



Environment & Climate Change Committee

21st November 2022

Title	Streetscape Design Guide (SDG) 2022
Report of	Chair of Environment & Climate Change Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 - Streetscape Design Guide (SDG) 2022
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Summary

This report seeks the Committee's approval for the introduction of a revised London Borough of Barnet's ("LBB") Streetscape Design Guide (SDG) 2022. LBB had a Developers Design Guide (DDG) document prepared circa 2014.

The LBB Network Recovery Plan (NRP) Project established a design guide for the specification and approach to carriageways and footways improvements. A review of the LBB Asset Management suite of documentation identified the need for a 2022 Streetscape Design Guide (SDG) to be prepared by reviewing and refreshing the DDG 2014, as well as updating other existing guidance and working documents.

A Design Guide provides policy context, guidance and direction when considering new developments that will impact on infrastructure and public realm. It is used by all tasked with designing new infrastructure including LBB's own teams and/or consultants to ensure consistency and good practice. A Design Guide aims to contain all relevant advice and

assistance in one managed space. It helps to highlight particular requirements for local distinctiveness where applicable and where early consultations will be useful and necessary.

The SDG is seen as an enabling document and once approved will be reviewed on an annual basis to ensure it aligns with relevant guidance and best practice.

Officer's Recommendations

- 1. That the Committee approves the 2022 LBB Streetscape Design Guide (SDG) as part of the Authority's overall Highway Infrastructure Asset Management system.**
- 2. That the Committee delegate authority to the Director of Highways and Transportation to review and implement the Streetscape Design Guide as required, in consultation with the Chair of the Environment & Climate Change Committee.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Streetscape Design Guide (SDG) 2022 is an important part of the LBB Infrastructure Asset Management suite of documents. It performs a key role at the front end of planning and preliminary design to direct and influence the approach to, and specification of, new infrastructure. It operates in conjunction with local technical guidance/policies, statutory processes for infrastructure adoption and current legislative and best practice requirements. This SDG is a useful reference point for all organisations and internal staff considering or preparing new development proposals or designs that include streetscape, public realm and highway elements.
- 1.2 All new and adapted streetscape assets need to represent long term value for money and be affordable to LBB. The long-term maintainability of assets is an important consideration for all new proposals as is ensuring core standard design specification and material palette choices. Standardised design specifications suitable for large parts of LBB help to achieve this objective.
- 1.3 This updated 2022 Streetscape Design Guide provides an easy-to-use route finder to access the best information and guidance when planning new developments or streetscape design in the London Borough of Barnet (LBB).
- 1.4 The SDG is seen as an enabling document and once approved will be reviewed on an annual basis to ensure it aligns with relevant guidance and best practice.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Streetscape, in the form of Public Realm Town Centres and Highway network, is the Council's most valuable group of assets and collectively are vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. It is a key element in the LBB Strategic Asset Management Plan. The Streetscape provides access for business and communities, as well as contributing to the area's local character and the resident's quality of life being the most visible community asset and is probably the most used of all our services, by nearly all residents daily. It is vital to the economic, social and environmental well-being of our community.
- 2.2 The Streetscape is continually evolving and growing with major regeneration projects and Town Centre and Neighbourhood Plans and Strategies. Attractive and functional Streetscape and Public Realm, combined with good transport and network management, is vital to maintaining economic prosperity and LBB's ability to meet the needs of our growing population. LBB shares many of the transport challenges experienced across London; increasing traffic congestion, balancing the needs and safety of pedestrians, cyclists and road users, against a perception that public transport is overcrowded unreliable and expensive. Additionally, LBB has local challenges to improve the overall community streetscape and transport connectivity infrastructure to support an ambitious regeneration programme.
- 2.3 LBB has in place a Developers Design Guide (DDG) document prepared circa 2014. The LBB Network Recovery Plan (NRP) Project established a design guide for the specification and approach to carriageways and footways improvements. A review of the LBB Asset Management suite of documentation identified the need for a 2022 Streetscape Design Guide (SDG) to be prepared by reviewing and refreshing the DDG 2014, as well as updating other existing guidance and working documents.
- 2.4 **What is a Streetscape Design Guide?** A Design Guide provides policy context, guidance and direction when considering new developments that will impact on infrastructure and public realm. It is used by all tasked with designing new infrastructure including LBB's own teams and/or consultants to ensure consistency and good practice. A Design Guide aims to contain all relevant advice and assistance in one managed space. It helps to highlight particular requirements for local distinctiveness where applicable and where early consultations will be useful and necessary.
- 2.5 It doesn't itself provide detailed technical design directives, but it does provide a framework to access a comprehensive 'library' of good practice guidance, highlighting requirements that are important to apply in LBB, as locally adopted policies and advice for all concerned with the design and maintenance of streetscape and public realm/highway (footways, cycleways and carriageways), statutory undertakers and developers.
- 2.6 The 2022 SDG will direct, require and support achieving the right streetscape and public realm and transport infrastructure, recognising in some area's local

history and characteristics. The SDG will implement necessary and supportive climate change interventions into the future. Interventions incorporate the carbon zero, clean air, flood prevention/water management (SuDS), Active Travel & public health initiatives, and above all sustainability in all we do, or can influence. Protecting, enhancing and engaging the help of the green environment is a key objective for our current and future Streetscape.

- 2.7 The Streetscape Design Guide (SDG) is an important part of the LBB Infrastructure Asset Management suite of documents. It performs a key role at the front end of planning and preliminary design to direct and influence the approach to, and specification of, new infrastructure. It operates in conjunction with local technical guidance/policies, statutory processes for infrastructure adoption and current legislative and best practice requirements. This SDG is a useful reference point for all organisations and internal staff considering or preparing new development proposals or designs that include streetscape, public realm and highway elements.
- 2.8 All new and adapted streetscape assets need to represent long term value for money and be affordable to LBB. The long-term maintainability of assets is an important consideration for all new proposals as is ensuring core standard design specification and material palette choices. Standardised design specifications suitable for large parts of LBB help to achieve this objective.
- 2.9 This updated 2022 Streetscape Design Guide provides an easy-to-use route finder to access the best information and guidance when planning new developments or streetscape design in the London Borough of Barnet (LBB).
- 2.10 The document manages a useful reference document 'hub' to access electronic links to national and local best practice guidance/policies, important examples of which include NRP Standard Details, the latest Manual for Streets, TfL's Streets Toolkit and the GLA Public London Charter (principles for public space).

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The development and publication of a Street Design Guide by a Highway Authority is good practice in management and design of the highway assets. Absence of such guidance could lead to fragmented approach to good public realm design and affordable highway assets. Do nothing approach was considered but not recommended.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the Committee approves the recommendations, (Re officers) will finalise and publish the SDG as a strategic document to support highway design, maintenance and improvement programmes by Council's own designers as

well as providing guidance to external developers. The Plan will be published on Council's website for public viewing.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Streetscape in the form of Public Realm Town Centres and Highway network are the Council's most valuable assets and collectively are vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. It is a key element in the LBB Strategic Asset Management Plan. The streetscape provides access for business and communities, as well as contribute to the area's local character and the resident's quality of life.

5.1.2 The Council's Corporate Plan – The Barnet Plan 2021-25 contains the strategic priority "Clean, Safe and Well Run". There is a commitment to invest in planned maintenance through the Network Recovery Programme and town centre improvements to ensure roads and pavements can be used for safe, reliable travel in the long term. The SDG ensures that any design and improvement works in the borough take into account local characteristics, environmental impact, as well as best practice and affordability. It is expected that the new Administration will develop a new corporate plan, consistent with the new administration's priorities. The SDG will be reviewed in line with any changes to the corporate plan.

5.1.3 The SDG does also contribute to the Council's Health and Wellbeing Strategy by making Barnet a safe and great place to live and enable the residents to keep well and independent.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The revised guidance will ensure the effective financial management of the highways network through the implementation of a clear policy framework, optimising resources deployed.

5.2.2 No additional revenue budget will be required to implement the Streetscape Design Guide 2022.

5.2.3 There are no additional staffing ICT or property implications. Existing organisational and system arrangements will continue.

5.2.4 This report drives a sustainability approach through the application of a holistic Highway Material Palette and design with a “whole life approach” in relation to driving efficiency in the operation, providing the Council with ongoing value for money as well as reduction in carbon emissions and increased use of recycled materials.

5.3 **Social Value**

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

5.4 **Legal and Constitutional References**

5.4.1 The Council’s Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment and Climate Change Committee responsibility for all borough-wide or cross-area matters related to the local environment.

5.4.2 The Streetscape Design Guide is a non-statutory guidance which provides the tools for applying best practice design principles and creating consistently high quality streetscape across the borough.

5.4.3 Being a non-statutory guidance, there is no legal requirement to carry out a public consultation on the Streetscape Design Guide.

5.5 **Risk Management**

5.5.1 Effective management of risk is an integral part of asset management and public realm design. The Council’s Risk Management Framework has also established strategic and departmental risk registers.

5.6 **Equalities and Diversity**

5.6.1 Good streetscape, covering community public realm, roads and pavements have benefits to all sectors of the community in removing barriers and assisting efficient and safe movement of people. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The design of good streetscape supports almost every aspect of accessibility for all.

5.6.2 The physical appearance and the condition of the streetscape has a significant impact on people’s quality of life. A poor-quality streetscape environment will give a negative impression of an area, impact on people’s perceptions and attitudes as well as increasing feelings of insecurity. The Council’s policy is focused on improving the overall streetscape across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.

5.6.3 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- a) Eliminate discrimination, harassment and victimisation and other contact prohibited by the Equality Act 2010.
- b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The broad purpose of this duty is to integrate considerations of equality into day-to-day business and keep them under review in decision making, the design policies and the delivery of services.

5.6.4 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation.

5.6.5 The Streetscape Design Guide aims, among others, for an inclusive and safe development that is as accessible as possible to all and therefore advances equality of opportunity for all and is not considered to adversely impact on persons within the protected characteristics.

5.7 **Corporate Parenting**

5.7.1 This section of the report does not apply to this report.

5.8 **Consultation and Engagement**

5.8.1 Various council directorates have been engaged and their views and aspirations are reflected in the Streetscape Design Guide.

5.9 **Environmental Impact**

5.9.1 Implementing the recommendations in this report and approval of the SDG will lead to a positive impact on the Council's carbon and ecology impact aligned to the council's emerging Sustainability Strategy in relation to material selection including use of low carbon and recycled materials.

5.9.2 The SDG will help drive important environmental and climate change management principles.

5.10 **Insight**

5.10.1 This section of the report does not apply to this report.

6. BACKGROUND PAPERS

- 6.1 Highway Infrastructure Asset Management Plan 2022- Report of Director of Highways and Transportation to Environment and Climate Change Committee, 06 September 2022

[ECC Committee Report- HIAMP 06 September 2022_Cleared 220822.pdf \(moderngov.co.uk\)](#)

[Highways Asset Management Plan \(moderngov.co.uk\)](#)

[Appendix 2 - HIAMP CoP Recommendations June 2022.pdf \(moderngov.co.uk\)](#)

- 6.2 Highway Adoption Policy 2017- Report of Commissioning Director for Environment to Environment Committee, 13 July 2017

[Environment Committee Report on Highway Adoption Policy.pdf \(moderngov.co.uk\)](#)

[Appendix A B C and D.pdf \(moderngov.co.uk\)](#)

[Amendment to page 93-94 of agenda pack.pdf \(moderngov.co.uk\)](#)