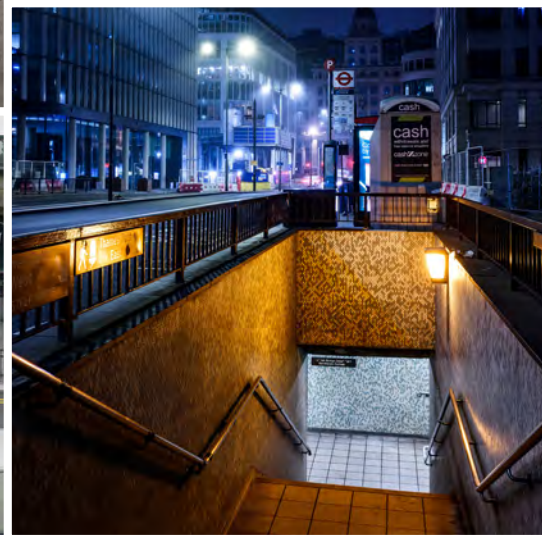


# London Borough of Barnet Streetscape Design Guide



APPENDIX 1

November 2022 | Draft for Approval





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# 1. Introduction

Barnet is a prosperous borough in north London with a thriving local economy and diverse population. The population of Barnet (395,839 -2019) is the second largest borough population in London. In terms of area Barnet is the fourth largest London borough. It has boundaries with five other London boroughs (Camden, Brent, Haringey, Harrow and Enfield), and also with the district of Hertsmere in Hertfordshire. It has the second biggest road network in London with 650 kM of local roads; the longest stretch of motorway in London and with 96 kilometres of 'A' roads, some of the most significant arterial routes into the centre of London.

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 our ability to meet the needs of our growing population. Barnet shares many of the transport challenges experienced across London; increasing traffic congestion, balancing the needs of pedestrians, cyclists and road users, against a perception that public transport is overcrowded unreliable and expensive. Additionally, Barnet has local challenges to improve the overall community streetscape and transport connectivity infrastructure to support an ambitious regeneration programme.

This 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 technical guidance statutory processes for infrastructure adoption and current legislative and best practice requirements. This SDG is a useful reference point for all organisations considering or preparing new development proposals that include streetscape, public realm and highway elements.

All new and adapted streetscape assets need to represent long term value for money and be affordable to LBB. The longterm maintainability quality of assets is an important consideration for new proposals as is a level of core standard design specification and material choices. Standardised design specifications suitable for large parts of LBB help to achieve this objective.

This LBB Streetscape Design Guide provides a signpost to good and best practice guidance and highlights clearly any instances of distinctive requirement needs when planning and implementing projects within the London Borough of Barnet. The Guide maintains a contemporary library of embedded electronic links to more detailed technical guidance and Streetscape best practice and key contacts in LBB to assist with preliminary discussions.

The 2022 SDG will direct, require and support achieving the right streetscape and public realm and transport infrastructure recognising, in some locations, local heritage 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.





## 2.1 What is a Streetscape Design Guide?

The 2022 Streetscape Design Guide (SDG) provides an easy to use route finder to access the best information and guidance when planning new developments in the London Borough of Barnet (LBB). SDG provides policy context, guidance and direction when considering new developments that will impact on infrastructure and public realm. It is to be used by all tasked with designing new infrastructure including LBB's own teams and/or consultants to ensure consistency and good practice. The 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 for any design development will be beneficial and necessary.

The virtual Streetscape image of LBB contained on this document can be used to navigate to particular guidance and information for development in specific parts of the Borough. The document provides a useful reference document 'hub' to access electronic links to best practice guidance, important examples of which include Network Recovery Plan (NRP) Standard Details, the latest Manual for Streets, TfL's Streets Toolkit and the GLA Public London Charter (principles for public space).

### 2.1 What is a Streetscape?

The term Streetscape is a wide-ranging term to collectively describe all visual elements of a street, including adjoining buildings, transport corridor, street furniture, trees and open spaces, etc., that combine to form the street's character. It encompasses a diverse range of physical environments from significant commercial town centres to residential streets. Streetscape comprises roads, footways, cycleways and rest and relaxation public space including larger paved areas and green areas.

Within the Streetscape a huge range of 'street furniture' may exist - benches, bins, trees, fencing and safety barriers, drinking fountains, crossing points, speed reduction measures, cycle stands, planters and planted/landscaped areas, signs, electric charging points, streetlights, tables and chairs licenced for hospitality, markets and temporary commercial ventures and the like.



Key Reference Documents: *TfL Streetscape Guidance*





### GLA Public London Charter:

The Public London Charter (the Charter) consists of eight principles that set out the rights and responsibilities for the users, owners and managers of new public spaces. The Charter aims to ensure that London's public spaces are safe, accessible, inclusive, attractive, well-connected and easy to understand, well maintained and serviced. It promotes public space that is open and offers the highest level of public access irrespective of land ownership, with landowners promoting and encouraging public use of public space for all communities.

Two key principles in the Charter are:

#### Public welcome

Public space should be managed to be welcoming to all. It should be kept clean, well maintained and appropriately lit, offer shade and shelter, places to stop, rest and play, and provide public amenities that reflect local needs.

#### Community focus

Public space should be managed to enable users to meet, associate, spend time with others, and celebrate their community. It should make provision for community-led and cultural activities that reflect the diversity of London's communities, as well as public art and other ways of celebrating diversity in the public realm.

*GLA Public London Charter*







## 2.2 What is the aim of 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.

A Design Guide doesn't itself provide detailed technical design directives, but it does provide a framework to access a comprehensive 'library' of good practice guidance.

It highlights 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, highways (footways, cycleways and carriageways), statutory undertakers and developers.







## 2.3 Streetscape Design Guide Principles

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

### AIM 1

**The need for sustainable Public Realm space and transport infrastructure that is environmentally responsible (supports Climate Change commitments), and:**

- minimises consumption of finite and non-renewable resources;
- reduces or eliminates harmful emissions; and
- manages surface water locally to avoid over burdening drainage system (SuDS)
- conserves and improves valuable and valued parts of the historic built and natural environment.
- Reduces car journeys and car parking demand and supports the transport hierarchy - walking, cycling, public transport, car.

### AIM 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.

### AIM 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;
- feels safe;
- provides safe areas for rest, relaxation and recreation;
- is accessible to all; and
- prioritises active modes of travel

### AIM 4

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

- is aesthetically pleasing, well coordinated and uncluttered;
- 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.
- is sympathetic to and supportive of local area heritage assets



## 2.4 Streetscape Design Process

There are five processes involved in creating good quality, effective and long lasting Streetscape and Public Space:



### 1. Pre-Planning and Consultation

- Early engagement with Local Authority designated teams/officers (see Section 4 controlled information hub).

### 2. Design Solutions

- Continuous commitment to improve design quality on the part of all participants and application of best practice guidance, in particular for the sustainable choice and sourcing of materials and techniques.

### 3. 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.

### 4. Implementation, which includes considerations of:

- the practicality and buildability of the proposals;
- how phased development incorporating streetscape and public space is to be implemented and incorporated 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.

### 5. Maintenance

- good design can only be successful if it lasts and is affordable. 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. The importance of sustainable single supply source principles to ensure long term availability of materials should be built into design proposals. The material palette at Section 8 supports this key requirement.

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

- i. ensuring that affordable, durable, sustainable and replaceable materials and components are used for construction of the Streetscape;
- ii. appropriate financial provision is made for maintaining the Streetscape/ Public Space/Transport Infrastructure to ensure that the quality of the assets are retained over time; and
- iii. actively involving stakeholders responsible for maintenance in the design and specification process.






## 3. Using this Guidance Document

The document contains overview guidance for all key aspects of streetscape assets. The guidance follows a standardised layout that references important links to follow to detailed information and/or best practice examples.

### 3.1 Virtual Streetscape Navigator

A virtual streetscape based on the area of Barnet at the Barnet A1000 junction with A1081 (High Barnet) can be used to navigate to sections of the document. Click on the highlighted areas to take you to the required section and then use the  button to return to the virtual streetscape navigator.

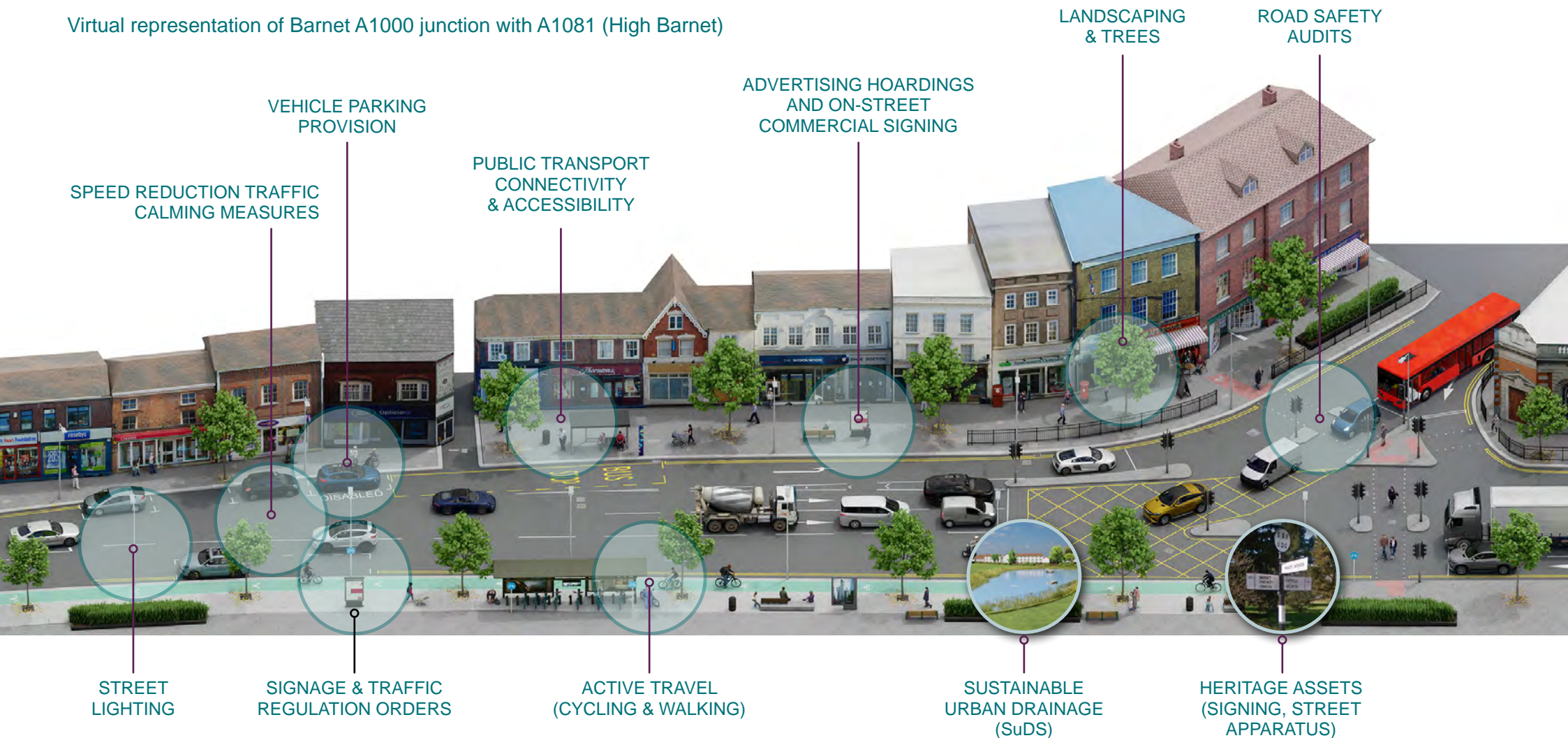






### 3.1 Virtual Streetscape Navigator

Virtual representation of Barnet A1000 junction with A1081 (High Barnet)







## 4. Streetscape Design Practice Links Hub

Good Streetscape is supported by significant UK design standard technical guidance resources and examples of best practice and innovation. Such information is too extensive for one document and ever developing. These technical resources successfully integrate operational highway transportation networks with public realm community space and commercial town centres and help to ensure that public assets last well and can be economically maintained long into the future.

This LBB Streetscape Design Guide SDG provides the benefit of **one straight forward access point 'Hub'** highlight available detailed guidance and then locate electronic documents quickly. The Hub draws attention to individual documents themselves plus documents that are complementary with each other, and then provides a quick electronic link to view and access the latest available managed version.

The designated **LBB SDG Document Manager** will maintain contemporary updates of all such information.

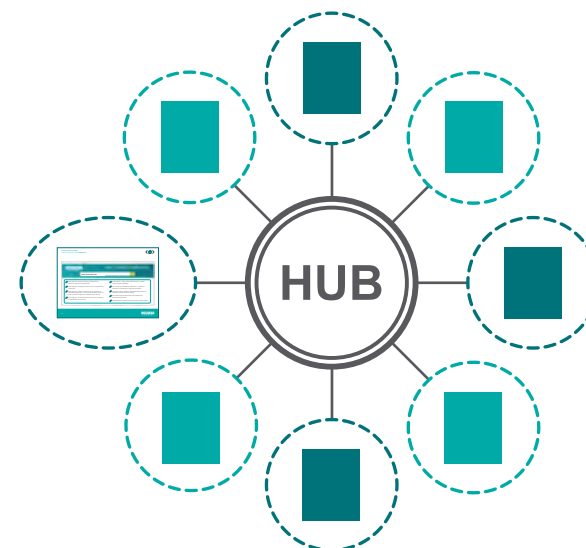
Documentation is broadly in two categories:

- National UK documents (Technical Guidance)
- LBB produced operational process and procedure (available via the LBB Website environment).



The documentation listed and the links provided are not intended to be totally comprehensive but do cover all key documentation that will likely be needed to reference when planning or proposing new Streetscape designs. Whilst every effort will be made to ensure document links are reliable users should satisfy themselves that suitable and the latest guidance is being used.

At appropriate times during the process and particularly as part of pre-consultation it may be necessary to clarify certain design assumptions. A list of LBB Designated Teams/Officers is included to assist with obtaining advice.





## Library of Useful Links



**Design Manuals for Roads & Bridges (DMRB)**



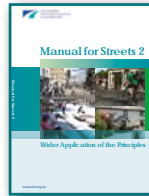
**Manual for Streets**



**TfL Accessible Bus Stop Guidance**



**TfL Streetscape Guidance**



**Manual for Streets 2**



**Gear Change**



**Manual of Contract Documents for Highway Works**



**Traffic signs manual**



**Cycle Infrastructure Design**



**Inclusive mobility**



**Local Transport Note 1/20 - Cycle Infrastructure Design**





The screenshot shows the Barnet London Borough website. The header includes the Barnet logo, a language dropdown, an accessibility tools button, and a sign in/register button. A search bar contains the text 'Useful Streetscape links'. Below the search bar, a list of eight links is displayed, each with a chain icon:

- Public Highway Vehicular Crossovers (dropped kerbs) - guidance on approvals and application
- Public Highway - stopping up orders to close or change existing road layouts
- Public Highway - Adoption of a Private Street - guidance on approvals and application (road in private ownership becomes a public road and managed and maintained by the Council)
- Public Highway - Street and Property naming and numbering is the responsibility of the Council
- Public Highway - tactile paving surfaces design to support visually impaired pedestrians
- How to apply good road safety audit practice - guidance to developers, local authorities, designers and auditors
- Prescribed policy for adopting roads and footpaths which are necessary for public access or passage
- New Public Highway Infrastructure future maintenance commuted sum payments.
- New Development recycling and waste collection (bins) facilities



## 4.1 Designated LBB Teams/Officers

<b>Contact our Teams for a chat:</b> <a href="mailto:email@barnet.gov.uk">email@barnet.gov.uk</a>		<b>TEAM 1:</b> Highway Development Team	<b>TEAM 2:</b> Town Centres Regeneration Team
Name: Streetscape Design Guide Document Manager/Controller:		Operations Manager Development Control	Head of Economic Development
<b>TEAM 3:</b> Highway Network Operational Management Team	<b>TEAM 4:</b> Trees and Woodland Services Team	<b>TEAM 5:</b> Sustainable Urban Drainage Systems (SuDS) Team	<b>TEAM 6:</b> Conservation Areas and Heritage Team
Operations Director	Trees & Woodlands Service Manager	Senior Flood Risk Manager	
<b>TEAM 7:</b> Parking Services Team	<b>TEAM 8:</b> Housing Regeneration Team	<b>TEAM 9:</b> Street Lighting and Illumination Team (inc. Advertising Signs)	<b>TEAM 10:</b> Street Cleansing Operational Team
Assistant Parking Director	Regeneration Manager	Head of Network and Infrastructure - Street Scene	Operations Manager – Street Cleansing: Customer and Place





## 5. Standard Transportation Infrastructure

The Streetscape of LBB comprising a highway network of circa 6 million square metres of carriageway and 3 million square metres of footways and 76 structures is extensive. Financial expenditure (capital and revenue) to establish, improve and maintain the assets is considerable. The development of the public infrastructure Streetscape is managed through a combination of:

- a. new designed and adopted assets (which may be part of regeneration and housing initiatives)
- b. continuous reactive and planned asset maintenance and replacement to the network.

When considering the design of new highway infrastructure the requirement is for standardised designs and simplified material supply chains to achieve long term value for money. New asset designs should support key objectives to support sustainability and environmental/climate change initiatives.

### 5.1 New Development Control & Highway Adoption Process

A clear process is set out which includes guidance on new asset design and specification requirements and construction materials which will be the basis for a majority of situations across the LBB network. Some particular locations or developments within LBB may accommodate design standards which allow flexibility in terms of adherence to standard specifications.

### 5.2 Network Recovery Plan (NRP) - Planned Highway Maintenances

The form and function and quality of the LBB Streetscape is influenced by the approach to ongoing maintenance and improvement and enforcement. The Network Recovery Plan (NRP) is a long term structured programme for maintenance and phased renewal and replacement based on a prioritization system and applying an agreed palette of material developed in conjunction with a supply chain contractor partner. The NRP covers the key asset types of carriageway, footway, structures and drainage and applies a standardized design approach. The NRP encompasses road marking replacement and renewal.

The NRP has agreed construction details for carriageway surfacing and footway surfacing.

### 5.3 Highway Asset Standard Technical Designs

Standard details are available for the majority of highway infrastructure assets.



## 5.4 Network Management - Safe Operation of the Streetscape

Processes and procedures are in place to achieve a safe and attractive Streetscape environment for users. These include enforcement of the Highway Act and management of vehicular cross overs (across footways).

### Key Documents (via electronic links):

National Design Guidance Suite of Documents

LBB Highways Adoption Process including Appendix D Standard Details

LBB Network Recovery Plan (NRP) Standard Design Details (carriageway and footways)

LBB Materials Palette Report.

LBB Highway Asset Standard Details

## 5.5 Treatment Considerations in Conservation Areas

The March 2017 Environment Committee agreed type 1 treatment type for Conservation Areas and Town Centres, type 1 being all ASP paving. (Public Pack) Agenda Document for Environment Committee, 15/03/2017 18:30 (moderngov.co.uk)

Although paving is marginally cheaper to install, there are a number of disadvantages to its use including: a larger whole lifetime cost, an incompatibility with urban trees whose roots rapidly damage the paving, an incompatibility with footway parking, vehicle crossovers and vehicle overruns (due to the inflexible nature of the slabs which are rapidly compromised by the weight of vehicles). It is proposed to continue with type 1 material usage during planned works (Investing in Barnet's Roads & Pavements). (Public Pack) Agenda Document for Environment and Climate Change Committee, 06/09/2022 19:00 (moderngov.co.uk)



During cyclical inspections the Highways Service aim to retain a like for like material (type 1) within Conservation Areas. Where this is not possible other engineering solutions may be used, these include the use of reinforced fibre slabs and where no other engineering solution is available asphalt will be used to ensure safe passage.



## 6. Town Centre Design Guides

### 6.1 Introduction to LBB Design Guide Zones

Section 5 provided the background guidance for a standardised Streetscape applying a core transportation palette of materials and construction details. It is recognised that to support growth and vibrancy in LBB that a different approach to Streetscape design and component construction materials may be needed in particular locations such as town centres. LBB has the most town centres compared to other London Boroughs. The continued vibrancy of the town centres is dependent upon creating attractive and accessible centres which encourage people to use them in preference to out-of-town retail areas.

LBB has a town centres design guide plan and programme to cover seven distinct town centres which would benefit from

their own individual design guide. Each guide is intended to provide enhanced guidance for creating community destinations, strengthening the local identity by using bespoke, yet economically maintainable, materials, creating additional green areas and ensuring accessibility for all.

As specific Town Centre Design Guides are developed and approved links will be made available in this Streetscape Design Guide. The Regeneration Team can provide advice.







## 7. Streetscape Design Guide Focused Sections

- 7.1 Vehicle Parking Provision
- 7.2 Speed Reduction Traffic Calming Measures
- 7.3 Public Transport Connectivity & Accessibility
- 7.4 Active Travel (Cycling and Walking)
- 7.5 Signage & Traffic Regulation Orders
- 7.6 Advertising Hoardings & On-Street Commercial Signage
- 7.7 Heritage Assets (signing, street apparatus)
- 7.8 Street Lighting
- 7.9 Sustainable Urban Drainage (SuDS)
- 7.10 Landscaping & Trees
- 7.11 Road Safety Audits



## 7.1 Vehicle Parking Provision

Parking provision design policies, together with the management of parking zones, significantly influence and encourage Active Travel connectivity and Public Transport accessibility choices to help reduce traffic congestion, improve air quality and reduce CO<sup>2</sup> emissions. Well designed and managed parking and transport provision plays an important part in Placemaking and achieving strong and sustainable economic success for an area, especially for town centre centric locations.

The key considerations for parking provision and management are:

- ensuring the right level of new provision of off street/on development parking
- managing and controlling any overflow impact on existing on-street parking
- integrating with LBB controlled parking payment zones ensuring consultation, legal TROs, signage and infrastructure requirements
- Optimisation of opportunities for parking layouts to support a prioritized hierarchy for pedestrians and cyclist, average speed reduction, managed parking on footways and green infrastructure/trees/SUDS rain gardens incorporation where feasible.

The process of identifying and agreeing parking provision for new developments is overseen through the LBB Development Control team as part of highway planning consultation process by Planning Department.

### Useful Document Links:

Manual for Streets      [Secured by Design](#)  
Barnet Plan              [London Plan](#)



## 7.1 Vehicle Parking Provision

Developers are required to set out an effective Parking Design and Management Plan providing either dedicated off road car parking courts or 'on plot' parking.

The guiding principle for parking provision is that sufficient parking spaces should be made available within a development to mitigate against the potential for overflow on to residential streets and footways causing resident concerns and highway safety issues.

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. Parking provision should be an integrated element of the overall Travel Plan for the development encouraging and supporting good connectivity and access to Public Transport and walking and cycling options for all.

Some developments may require the introduction of Traffic Regulation Orders (TRO's) or Resident Parking Schemes or changes to Controlled Parking Zones (CPZs). The legal and financial procedures for these should be discussed with the Council, as these will require public consultation and no guarantee can be given as to a successful outcome.

- **Manual for Streets** (MfS) provides guidance on the provision of parking on new developments which includes cars, cycles, motorcycles and where appropriate coaches and lorries. All parking layouts should be based on the MfS guidance
- In general, there will be a need for a kerbline and a level difference between parking bays and adjacent footways
- To deter car related crime - all parking designs should consider the principles of visibility from properties or adjacent footways, following the principles in the 'Secured by Design' guidance

On large scale regeneration schemes, parking bays tend to be perpendicular to the carriageway and are counted part of residential parking requirements because these spaces will be for use by residents of the estate only. LBB only considers adoption of parking spaces where they are for visitor use and thus of benefit to the general public.

Disabled persons parking should be provided as part of a development and follow the ratio of parking provision advised by current design guidance in the London Plan (Policy T6.1 Residential Parking).





## Network Improvements: On-Street Parking Design Considerations

The design approach to on-street parking in residential streets can help to lower average traffic speeds and improve the overall safety environment.

A rolling programme of parking improvement opportunities is an integral part of the Network Recovery Plan (NRP) coordinating with complementary improvement programmes to support initiatives to encourage walking and cycling. The prioritization of pedestrians and safe street space requires application of more informal parking arrangements such as the use of subtle widening within a street or by using end-on or angled parking within a square. Trees, planting or street furniture can be used to discourage indiscriminate parking in an attractive way.

Legally supported parking enforcement does require Traffic Regulation Orders (TROs), with the necessary traffic signs and road markings to indicate the restrictions in place.

## Signing and Controlled Parking Zones Management

Proposals may require the design and /or financial accommodation of new or revised Traffic Regulation Orders for on street parking.





Advice from the London Plan (Policy T6.1 Residential Parking);

*“Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:*

*Ensure that for three percent of dwellings, at least one designated disabled persons parking bat per dwelling is available from the outset*

*Demonstrate as part of the Parking Design and Management Plan, how an additional seven percent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon upon request as soon as existing provision is insufficient. This should be secured at the planning stage“*





## 7.2 Speed Reduction Traffic Calming Measures

New development infrastructure should proactively support the Highway Code Hierarchy of Users and the achievement of safe space and design speeds for motor vehicles.

Design layout solutions should help achieve the desirable design speed values and the separation of pedestrians and cyclists. Technical guidance is available through a range of national/London documents. Developers should refer to the requirements outlined in the policy document “Traffic Calming Measures”. Additional sources of advice on traffic calming can be found in Local Transport Note 1/07.

A range of traffic-calming measures can be considered. Developers must ensure that consideration is given to an overall plan of measures aligned with a travel plan and over reliance on such hard features is avoided.

When such measures are proposed there will be 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. Consultation with residents and the like will be managed through the Planning Process as part of which 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.





Manual For Streets  
Manual For Streets 2  
London Mayor's Transport Strategy  
Local Transport Note 1/07 Traffic Calming

## 7.2 Traffic Calming Measures

The overall aim for the streetscape should always be to achieve the desirable design speed values as set out in Manual for Streets guidance. Proposals will be assessed against broad network traffic considerations for journey times and congestion management. In many cases this will be through the use of junction design, road widths, parking layouts and changes in horizontal alignment. Developers should refer to the requirements outlined in the policy document "Traffic Calming Measures". Additional sources of advice on traffic calming can be found in Local Transport Note 1/07. Designers should aim to create streets that control vehicle speeds naturally.

A range of traffic-calming measures can be considered:

**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:** Whilst it can be demonstrated at certain locations that self-enforcing vertical or horizontal deflection could be an effective form of speed restraint, developers must ensure that over reliance on such features is avoided. Vertical shifts involve raising the level of a portion of the carriageway examples include sinusoidal humps, round top humps, flat top humps (speed tables), speed cushions and plateaux.



**TROs to manage vehicular access:** management of access can help to produce safer considerations.

**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 LTN 1/07 Traffic Calming guidance, 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

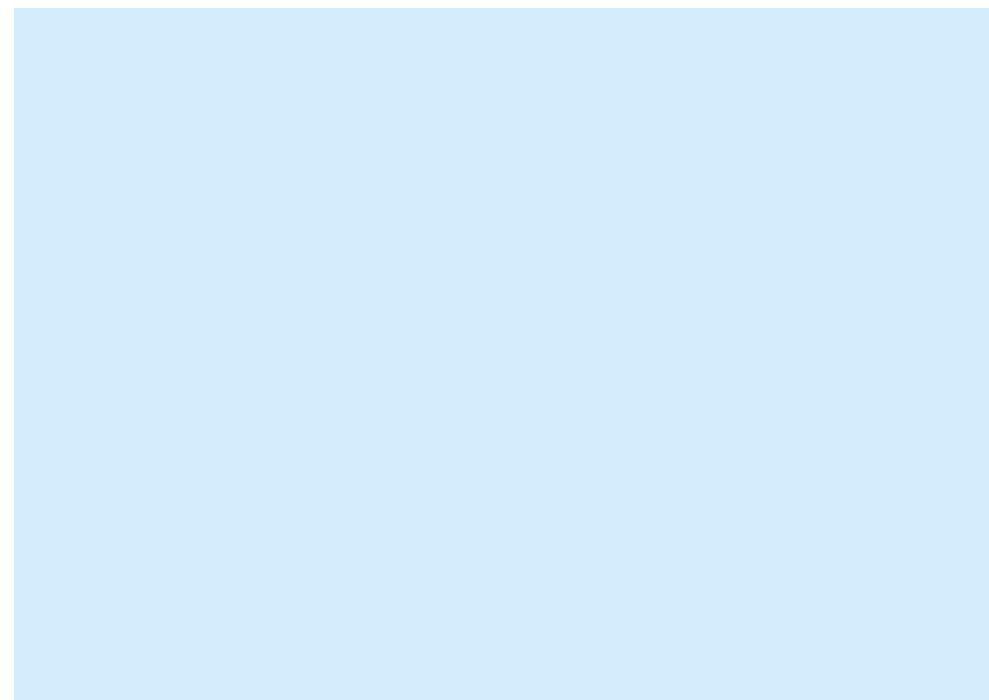
to deter overrunning by cars and other lighter vehicles. Their purpose is to allow the passage of large vehicles, such as buses and refuse vehicles, while maintaining 'tight' carriageway dimensions that deter smaller vehicles from speeding.

**Changes in priority:** at roundabouts and other junctions. This can be used 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.

Features should be considered against potential adverse implications in respect to signing and access for emergency services, winter maintenance vehicles, disproportionate life-maintenance costs, negative impact on blue-light service response times, poor ambulance ride quality.

Vertical deflection measures will not be accepted on adoptable highways except where they have been specifically approved.





## 7.3 Public Transport Connectivity & Accessibility

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Developments should be located and designed to make the use of public transport (and cycling/walking) more attractive by providing improved access to existing facilities and if necessary the development of new routes and services.

Developers can improve use of public transport by ensuring sites are designed to make public transport easier to use and contributions may be sought from developers to secure new or enhanced services and facilities.

Bus stops shall be designed and implemented in accordance with the latest issue of TfL's Streetscape Guidance and Accessible Bus Stop Design Guidance.

### Useful Links:

[TfL Streetscape Guidance](#)

[TfL Accessible Bus Stop Design Guidance](#)





### 7.3 Public Transport Connectivity & Accessibility

Developments should be located and designed to make the use of public transport (and cycling/walking) more attractive by providing improved access to existing facilities and if necessary the development of new routes and services.

Developers can improve use of public transport by ensuring sites are designed to make public transport easier to use. This could include providing carefully designed and sited bus stop lay-bys, boarders and shelters.

Where bus routes do not currently exist, contributions may be sought from the developer to secure their provision or to enhance existing routes. Where bus routes are present contributions to improved facilities may be required.

TfL's Streetscape Guidance provides advice on the considerations for on-highway interchange and appropriate siting of bus stopping facilities.

Interchange zones need to facilitate convenient and safe pedestrian movement between different transport modes and allow for the efficient operation of public transport services

Bus stops shall be designed and implemented in accordance with the latest issue of TfL's Streetscape Guidance and Accessible Bus Stop Design Guidance. Each location will be assessed by TfL and the Borough Highway Department and may also be subject to a separate safety audit process to ensure the stops are located in a safe area which does not create additional hazards.

Stop locations require agreement between TfL, the Borough's Highway Department and the police. Residents and local businesses may also need to be consulted when considering the location of new bus stop infrastructure.

Bus boarder buildouts can be provided where services may be obstructed by adjacent parking, allowing a bus to draw up next to the kerb. The build-outs should be made of the same materials as the adjoining footway. Wide bus boarders can be used to accommodate bus shelters which avoids blocking the existing footway.





## 7.4 Active Travel (Cycling and Walking)

London Borough of Barnet (LBB) wants walking and cycling to be a normal part of everyday life and natural choices for shorter journeys such as going to school, college or work. To achieve this the **Streetscape** needs to provide places designed for people of all abilities and ages to choose to walk or cycle with ease and a wider green connected network of paths, routes and open spaces.

Active travel modes should be integral to planning and design. New highway designs should consider safe, direct, comfortable, coherent and attractive routes to encourage sustainable travel within developments.

Cycle infrastructure should adhere to the London Cycle Design Standards, Cycle Infrastructure Design Local Transport Note and the key design principles of the document, Gear Change: a bold vision for cycling and walking.

Designs for cycle parking should follow Chapter 8 of the London Cycle Design Standards.



### Useful Links:

[LBB Sustainable Modes of Transport](#)





## 7.4 Active Travel

London Borough of Barnet wants walking and cycling to be a normal part of everyday life and natural choices for shorter journeys such as going to school, college or work. To achieve this the **Streetscape** needs to be considered to provide places designed for people of all abilities and ages to they can choose to walk or cycle with ease and a wider green network of paths, routes and open spaces.

Active travel modes should be integral to planning and design. New highway designs should consider safe, direct, comfortable, coherent and attractive routes to encourage sustainable travel within developments.



Where schools are proposed as part of a larger development LBB encourages the creation of sustainable transport travel methods. The objectives of a travel plan should be to:

- reduce single passenger or driver car journeys on all school related journeys;
- increase walking, cycling, use of public transport and where appropriate
- more sustainable forms of car use;
- facilitate choice of school, training or employment for all groups by improving travel and transport infrastructure and providing access to sustainable transport;
- enable all children and young people access to a healthier lifestyle through improved access to sustainable travel and facilitation to attend extended school activities;
- provide a clean and safe environment for all children and young people by reducing congestion, improving public transport linkages and access for all school related travel, improved journey times and reduced pollution.





## 7.5 Signage & Traffic Regulation Orders

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Developments and changes to the Streetscape (highway and public realm) will in most cases require an appreciation of necessary changes to traffic regulation orders (TROs), both static and moving, and the signing and lining associated with such. Design proposals should recognize and specify such changes.

Where a scheme requires parking, turning, weight or entry restrictions a Traffic Regulation Order (TRO) is required and in many cases the design proposals will be subject to a level of statutory public consultation

The normal process requires an informal letter drop to the affected properties. It is sometimes beneficial for this process to also incorporate a public event to fully discuss the proposals with those affected. Following the informal consultation the scheme can be reviewed and amendments made, if necessary, to assist with the success of the statutory consultation process.

Details of static restrictions such as waiting and loading restrictions, disabled parking bays, resident parking bays can be viewed on **Barnet Traffweb**.

### Useful Document Links:

[Existing Traffic Orders](#)

[Barnet Traffweb](#)



## 7.5 Signs & Traffic Regulation Orders

### Traffic Orders:

Where a scheme requires parking, turning, weight or entry restrictions a Traffic Regulation Order (TRO) is required.

For planning and programming purposes, the statutory TRO process can take between 12 and 18 months including consultations required but the process can sometimes take longer for complex proposals affecting communities. The normal process requires an informal letter drop to the affected properties. It is sometimes beneficial for this process to also incorporate a public event to fully discuss the proposals with those affected.

Following informal consultation, the scheme can be reviewed and amendments made, if necessary, to assist with the success of the statutory consultation process.

The approach and physical area of the initial consultation will be decided commensurate with the proposal's scale and complexity.

For Development Control led projects the statutory consultation process is carried out by the LBB Parking Design team, costs being paid by the scheme promoter.







## 7.6 Advertising Hoardings and On-Street Commercial Signage

The role of commercial marketing and promotional signing is supported as part of commercial success. It is managed and supported through the planning process and a designated contact point, using contracts with signage operators that support revenue generation for LBB. Traditional signage covers billboards, lamp post banners, roundabout/junction based signs and advertising or sponsorship on street furniture.

Contemporary digital panel (6,48,96 sheet), and scrolling illuminated panels media signage require careful planning and design and contract agreements as regards style, size and positioning within the Streetscape. Such can be incorporated into other street structures such as Bus Shelters and EV charge points.

A prospective advertisement provider will be required to seek planning permission/agree contract terms by making an application with the proposal to the Council (via designated Team/officer). An appropriate arrangement will need to be followed by coordinated LBB agreement.

Poorly designed or sited advertisements or signage can detract from the appearance of buildings and the street scene, cause distractions and light pollution. Within areas, such as Conservation Areas and open land, LBB will require special care to ensure that advertising signage will not adversely impact on the character of the area. Such areas are subject to '**Areas of Special Advertising Control**' where additional restrictions apply.





The positioning of signing should also be designed to ensure free flow, obstruction free and safe conditions for all the diverse pedestrian needs and to allow ongoing access requirements for maintenance.

### Useful Document Links:

Design Guidance Note 1 Advertising and Signs

Town and Country Planning Act 1992 Advertising Guidance

Highways Act (advertising 'A' Boards on the Highway)

## 7.6 Advertising Hoardings and On-Street Commercial Signage

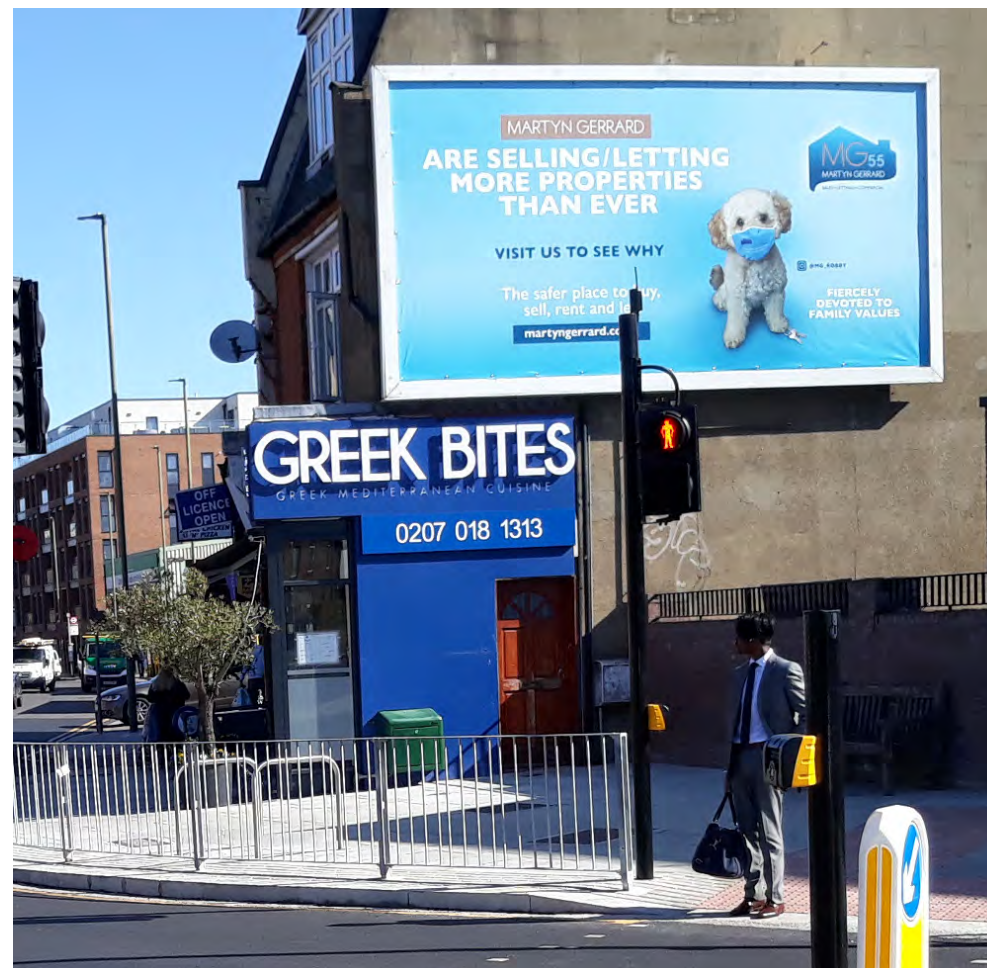
### Commercial Advertising:

LBB has a guidance document to provide advice on solutions for temporary and permanent external advertising and signs including hoardings. A separate guidance document is available for shopfront advertising.

The law relating to the display of advertisements is contained within the Town & Country Planning (Control of Advertisement) Regulations 1992.

### Advertisement 'A' Boards:

The positioning of temporary signing in the form of advertising 'A' Boards, which may be a temporary requirement as part of development to support existing businesses should also be designed to ensure free flow, obstruction free and safe conditions for all the diverse pedestrian needs and to allow ongoing access requirements for maintenance. A process is in place to apply for an annual licence.





## 7.7 Heritage Assets (signing, street apparatus)

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The Streetscape environment and community distinctiveness can be complemented through the retention and protection of Heritage Assets providing points of interest and maintaining historical context for LBB. Such assets can be within designated Conservation Areas.

When considering new or replacement infrastructure it is important that the role of such assets within the Streetscape is appreciated and accommodated in the design proposal through discussions with LBB key contacts. Any changes to such assets will likely require some level of consultation and agreement.

A register of specific Heritage Assets is available to help highlight locations. Localities with particular heritage may be managed through Conservation Area designation via the Planning Process.

Examples of Heritage Assets include historical 'street furniture' from the 19th/20th centuries including examples of street name plates, directional finger post signposts', roadside water troughs and stone milestone markers and other memorial structures such as community clocks. Where existing name plates are to be relocated due to an improvement scheme the opportunity should be taken to restore the signs or reproduce the name plate using the same construction and style.





## 7.8 Street Lighting

All lighting designs are required to meet the adoptable standards for the borough which will be detailed in the pre-design meeting with all parties. Designs shall consider minimising the amount of light pollution in the form of spill light beyond the adoptable highway boundary and minimise the amount of obtrusive light into adjacent properties.

In conservation areas, or areas close to them and in other environmentally sensitive areas, heritage style equipment may, at the discretion of the authority, be required.

LBB currently operates a Street Lighting Private Finance Initiative (PFI) Contract for all its' street lighting assets, other illuminated street signs and bollards.

### Useful Document Links:

[LBB Street Lighting Developer Specification 2020](#)





## 7.8 Street Lighting

Unless agreed otherwise, the Authority will require the Developer to provide a street lighting design system which will sufficiently light roads, paths, cycle tracks, parking areas and all areas to be adopted as highway.

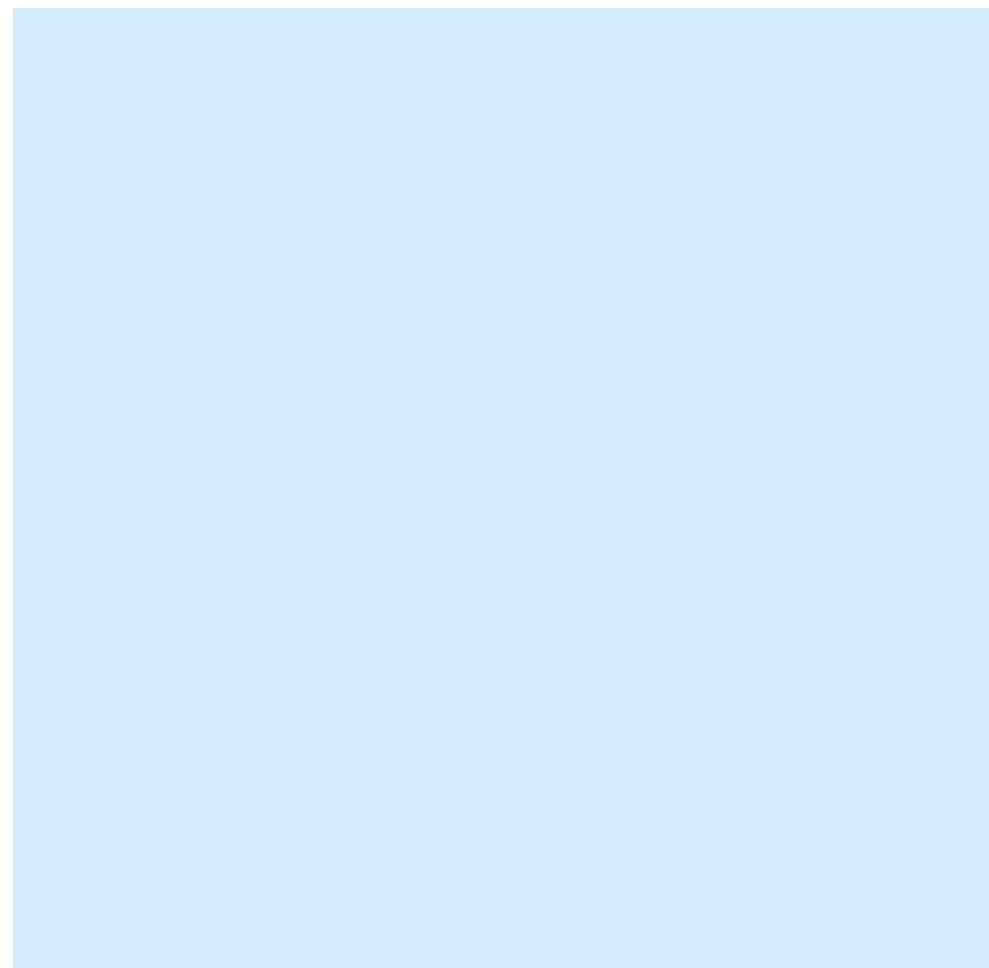
All lighting designs are required to meet the adoptable standards for the borough which will be detailed in the pre-design meeting with all parties. Designs shall consider minimising the amount of light pollution in the form of spill light beyond the adoptable highway boundary and minimise the amount of obtrusive light into adjacent properties.

In conservation areas, or areas close to them and in other environmentally sensitive areas, heritage style equipment may, at the discretion of the authority, be required.

LBB currently operates a Street Lighting Private Finance Initiative (PFI) Contract for all its' street lighting assets, other illuminated street signs and bollards.

The PFI Service Provider provides all of the street lighting services, including design, build and commissioning for the borough. It is also able to offer the same services to any external parties or developers.

Prior to any works commencing it will be necessary to arrange a pre-design meeting between the Developer, their chosen Designer and sub-contractor, the Authority and the PFI Service Provider to discuss and agree on all pre-design considerations, requirements and costs. Prior to the meeting, scheme overview drawings showing the relevant adopted and adoptable highway will be required to be sent to the Authority and PFI Service Provider for review.





LBB encourages prospective developers to utilise the PFI Service Provider for the design and installation of street lighting and highway signage where adoption of apparatus is required as it simplifies the adoption process. When designed and installed by the PFI Service Provider the adoption will be guaranteed through LBB's current PFI contract.

For Developers choosing to undertake the installation and commissioning work themselves, or via a competent subcontractor, a number of additional processes are required which are outlined in the Street Lighting Developer Specification. Using this route would incur a design review cost, the value of which would be dependent on the size and scale of the project among other factors.

For all assets that are to be adopted by the authority there is a whole life accrual sum that is required to be paid to the Authority. This covers ongoing routine and non-routine maintenance once adopted.

Full details of the design, procurement and adoption process, including material standards, can be found in the "London Borough of Barnet Street Lighting and Traffic Signage Design Guide including Developers Specification and Process for Adoption" document.



## 7.9 Sustainable Urban Drainage (SuDS)

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Sustainable Urban Drainage Systems (SuDS) collect surface water runoff and release it slowly, rather than discharging it all straight into the highway gullies, public sewer system or watercourse. This slower release reduces the risk of flooding to properties and infrastructure.

The main objective of SuDS is to minimise the impacts from any development on the quantity and quality of surface water runoff, thereby reducing the risk of flooding and maximise amenity and biodiversity benefits.

To respond to the evident impacts of climate change, the Council as Lead Local Flood Authority (LLFA) and Highways Authority is in support of shifted focus from grey infrastructure (gullies, pipes, tarmac areas etc.) to green infrastructure (swales, filter strips, permeable areas, detention basin etc.)

The Council as LLFA is delivering a program of works in Critical Drainage Areas of the borough which are predicted to be at the highest risk of surface water flooding. Varied range of sustainable surface water drainage schemes eg detention basins, rain gardens etc, are proposed to be delivered as part of the program.

The Council's SuDS Strategy document is currently being written which will clarify Council's position on SuDS adoption and processes and produce a program of potential SuDS schemes on highways to improve the highway drainage in the borough.

### **Useful Document Links:**

[London Sustainable Drainage Proforma](#)





## 7.9 Sustainable Urban Drainage (SuDS)

Surface water is managed in accordance with the surface water discharge hierarchy for discharge destinations which is, in order of priority, discharge:

- Into ground (infiltration);
- To a suitable water body;
- To a surface water sewer, highway drain or other drainage system;
- To a combined sewer.

Traditional drainage systems utilize underground pipes which prevent localised flooding by conveying water away as quickly as possible; SuDS are able to manage surface water flows in open features on the ground surface, whilst also providing benefits to water quality, public amenity and biodiversity. These systems are more sustainable than conventional drainage methods because they are sympathetic to the environment, manage surface water runoff reducing the impact of urbanisation and provide water quality benefits.

The Council, as a Lead Local Flood Authority (LLFA), is a statutory consultee for major development proposals. As part of this responsibility, LBB is required to ensure that Sustainable Drainage Systems (SuDS) for the management of surface water runoff are put in place.

A detailed surface water drainage strategy should be submitted which sets out the appropriateness of SuDS to manage surface water run off and provision of maintenance for the lifetime of the

development. Major applications which do not meet this requirement will not be validated.

The Barnet SuDS proforma, which can be downloaded from the Major of London Website, is required to be submitted along with the planning application. General advice is available, for a limited duration of officer's time, or pre-application advice is available on a chargeable basis.

The Council as LLFA doesn't adopt SuDS on private properties.

The Council as Highways Authority aim to support SuDS for adoption, where such features exclusively drain the highways and would consider adopting them as part of the publicly maintainable highway. We recommend early consultation with us where an application proposes the adoption of sustainable drainage systems.



## 7.10 Landscaping & Trees

LBB significantly contributes to the natural green space and canopy cover of Greater London. Trees and woodlands form an important part of the green infrastructure and LBB is renowned for being one of the greenest suburbs in London. The Council has responsibility for around 30,000 street trees and 848 hectares of green spaces, which includes 164 hectares of woodland. St Andrew's Churchyard is home to the oldest tree in London, the Totteridge Yew, which is over 2000 years old and awarded 'Great Tree of London' status.

In this modern day of increased development and urbanisation, it has become clear that trees play an essential role within our evolving landscape removing airborne pollutants and reducing surface temperatures within urban environments. Not only do they contribute to the overall aesthetics of our towns and cities, but research has highlighted that the presence of trees is associated with a range of crucial benefits to our health and wellbeing. In order to optimise these benefits it is essential that sustainably managed green space and trees are accessible to the local population and that these assets are protected and well managed.



## ENVIRONMENTAL

- Reduce the amount of Carbon Dioxide (CO<sub>2</sub>) improving the air
- Absorption and interception of Nitrogen Dioxide (NO<sub>2</sub>) from diesel engines
- Provides shade reducing the urban heat island effect
- The physical shape and structure of a tree can reduce wind speeds. The effect is even greater where trees are planted in groups or avenues.
- Intercept rainfall, decrease surface run off and therefore reduce potential flood risk.
- Enhance the natural distinction between green belt and urban centres.
- Increased biodiversity.

## SOCIAL AND ECONOMIC

- Benefits to human health and lifestyles can be associated with proximity to woodland, green space and trees.
- Decrease the demand on physical and mental healthcare.
- Trees provide security, shelter and privacy to residents.
- Parks and open space are often used as communal areas where a diverse range of individuals can interact.
- Increase property values.
- Reduce road traffic accidents.
- Reduce stress and improve mental health.
- Reduce noise levels.

### Benefits of trees across sectors

Investing correctly in trees, woodlands and green spaces is vital given the changing climate. Trees are one of the few assets that appreciate in value with age as their amenity and contribution to health and wellbeing increases.

Trees are key to the success of LBB and where trees, which are on council maintained streets or parks, are impacted by a development, the Borough Tree Team will be consulted by the Planning Team prior to any approval being given. If any tree is agreed for removal as part of a development, CAVAT (Capital Asset Value for Amenity Trees) compensation will be sought.

Landscaped areas will not normally be adopted by the Highway Authority. In some circumstances landscaping areas within the highway limits are acceptable as part of the overall landscaping scheme but this will be subject to approval by LBB Highways following assessment of the future maintenance liability.

### Useful Document Links:

[Parks, Open Spaces and Tree Guidance](#)

[LBB Tree Policy](#)

[CAVAT](#)

[Green Infrastructure \(GI\) Supplementary Planning Document \(SPD\)](#)





## 7.10 Landscaping

Increased numbers of childhood asthma cases and steadily increasing mortality rates are attributed to poor air quality. Trees can alleviate air pollution by reducing the amount of particulates through dispersion and deposition on the leaves and branches which are then washed away by rainfall.

Trees are key to the success of the borough and where trees, which are on council maintained streets or parks, are impacted by a development the Borough Tree Team will be consulted by the Planning Team prior to any approval being given. If any tree is agreed for removal as part of a development, CAVAT compensation will be sought.



The Tree Team will be consulted on all development resulting in adopted highways or land to be used for recreation at public expense. Tree planting including species selection and design will be approved by the Tree Team and commuted sums for future maintenance agreed.

Trees within visibility splays are not encouraged and if these exist, they will require an assessment by LBB Highways and Tree Offices to consider retention. Trees within the highway limits are not normally adopted but this will be subject to approval by LBB Highways following assessment of the future maintenance liability.

Landscaped areas will not normally be adopted by the Highway Authority. In some circumstances landscaping areas within the highway limits are acceptable as part of the overall landscaping scheme but this will be subject to approval by LBB Highways following assessment of the future maintenance liability.

New street furniture which includes natural trees shall be positioned so it does not obstruct visibility splays and is no closer than 450mm from the carriageway edge wherever possible.



## 7.11 Road Safety Audits

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The suitability and acceptability of significant newly designed and constructed highways and public realm will be validated formally through an independent review. The review will holistically assess the correct and suitable application of good practice design. The review is not intended as a technical compliance check.

The road safety audit process should provide an independent review of the road safety aspects of a scheme from a perspective of all users. Audits should be carried out in accordance with Design Manual for Roads and Bridges guidance document GG119.

GG119 states “Where there are physical changes to the highway impacting on road user behaviour or resulting in a change to the outcome of a collision on the trunk road and motorway network, road safety audit (RSA) shall apply, regardless of the procurement method”.

### Useful Document Links:

[GG119 Road Safety Audit](#)



## 7.11 Road Safety Audits

The road safety audit process should provide an independent review of the road safety aspects of a scheme from a perspective of all users. Audits should be carried out in accordance with Design Manual for Roads and Bridges guidance document GG119.

### Objective

Inspect the road safety repercussions of a new road or a highway improvement and reduce future collisions events once the project has been completed on site and comes into operation.

### Why is important?

The audit considers all road users, especially exposed and vulnerable users (cyclist and pedestrians). Once possible road safety issues have been detected, the audit team reports reasonable suggestions and recommendations for improvement.

*It is important to note that road safety audit is not intended to be a technical check of compliance with design requirements.*

### By whom?

At all stages the RSA team will include a RSA team leader and one (at least) team member, and shall be approved by The Overseeing Organization before any audit is undertaken.

### When is it needed a Road Safety Audit?

GG119 states:

- *Where there are physical changes to the highway impacting on road user behaviour or resulting in a change to the outcome of a collision on the trunk road and motorway network, road safety audit (RSA) shall apply, regardless of the procurement method.*
- *RSA shall not apply where a physical change to the highway will not impact on road user behaviour, or change the outcome of a collision on the trunk road and motorway network.*

The Overseeing Organisation will produce an “exemption file note” where is no need to progress with a RSA.





There are four stages of road safety audits which can be applied to a highway scheme:

### **Stage 1: Completion of preliminary design and normally prior to granting planning consent**

At Stage 1 Road Safety Audits all audit team members visit the site together and examine the existing highway layout or features and where the new scheme ties into the existing highway. Site visit required during daytime and invitees to be determined by RSA team.

### **Stage 2: Completion of detailed design - or combined Stage 1/2**

Layout of junctions, positioning of signs, carriageway road markings, lighting and other issues are considered during the Stage 2 Audit. As with Stage 1, all audit team members visit the site together and examine the existing and proposed highway features.

A combined RSA Stage 1/2 could be undertaken after detail design when preliminary design is not carried out previously.

Site visit required during daytime and invitees to be determined by RSA team.

### **Stage 3: Completion of construction**

Once the highway works are substantially complete and ideally before the works are open to users, a Stage 3 Safety Audit is carried out. The audit team will examine the scheme during daylight and darkness so that all hazards can be identified. For the Stage 3 audit it is mandatory for representatives of the Police and Maintaining Authority to be invited on the visit.

### **Stage 4: 12 months following scheme opening**

Following the first year of a scheme opening the personal injury statistics are reviewed to check for injury trends which may be associated with the works so that remedial actions can be taken where necessary. The Police may also be contacted where accident data is not fully detailed to provide further evidence of any accident regularities. If a site visit is needed, the RSA team will decide depending on collision data analysis a particular time. Site visit shall be post-opening monitoring and invitees to be determined by RSA team.

The redaction or not of a report will be decided by the Overseeing Organization, and in case a Stage 4 RSA report is not required, this decision shall be recorded and saved.



## 8. Standard Materials Palette

The default position when considering the construction materials is to draw from a standardized materials palette for carriageways and footways. 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. Wherever possible use materials which have an environmental 'whole life' benefit will be encouraged.

The standard palette of materials consists of proven, predictable, cost effective materials. The current standardized materials are broadly identified in Section 5 of this SDG via Links:

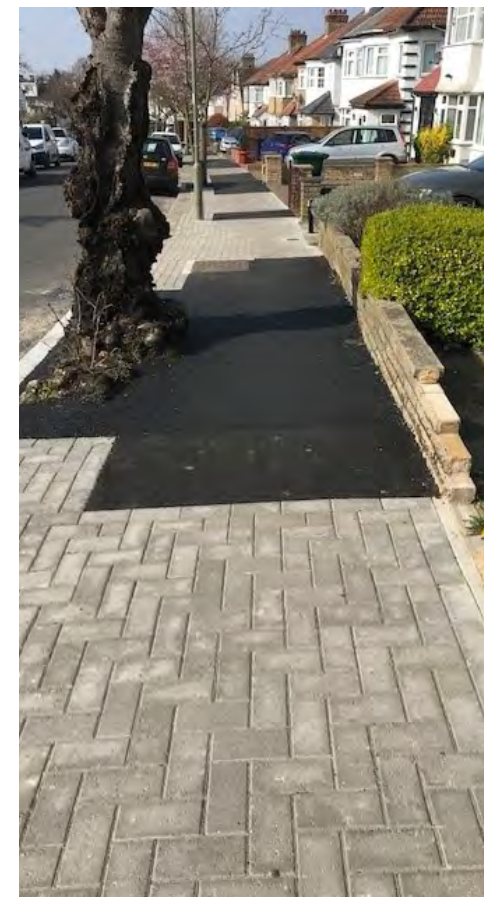
**For new works (including replacement maintenance) refer to the Adoption of Highways Appendix E and the Network Recovery Plan (NRP) standard details for footways and carriageways aligned with agreed single supplier palette of materials.**

It is acknowledged that material selection can enhance or change the function, character, and local identity of schemes. In circumstances where standard materials do not fulfil the aesthetic design aspirations the palette of materials is not intended to discourage use of enhanced materials or innovation for surfacing and kerbing but it does aim to encourage appropriate use and sets out the palette of standard materials the Council would normally utilise in scheme development. The core palette is a basis from which specific design guidance for Town Centre design guidance agreed specifications/policies are developed (see Section 6).

### Standard Materials

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

- Warm 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





This Streetscape Design Guide is intended to provide developers and consultants including internal design teams with a framework to formulate proposals within technical, practical and financial limitations that will be required by the Council.

For any construction 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

The Developer is encouraged to use materials which have an environmental 'whole life' benefit. LBB in conjunction with Tarmac Kier Joint Venture use a treatment matrix based on the promotion of warm mix materials as the first choice surfacing material for maintenance schemes to reduce carbon footprint.

Warm mixes should be considered as the first choice of construction in consultation with the LBB Development Control Team and adoption standards.

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 Designated Teams/ Officers.

Any non-core materials will attract commuted payments. Commuted payments are also applicable for trees; landscaped areas; SUD's; Highway Structures; Beany Blocks, pigmented surfacing, etc.







# London Borough of Barnet Streetscape Design Guide

November 2022 | Draft for Approval