Areas agreed with LBB	Areas agreed with LBB	<i>Image to be inserted</i>	<i>To be confirmed</i>
Standard Seat Style 2	A traditional style seat with 2 legs, back, armrests and simple decorative details. Painted Black (RAL No. 9005) with timber slats Also available in a bench form without back and armrests Dimensions: 1850mm long Materials: Cast iron legs and supports, timber slats Fixing: Legs to be root fixed or with concealed bolt ground fixing	Areas agreed with LBB	Areas agreed with LBB	<i>Image to be inserted</i>	<i>To be confirmed</i>
Memorial Seating	Engraved metal plaque fixed centrally to the back of the seat	All types of seating bench and agreed with LBB	All types of seating bench and agreed with LBB	<i>Image to be inserted</i>	<i>To be confirmed</i>

PALETTE OF MATERIALS

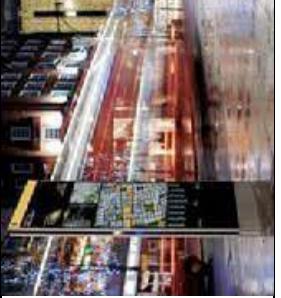
UTILITY EQUIPMENT AND COVERS			
Type	Description and Notes	Application	Example
Utility Cabinets	Preference is to have cabinets sited flush to the back wall. All cabinets must be specified with double locks. Long term to aim for anti-fly posting finishes and for utilities to share cabinets	All areas within the borough	
Inset Covers	To be used as alternative to utility covers (supplied by utility companies) and installed so that footway material used matches and provides a continuous pattern across the footway	Areas agreed with LBB	<i>Image to be inserted</i>
Period Features	To expose those historic street items during scheme works that may have previously been covered i.e. manholes with granite sett surrounds.	All areas within the borough	<i>Image to be inserted</i>

SIGNS			
Type	Description and Notes	Application	Example
Road Marking	Road markings to conform to:- BS EN 1871, BS EN 1436, BS EN 1824, BS EN 1423, BS EN 1424	All areas within the borough It is recommended that 50mm width of lines are used for all weighting restrictions and bay markings.	

PALETTE OF MATERIALS

SIGNS	Type	Description and Notes	Application	Example	Standard Material
Traffic Signs	Traffic Signs manufactured to BS EN 12899 using composite material to prevent theft due to zero scrape value	All areas within the borough	<i>Image to be inserted</i>	<i>Image to be inserted</i>	YES
Traffic Signs (LED)	12 volt LED signs ; Manufactured with a composite back plate and dew resistant film ; Option of solar or wind powered Benefits ; Low energy sign reducing carbon footprint ; Up to 60% less power consumption ; Reduced running costs ; Low maintenance ; Lack of fluorescent lights means no need for mercury recycling	Replace ment of all new signs, requiring illumination, within the borough			YES
Legible London – Way Finding Signs (Standard)	Finger post signs made of standard sign face mounted on steel post finished in Black or galvanised	For use excluding main Town Centres	<i>Image to be inserted</i>	<i>Image to be inserted</i>	To be confirmed
Legible London – Way Finding Signs (Main Town Centres)	Information board with details pictorial information identifying location on a map base.	For use in predominantly Town Centres			YES

PALETTE OF MATERIALS

SIGNS		Description and Notes	Application	Example	Standard Material
Type					
Legible London – Way Finding Signs (Main Town Centres) – Enhanced	Modern brushed Stainless Steel incorporating large illuminated way finding location map. Modern Stainless Steel Design in brushed finish with black etched letter with option of Braille if required or bespoke items as specified on a site by site basis by LBB	To be used at areas identified by LBB			YES
Period Features	Historic signs should not be removed and where required should be renovated	All areas within the borough			<i>Image to be inserted</i>

PLANTING		Description and Notes	Application	Example	Standard Material
Type					
Shrub Planting	Low maintenance native species with seasonal variety in their selection of local province where possible	All areas within the borough			<i>To be confirmed</i>
Hedges & Hedgerows	Retain existing hedges and hedgerows where possible and replace where previously they may have been removed	All areas within the borough			<i>To be confirmed</i>

PALETTE OF MATERIALS

TREE PLANTING		Description and Notes	Application	Example	Standard Material
Type					
Tree Planting. High Quality – Town Centres	Members involvement including consultation with retail outlets. Consider above and below ground constraints especially CCTV. Species selection to take into account future impact including: <ul style="list-style-type: none">• High impact planting• Suitability for site• Pollution and carbon bearing• Mess and impact on street cleansing Semi-mature trees usually chosen, 20-25cm to minimise vandalism.	Town centres currently planted this way: <ul style="list-style-type: none">• Edgware• Golders Green• Hendon (Brent St)• New Barnet• North Finchley			YES
Tree Pt. High Quality – Town Centres	Permeable resin bound gravel. Underground guying system. Greenleaf 'Urban' irrigation system. Traditional black steel guard with gap for litter control. Root deflector	All areas within the borough			YES
Tree Planting. Generic residential	Continue with landscape model where appropriate, Species selection to take into account future impact including: <ul style="list-style-type: none">• Shade, fruit and leaf fall, insects and birds• Climate change• Landscape integrity• Subsidence issues Standards & Extra heavy 12-14cm min, 18-20cm max.	All areas within the borough			YES

PALETTE OF MATERIALS

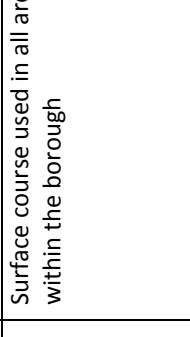
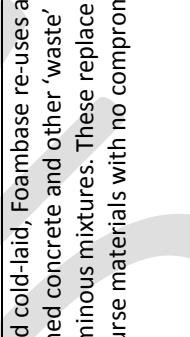
TREE PLANTING		DRAINAGE	
Type	Description and Notes	Application	Example
Tree Pit. Generic residential	Woodchip for mulch to finish. Weeding annually and topping up of mulch as and when. Land drainage pipes cut for irrigation. Double staked with plastic mesh guards for protection. Root deflector	All areas within the borough	
Special surfaces – town centres or major projects	Breedon Gravel installation around mature trees where trip hazards or condition is not acceptable <i>(Currently under trial on Grahame Park Way, NW9)</i>	Town centres and main roads	
Special surfaces – individual trees	Breedon Gravel installation around mature trees where trip hazards or condition is not acceptable <i>(Currently under trial on Grahame Park Way, NW9)</i>	Patching around mature tree roots	
Drainage	New - PVC to BS EN 1401/ 1852-1/ 12666-1	New drainage schemes to incorporate PVC type pipes	

PALETTE OF MATERIALS

DRAINAGE	
Type	Description and Notes
	Replacement - Vitrified Clay to BS EN 291 

CARRIAGEWAY

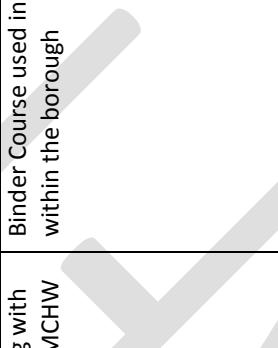
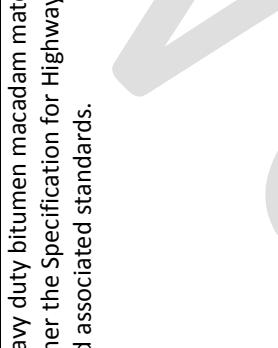
Several thin surfacing materials are used within the Borough e.g 'Tuff pave' from Hanson. DBM Asphalt concrete will always be considered and used in small residential roads. The Council is also keen to encourage the use of unchipped HRA (55/10) and will strongly consider material specification that adheres to London Highways Alliance Contract (LoHAC).

Type	Description and Notes	Application	Example	Standard Material
Surface Dressing	Surface Dressing can provide: A reduction in traffic disruption due to the speed of the process; Supply of BBA/HAPAS approved binders. All works to be carried out in accordance with nationally recognised scheme	Surface dressing is suitable for all classes of carriageways from minor roads to major roads and provides high skid resistance and waterproofing. <i>Image to be inserted</i>		YES
Anti-Skid (High Friction Surfacing)	Available from two product groups both complying to Clause 924. Epoxy Resin Anti Skid (two component resins, surface dressed with calcined bauxite aggregate) and Thermoplastic Anti Skid (blended molten resins and calcined bauxite aggregates, hot screed applied).	Anti-skid surfacing is suitable for all classes of carriageways from minor roads to major roads and provides high skid resistance		YES
Foambase	Cold-mixed and cold-laid, Foambase re-uses asphalt planings, crushed concrete and other 'waste' materials in premium bituminous mixtures. These replace hotmix base and binder course materials with no compromise in quality	Surface course used in all areas within the borough		YES

PALETTE OF MATERIALS

CARRIAGEWAY

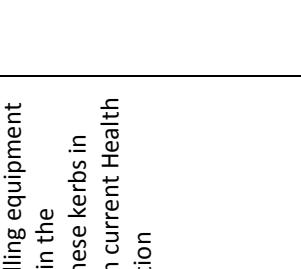
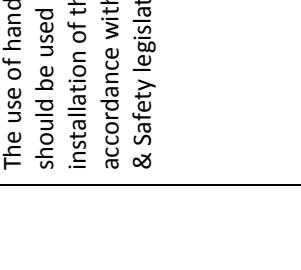
Several thin surfacing materials are used within the Borough e.g 'Tuff pave' from Hanson. DBM Asphalt concrete will always be considered and used in small residential roads. The Council is also keen to encourage the use of unchipped HRA (55/10) and will strongly consider material specification that adheres to London Highways Alliance Contract (LoHAC).

Type	Description and Notes	Application	Example	Standard Material
EME2	EME2 (Enrobé à Module Élevé), is a very stiff and resilient base and binder course material that has now replaced HMB35 and which utilizes approximately 5.5% of a very hard 15/20 or 20/25 pen binder. Is now officially covered by a national standard in addition to its inclusion in the Specification for Highway Works.	Binder Course used in all areas within the borough <i>Image to be inserted</i>		YES
HDM	Heavy duty bitumen macadam materials complying with either the Specification for Highway Works or the MCHW and associated standards.	Binder Course used in all areas within the borough		YES
Ironwork Adjustment	All ironwork adjustment works to be undertaken as directed by LBB including use of epoxy bedding mortar and cementitious bedding mortar.	All areas within the borough		YES <i>Image to be inserted</i>
Period Features	To retain Historical Surfacing	Assess and retain or repair historical surfacing where possible. If existing surface is not suitable for current use then retain material at store for future use elsewhere within borough		YES

PALETTE OF MATERIALS

FOOTWAY		Description and Notes	Application	Example	Standard Material
Type					
Hot Rolled Asphalt - HRA		Wearing Course CPZ – use of road markings to demark area of footway for parking at identified sights	To be used to match existing areas of tarmac / macadam paving or where other material are not appropriate.		YES
Concrete Flag	Paving 63mm thick, Grey (Natural) • Including fibre reinforced • Mixed with blocked setts in verge for CPZ areas	450 x 600 x 63mm; 600 x 600 x 63mm; 750 x 600 x 63mm, Including fibre reinforcement type where vehicle overrun may occur. CPZ – use of block concrete setts to strengthen and demark area of footway for parking at identified sites	The use of handling equipment should be used in the installation of the larger size units in accordance with current Health & Safety legislation.		YES
Silver Grey Paving	(Natural stone or concrete with recycled granite aggregate)	450 x 600 x 63mm; 600 x 600 x 63mm; 750 x 600 x 63mm	Reinforced paving should be used in areas that are likely to suffer from vehicle over ride, including crossover and footway parking.		YES
Concrete Sett Paving		Typically 80mm thick laid using mixture of 240 and 160 gauge size blocks CPZ – To be used in areas of footway to mark as 'on footway' parking	'Brindle' coloured Block Paving may be used on integrated parking and raised entry treatments where the main pavement is in flags.		YES

PALETTE OF MATERIALS

FOOTWAY		Description and Notes	Application	Example	Standard Material
Type					
Tactile Paving	400x400x65mm – Buff, Grey (Conservation areas and areas of Heritage)	Areas such as shopping precincts or pedestrian areas needing a higher or more aesthetically material or finishing i.e. patterned layout, smooth/ polished finish with anti-slip treatments	Typically blister paving used on controlled crossing points, Buff or natural may be used at other crossing points, e.g. in conservation areas	<i>Image to be inserted</i>	YES
Granite Surfacing Pattern Layed - Enhanced			To be used at areas identified by LBB e.g. Cricklewood	<i>Image to be inserted</i>	YES
Granite Kerb (fine picked straight and radius)	150mm x 300mm; 300mm x 150mm	The use of handling equipment should be used in the installation of these kerbs in accordance with current Health & Safety legislation.			YES
Silver Grey (Natural stone of concrete with recycled granite aggregate)	255mm x 205mm; 145mm x 255mm	May be used in conjunction with natural stone aggregate paving, where there is a potential for variation to reflect local character or for use in special areas	<i>Image to be inserted</i>	<i>Image to be inserted</i>	YES
Concrete Kerb (Straight and radius)	150mm x 300mm; 300mm x 150mm	The use of handling equipment should be used in the installation of these kerbs in accordance with current Health & Safety legislation			YES

PALETTE OF MATERIALS

FOOTWAY		Description and Notes	Application	Example	Standard Material
Type					
Grey Concrete Edging	50mm x 150mm	Alternative options such as double height kerbs should be considered before opting for Trief kerbing	Flat top edging should be used to retain the footway constructed against soft areas such as grass / landscaping.	<i>Image to be inserted</i>	YES
Trief Kerbing			May be used where high levels of HGV overruns / mounting onto footway occurs		YES
Cycleway		Use of coloured surfacing is to be minimised, opting for where possible use of dedicated cycle lanes/tracks on footway and carriageway. Shared areas should have a demarcation between a footpath and the cycleway. Examples for delineation by means of a kerb edging, road markings or similar.	Note that the corduroy paving is aligned longitudinally for the cycleway section (right-hand side) and transversely for the pedestrian section (left-hand side), and that the cycleway pavement is closest to the carriageway. Reference should be made to the DfT Cycling Guidance, LTN 2/08.		YES
Period Features		To retain historical footway surfacing	Assess and retain or repair historical surfacing where possible. If existing surface is not suitable for current use then retain material at store for future use elsewhere within the borough	<i>Image to be inserted</i>	YES

APPENDIX D:

STATUTORY COMPANIES AND ASSOCIATIONS

STATUTORY COMPANIES AND ASSOCIATIONS

COMPANY NAME	ADDRESS
AFFINITY WATER LTD	DEVELOPER SERVICES AFFINITY WATER LTD TAMBLIN WAY HATFIELD HERTFORDSHIRE AL10 9EZ
ATKINS TELECOMS	ATKINS TELECOMS PO BOX 290 220 AZTEC WEST PARK AVENUE, ALMONDSBURY BRISTOL BS32 4WE
BARNET CYCLISTS	BARNET CYCLISTS THE BARNET BRANCH OF LONDON CYCLING CAMPAIGN 9 Langley Row Hadley Highstone Barnet EN5 4PB
BRITISH TELECOMMUNICATIONS PLC	BRITISH TELECOMMUNICATIONS PLC PP 6/41C MILL HOUSE 11 ILFORD HILL ILFORD, ESSEX IG1 2BZ
BUS OPERATIONS - LONDON BUSES	AREA MANAGER - BRENT & BARNET BUS OPERATIONS - LONDON BUSES UXBRIDGE BUS STATION BAKERS ROAD UXBRIDGE UB8 1RJ
EDF ENERGY	EDF ENERGY PLAN PROVISION FORE HAMLET IPSWICH IP3 8AA

STATUTORY COMPANIES AND ASSOCIATIONS

COMPANY NAME	ADDRESS
EDF ENERGY NETWORKS	EDF ENERGY NETWORKS METROPOLITAN HOUSE DARKES LANE POTTERS BAR EN6 1AG
EDF NETWORKS	EDF NETWORKS 40 GROSVENOR PLACE VICTORIA LONDON SW1X 7BN
EDF POWER LINK LIMITED	EDF POWER LINK LIMITED UNIT 7, BUSH INDUSTRIAL ESTATE STATION ROAD TUFFNELL PARK LONDON N19 5UW
HNS NETWORKING ENQUIRIES	HNS NETWORKING ENQUIRIES C/O FUJITSU TELECOMMUNICATIONS EUROPE LIMITED SOLIHULL PARKWAY BIRMINGHAM BUSINESS PARK BIRMINGHAM B37 7YU
JCDECAUX UK LIMITED	JCDECAUX UK LIMITED 991 GREAT WEST ROAD BRENTFORD MIDDLESEX TW8 9DN
LIVING STREETS	LIVING STREETS 4TH FLOOR, UNIVERSAL HOUSE 88-94 WENTWORTH STREET LONDON E1 7SA

STATUTORY COMPANIES AND ASSOCIATIONS

COMPANY NAME	ADDRESS
LONDON AMBULANCE SERVICE	LONDON AMBULANCE SERVICE HARTLEY AVENUE LONDON NW7 2HX
LONDON AMBULANCE SERVICE	LONDON AMBULANCE SERVICE 144 STATION ROAD BARNET LONDON EN5 1TE
LONDON FIRE BRIGADE	LONDON FIRE BRIGADE HENDON STATION 91 THE BURROUGHS NW4 9BL
LONDON FIRE BRIGADE	LONDON FIRE BRIGADE 144 STATION ROAD LONDON EN5 1TE
METROPOLITAN POLICE	NORTHWEST AREA TRAFFIC MANAGEMENT METROPOLITAN POLICE ROWDELL ROAD NORTHOLT MIDDLESEX UBS 5QP
NATIONAL GRID (GAS)	NATIONAL GRID (GAS) LONDON ROAD RAWRETH ESSEX SS11 8TZ

STATUTORY COMPANIES AND ASSOCIATIONS

COMPANY NAME	ADDRESS
NATIONALGRID PLC	NATIONAL GRID PLANT PROTECTION BRICK KILN STREET HINCKLEY LE10 0NA
OPENREACH NETWORK ALTERATIONS	OPENREACH NETWORK ALTERATIONS 7TH FLOOR, TOWER 2 COLINDALE HOUSE SSC THE HYDE COLINDALE NW9 6LB
OPENREACH NETWORK ALTERATIONS	OPENREACH NETWORK ALTERATIONS, PP 6/41C, MILL HOUSE, 11 ILFORD HILL, ILFORD, ESSEX IG1 2BZ
TFL BOROUGH PLANNING	TRANSPORT FOR LONDON (PLANNING) WINDSOR HOUSE 42-50 VICTORIA STREET LONDON SW1H 0TL
TFL STREET MANAGEMENT	TRANSPORT FOR LONDON (PLANNED INTERVENTIONS) FLOOR 3 R3 PALESTRA 197 BLACKFRIARS ROAD LONDON SE1 8NJ
TFL TRAFFIC SIGNALS	TRANSPORT FOR LONDON (TRAFFIC SIGNALS) PALESTRA 197 BLACKFRIARS ROAD LONDON SE1 8NJ

STATUTORY COMPANIES AND ASSOCIATIONS

COMPANY NAME	ADDRESS
THAMES WATER UTILITIES LTD	THAMES WATER UTILITIES LTD DEVELOPMENT CONTROL ASSET INVESTMENT UNIT MAPLE LODGE, DENHAM WAY RICKMANSWORTH,HERTS WD3 9SQ
THAMES WATER UTILITIES LTD	THAMES WATER UTILITIES LIMITED PO BOX 436 SWINDON SN38 1TU
THE RAMBLER'S ASSOCIATION	THE RAMBLER'S ASSOCIATION 2ND FLOOR, CAMELFORD HOUSE 87-90 ALBERT EMBANKMENT LONDON SE1 7TW
UK POWER NETWORKS	UK POWER NETWORKS METROPOLITAN HOUSE DARKES LANE POTTERS BAR HERTS ENG 1AG
VIRGIN MEDIA	VIRGIN MEDIA PLANT ENQUIRIES TEAM VIRGIN MEDIA SERVICES, UNIT 1 TO 12 AND LINK, MAYFAIR BUSINESS PARK, BRADFORD, BD4 8PW

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