

Date: 22 October 2015

Item: Streetscape Guidance

This paper will be considered in public

1 Summary

- 1.1 This paper summarises the contents, purpose and next steps for the publication of the new Streetscape Guidance.
- 1.2 Full copies of the Streetscape Guidance will be available at the meeting.

2 Recommendation

- 2.1 **The Panel is asked to note the paper.**

3 Background

- 3.1 Streetscape Guidance provides the tools to apply best practice design principles and create consistently high quality links and places across London. While this guidance has been developed primarily for the Transport for London Road Network (TLRN), the principles are equally applicable to any street in London.
- 3.2 The guidance has three primary functions:
 - (a) to encourage those responsible for designing building, operating and maintaining London's streets to use a robust design approach in balancing the movement of people and goods with high quality urban realm;
 - (b) to demonstrate the high level of ambition, innovation and creativity required on London's streets to deliver the appropriate level of service; and
 - (c) to illustrate the design and maintenance considerations required for appropriate layout, material selection and to reinforce best practice design principles, ensuring that a high quality approach to street design is implemented across London.
- 3.3 This is just one element of a suite of companion documents known as the Streetscape Toolkit. The London Cycle Design Standards, the Accessible Bus Stop Design Guide, the London Pedestrian Design Guidance and Streetscape Guidance encourage design that not only delivers a creative sense of place, but also is well considered from the user, materials and whole life cost perspective. They support the Transported by Design agenda by providing a catalyst to designers' efforts to make life in London better.
- 3.4 Once published, the Streetscape Guidance will be a live document, updated regularly to ensure that it continues to be reflective of current practices.

4 Consultation

- 4.1 Following a six month pre-consultation exercise, a six week formal consultation exercise collected 1,183 comments from 45 respondents. 38 stakeholders responded, and seven responses were from individuals or the general public. A list of stakeholders that have commented can be found in Appendix 1.
- 4.2 The consultation responses largely related to editorial content/corrections, policy comments related to accessible environments, public realm and highway regulations. The content ordering was revised and case studies were added as a result of comments received.

5 Launch

- 5.1 Streetscape Guidance is expected to have a soft launch publication in early November 2015 and a formal launch in the new year.
- 5.2 The formal launch of Streetscape Guidance will also celebrate the release of a set of companion documents known as the Streetscape Toolkit. This includes the London Cycle Design Standards (launched in December 2014), Accessible Bus Stop Design Guide (tentatively scheduled to launch in November 2015), and London Pedestrian Design Guidance (consultation draft tentatively scheduled to launch in November 2015). All documents share a similar look and feel and will be available online in a shared web space.
- 5.3 The aspiration for the online presence is for the documents to be interactive and seamlessly connected. TfL is currently gathering data from the consultation exercises to understand how people prefer to access the documents and aim to reflect customer preferences on our web page via TfL Online.
- 5.4 In November 2015, following the soft launch of the new Guidance, a training programme will be offered internally and externally to ensure the nature of the document is understood, as well as how it should be applied. This will include information on TfL's aspirations for the network, a customer focussed approach to design, consistency in application and reference to context.

6 Streetscape Review Group

- 6.1 Internal training will also cover how Streetscape Guidance fits into design stages across the business and the role of the Streetscape Review Group (SRG). SRG's purpose has been re-shaped to capture new asset innovation, to better manage departures from standards and to enable engagement about material and product selection as early as possible in the design stage.

7 Financial Implications

- 7.1 The development of Streetscape Guidance has cost approximately £115,000. The toolkit currently contains four sister documents that will need to be transformed into webpages; this is not currently costed.

List of appendices to this report:

Appendix 1: List of respondents to consultation

List of Background Papers:

Streetscape Guidance

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List of stakeholders who have submitted comments

20's Plenty For Us
Action and Rights of Disabled People in Newham
Allies and Morrison Architects
Better Bankside
British Motorcyclists Federation
Camden Town Unlimited
City of London Access Group (CoLAG)
City of London Access Team
Confederation of Passenger Transport
Customer Strategy, London Underground
English Heritage
Green-Koru Ltd
Hammersmith and Fulham Council
Knight Brothers Investments
LB Brent
LB Hammersmith and Fulham
LB Islington
LB Lambeth
LB Richmond
Living Streets
London Borough of Ealing
London TravelWatch
Mayor's Design Advisory Group
Royal Borough of Greenwich
Royal Borough of Kensington and Chelsea
TfL Arboriculture and Landscape Maintenance
TfL Asset Investment Team
TfL Buses/Marketing Services
TfL Consents Team
TfL Asset management
TfL Road Safety Audit Team
TfL Road Space Management
TfL Road User Charging
TfL Strategy and Outcome Planning
TfL Highways
TfL (Urban Design)
Victoria Business Improvement District