



HOUNSLOW PFI – STREETSCENE DESIGN GUIDE {SDG}

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NOTE

Street Scene Design Guide (SDG) means the document produced by the Authority as a companion guide to Manual for Streets, which gives guidance on acceptable materials and design for streets in the London Borough of Hounslow.

This Streetscene Design Guide (SDG) is referenced in Schedule 35 of the Highways Maintenance PFI Contract as one of the key policy documents which is to be adhered to by the Service Provider as set out in clauses 12.3 (Streetscene Design Guide) and 72A (Compliance with the Authority Policies), and referenced in Schedule 3 Output Specification Section F Performance Target 10.3

The document covers work within the London Borough of Hounslow's Project Network. This also includes all work that is scoped as part of the Highways Maintenance PFI Contract.

This document outlines the principles for anyone who is responsible for making design, management and operational decisions that affect the streets of the Borough of Hounslow. Its purpose is to ensure consistency throughout the Project Network and promote the principle of "Better Streets."

This Streetscene Design Guide (SDG) is an important part of the LBH 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

When designing a scheme to be implemented on the Project Network the SDG should be used alongside other national guidelines such as the Design Manual for Roads & Bridges (DMRB), Local Transport Notes, Mayoral Strategies, and the likes.

CONTENTS

1	INTRODUCTION	7
1.1	Scope and aims	7
1.2	Audience	7
1.3	Structure of the document.....	8
1.4	How to use the guide.....	8
1.5	Legislation and Policy Context	8
1.5.1	Local policy and guidance.....	8
1.6	Policy Briefing Document: Hounslow Local Policy and Guidance (2025)	8
1.5.2	Regional policy and guidance	9
1.5.3	National policy and guidance	10
1.7	Vision for Hounslow	10
1.8	Guide review procedure	11
2	STREETSCENE PRINCIPLES	12
2.1	Principle 1: Streets must reflect their Function.....	12
2.2	Principle 2: Streets must be inclusive, safe, and accessible:.....	12
2.3	Principle 3 Streets must be attractive and full of character.....	13
2.4	Principle 4: Streets must be sustainably built and maintained	13
3	SDG PROCESSES	14
3.1	SDG Sign-off Sheet	14
3.2	SDG Review Panel	14
3.3	SDG and Committee Reporting.....	14
3.4	scheme Specific Processes	14
4	APPLYING THE PRINCIPLES.....	15
4.1	‘Link & Place’ street classification matrix.....	15
4.2	REFLECTING Distinctiveness in BOROUGH.....	15
4.2.1	Area of Distinctiveness U: ‘The Roman/ London Road’	15
4.2.2	Area of Distinctiveness V: Conservation Areas	15
4.2.3	Area of Distinctiveness W: Heritage Fringe.....	16
4.2.4	Area of Distinctiveness X: Arcadia / Thames Policy Area	16
4.2.5	Area of Distinctiveness Y: Rural/Tranquil Area	16
4.2.6	Additional Clarification.....	16
4.3	Principles in Practice	16
4.3.1	‘De-cluttering and De-illumination of redundant assets.....	16
4.3.2	Provision for children	16
4.3.3	Banding of Network Section Length.....	17
4.3.4	Provision of new lighting	17
4.3.5	20mph Zones	17
4.3.6	Home Zones & Community Streets	17
4.3.7	‘Shared Space’	18
4.3.8	Parking and Servicing	18
4.3.9	Provision of parking for cyclists.....	19
4.3.10	Adoptable Highway Schemes	19

4.3.11	Borough and TLRN Interfaces.....	19
5	WHOLESTREETENVIRONMENT SCHEMES	20
5.1	Grove Park Piazza:.....	20
6	STREETDESIGNELEMENTS	21
6.1	Vertical elements:.....	21
6.1.1	Advertising signs and A-boards	21
6.1.2	Bespoke Furniture	21
6.1.3	Bins	21
6.1.4	Bins (Recycling).....	21
6.1.5	Bollards.....	21
6.1.6	Bollards on refuge islands (reflective or illuminated)	21
6.1.7	Boundary Railings	21
6.1.8	Bus Shelters	22
6.1.9	CCTV	22
6.1.10	Cycle Stands.....	22
6.1.11	Electric Vehicle (EV) Charging Points.....	22
6.1.12	Grass Verges	23
6.1.13	Guard Rails.....	23
6.1.14	Lighting	23
6.1.15	Pedestrian Finger Post and Information Signs	23
6.1.16	Period Features & Public Art	23
6.1.17	Raised Planters	24
6.1.18	Seating	24
6.1.19	Shrub Planting	24
6.1.20	Street Name Signs	24
6.1.21	Telephone Kiosks and Public Amenities	25
6.1.22	SIGNALS and Control Cabinets	25
6.1.23	Traffic and Road Signs	25
6.1.24	Trees (proposed)	25
6.1.25	Trees (existing)	26
6.2	Paving Elements.....	26
6.2.1	Access to Building and Street Frontages	26
6.2.2	Build Outs	26
6.2.3	Carriageway Surfacing for Cycles and Buses	26
6.2.4	CARRIAGEWAY MARKINGS.....	26
6.2.5	Drainage	27
6.2.6	Dropped Kerbs / Tactile and Crossovers	27
6.2.7	Footway Materials.....	27
6.2.8	Kerbs.....	27
6.2.9	Parking and Servicing	28
6.2.10	Public / Private Ownership	28
6.2.11	Raised Entry Treatments	28
6.2.12	SUDS (Sustainable Urban Drainage Systems) and rain gardens.....	28
6.2.13	Traffic Calming.....	29
6.2.14	Tree Pit Surfacing	29
6.2.15	Tree grilles:	29
6.2.16	Utility Covers	29
6.2.17	Vehicle Over-run.....	30
6.2.18	Vehicle crossovers	30
7	MAINTENANCE.....	31
7.1	Reinstatement of surfaces.....	31

7.2	Maintenance of Bespoke Materials	31
7.3	Cleaning.....	31
7.4	CDM and Maintenance	31
7.5	Asset Inventory update.....	31
7.6	Planned Maintenance Works	32
7.7	Street Lighting Strategy	32
APPENDIX A: LIST OF CONSULTEES		33
APPENDIX B: STANDARD DETAILS		34
APPENDIX C: CHECKLIST OF BOROUGH TRAFFIC AND SIGN VARIATIONS		35
APPENDIX D: PALETTE OF BOROUGH STREET FURNITURE.....		36
APPENDIX E: PALETTE OF BOROUGH MATERIALS.....		44
APPENDIX F: STREETSCENE PRINCIPLE SIGN-OFF SHEET		48
APPENDIX G: PLACE LEVEL DEFINING RULES		49
APPENDIX H: AREAS OF DISTINCTIVENESS		50

1 INTRODUCTION

Over recent years there has been an increasing recognition in national policy that streets contribute in many ways to the economic, environmental, and social functioning of a town or city and do much more than simply provide the infrastructure for vehicle-based transport systems. Streets are important public places. They represent a large proportion of the public realm, and most buildings and urban activities are front onto them.

Hounslow is a London Borough located in the west of London and borders Heathrow Airport (Located the London Borough of Hillingdon).

The elongated shape of the Borough stretches east-west from the high-density residential areas in Chiswick of inner London character to open and rural landscapes and Green Belt in Bedfont and Feltham. The Borough has hundreds of listed buildings (over 30 Grade 1 Listed) and many conservation areas but also considerable areas in need of regeneration.

The Borough's position on the outskirts of London has made it a key route for highways since Roman times and due to its strategic location between Heathrow Airport and Central London it is today home to several major national and international companies, business parks, and industrial estates

In contrast to these benefits that Heathrow brings to the Borough, the proximity of the airport also has negative effects on the Borough in the form of noise levels, air quality, and traffic congestion.

The street network in the Borough comprises over 434.6km of roads and 794km of footways and 23 km of Public Rights of Way (PRoW). The Borough also has a small proportion of roads managed centrally by Transport for London known as TLRN roads. These include the A4 (Great West Road), A30 (Great South-West Road and Staines Road), A312 (The Parkway), A316 (Great Chertsey Road and Country Way), the A406 (North Circular) and A205 (South Circular) roads. Finally, the Highway Agency also controls a section of the M4 motorway running through it.

The street environment in the Borough of Hounslow is one of the Public's major concerns. Reducing fly tips and litter, improving condition of roads/pavements, and keeping streets safe are therefore high on the list of priorities for the Council.

Over the last decade the focus on street design in the London Borough of Hounslow, and in most local authorities across the country, was principally concerned with reducing vehicle movement. This guide reinforces the wider importance of streets as 'Places' where people work and live and demonstrates the role that good quality design and maintenance can make to improve the Streetscene for pedestrians, cyclists and all vehicle users living and working in the Borough.

1.1 SCOPE AND AIMS

This Guide forms an essential reference document for anyone who is responsible for making design, management and operational decisions that affect the streets of the Borough of Hounslow.

It promotes a holistic, cooperative, and inter-disciplinary approach to Streetscene design that ensures good principles are more widely

adopted and a higher quality of implementation and maintenance is achieved.

The guide adopts a new approach to planning and designing urban streets, based on their 'Link' and 'Place'¹ functions, which include transport performance, economy, and environmental indicators. As a Link, a street is for movement and designed for users to pass through as efficiently and conveniently as possible, in order to minimize travel time; while as a 'Place,' the street is a destination in its own right, where people are encouraged to spend time and take part in activities. This approach has led to the development of new ways of Streetscene design for both functions, which inform the strategic prioritization of improvement works on the road network, as well as the design solutions promoted in individual locations.

Within the Streetscene 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, memorials and listed features, tables and chairs licensed for hospitality, markets and temporary commercial ventures and the like.

This guide is to be applied when designing and reviewing schemes, as well as assessing the suitability for adoption of new network sections.

Finally, this document is the Council's corporate policy document for all matters related to the Streetscene.

It defines an array of design solutions for the Streetscene in Hounslow with the aims of coordinating both appearance and functionality while achieving consistency across the road network through a hierarchy of design solutions and options.

1.2 AUDIENCE

This guide encourages holistic working between all departments within the Council and their respective Supply Chain partners (SCP) emphasizing the collaborative discussions that have informed it and the consensual sign up to and adoption of its principles. This document is endorsed and accepted by those who oversee the design and management of the Borough's streets (see Appendix A for list of Consultees).

The guide is aimed at everyone who, through their work or decisions, will have an impact on the Streetscene and public-realm, including but not limited to:

- Elected Members
- Local Authority Officers
- Transport for London
- PFI Service Provider
- PFI Operating Company
- Supply Chain Partners
- Utility Companies
- Developers
- Network Operators
- Emergency services.

¹ Link & Place: A Guide to Street Planning and Design

1.3 STRUCTURE OF THE DOCUMENT

This guide is set out in the 7 following chapters:

- Chapter 1 sets the scene for the guide.
- Chapter 2 underpins the Borough's principles for Streetscene design and maintenance.
- Chapter 3 describes the processes to be followed when considering altering the Streetscene in the Borough.
- Chapter 4 focuses on the application of the principles on specific Streetscene design.
- Chapter 5 defines the Concept of Whole Street Environment (WSE) Schemes in the Borough.
- Chapter 6 provides guidance on adequate vertical and horizontal street design elements to be considered when adding to or altering the Streetscene and
- Finally, Chapter 7 focuses on the maintenance aspects of Streetscene design.
- This Guide also contains a list of adopted standard details in Appendix B, a checklist of Borough Traffic and Sign Variations in Appendix C, and a checklist of Borough Street Furniture and Materials in Appendix D.

1.4 HOW TO USE THE GUIDE

All the principles and recommendations within this guide shall be followed. In exceptional circumstances it may be necessary to deviate from the guidance in which case prior specific agreement will be required from the 'Streetscene Review Panel.'

The following 5 steps outline the key stages in using this guide:

- Verify the 'Link' and 'Place' category of the street (see paragraph 4.1)
- Check whether the scheme is in an 'Area of Distinctiveness' (refer to chapter 4.2)
- Apply the design principles to develop the scheme based on Chapter 4.3
- Specify and use design elements accordingly based on Chapter 6 and Appendix D.
- Complete the 'Streetscene Principles Sign-Off Sheet' referring to the four core principles (if chapter 3.1 applies)
- Schemes which depart or do not follow the guidelines presented in this document to be reviewed by the Streetscene Review Panel for sign off or otherwise (see chapter 3.2).

1.5 LEGISLATION AND POLICY CONTEXT

The commitment to improving the street quality in Hounslow shall be in accordance with Acts, Regulations supported by national, regional and authority policies, relevant Codes of Practice, good industry guidance, and delivered through the technical solutions provided in the PFI Contract to maximise value for money.

Key drivers from internal, regional, and national policy are identified throughout the guide to reaffirm the Borough's commitment to improving street quality in the London Borough of Hounslow.

All 'Policy' references contained within this guide must be adhered to. Any 'Guidance' references shall be followed as a matter of course.

1.5.1 LOCAL POLICY AND GUIDANCE

Local policy underpinning this design guide includes the 'Hounslow Local Plan 2015 to 2030' (LP) adopted in September 2015 and other related guidance and policy documents. The specific policies in the Local Plan include those in Volume 1 in terms of Spatial Strategy, Economic Development, Town Centre regeneration, Sustainability and Environment. A key emphasis within the plan is to give priority to pedestrians, cyclists, and public transport, and to create a safe, healthy, and pleasant environment, particularly with regards to air quality.

The 'Local Implementation Plan' (LIP)², which contains three main objectives to make the Borough and its Transport Network:

Healthy, Clean and Green: This will be achieved by reducing transport-related emissions; improving the quality and accessibility of the public realm and maximising the opportunity for the transport system to improve health outcomes by removing barriers to the uptake of active travel.

Safe: This will be achieved by reducing the number of people killed and seriously injured on our roads, contributing to the Mayor's Vision Zero target.

Efficient: This will be achieved by ensuring that the transport network operates in an efficient manner facilitating economic growth in the borough and unlocks space for new homes and jobs for all users, particularly through a shift from private to public transport

Hounslow's Sustainability checklist 3 has been developed to help assess the social, environmental, and economic impacts of development in the Borough of Hounslow.

Character Appraisal statements have been produced for each one of the conservation areas in the Borough of Hounslow⁴. Management guidelines are in draft and in the process of being updated in consultation with the community and this 'Streetscene Design Guide.' These guidelines link to the Executive's policy to "Improve urban design particularly in the Borough's conservation areas" and shall influence the Borough's own schemes.

Hounslow Access Barrier Design Guide December 2025 has been produced which outlines a process for considering the suitability of the access controls.

1.6 POLICY BRIEFING DOCUMENT: HOUNSLOW LOCAL POLICY AND GUIDANCE (2025)

1. Hounslow Local Plan (2015–2030) – Current Status

The Local Plan 2015–2030 remains the statutory planning framework guiding development in the borough. A review and update is underway to align with the emerging Local Plan 2020–2041, which includes:

- Updated housing targets
- Infrastructure needs
- Climate resilience strategies

The Infrastructure Delivery Plan (May 2025) supports this transition by identifying key infrastructure projects for sustainable growth.

2. Local Implementation Plan (LIP3) – 2019–2041

LIP3 aligns with the Mayor's Transport Strategy and sets long-

² Third Local Implementation Plan 2019

³ The London Borough of Hounslow Sustainability Checklist 2003

⁴ March 2006, et seq. and identified on the conservation pages at www.hounslow.gov.uk/conservation

term transport goals for 2041.

Key Achievements to Date:

- Over 50% of roads converted to 20mph zones, especially near schools.
- 95% of bus stops meet accessibility standards.
- Expansion of EV charging infrastructure and cycle parking.
- Delivery of segregated cycle lanes on Staines Road, Hanworth Road, and Boston Manor Road.
- Over 4,000 children and 500 adults trained in cycling skills.

Current Priorities:

- Develop the Hounslow Priority Cycle Network.
- Improve walking routes like the Thames Path and Capital Ring.
- Enhance mobility-impaired access and public transport reliability.
- Explore a workplace parking levy in Brentford to support new rail links.

3. Sustainability Guidance

The Climate Change Mitigation and Adaptation SPD (2025) guides:

- Zero-carbon building design
- Climate resilience
- It complements the Character, Sustainability and Design Codes SPD (2024), which sets high-quality design standards. These are integrated into Hounslow's Corporate Delivery Plan and regeneration frameworks:
- Low Carbon Neighbourhoods
- Liveable Places

4. Conservation Area Character Appraisals

Hounslow has 28 designated conservation areas, each with a Character Appraisal Statement. Many appraisals were updated between 2020 and 2022, with ongoing reviews. These appraisals:

- Align with the Streetscene Design Guide
- Reflect community feedback
- Support planning decisions to preserve and enhance historic character, especially in areas with Article 4 Directions (e.g., Bedford Park, Gunnersbury).

1.5.2 REGIONAL POLICY AND GUIDANCE

The value of good design in the Streetscene is also stressed in regional guidance:

The 'Healthy Streets' framework as defined in the 2018 Mayor of London Transport Strategy, puts human health and experience at the heart of planning the city.

The framework recognizes that most streets in Greater London are managed by boroughs. Boroughs can deliver the Healthy Streets Approach in ways that suit the needs and aspirations of their residents and the unique character of their streets through public realm improvements and local policies that promote sustainable travel and reduce the dominance of motorised traffic.

Adopting the Healthy Streets Approach is also a requirement of Local Implementation Plan funding and will help boroughs to fulfil their public health duties.

'Streets for All'⁵ provides best practice advice on detailed Streetscene design issues within the context of historic townscapes. It promotes a more sensitive and bespoke approach to Streetscene design that places greater value on place, historic features, and local

distinctiveness.

'The Thames Landscape Strategy' (2009 -2010)⁶ vision is to 'Conserve, promote and enhance for the future, one of the world's great river landscapes between Hampton and Kew'. The London Borough of Hounslow is a partner of the strategy and one of the objectives of the strategy is to protect and enhance the natural and man-made landscape of the river.

'Streetscape Guidance Fourth Edition 2022 describes design and maintenance guidance, technical standards and management procedures for streets forming part of the transport for London road network. Though targeted only at TRLN roads its approach is of interest to other London Borough highway authorities as a source of potential practice advice for design and maintenance of their Streetscene.

The 'Mayors Transport Strategy' is part of a strategic policy framework setting out the vision for London's development. It aims to deliver a vision of a more efficient and better integrated transport system where 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century'.

Six goals set out how this overarching vision should be implemented:

- Support economic development and population growth
- Enhancing the quality of life for all Londoners
- Improve the safety and security of all Londoners
- Reduce transport's contribution to climate change and improve its resilience
- Support the legacy of the London 2012 Olympic and Paralympic Games

Key to delivering the goals set out by the Mayor's Transport Strategy is the development of a holistic understanding of London current and future demands on the transport network. The Road Task Force was charged with the challenge of developing a long-term strategy for London's roads to address the increasing demand on the road network.

In 2013, the Road Task Force published 'The vision and direction for London's streets and roads'. This document sets out what is needed in the short, medium, and long term to achieve a road network that:

- Enables people and vehicles to move efficiently on London's streets and roads
- Transforms the environment for cycling, walking and public transport, and improves the public realm
- Provides better and safer places for all the activities that take place on city's streets, and creates an enhanced quality of life

The Road Task Force also sets out a new framework that takes account of local and network priorities and aims to guide operational, policy and investment decisions. The priorities for streets and roads will differ depending on the role they play within the network and their place specific context.

Many of London's streets and roads cater for high volumes of 'movement' by pedestrians and/or vehicles, while others are quiet local streets. Streets and roads are also 'places' such as shopping

⁵ (London and Southeast England), English Heritage, Mar 05

⁶ Hampton to Kew Action Plan

and leisure destinations, major growth areas, or local neighborhoods.

The Roads Task Force proposed nine ‘Street Types’ representing the range of functions that the road network provides. The framework is intended to enable TfL, the boroughs, and stakeholders to:

- Set priorities for different streets and roads, and make tradeoffs accordingly
- Reflect changing functions and aspirations as streets and areas change
- Identify the tools that may be appropriate locally to deliver change
- Balance place-specific needs for intervention at a strategic level to keep London moving

‘The Cycling Revolution’⁷ - The Mayor of London and Transport for London have produced this document that outlines ten objectives for cycling London, bringing together in one place the details of how London's cycling revolution will be delivered. It sees the launch of three major programmes designed to turn London into a cyclised city: the London Cycle Hire Scheme, Cycle Superhighways, and Biking Boroughs.

1.5.3 NATIONAL POLICY AND GUIDANCE

National documents that have informed the Streetscene Design Guide⁸ include:

PPS 1 “Creating Sustainable Communities”, Annex C, states that planning should encourage good design and that local planning authorities should plan positively to achieve good quality urban design by adopting clear policies and guidance – taking account of the good practice set out in ‘By Design’⁸.

‘Manual for Streets 1 & 2’⁹ provides national government guidance on the design of new and existing streets. Manual for Streets 1 relates to residential streets and Manual for Streets 2 covers all other street types such as corridors and town centres.

Both documents recognise that highway authorities must provide for and balance both the movement and place functions of streets. They provide advice on managing the design process whilst also advocating the adoption of new ‘quality audit’ procedures to supplement proactive road safety audits with further assessments of Link and Place, smarter choices and townscape issues systematically removing the possibility of death and serious injury on our local roads.

‘Link & Place: A Guide to Street Planning and Design’¹⁰ describes an integrated approach to the planning and design of streets to assess, weight and balance both the movement and social/townscape functions of streets. This is intended to inform the strategic prioritisation of improvement works about a network, as well as the detailed design solutions promoted in individual locations.

CABE ‘Hallmark of Sustainable City and Manual for Sustainable Cities’¹¹ sets out the practical and policy responses to climate change that CABE believes are needed to ensure towns and cities are

genuinely sustainable places. It specifically provides policy framework, leadership advice, and best practice guidance on highways elements such as streets layouts and public spaces that enable positive actions towards sustainable cities.

In addition, the following national documents reaffirm the importance of providing for the social use of the Streetscene:

‘The Play Strategy’¹² sets out the government’s commitment to deliver child friendly communities by 2020. This includes providing local streets and that are safe and interesting places to play, and routes to children’s play spaces that are accessible to all.

‘Local Transport Note 1/08 - Traffic Management and Streetscape’¹³ provides advice on design process to ensure that greater consideration is given to place and townscape issues when developing traffic management proposals – with the objective of reducing unnecessary impacts on local place character as a result of highway interventions.

‘Local Transport Note 3/08 - Mixed Priority Route Practitioners Manual’¹⁴ summarises the results and lessons learned from several schemes developed as part of a government funded programme. This looked to achieve improved design solutions for busy arterial roads with a high place function (such as high streets) that have historically suffered from poor townscape quality owing to traffic dominance (with subsequent deterioration of investment) and high incidence of accidents. The majority of schemes pursued a townscape-led approach to resolve these issues, employing a range of innovative practices that challenged conventional thinking on street design and how most cost-effectively to address road safety issues. The results suggest that, through comprehensive environmental improvements along a lengthy corridor, it is possible to reduce casualties significantly whilst creating an improved townscape that provides greater priority for pedestrians and social use, yet without unduly affecting traffic flow.

Measuring Quality of Life: Does Local Environmental Quality matter¹⁵ - Quality of life has climbed the political agenda in recent years. ENCAMS has made considerable progress towards identifying that our local environmental quality is important for a good quality of life. Their findings revealed that quality of life consists of many different factors, of which ‘neighborhood’ is a significant component, influencing a person’s quality of life that could be both positive and negative. The availability of parks and green spaces, activities for teenagers and centres for the community were all important, as were a sense of belonging or community spirit and perceived or actual levels of crime and antisocial behaviour.

Biodiversity and Net Gain Legislation: The UK Government published its new Biodiversity Net Gain (BNG) legislation for 2024. Mandatory from 12th February this year, this set of non-negotiable rules seriously how developers must go about getting the green light for their current and future projects, especially when it comes to artificial light at night (ALAN).

1.7 VISION FOR HOUNSLOW

Streets make up the largest part of our public realm and form the

⁷ May 2010, Mayor of London and Transport for London

⁸ CABE and DETR: 2000

⁹ DfT: 2007 & 2010 (supersedes DB32 for residential streets design)

¹⁰ 2008 | Landor Publishing, Peter Jones, Natalya Boujenko, Stephen Marshall

¹¹ 2009 CABE

¹² Department for Children, Schools and Families and Department for Culture, Media and Sport

¹³ DfT, Mar 08

¹⁴ DfT, Oct 08

¹⁵ ENCAMS August 2007

backbone of all buildings, open spaces, and communities in the Borough. They require a significant amount of design and maintenance which are needed to accommodate movements and destinations of all pedestrians, cyclists, and vehicles.

Therefore, our needs are to transform the Streetscene of the Borough into a fit for purpose, well designed and maintained public realm where the needs and views of all street stakeholders are considered and balanced through the cooperation and creativity of our designers, managers, and communities, so that we can build pride in the look and feel of our Borough through the following examples:

- The need for sustainable Public Realm space and transport infrastructure that is environmentally responsible (supports Climate Change commitments)
- The need for community development that provides for a greater sense of involvement in planning and development processes
- The need for inclusive and safe development that is as accessible as possible to all
- The need for attractive development that is fit-for-purpose, and
- The need for a robust commuted sums policy based on ADEPT guidance for Highways Infrastructure Asset Management 2024.

1.8 GUIDE REVIEW PROCEDURE

To ensure that relevant Acts and Regulations, policies, Codes of Practice and guidance are current and up to date, regular reviews of the SDG shall be conducted in accordance with Schedule 15 Change Protocol and or Review Procedure Schedule 6 of the PFI Contract

2 STREETSCENE PRINCIPLES

This chapter defines the London Borough of Hounslow's four key principles for Streetscene design and maintenance. These four principles are universally applicable to all streets in the Borough and must be considered by the project team (sponsor/client, designer, and contractor) at all stages of a Streetscene project. Irrespective of the funding source, and within or outside the scope of the PFI scope of the PFI Contract the Streetscene Principles Sign-Off Sheet' shall be completed for every Streetscene project meeting the criteria defined in chapter 3.1.

These principles shall form the starting point for all work within the public realm. They are not listed in order of priority and decisions on their relative importance can only be made by the project team on a case-by-case basis. Poor designs often give primacy to just one principle at the expense of the others. A holistic, balanced approach is the key, with no one principle given total dominance. All principles require the involvement of the community early in the design process to achieve the aspirations of improved quality of life for the whole community in the London Borough of Hounslow.

2.1 PRINCIPLE 1: STREETS MUST REFLECT THEIR FUNCTION

The wide range of activities taking place on Hounslow Borough's streets can be associated with one of two broad types of street functions: 'Link' and 'Place' leading to the creation of streets that are not only functional but also delightful for all users.

As a 'Link,' a street provides for through movement by a variety of modes, from private car or van to bus, bicycle or on foot. The primary requirement of this function is to provide a continuous, linear path from the beginning to the end of a journey, with minimum disruption and a seamless connection from one street to the next.

As a 'Place,' a street is a destination in its own right and a location where activities occur on or adjacent to the street. A 'Place' user is someone wishing to make use of certain facilities that are provided on or alongside that particular street and will usually access them on foot. While such people are normally classified as 'pedestrians,' they are not passing through the area – they are spending time in the area and may be carrying out a wide variety of activities (e.g., shopping, working, eating, talking, waiting, resting).

Some traffic and transport-related activities on the street are also associated with 'Place'-related activities. For example: loading/unloading, parking by employees, customers, residents, etc.; and buses, trams and taxis stopping to drop off/pick up passengers.

This 'Link & Place' approach balances both the movement and social/townscape functions of streets, helping to mediate between the competing activities and demands and the classification system will be subject to a regular review.

One of the key messages from the 'Link & Place' approach is that there is no such thing as a fixed user hierarchy that applies across all parts of the street network. It needs to be 'Link' and 'Place' level sensitive, also considering land uses and modes of transport.

The following checklist for Principle 1 must be shown to have been considered before commencing any Streetscene design project (Using 'Streetscene Principles Sign-Off Sheet' in Appendix F):

1. Acknowledge the functions of the street ('Link' and 'Place') as a route for pedestrians, cyclists, and motor vehicles and a place where people live, work, go shopping and socialise.
2. Ensure spaces are designed to accommodate requirements and priorities of all users and users, considering different patterns of activity throughout the day, week, month, or year.

2.2 PRINCIPLE 2: STREETS MUST BE INCLUSIVE, SAFE, AND ACCESSIBLE:

In order that streets to be socially inclusive they must be safe both during day and nighttime hours, convenient and accessible to all. They shall be legible from a distance and up close, with access and linkages to surrounding destinations and the varying needs of different users' groups acknowledged and catered for in street planning and design.

Special consideration must be given to ensure ease of access and movement for vulnerable users between and within public areas by careful provision, siting and design of parking areas, paths, dropped kerbs, raised tables or entry treatments, pedestrian crossings, street furniture, and open space.

Safety in the street refers to both minimising traffic collisions and maximising personal safety. Streets need to be free of crime, anti-social behavior, and vandalism.

The sensitive location of street furniture, use of tactile paving and colour contrast will ensure that road safety and amenity are incorporated into the design of the Streetscene.

It is important to recognise that national road safety policy will always be considered in the context of the Borough's vision for a quality Streetscene. Where road safety problems are identified, the needs and views of all street users must be considered and balanced. In some places segregation may be appropriate whereas in other locations shared space should be an option.

Crime prevention and fear of crime must also be considered in the design of any Streetscene. The careful use of amenity lighting and the design of natural surveillance are ways to reduce the likelihood of crime. Designs shall where-ever possible be free from hiding places that could encourage criminal behaviour.

The London Borough of Hounslow has responsibilities under the Equality Act 2010 for people with disabilities. The Equality and Human Rights Commission regulates the implementation of the Equality Act 2010 and their guidance on Inclusive Design states that an inclusive environment must be:

- Accessible to all people without undue effort, special treatment, or separation.
- Able to offer people the freedom to choose how they access and use it and allow them to participate equally in all activities it may host.
- Able to embrace diversity and difference.
- Safe.
- Legible and consistent.
- High quality.

The following checklist for Principle 2 must be considered for all new improvement Streetscene design project Streetscene

1. Ensure the differing needs of all groups of people in the Community are met including the elderly, children, those with disabilities, pedestrians, cyclists, and people with buggies, to ensure an inclusive environment that breaks down barriers and prevents exclusion.
2. Implement both road safety and crime prevention measures to ensure the safety of all street users and where necessary commission a 'Street Quality Audit' and 'Community Street Audit' during day and nighttime.

2.3 PRINCIPLE 3 STREETS MUST BE ATTRACTIVE AND FULL OF CHARACTER

It is what a street looks like, as well as how it functions, that will influence people's behaviour in making a street successful. Whilst attractiveness is a subjective quality, designs that aim for simplicity are the most likely to succeed in a wide range of contexts.

The design and layout of a proposed Streetscene must strive to be compatible with, and make a positive contribution to, the character of the locality. The proposals must relate satisfactorily to the history, style and architecture of the adjoining buildings and spaces to ensure that distinctive places are created. The context and character of an area must be understood before redesigning a street.

The following checklist for Principle 3 must be referenced before commencing any Streetscene design project:

1. Review the cumulative impact of design decisions on the appearance of the street, considering the simplicity of the designs.
2. Consider the context and character of the street and how it relates with the layout, architecture, planting, and surrounding views. (Refer to 'Place' and 'Area of Distinctiveness' definitions in Chapter 4).
3. Consider all existing and proposed Streetscene furniture collectively to ensure they work well together and are

compatible with their context. (Refer to 'Place' and 'Area of Distinctiveness' definitions in Chapter 4).

4. Use materials, furniture and equipment in the Streetscene that are coordinated and recommended within this guide.

2.4 PRINCIPLE 4: STREETS MUST BE SUSTAINABLY BUILT AND MAINTAINED

"Well designed places last longer and are easier to maintain, thus the costs of the design element are repaid over time"

A well-designed built environment also generates large unquantifiable benefits in terms of human well-being including physical and mental health, good social relationships, reduced crime, and higher productivity, but bad designs and a dilapidated Streetscene have the opposite effect.

All Streetscene materials and furniture shall be of quality and durability compatible with their function. Using sustainable and recycled materials should also be maximized to reduce carbon and environmental impact and any new scheme. Good workmanship, attention to detail and finishes can make all the difference. Future maintenance needs and ease of repair should be researched before specifying equipment.

The following Checklist for Principle 4 must be referenced before commencing any Streetscene design project*:

1. Review all Streetscene components to ensure they perform to relevant technical criteria.
2. Consider the quality of the street design detailing, implementation, and workmanship.
3. Consider the cost of all specified materials and street furniture to maximise robustness but minimise the maintenance liability.
4. Consider and provide for the 3 interrelated sustainability aspects such as economic, social, and environmental in all Streetscene projects.
5. Consider innovative technical solutions in the Streetscene projects by reviewing new products and technology.

3 SDG PROCESSES

Changes to the Project Network can be required because of various events such as but not limited to:

- Safety reviews at high-risk locations or around public buildings used by vulnerable users (schools, library, retirement homes and so on).
- Implementation of corridors schemes aimed at improving safety, reliability, and the use of sustainable modes of transport.
- Addressing local concerns following public engagement at public forums and meetings.
- Monitoring processes such as Asset Management Plan or condition inspections and surveys.
- Major Maintenance Investment Work within the PFI Contract
- Development work by third parties.

The following paragraphs give details of several processes which have been devised to ensure that the guidelines set out in the SDG are followed to ensure:

- Consistency of approach
- Appropriate stakeholders' consultation (as defined by the SDG)
- Value for money

Developers must comply with the Streetscene Design Guide (SDG) for all new or altered elements of the public highway, including footways, drainage systems, cycle facilities, kerbs, crossings and surface treatments. All works intended for adoption must meet PS1 Annex 6 performance and documentation requirements. Highways Act 1980 – Section 38 and Section 278: Section 38 applies to new estate roads proposed for adoption, while Section 278 applies to improvement or alteration works carried out on the existing public highway. Responsibility remains with the developer until the Authority formally adopts the works under the relevant section. Adoption will only proceed once safety (Road Safety Audits), accessibility, drainage performance, surface condition, testing and as-built information requirements are satisfied. Commuted Sums – Requirements will depend on the planning permission conditions and may change based on the final design and asset proposals. They will therefore be confirmed on a case-by-case basis.

Responsibility for construction, safety, drainage performance, surface condition and defects remains with the **developer** until the works are **formally adopted** or **signed off** by the Council under the **Highways Act 1980 (as amended)**: **Section 38** for new roads intended for adoption and **Section 278** for works on the existing public highway. Adoption only occurs when the Council confirms that all standards are met and any maintenance period has been successfully completed.

3.1 SDG SIGN-OFF SHEET

An SDG sign-off sheet has been devised to help demonstrate how proposed schemes meet the four principles set out in Chapter 2 of the SDG. The sheet allows the schemes' promoters to indicate how the project meet these principles and provides justification for areas where departures are being sought.

A sign-off sheet shall be completed for all schemes which are developed externally such as those put forward by private developers where works on the Highway exceed £50k. This sheet is to play an integral part in the assessment made by officers considering granting planning applications and future adoption of road and footway section lengths.

For schemes developed internally, by the authority or through the PFI Service Provider, a sheet will only be needed for improvement schemes with

value in excess of £500,000 or when a departure from the guidance is required. In these instances, the sheet is to be completed by the designer of the scheme.

All Streetscene Sign-Off Sheets are to be submitted to the Service Provider's Engineer who will review the scheme and the required departure with the assistance of the Streetscene review panel.

A template of the 'Streetscene Principles Sign-Off Sheet' is enclosed in Appendix F.

3.2 SDG REVIEW PANEL

The Streetscene Review Panel is responsible for agreeing whether or not to sign off the schemes based on the information provided. When a scheme cannot be signed off, its promoters might be asked to supply additional information and justifications. If these are found to be satisfactory by the panel the promoters might be asked to make design changes for the scheme to be allowed to proceed.

Panel members will meet up once a month for 2 hours to review current schemes. The meeting is to be organised and chaired by the Service Provider's Engineer. Other members of the panel include:

- A representative from the Environmental Service and Contract Management Team (Borough)
- The SPV engineer – (Service Provider)
- The OpCo Service Director.
- The Design and Construction Manager – (Operating Company)
- The Operation's Manager (Operating Company)
- The Network Manager – (Operating Company)
- The Arboriculture and Horticultural Manager (Operating Company)

Any departures from SDG document will be dealt with in accordance with clause 72A.1 and 12.3 of the PFI Contract and appeals on decisions from the panel will be directed to the PFI Network Board.

As well as reviewing schemes in relation to this guide, the panel is responsible for the periodic review of this document and for arranging its update as appropriate.

3.3 SDG AND COMMITTEE REPORTING

In preparing Committee reports to seek the approval or otherwise of schemes on the project network, borough officers have the discretion to include a section in their report detailing the compliance or otherwise between a given scheme and this guidance. Comments and advice from the Panel can be sought by Officers to inform their report.

3.4 SCHEME SPECIFIC PROCESSES

All schemes shall undertake stages 1, 2, 3 and 4 road safety audits. In addition, various industry-wide processes shall be required to demonstrate that the four SDG principles have been met and a signatory sheet completed as per Appendix F. These include but are limited to:

- GRAF Assessment
- PERS Audit
- Street Quality Audit
- Community Audit / Walkabout

Although the SDG does not require these to be carried out systematically it might require the schemes' promoters to demonstrate that relevant ones have been followed and ask to be presented with the relevant reports and conclusions.

4 APPLYING THE PRINCIPLES

4.1 ‘LINK & PLACE’ STREET CLASSIFICATION MATRIX

Historically the urban street network was classified along one dimension reflecting the importance of its traffic movement function. The ‘Link & Place’ approach in the London Borough of Hounslow provides a more comprehensive two-dimensional street classification, in which every kind of urban street is represented by a cell in a ‘5 x 5’ matrix with categories ‘1 to 5’ for ‘Link’ and ‘A to E’ for ‘Place’. Each of the 25 cells covers a street type in the Borough from major arterials down to residential cul-de-sac.

The classification of each street is based on the existing Borough street hierarchy but has been boosted in some locations to take account of streets with increased bus flows, or form part of a ‘Designated Overnight Route,’ or those forming part of the strategic cycle network, or where the ‘Link’ function of the street has increased since it was previously designated.

Category			Description
Link Status	1	Strategic Route	Strategic Borough Principal Roads (A315 only)
	2	Main Distributor	Other Principal Roads i.e. Major urban network and inter-primary links. (Network)
	3	Secondary Distributor	Classified roads (B & C) and other roads of more than local importance including unclassified urban bus routes.
	4	Link Street	Roads linking the Secondary Distributor Network.
	5	Local Access Street	Streets serving limited numbers of properties carrying only local access traffic.

The ‘Place’ classification was developed from local knowledge involving Council officers from all departments making design, management and operational decisions that affect the streets within the Borough of Hounslow. Rules for each type of places were then agreed and applied across the network (example of these rules can be found in Appendix G).

The following table shows how 25 individual cells represent a particular type of street which is a combination of its Link & Place status. The percentage figures shown within each cell show the distribution, by length, of the street types throughout the Borough.

		Place				
		Regional	Borough	Area	Neighborhood	Local
	Category	A	B	C	D	E
LINK	1 Strategic Route	0.22%	0.22%	0.72%	1.29%	1.04%
	2 Main Distributor	0.22%	0.57%	1.15%	1.69%	2.83%
	3 Secondary Distributor	0.0%	0.18%	0.97%	2.55%	4.56%
	4 Local Street	0.04%	0.18%	0.86%	2.33%	4.20%
	5 Local Access Street	0.14%	0.61%	1.26%	13.63%	58.57%

Table Shows Current Network Percentage Split

“Streets with one bus route should have a minimum Link status level of 4, those with two or three routes a minimum ‘Link’ status of level 3, and those with four or more bus routes, a minimum ‘Link’ status level of 2.”

4.2 REFLECTING DISTINCTIVENESS IN BOROUGH

In addition to the ‘Place’ status of every street, specific areas of the Borough of Hounslow have a certain character of their own, which needs to be reflected in the design of the street.

The following 5 areas or types have a special character and have been highlighted as ‘areas of distinctiveness’ within the Borough of Hounslow where specific design considerations will be necessary. These areas are mapped in Appendix H

4.2.1 AREA OF DISTINCTIVENESS U: ‘THE ROMAN/ LONDON ROAD’

London Road (A315) enters the Borough from the east as Chiswick High Road and traverses the length of the Borough, although identified by local names in special areas e.g., ‘Brentford High Street’, ‘London Road’, ‘Roman Road’ and ‘Staines Road’. From Turnham Green westward this route formed a key Roman road between London and the west; and as an early major highway had many settlements along its length. By the late 17th century, it was well established as a coaching road and described in the 1814 Turnpike Act as the “Great Western Road”.

Hounslow town grew up as the first stop out of London for all westbound coaches, with the major destination being Bath. It was the last point before Hounslow Heath and the open countryside where the chance of attack was greater and therefore fresh horses were essential.

The Roman Road route is designated an Archaeological Priority Area (APA) and diverges northward from the eastern length of London Road (Chiswick High Road) near Chiswick Road. The eastern remainder of London Road is also of special character.

The London Road as a whole is highlighted on the Heritage Fringe map in Appendix H. Any development or redevelopment of the streetscape on or around this historic route should contribute to its visual amenity and enhance its historic context.

4.2.2 AREA OF DISTINCTIVENESS V: CONSERVATION AREAS

Many of the settlements and estates along the historic routes in the Borough are of significant townscape and architectural value.

Pevsner¹⁶ notes: “The Parks enfold mansions of national repute: Chiswick House, Gunnersbury, Osterley, Boston Manor, and Syon House. Away from the main roads are picturesque riverside stretches of Chiswick and less familiar interesting houses in Isleworth.”

Any Streetscene works within a conservation area, including Streetscene maintenance and traffic interventions, shall strive to be compatible with and make a positive contribution to the character of the locality.

New Conservation Areas may be designated in the future. The 27 current ones are mapped, in Appendix H. The character and appearance of conservation areas derive from their collective as well as individual components, with the Streetscene of great importance to the quality of most of them. Conservation area character is particularly vulnerable to insensitive replacements, groupings, and general urban standardisation of aspects of the public realm.

4.2.3 AREA OF DISTINCTIVENESS W: HERITAGE FRINGE

Some developed areas, often forming the “setting” of listed buildings and conservation areas, are more characterful through age, location or influenced by the high quality of nearby places. Even though not currently within a conservation area, their relationships and design result in distinctive buildings, streets, and spaces. These areas may have survived through neglect, or because appreciated and so less threatened or because change has been successfully managed. However, their attractiveness may lead to additional pressure for parking and other alterations.

Heritage Fringe areas are highlighted on map Figure 4.3 and include roads fringing Jersey Gardens (St Mary’s Crescent, Wood Lane); roads which fringe Chiswick Common; Chiswick High Road; the northern end of Chiswick Lane; and other streets leading south from Chiswick High Road (between and including Dukes Avenue and British Grove). Further areas being considered include Linkfield Road and St John’s Road and the roads of St John’s Gardens between them, and Mill Platt.

4.2.4 AREA OF DISTINCTIVENESS X: ARCADIA / THAMES POLICY AREA

The River Thames is London’s best-known natural feature and is a major asset to London and the Borough of Hounslow and affords regional significance as a strategic cultural area (London’s Arcadia). Riverside locations are also places of significant heritage and local character. Accordingly, their high townscape value is recognised in the local development plan, which designates these parts of the Borough as the Thames Policy Area.

It is vital that any new development or redevelopment in the Thames Policy Area optimises the potential of its riverside location and contributes to improving the quality of the Thames riverside environment. The high-quality treatment of spaces

4.3 PRINCIPLES IN PRACTICE

The following paragraphs highlight how the principles detailed in Chapter 2 will be applied across the ‘Link & Place’ categories for a range of design considerations in Streetscene. For each category, a specified standard of furniture or paving material has been given, which must be adhered to.

Please also refer to Chapter 6 for detailed specification

between buildings is essential to the creation of attractive and inviting river environments. Design should pay regard to open spaces and buildings which may relate to and have an impact on the river; surrounding land uses and river related activities; and complementary designations such as Conservation Areas.

Note that this area also includes many Archaeological Priority Areas. Arcadia / Thames Policy areas are shown on the UDP proposals maps as updated, and highlighted in, Appendix H.

4.2.5 AREA OF DISTINCTIVENESS Y: RURAL/TRANQUIL AREA

Green spaces and open land are one of the Borough’s most valuable assets, providing attractive open landscapes and a haven for wildlife. They include River Brent and other natural and artificial water courses. Often on the fringes of the Borough, they also mark the boundary with adjoining local authorities, and the transition from urban to semi-rural. There is a general presumption against development on existing open spaces, due to the role that they play in preventing open sprawl, providing land for recreation, and encouraging Brownfield regeneration. However, not all of the open land is of high quality and as such there is scope for considerable improvement.

Policies seek to arrest and reverse the deterioration of open land around the Borough, with landscapes being enhanced wherever possible and derelict land improved. In the event that development or redevelopment of land occurs near or within open land, including the Streetscene, it should include contributions to the improvement of the character and visual amenity. The open character of these areas is a notable contrast to the built-up areas of the Borough and regard shall be had to retaining their openness and nature conservation value whilst also ensuring these valuable green spaces are accessible for all to enjoy.

Rural / Tranquil areas (although sometimes containing large existing roads) coincide with nature conservation areas, green belt, and metropolitan open land where urban encroachment is resisted. They are often part of Conservation Areas and may contain Archaeological Priority Areas. On public rights of way in smaller “local Open Spaces” (UDP policy) the character should be considered prior to urbanising paths etc.

4.2.6 ADDITIONAL CLARIFICATION

In order to ensure that the character of streets within conservation areas (Area of Distinctiveness V), heritage fringe (Area of Distinctiveness W), and additional heritage fringe is maintained the authority has requested that footway surfacing materials for schemes in these areas are maintained on a “like for like” basis. Refer to Appendix H for a map of these areas.

information on Streetscene furniture and materials:

4.3.1 ‘DE-CLUTTERING AND DE-ILLUMINATION OF REDUNDANT ASSETS

This is a priority across the whole Borough and should be carried out in accordance with the De-cluttering and the De-Illumination Policy documents approved by the Authority.

4.3.2 PROVISION FOR CHILDREN

¹⁶ Pevsner Architectural Guide, Bridget Cherry et al reprint version of 1999

The Government’s 2020 vision for play¹⁷ aims to ensure that local neighborhoods are, and feel like, safe, interesting places to play. When providing for children every care must be taken to ensure routes to play spaces are safe and accessible for all children on foot or bicycle, that children are able to travel freely around their local streets safely on foot or bicycle, that play spaces are situated away from busy roads where practicable and that consideration is given to developing playable routes within and between neighborhoods.

In ‘Hounslow’s Play Strategy: Delivering Quality Play in Hounslow’²⁴ the Council will ensure that children can play safely in a wide range of public spaces, including designated play streets, and that parents and carers feel confident about their children’s ability to public space. “The health and vibrancy of our local area depends to a significant degree on people’s perception and use of public spaces and thoroughfares...Planning, design and architecture, along with sensitive approaches to overseeing public space, can create the conditions necessary for the development of a sociable Borough, one that demonstrates its respect for children and young people and values them as part of a wider community.”

4.3.3 BANDING OF NETWORK SECTION LENGTH

Four banding categories ranging from 1 to 4 has been derived from the link and place matrix to inform the appropriate choice of street furniture and materials for each network section length. The various banding categories are represented in the table below:

Link	Place				
	A	B	C	D	E
1					
2		Band 1			
3			Band 2		
4				Band 3	
5					Band 4

4.3.4 PROVISION OF NEW LIGHTING

All new lighting provision with Central Management System (CMS) will be in accordance with Appendix A, B and C Part 1, Performance Standard¹ Lighting Design Requirements of the Highway Maintenance Contract.

4.3.5 20MPH ZONES

Streets with 20mph zones, limits or both help to strike a balance between the needs of the local community and drivers.

It is recommended that 20 mph zones should be imposed over an area consisting of several streets and not just one individual road. For example, forming a self-enforcing 20 mph zone in streets surrounding a school would be likely to reduce the frequency of accidents not only in the immediate vicinity of the school, but also on the routes that children take to that school. In some cases, the

Borough may look to impose 20mph limits (without traffic calming features) on residential roads.

LTNs help to make streets around Hounslow easier to walk and cycle on by stopping cars, vans, and other vehicles from using quiet roads as shortcuts. Low Traffic Neighborhood measures are increasingly being introduced as part of a strategy to create more space for walking and cycling to allow people to travel safely and help deliver the Mayor of London’s plan to make Hounslow a healthier, safer, more inclusive, cleaner and greener borough.

In specific circumstances 20mph zones may be appropriate outside of the ‘Link’ and ‘Place’ areas defined below, where there is restricted visibility or where the nature of a hazard is not obvious to approaching drivers.

	A	B	C	D	E
1					
2					
3					
4					
5					



4.3.6 HOME ZONES & COMMUNITY STREETS

As with 20mph zones ‘Homes Zones’ can create a high-quality street environment where the needs of the local community and drivers are balanced. The principles behind ‘Home Zones do not just help define a design or built layout but also act as a catalyst in changing the street user’s way of interacting with and within the public realm. In particular they can help address issues relating to a deficit of play space or otherwise help challenge engrained travel behaviour to assist in a shift towards non-car modes.

The London Borough of Hounslow fully supports the introduction of ‘Home Zones for new developments and Community Streets in existing streets. However, the cost of such an intervention has often proved prohibitive, particularly in regard to retrofitting. As a result, the council is trying an initiative known as ‘Community Streets,’ which is loosely based on the DIY streets methodology developed by the charity Sustrans. This project aims to explore low-cost solutions to tackling problems which have been identified by the local community in participating streets. In particular it is looking to assess the effectiveness of measures which may help to slow traffic speed without the use of vertical deflections, in compliance with the current Mayor of London’s Transport Strategy. Measures being investigated include carriageway narrowing, planting, public art, distinctive gateway treatments, on street cycle parking etc. The design process is very much ‘bottom-up’ - with residents first nominating their street for inclusion in the programme and then undertaking a community street audit to help inform the stage 1 designs, which are then

¹⁷

further developed in close collaboration with them over several months. Initiatives to promote sustainable travel (for example street parties with a focus on bike maintenance etc.) are also undertaken in this period, as is the wider awareness raising of initiatives such as car clubs, peer-peer car-pooling and electric vehicles.

Examples of the community streets are:

Layton Road (Brentford), Thornton & Mayfield (Chiswick) Oriel School (Hanworth), Cambridge Road (Hounslow), Brabazon Road (Cranford), Berkeley Avenue (Cranford), Chinchilla Drive (Cranford)

It is essential that the design of the Home Zones and Community Streets involves significant participation by residents and local access groups. In newly built situations, the Borough will engage with the developer to devise the most appropriate design solution for prospective residents.

It is vital that 'Home Zones' also fosters long term local ownership and participation in the management and maintenance of the Streetscene.

	A	B	C	D	E
1					
2					
3					
4					
5					



Home Zones & Community Streets

4.3.7 'SHARED SPACE'

The 'shared space' approach again aims to create more appropriate balance between all street users by introducing an uncertain driving environment, which encourages lower vehicle speeds and consequently allows pedestrians and cyclists to move around more easily.

'Shared space' schemes work best where traffic speeds and volumes are already low. They shall be indicated by a change in surface in the carriageway and parking must be managed carefully to avoid poor parking behaviour.

Suitable provisions must always be made for blind and partially sighted people since in the 'shared space's approach navigation is lost by the removal of kerbs and controlled crossings. The use of appropriate colour and texture changes in the surface are key measures to ensure the requirements of blind and partially sighted people are met.

Within the 'Mayors Transport Strategy' the mayor will seek to: 'protect and enhance the urban realm, with a series of 'better streets' schemes in Central London and London town centres. These will encourage pedestrians and vehicles to interact in a new

and balanced way, negotiating with one another rather than being dictated to by signs, railings and traffic infrastructure that can create unnecessary severance.'¹⁸

When considering a shared space scheme all design considerations shall be cross referenced with emerging DfT guidance.

4.3.8 PARKING AND SERVICING

Under-provision of parking in residential streets within the Borough has resulted in the conversion of many front gardens to parking areas and the formation of many illegal crossovers.

Illegal crossovers and paved front garden can also damage existing grass verges and trees, has an effect on the surrounding architecture, the Streetscene and the character of the area and increases rainwater run-off leading to problems with flooding. This is a considerable problem in the Borough.

On-street parking is popular and well used across the Borough. It can provide a useful buffer between pedestrians and traffic and adds activity to the street. However, it can also introduce road safety problems and reduce available carriageway width for general users, public and emergency services and be visually dominant within a Streetscene.

On-street parking is permitted in all 'Link' and 'Place' categories within the Borough. However, when determining the level of new on-street parking within an area the following factors must be considered:

- The overall level of car ownership in the immediate area.
- The amount of off-street parking provided.
- The amount of allocated parking provided.
- The speed and volume of traffic using the street; and
- The width and geometry of the street and its junctions.
- The road's status as a priority bus or cycle route

Parking bays and Kerb lines must relate to building form. Street designs must, wherever possible, positively identify spaces for parking (positive parking). Care must be taken to avoid the barrier effect created by unbroken Kerb parking by the use of Kerb build outs around trees for instance. When implementing new on-street parking facilities the following design issues must be considered:

- Spaces must be clearly indicated with road markings or changes of material.
- Parking is recommended to be limited to small groups of five spaces separated by Kerb build-outs, street furniture or planting to help to break up the visual impact and aid safe crossing.
- To aid street cleaning, on-street parking shall drain towards the street; and
- Perpendicular or echelon parking should be considered in 'Home Zones' and 20mph zones where there is adequate space, as should permeable materials to aid the drainage of surface water..
- Positive parking regimes, avoiding the use of yellow line parking restrictions etc., will be encouraged in conservation

¹⁸ Draft for Consultation leaflet published October 2009, page 11

areas.

- Rear access servicing must always take precedent over street side servicing. Where rear servicing is not servicing space for vehicles must be limited to essential needs and be unobtrusive. Wherever width allows, potential designated servicing bays may share footway area space but only be operational at off-peak hours of the day.

4.3.9 PROVISION OF PARKING FOR CYCLISTS

New cycling facilities will be a priority in 'Place' categories A-D. Refer to section 6.1.10 for location and design of cycle stands.

The London Assembly has identified a lack of cycle parking in popular locations as a key barrier to increasing the number of cycle trips made. This is summarised in their report 'Stand and Deliver' (2009) where they highlight that despite recent increases in provision, the availability of cycle parking and the security of parked bikes remain the two biggest cycling-related concerns.

4.3.10 ADOPTABLE HIGHWAY SCHEMES

Developers shall liaise with the Council to agree 'Link' & 'Place' status of new developments before commencing design. This will ensure the use of the correct materials and standards as specified

in the guide and the adoption process. Any new streets should be designed in accordance with this guide as agreed with the Council and as required through the 'design and access' aspects of planning consent procedures.

4.3.11 BOROUGH AND TLRN INTERFACES

As set out in TfL Streetscape Guidance¹⁹ any street work bordering a TLRN road or a neighboring local authority shall be integrated and coordinated. The Borough and designers shall share information and co-ordinate with TfL or the neighboring local authority to ensure that:

Comprehensive area-based improvement schemes can be implemented using the resources and skills of a wide range of partners.

Seamless Streetscene occurs at administrative boundaries, avoiding abrupt changes in paving and street furniture materials and patterns; and

Improvement schemes are informed by a wide range of stakeholders through co-ordination and a consultation process, thereby avoiding abortive work.

¹⁹ 2009 Chapter 4: key Design Principles

5 WHOLE STREET ENVIRONMENT SCHEMES

The Whole Street Environment (WSE) concept and the associated WSE Schemes involve alterations from “fence to fence” and are a key part of the Council’s highways maintenance PFI project. Note that although an outline is given here the full WSE methodology is defined in method statement 24 of the PFI contract.

WSE Schemes will be carried out where carriageways and footways are in poor condition and where further opportunities are identified to combine works for footways and carriageways with treatment to other assets (lighting, trees and verges, draining, street furniture etc.). Combining replacement or upgrading of certain asset elements, which have not yet reached critical condition, with planned carriageway and footway works will result in more integrated design outcomes, improved value for money and less disruption to the local population. Where budget is available to implement a programme of WSE Schemes, they will be distributed evenly throughout the 5 committee areas of the Borough.

Scheme for consideration for WSE funding will display one or more of the following criteria:

- Planned Maintenance works are required to both the footways and carriageways; and
- The location has a ‘Place Status category’ of A, B, C or D. However, category D would have a lower priority for selection.
- The location has been identified in the Network Safety and Integrity Report.
- WSE schemes provide the perfect opportunity to re- evaluate the appropriateness and functions of a particular stretch of street by considering land uses and social movements and dynamics of that street and being more imaginative in the way the streets is designed and laid out. Redefining user needs is a priority in WSE schemes across all ‘Place’ categories A-D. This will be achieved through significant local community involvement with the Council in the form of hands-on community design workshops, walkabouts, steering group meetings, and public exhibitions building on the best practice developed as part of the Authority’s Community Streets Programme. The following case study demonstrate the application of WSE principle in 2024 in Hounslow.

5.1 GROVE PARK PIAZZA:

Grove Park Road, at the junction with Spencer Road and Station Approach in Chiswick had long been a wide and under-used extent of carriageway surrounded by local shops, a public house, and residential dwellings. Despite the high footfall and vehicular movements for the area due to its proximity with the train station, the junction was difficult for pedestrians with limited footway widths and crossing opportunities. The area was also uninviting and did not possess a sense of place.

Although previous initiatives to provide additional trees had helped uplift the areas, their location on the periphery of the junction meant that their impact was limited.

Building on strong local support and desire for change, a scheme was developed to markedly increase the sense of place for the junction and uplift the area.

The proposed measures include re-allocated road space, increased footway width, raised carriageway level through the junction to decrease vehicular speed, rationalised parking, provision of a rain garden and additional seating, new trees, and associated planting. Historical drainage issue were also addressed as part of the scheme.

The scheme, which included a real fence to fence transformation succeeded in uplifting the area for the benefit of all users.



6 STREET DESIGN ELEMENTS

This chapter forms the 'kit' section of the guide, bringing together a palette of materials, furniture and planting specifications and drawing references to help design and maintain the street. Where relevant materials and details will be referenced to highways specifications and adopted standard details contained within Appendix B and to maintenance requirements detailed in Chapter 7. A summary of all materials and details is also contained within the 'Palette of Borough Street Furniture' in Appendix D and 'Palette of Borough Street Furniture and Materials' in Appendix E.

All furniture and materials described within the following section and listed within the materials palette are not exhaustive and provide to the general appearance that is preferred by London Borough of Hounslow. However, it is accepted that if a cost-efficient alternative can be found that is of similar or better quality then this will be considered for use.

It is acknowledged that it may be desirable to use alternative furniture and materials for streets which have distinctive local characters, such as Community Streets, Conservation Areas. These are reflected in the palettes provided.

Advice on variations or clarification regarding the furniture and materials shown should be sought from the Streetscene Review Panel before use.

Developers should design and propose street litter bins that follow the visual guidance and palette set out in the Streetscene Design Guide (SDG). Standard borough-approved bin models must be used in most locations to ensure consistency, servicing efficiency and lifecycle compatibility. Premium or 'Olympic-style' bins for high-profile areas require prior approval by Hounslow Highways. All bins must meet durability, accessibility and servicing standards and must not introduce operational inefficiencies. Early consultation with Hounslow Highways is required.

6.1 VERTICAL ELEMENTS:

All furniture shall be arranged or grouped in a consistent way to create clear unimpeded routes. Any new column shall be erected in line with the boundary of the property to avoid obstruction to doors and windows. The arrangement of furniture shall ensure that the unobstructed footway is minimum 2500mm in 'Place' categories A-B, 2000mm in 'Place' category C and 1500mm in 'Place' categories D-E where physically possible.²⁰ Where minimum footway widths cannot be achieved between furniture then a 150mm white visibility band must be included on all bins, poles, and bollards. In special circumstances (e.g., historically important places or features) further consultation may be necessary.

The London Borough of Hounslow standard range of furniture will be used in all areas unless otherwise stated. The colour of all street furniture shall be Black, RAL No. 9005, (except for natural wood) unless there is an opportunity to use good quality austenitic stainless steel, particularly in conservation areas or areas of special distinctiveness. All vertical street furniture shall also be located to back or front of the footway in first instance, to maximise clear zones and open the relationship between footway and carriageway.

Consideration should be given to the potential attractiveness of these elements to act of vandalism such as graffiti and fly posting and how these would be managed once the elements are installed.

6.1.1 ADVERTISING SIGNS AND A-BOARDS

Encroachments into the public highway by advertising signs such as awnings, banners, barriers, and planters shall not be permitted without good reason. Refer to council policy on this.

All advertising signs and A-boards on the public highway are subject to enforcements, planning permission or business regulations

6.1.2 BESPOKE FURNITURE

The use of bespoke furniture and materials will form part of the enhanced palette and may be limited to high profile and intensively used locations or locations that form part of the Community streets programme. Bespoke items can significantly enhance the character of a locality but can also make future maintenance and replacement challenging. It is vital that proposed items are approved by those who will maintain them and that the specification and manufacturer's details are provided to the Council's maintenance professionals to allow them to re-order and re-supply.

6.1.3 BINS

For the approved bin types please refer to the street furniture checklist in Appendix D

6.1.4 BINS (RECYCLING)

For the approved recycling bin types please refer to the street furniture checklist in Appendix D.

6.1.5 BOLLARDS

There shall be a presumption in favour of using alternatives to bollards where possible. Alternatives include raising Kerb heights, reinforcing construction to resist over-run, using other street furniture, using trees or more enforcement of parking restrictions. In all areas bollards should be used as a last resort.

There are several locations with distinctive bollards in the Borough which shall be treated as an asset to be retained and refurbished, as in Hounslow Town Centre, Barley Mo Passage, Isleworth Lower Square and The Butts, Brentford.

Cast (usually iron) bollards shall not be removed without checking whether they are historic or part of a special character. Many are of distinctive patterns which should be treated as assets, particularly in conservation areas or areas of special distinctiveness.

Bell bollards should only be used as a last resort where the safety risk from overrunning vehicles cannot be mitigated by other means and where a minimum footway width of 1500mm can still be achieved.

For the approved bollard types please refer to the street furniture checklist in Appendix D.

6.1.6 BOLLARDS ON REFUGE ISLANDS (REFLECTIVE OR ILLUMINATED)

For the approved refuge bollard types please refer to the street furniture checklist in Appendix D and 6.1.23 for guidance on Traffic and Road Signs.

6.1.7 BOUNDARY RAILINGS

Low timber post knee rails or timber bollards may be used as a boundary around open spaces and grass verges where vehicle over-run is an issue. Where appropriate, the use of double height kerbs to protect verges may be used. Historic railings shall be retained and restored where possible. There are occasionally

²⁰ Department for Transport - Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure

(2002)

opportunities to install new railings in a historic pattern. Metal railings shall always be painted in Black, RAL No. 9005.

For the approved boundary railing types please refer to the street furniture checklist in Appendix D.

6.1.8 BUS SHELTERS

The London Borough of Hounslow will encourage Transport for London and their suppliers to install and maintain bus shelters that are appropriate to individual sites. The aim should be to provide shelter at every site where significant numbers of people wait to catch a bus - in this context significant will be regarded as more than 50 people per day. As most busy bus stops already have shelters, new and/or in good condition, the selection of shelters for new sites should consider the style of adjacent shelters and the character of the area, with the aim of creating a consistent “run” of shelters along a given bus route or arterial road. The length of shelters may be expected to vary with the number of people at each stop, but the style should be consistent.

Shelters should face the carriageway and provide a clear view of approaching buses for passengers waiting in the shelters. Shelters must be positioned to avoid obstruction to passengers boarding and alighting from buses, and in particular wheelchair passengers using the centre door of the bus.

Shelters within the boarding and alighting zone must therefore be set back at least 2.7m from back of shelter to the Kerb line²¹. If there is insufficient footway space to allow this, the shelter should be located outside the boarding zone - mainly immediately downstream from the stop.

Care must also be taken to ensure that shelters do not obstruct footways. There should be at least 1.5m behind the shelter, if mounted “centre of footway” or 2.5m if mounted at the rear of the footway. These clear dimensions should be increased on busy streets and in town centres. The effect on historic boundaries and listed buildings should be considered.

If there is insufficient width for shelters to face the carriageway, they may be mounted facing away from the carriageway, in which case the rear of the shelter must be at least 0.5m from the Kerb line and the shelter must be located immediately “downstream” of the boarding and alighting area.

Shelters may have end panels, which provide protection from wind and rain, but if such panels obstruct the footway, then the end panels should be omitted.

Seating should be provided within shelters, except where it is established that the provision of seats has undesirable consequences in terms of encouraging non- bus passengers to congregate or loiter. Seating should be durable and “minimal” in style, to discourage loitering. The seating is permissible where bus frequencies are high.

Advertising will continue to be permitted on bus shelters, in end panels and preferably rear panels, except in ‘Areas of Distinctiveness’ or areas of advertising control. Any advertising needs to comply with statutory requirements.

Advertising panels may be internally illuminated, but moving, rotating, flashing, pulsating or video-style advertising displays will not be permitted. No sound output from advertising panels will be permitted.

Accessible bus stops should be accessible to all users in accordance with TfL guidance.

6.1.9 CCTV

Consideration should always be given to utilising lamp columns for mounting portable cameras. Where new lighting is proposed and portable cameras are likely to be installed in the future strengthened columns (with a thicker shaft) must be specified.

Any new CCTV installations should ensure optimum line of sight is achieved so that only a minimum number of cameras are required. Locations of columns should not create additional clutter within the street or obstruct the movement of pedestrians.

New column installations in areas of distinctiveness are likely to be sensitive and locations must be referred to planning / conservation officers for consultation.

6.1.10 CYCLE STANDS

London Borough of Hounslow (LBH) 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 shall 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 shall adhere to the London Cycle Design Standards, Cycle Infrastructure Design Local Transport Note, and the key design principles of the document.

Where possible, cycle stands should be placed at entrances to pedestrian zones or at nodal points where cycle usage is anticipated. They should be grouped rather than placed in isolation and ensure adequate footway clearance widths are allowed for when cycle stands are full of parked bikes.

Cycle shelters where room permits and demand warrants should be considered.

For the approved cycle stand types please refer to the street furniture checklist in Appendix D.

6.1.11 ELECTRIC VEHICLE (EV) CHARGING POINTS

Provision of public charging facilities is an important element for overcoming barriers to the uptake of electric vehicles. The provision of EV charging in the Borough is expected to be a mixture of both on and off-street provisions, particularly where demand for electric vehicles is high from residents, but no off-street parking provision is available to them.

Provision of public electric vehicle charging facilities is central to Hounslow’s EV Strategy. The Borough has committed to more than 2,000 new charge points by March 2026 (as amended), delivered via private-sector investment, including fast and rapid chargers at over 100 strategic locations. The Borough also secured LEVI funding enabling lamp-column chargers and resident-priority charging bays. Developers must align with the Electric Vehicle Charging Strategy (as amended) and London Technical Advisers Group guidance on private EV charging on the public highway.

For further details about the provision of EV charging points,

²¹ Accessible bus stop design guidance, Bus Priority Team technical advice note

please refer to Hounslow Electric Vehicle Strategy 2022/23-2025/2026. Also refer to LoTAG Private EV Charging on Public Highway Guidance. Note that Hounslow was part of the first five local authorities in England and Wales to receive approval and grant from central Government to implement EV charging throughout the borough.

6.1.12 GRASS VERGES

In many cases pavement verges are a record of the history of the street which shall be retained. Existing verges are either grassed or hard surfaced. Many of the hard surfaced verges are thought to have been converted from grass verges over the last 70 years or so to deal with the enormous increase in road traffic over this period. Existing grass verges shall be retained and protected, they may be enhanced by trees, seasonal bulbs, or in some cases shrub planting, so as to increase their perceived value and safeguard their long-term future. Existing hard surfaced verges may in some cases be returned to grass.

6.1.13 GUARD RAILS

The presumption by the Council should always be to use a pedestrian barrier solely to maintain or improving safety. Design teams should question the need for guardrails and remove any that cannot be shown to be needed to maintain pedestrian safety²². A GRAF (Guard Rail Assessment Form) audit must be carried out prior to any removal and its recommendations agreed with the Head of Traffic & Road Safety.

Consider use of cycle parking where guard rails are removed as they are often used as informal cycle parking.

For the approved guard rail types please refer to the street furniture checklist in Appendix D.

The following guidelines shall be consulted when considering incorporating new guardrail in the borough:

- Department for Transport (2021) Inclusive Mobility.
- Transport for London (2019) Pedestrian comfort guidance.
- Department for Transport (2009) Pedestrian Guard railing.

6.1.14 LIGHTING

The contrast between standardised highways lighting and lighting for the Streetscene should be recognised, and where practical light sources may be encouraged to emphasize the pedestrian context and encourage use of streets at night. The design of the lighting should integrate with the surrounding buildings and public space, e.g., highlighting, and up lighting of trees, features, and landmarks.

All lighting needs to meet the latest British and European street lighting standards. Consideration should always be given to utilising lamp columns for mounting other street furniture to reduce street clutter. Where the need for additional loading capacity has been identified on lighting, e.g., for the purpose of accommodating banners, hanging baskets, larger signs, or mobile telephone aerials, strengthened columns (with a thicker shaft) must be specified.

Historic lighting shall be restored wherever possible and any new lighting columns and luminaires shall be designed to a high standard using flanged mounted root lighting columns that save on root and pavement reinstatement costs.

Where non-standard street lighting fixings are provided the location must be recorded for the Asset Register.

All bespoke highways lighting or feature lighting for 'Areas of Distinctiveness' shall be of a high-quality modern design and not imitate historical models unless part of existing run or otherwise agreed.

The design and specifications set out here are only to be used as a guide. For all new lighting to be installed on the highway or to be adopted the final solution in respect to lanterns, standards and activation levels must meet the PFI output specification detailed in schedule 3 of the PFI contract documents and be agreed with the Streetscene Review Panel..

Where non-standard street-lighting fixings are provided, details and the location must be recorded for the Asset Register.

For the approved lighting types please refer to the street furniture checklist in Appendix D.

6.1.15 PEDESTRIAN FINGER POST AND INFORMATION SIGNS

Design of signage must be coordinated to ensure the information is concise. Signs should where use one post and be located at key movement nodes.

Finger Posts shall only be located where a clear need for directional information is identified. The design of finger posts must be resistant to abuse from vandals.

Signs in 'Heritage' styles should be avoided where their design compromises the clarity of the information on them e.g., gold text on black.

Historic or significant finger posts should not be removed, even if they need to be duplicated or repeated (assuming there is no conflict of information).

Transport for London has also developed a comprehensive way-finding system for pedestrians in town centres called 'Legible London'. The system uses a well-researched and clear methodology to present directional information with a number of different 'products' available. These include free standing plinths, traditional finger posts, and branded posters for display in public transport interchanges.

Legible London is currently in the process of being rolled out across London and the authority is keen to support its introduction into the Borough. Future signage proposals should consider whether an area wide Legible London approach is appropriate, particularly in 'Place Status category' of A, B or C.

For the approved pedestrian signage types please refer to the street furniture checklist in Appendix D.

6.1.16 PERIOD FEATURES & PUBLIC ART

The Council should seek to retain and repair historical street furniture or surfacing in its original location. To achieve this, it may be appropriate in some circumstances to cleanse and re-sett features. If such repair is deemed necessary, the planning department / conservation officer should be consulted as some are listed and work may need consent.

Original period features include street furniture such as lighting

²² TFL Streetscape Guidance 2009 - Technical Guidance 8.24

columns, bollards, covers and gratings, signposts and railings, and surfacing such as kerbs, milestones, channels, setts, brick or cobbling, war memorials. Non-standard

Victorian stink/vent pipes present on the network should be preserved. They are, however, a third-party asset, and their maintenance is not included as part of the contract. Non-standard stone kerbs, setts or metal edges and flush edges may occur in historic and other special areas. Public art may include statues, abstract objects, mosaics, or murals. All these should be deemed of 'special character' and maintained like-for-like unless otherwise negotiated.

Developers are advised that any third-party attachment to street lighting columns—including festive decorations, hanging baskets, CCTV/ANPR, sensors, or similar equipment—requires prior approval and a license under Section 178 of the Highways Act 1980 (as amended). Installations must maintain statutory clearances, comply with structural and electrical standards, and avoid compromising column loading, as set out in the Attachments to Street Lighting Columns Policy. Only competent accredited installers may undertake such works. Developers must refer to the full technical requirements, including application procedures, structural/electrical criteria, and maintenance obligations—available on the Hounslow Highways website.

6.1.17 RAISED PLANTERS

Raised beds provide protection and a means of getting trees and shrubs into areas where there is insufficient depth available otherwise. Planters can provide high quality architectural detailing and sculptural elements if appropriate to their setting. Poorly located planters can clutter pavements, restrict passing widths, and interrupt pedestrian movement. New planters must be limited to locations where there will be a retained clear pavement width of at least 2m. Planters may be used on the carriageway in some circumstances, particularly as part of traffic calming scheme to reduce speeds (these often form part of a Community Street scheme).

Raised planters shall have adequate drainage with consideration for the sub-base and its drainage capability.

Irrigation / maintenance costs shall always be considered before installing planters. In some locations community ownership and management of planters could be considered.

6.1.18 SEATING

Accommodating additional seating will be a priority across all areas of the Borough to provide rest points for pedestrians and where people congregate, such as local shops and schools. All new seating will be located where there is good lighting and natural surveillance and where congregating people will not cause a nuisance to adjacent properties or reduce security.

Consultation may be required for new facilities

When specifying a new memorial bench one of the 2 standard styles of seats will be specified together with an engraved metal plaque fixed centrally to the back of the seat. Where an existing seat already exists in the location of a proposed memorial bench it may be appropriate to renovate the existing seat instead of procuring a new one and fixing a new engraved metal plaque.

For the approved seating types please refer to the street furniture checklist in Appendix D

6.1.19 SHRUB PLANTING

All planting schemes shall have a well-defined maintenance regime in accordance with schedule 3 of the PFI document Output Specification. They shall incorporate seasonal variety in their selection of plants and native species, of local provenance where feasible, to reflect and enhance the adjacent habitat in accordance with the Council's Biodiversity Action Plan.²³

There shall be a presumption in favour of low maintenance species. Species should be of appropriate size when mature so as not to require regular pruning. Over-growth can significantly restrict footway widths and shall be a consideration when locating planting.

Shrub planting must be located to avoid creating CCTV 'blind spots' and areas of poor surveillance that may facilitate criminal activity.

The use of ground covers and shrub species with dense growth down to the ground should be assessed on a site-by-site basis. Where there is a significant risk of litter dumping or collection of litter and infestation, they should be avoided.

Where practical, there shall be a presumption in favour of retaining hedges and hedgerows with their removal being an absolute last resort. Alternatives may include partial removal, cutting to reduce height or replanting them in a more appropriate location. Where applicable, it is preferable that hedges or hedgerows that have been removed are replaced with new hedges or hedgerow planting. Care shall be taken to mitigate any environmental impact resulting from hedgerow removal and an ecological impact assessment is likely to be required

There is quite a wide palette that could be used but the seven most used species are.

- Cotoneaster Coral Beauty
- Cotoneaster Skogholm
- Symphoricarpos Hancock
- Lonicera Pileata
- Euonymus Emerald Gaiety
- Viburnum Tinus
- Lavender (species)

Also, the recommended hedging species would be.

-
- Hazel
- Field maple
- Dog rose
- Carpinus Hornbeam
- Crataegus Hawthorn

Some areas we also have Privet and Pyracantha. Although dead plants are replaced with the same variety for continuity, these should not be used for new schemes as privet grows too quickly and Pyracantha has large spikes.

6.1.20 STREET NAME SIGNS

Wherever possible, street name plates and signs should be positioned at the rear of footways in a location that can easily be seen by vehicle users with minimal obstruction. There shall be at least one street name plates on each road. Existing name plate locations if suitable shall be retained.

²³ Hounslow Local Biodiversity Action Plan 2003

Historic street name plates should be renovated rather than replaced to ensure that the history of the Borough's Streetscene is protected and that a stronger sense of place evolves over time. Historic or significant wall-mounted street signs shall not be removed.

6.1.21 TELEPHONE KIOSKS AND PUBLIC AMENITIES

Public amenities should be placed where they do not restrict movement on the pavement. They should be placed parallel to the Kerb, preferably to the back edge of footway and conveniently located. Market stalls should have clearly defined pitches, delineated on the ground with metal studs or subtle painted lines to ensure they do not obstruct the pavement.

6.1.22 SIGNALS AND CONTROL CABINETS

Where practical traffic signal equipment should be integrated within surrounding street furniture and the number of signal heads and individual aspects kept to a minimum. Cabinets shall be located flush against a back wall on Streetscene to avoid creating areas of poor accessibility for maintenance vehicles or manual cleaners.

Longer term aims shall be to lobby utility companies to design their cabinets to discourage flyposting and to share cabinets with other utilities to avoid multiple cabinets in high profile locations.

6.1.23 TRAFFIC AND ROAD SIGNS

The provision and size of signs on the project network should be kept to a minimum and the need to maintain existing signs should be considered when implementing schemes on the project network.

Warning and 'give way' signs may be unnecessary in areas where vehicle speeds are low, and 'No waiting at any time' signs are no longer required by regulations. Backing boards are not to be used without the approval of the SDG panel.

All traffic signage shall be in accordance with 'the Checklist of Borough Traffic and Sign Variations' in Appendix C. All other signage shall be in accordance with the Traffic and Signs Regulations and General Directions 2002 Understanding of the regulatory and directional content of this document is required.

As outlined in Manual for Streets, the Traffic Signs Manual and other Local Traffic Notes are advisory documents. The flexibility in both documents shall be used to rationalised signing and use other techniques to achieve the same result where possible.

Departure from these standards can be agreed with the Department for Transport (DfT), such as the authorisation obtained for the use of reflective and non-illuminated keep left bollards for traffic islands.

This is also particularly relevant in the 'Areas of Distinctiveness' as highlighted in the Traffic Advisory Leaflet 1/96, Traffic Management in Historic Areas, and Traffic Advisory Leaflets on Historic Core Zones.

6.1.24 TREES (PROPOSED)

The provision of trees is a priority across all 'Place' categories A-E. Street trees are an essential element of the Streetscene lending a particular character to an individual road or neighbourhood and raising an area's 'livability.'

In 'Areas of Distinctiveness' Y and Z a higher proportion of tree

and shrub planting may be appropriate on the footway, where space allows.

The choice of street tree species shall be agreed in consultation with the Highways Maintenance PFI Contractor. The selection of tree species must consider the following:

- Impact on the maintenance of the Streetscene. (Fruits, thorns, thrown branches, high water demand, or aggressive rooting characteristics may be problematic.)
- Pruning requirements of tree (branches that overhang and obstruct pedestrians or vehicle movement will be removed).
- Trees shall not be planted where they will unreasonably reduce pavement width and obstruct movement of pedestrians, wheelchair and mobility scooter users and parents with pushchairs.
- Larger structural tree species are preferred rather than smaller short-lived species.
- New schemes shall be designed to anticipate the future space that these trees will require.
- The location of trees shall not interfere with streetlights, telegraph pole wires, road signs, and other equipment, such as "pay & display" machines, cycle stands and bus shelters.
- Trees will not be planted in, or near, off-carriageway cycle lanes
- Trees shall not stand directly before windows, doorways or other access points such as driveways or garages.
- Trees shall not conflict with underground services or structures. (Obtain detailed information on soil condition and underground structures and services before planting).
- Trees shall not obstruct views for pedestrians or drivers at junctions.
- The minimum spacing of street trees shall be no less than 8m apart, but the exact spacing will be determined by local underground services, street conditions and the mature canopy spread of the species selected. All trees shall be planted in long narrow trenches parallel to the street to alleviate problems with roots penetrating the footway and damaging the surface. Vertical and horizontal root barriers will be specified to avoid damage to pavements, nearby low structures, or adjacent services. Root protection measures should be assessed on a tree-by-tree basis. It is important to ensure that the depth of the barrier is sufficient to deflect root growth to such an extent that they will not simply grow under the barrier and resurface.
- Street trees will require a specialist contractor to provide maintenance services, and a planned watering and maintenance approach must be adopted for 3 years for all newly planted trees, regular maintenance of tree pits is also essential.
- Drainage and pavement fall around the tree shall ensure that saline run off from the road in winter months does not kill the trees.
- All tree pit designs shall meet the requirements of the Highway Maintenance PFI Contract specifications and include a fertile growing medium, irrigation/aeration system, tree guying, and a maximum tree pit size for the proposed tree size.
- Wherever possible, newly planted trees shall be large enough to avoid the need for tree guards, e.g., Extra Heavy Standard.
- Trees should not be planted where the footway width will be reduced to less than 1500mm after installation of the tree pit. In these cases, the Council will encourage opportunities for tree planting within a footway build-out.
- In some street locations, trees planted on private property or within park boundaries may have particular importance, due to the space available to accommodate them. The Council will encourage opportunities for tree planting on private land in these situations

and ensure existing trees are protected with Tree Preservation Orders if necessary.

The preferred trees would be narrow crowned; the species used in Hounslow are.

- Liquid Amber
- Prunus (species) Cherry
- Carpinus Hornbeam
- Acer (species) Maple
- Tilia (species) Lime
- Platanus London Plane
- Hazel

Developers must follow Hounslow's current arboricultural standards **(as amended)** for species suitability, soil volumes (typ. **>12 m³** per street tree unless otherwise justified), rooting zones and conflict avoidance with utilities and street furniture. Proposals must use climate-resilient species, provide establishment measures (watering, stakes/guys, mulch) and commit to replacement of any failed trees in line with Borough standards.

Any proposed removal of a street tree requires compliance with **Section 96A of the Highways Act 1980 (as amended)** (duty to consult). Planting data should be compatible with the Borough's **Greentalk** system for mapping and long-term maintenance transparency.

6.1.25 TREES (EXISTING)

Existing trees should be protected from service excavations, road resurfacing, Kerb repair work, and salt gritting, with work in their vicinity carried out in compliance with British Standard 5837:2012, and the recommendations of the National Joint Utilities Group: 'Guidelines for the Planning, Installation and Maintenance of Utility Services in Proximity to Trees'²⁴.

Where existing roots are causing damage to the footway, paving can be removed and either reinstated at a raised level or replaced with flexible materials such as black top or compacted gravel in the affected area. An assessment of the value of the tree can also be undertaken with specialist arboricultural officer of the Highway Maintenance PFI Contractor looking at amenity, condition and remaining life of the tree and consideration given to the value of maintaining such tree versus replacing it with new one(s). Safety and integrity of the PN for the users must always take priority when considering the appropriate course of action.

In some cases, if a tree is removed the same or similar species is used to replace it at an average rate of one replacement for each removal. This will be for the continuity of an Avenue or a Vista, such as London Planes and Limes in Chiswick, however some species may not be returned to the same area as they are unsuitable for the highway such as Ash and some Apple species amongst many others as they cause subsequent damage to the footway and carriageway.

6.2 PAVING ELEMENTS

6.2.1 ACCESS TO BUILDING AND STREET FRONTAGES

In all street improvement projects, the footway should be laid flush with the entrance to all retail, commercial or civic premises leading from the street. Where this is not feasible internal

alterations to premises should be allowed for and agreed.

Ramps, permanent and temporary, provide for disabled access to the property and help achieve the aims of the Equalities Act. However, they should be installed in a way that does not obstruct movement on the footway or cause a trip hazard

6.2.2 BUILD OUTS

A build-out is the narrowing of an existing road profile by increasing the width of footway to slow vehicles, improving the amenity of pedestrians, accommodating tree planting or segregate parking.

They shall form a natural continuation of the street with paving running continuously from the original footway into the build-out and only be designed where adequate drainage levels can be accommodated.

Large buildings should be landscaped with strategically sited trees and, where possible, new seating, cycle parking, and lighting.

When renewing or introducing new build outs (and pedestrian refuges at uncontrolled or controlled crossings) an assessment of the impact they may have on cyclists through creation of a pinch points will be undertaken. Pinch points such as traffic islands often create 'critical lane widths' of 3 - 4.4 metres where drivers may try to overtake cyclists at dangerously close proximity. These are some of the most disliked features of the roads by cyclists. The preferred solution is to remove the pinch point (e.g., replace pedestrian refuges with straight across zebra or pelican crossings) or, failing that, increase the lane width to metres (4.1-4.4 may be acceptable in low-speed areas), where safe overtaking is possible. Where these preferred solutions are not possible and traffic speeds are around 20mph, or traffic calming can be introduced to lower speeds to 20mph, the lane width should be reduced to 3m so drivers cannot overtake at the pinch point.

6.2.3 CARRIAGEWAY SURFACING FOR CYCLES AND BUSES

Due to their high cost and low durability DfT and TfL have both in recent times recommended that coloured surfacing be used sensitively and sparingly. As such the use of coloured surfacing on the project Network is discouraged and its use will be treated as a departure from the guidance and require approval from the SDG panel. Coloured surfacing will also not be re-provided as a matter of course following carriageway resurfacing.

In 'Areas of Distinctiveness' coloured markings should not be used unless approved by the 'Streetscene Review Panel.' In these situations, black top surfacing in conjunction with cycle or bus logos and appropriate lane markings are sufficient. For cycle lanes different surfacing materials and detailing such as borders to paving should be used to enhance guidance for cyclists and others as an alternative to signage.

Line marking symbols should be sensitively used, enough to clearly show a route, but not to be unacceptably dominant within the townscape.

6.2.4 CARRIAGEWAY MARKINGS

All carriageway markings should be in accordance with 'the Checklist of Borough Traffic and Sign Variations' in Appendix C. All other markings should be conformed to Traffic and Signs Regulations and General Directions 2002 and the Traffic Signs Manual. Understanding of the regulatory and directional content

²⁴ NJUG 10, 1995.

of this document is required.

6.2.5 DRAINAGE

Weir gullies are preferable in the carriageway on cycling routes and everywhere in 'Link' status 1 and 2 where there is major reconstruction. Weir gullies are also recommended in areas with extensive leaf fall.

Special attention should be given to providing adequate drainage where there are traffic calming features such as side road entry treatments and where the footway is being extended into the carriageway.

The use of footway drainage systems should be avoided wherever possible with run-offs drained by means of a simple cross-fall across the footway. Where drainage is required on footway open drain channel are preferable to slot drains or grilles on all wide footways.

All gullies in the carriageway and footway must be connected to the main sewer. In locations where this is not possible, the use of soakaway may be appropriate.

6.2.6 DROPPED KERBS / TACTILE AND CROSSOVERS

Department for Transport Guidance on the use of Tactile Paving Surfaces and the Royal National Institute for the Blind's Sign Design Guide³⁷ should be referred to each time work is undertaken to change Streetscene. For avoidance of doubt unobstructed access for those with mobility impairments (particularly those in wheelchairs or mobility scooters), in the form of drop kerbs or raised tables/entry treatments, will need to be provided across all junctions and side roads.

It is important to balance the use of tactile paving between benefits to the blind and discomfort to pedestrians with other physical disabilities. Tactile paving for cycle paths and steps should be used sparingly with the design simplified or reduced to avoid complexity.

Red tactile paving should be used at all controlled crossings and buff tactile paving at all uncontrolled crossings. Tactile paving matching the main paving material may be permissible in areas of distinctiveness or immediately adjacent to important listed buildings where a strong design case can be made. (refer to Chapter 4). The use of steel studs to create tactile surface is not endorsed.

Drop kerbs for pedestrian access must be surrounded by level pavements and have a clean, straight-edged construction. They shall not exceed a gradient of 1 in 12 and have genuinely flush kerbs level with the road surface.

At vehicle crossovers an upstand of 25mm must be maintained between the carriageway and the ramp to ensure linearity if drainage is maintained along the Kerb edge. Once the crossover reaches footway level then a genuinely flush surface should be maintained.

6.2.7 FOOTWAY MATERIALS

Footway surfacing materials are categorised under the four Link and Place bands outlined in Chapter 4 and include:

Bands 1, 2 and 3 White footways:

- 'Grey' pre-cast concrete modular paving (400*400*63mm) is the preferred material. Slabs are to be laid perpendicular to

the carriageway with a 200mm bond. Concrete bedding shall be used where occasional vehicle over-run is anticipated. Edging kerbs are also to be provided where the

paving meets a soft verge to eliminate lateral movement.

- ASP or concrete flags (600/450*600*63mm) could also be used when needed for aesthetic or technical reasons (subject to approval). These must not be used in areas where vehicle overrun is anticipated. Edging kerbs will not be necessary due to the added stability of these larger slabs. Slabs are to be laid perpendicular to the carriageway with a minimum 150mm bond.
- Apart from exceptional situations such as within recessed cover, no more than one cut per slab will be allowed and preference should be given to minimise flag cutting.
- For changes in paving directions, slabs should be cut with reduced units used earlier in the bond to get the best cuts.
- Grey concrete paving blocks (200*100*63mm) are to be used for private crossovers, tight junction corners, footway parking and where frequent vehicle over-run is expected.

Band 4, Black/Asphalt footways:

- 25mm 45/6HRA bin100/150 is the preferred surface course material for both footways and private crossovers in this band. If not available this product can be substituted with AC6 dense surface course 100/150.

Yorkstone may be used on streets within Conservation Areas and may be used in 'Areas of Distinctiveness' across all bands as defined in chapter 4. Diamond sawn is the preferred finish for most streets. Where practical the Council will endeavour to retain all existing areas of Yorkstone. Silver grey paving slab may be used where there is potential for variation within these areas. In new works the mixing of concrete flags and black-top should be avoided.

In all bands, traditional colour Tegula sett paving should be used for raised entry treatments, other coloured concrete sett paving can be used for detailing where applicable, such as shared footway parking and shared surfaces in distinctive areas but will require approval from the SDG panel.

The palette of materials in Appendix E has been selected to reflect the consistent approach to the quality of materials used on the highway network within the London Borough of Hounslow. They are intended to guide designers rather than specify particular products. This will allow choice where there is a potential for variation to reflect local character or for use in 'Areas of Distinctiveness.' Any changes and variations shall be discussed and agreed with the Streetscene Review Panel.

The above is to be used as a guidance and The Council reserves the right to maintain any footway paving as like for like material.

6.2.8 KERBS

Kerb materials are categorised under the four link and place bands outlined in Chapter 4 and include:

- Granite kerbs as the material of choice for band 1, 2 and 3 and 'areas of distinctiveness'. Concrete kerbs with recycled aggregate are also acceptable in these areas subject to approval; and

- Grey concrete Kerb for band 4.

Like-for-like replacement of Kerb materials is acceptable for maintenance works. Kerb heights shall be maintained by removing old surfacing or raising the kerbs before applying to a new surface. If this is not done, Kerb heights will be reduced over time with successive layers overlaid on top of each other encouraging vehicle over-run.

A minimum of 110mm shall be used as a typical Kerb height, with 150mm used where vehicle over-run is an issue.

An increased Kerb height at bus stops shall be provided for accessibility requirements and be in line with TfL Guidance.

Kerb Type	Kerb Height Range	Notes
New Kerbs	110-150mm	150mm used where there are vehicle over-run issues
Retain existing Kerb & resurface carriageway (Unprotected Footway)	Min 75mm	Kerb height adjustments required if less than minimum height
Retain existing Kerb & resurface carriageway (Protected Footway)	Min 30mm	Kerb height adjustments required if less than minimum height
Standard Kerb at bus stop	125-140mm	In accordance with TfL guidance
Special Kerb at bus stop	160-220mm	In accordance with TfL guidance
Pedestrian Crossing Point	Flush	
Vehicle Crossover	25mm	
Footway Parking	50mm	Separation between footway parking-space and rest if footway area.

Kerbing width and length shall be maintained to tie up with the remainder of the street. Minimum Kerb length cut to be 400mm.

The above is to be used as a guidance and The Council reserves the right to maintain any kerbs paving as like for like material.

6.2.9 PARKING AND SERVICING

For on street parking, the bays shall be of similar surface as the carriageway.

For footway parking, the surfacing material should be:

- concrete sett paving or reinforced concrete flags in band 1, 2 and 3; or
- Bitmac in band 4.

Road marking associated with Control Parking Zones shall be in accordance with the legislation for enforcement. For areas of uncontrolled parking, use of subtle delineation such as difference of materials shall be promoted for footway parking bays.

6.2.10 PUBLIC / PRIVATE OWNERSHIP

Where the area in front of buildings is in private ownership, the London Borough of Hounslow will encourage the cooperation of private owners to remove obstructions and match paving surfaces. Any required delineation can be set out with brass or

steel studs or strips. This also applies to the street interfaces with adjacent Borough and TLRN roads

This will improve and unify the appearance of the street and provide the best route for the visually impaired to walk using the continuous building façade as a guide.

6.2.11 RAISED ENTRY TREATMENTS

Raised entry treatments are raised speed tables at side road entries with a ramp on each side of a flat “table” section raised flush with the height of the footway. They extend fully across the carriageway, so they merge flush with the Kerb to provide a level crossing point for pedestrians. Where the cross camber of the side road is pronounced, the table section may need to rise slightly towards the middle of the carriageway.

Raised entry treatments shall consist of four granite bars, laid flush with the treatment and delineating the top and bottom of the ramps. The top bars shall be parallel and shall align with the alignment of the footway on the main road. The bottom bar nearest the main road should be parallel to that road, while the opposite bottom bar should run perpendicular to the side road, which means that in some cases the ramp section furthest from the main road will be asymmetrical.

The table of the raised entry treatment should be constructed in traditional coloured Tegula paving 80mm thick, using 240mm and 160mm gauge laid parallel with the main road. The width of the table should be consistent with the modular width of the sett paving and adjacent tactile paving, to avoid cutting the pavers lengthwise. Tactile paving shall precisely align with the width of the table (i.e., the inside edges of the top granite bars.) The width of the table (between the granite bars) shall therefore normally be 2400mm (equating to 15 rows of sett paving and 6 rows of 400mm tactile paving). Where appropriate, table widths of 1600mm and 3200mm may be used.

Asphalt should not be used for the table section of raised entry treatments and raised entry treatments constructed entirely of asphalt “humps” are not permitted.

The gradient of the ramps may vary according to circumstances including the nature and importance of the side road. The maximum gradient should not be more than 1:12, with a minimum 1:15 desirable where traffic flows into and out of the side road are significant and where buses use the ramps.

Where the available footway width is limited and the side road has low traffic flows, ramps may be slightly steeper in order to ensure that sufficient width is retained for the table without the treatment being set back from the line of the main road footway, but the maximum gradient should not exceed 1:10.

Drainage must be arranged to ensure that raised entry treatments do not cause water to pond either side of the treatment.

6.2.12 SUDS (SUSTAINABLE URBAN DRAINAGE SYSTEMS) AND RAIN GARDENS

The use of SUDS is considered a major objective and should be applied across all streets within the Borough wherever practical and technically feasible.

SUDS design must be integrated into new designs with consideration of maintenance and management responsibilities.

Options for SUDS in the Streetscene include pervious surfaces, soft verges, vegetated areas and soakaways, which can all be designed to promote the infiltration of surface water from the Streetscene into the ground.

Although the Authority does not require discharge consents for highway runoff either to surface waters or to ground water it has a responsibility to ensure that discharges do not cause pollution and agreement shall be reached with the Environment Agency before agreeing to discharge water into surface or under-ground water course.

Refer to the guidance on SUDS contained in the Interim Code of Practice for Sustainable Urban Drainage Systems, Part H of the Building Regulations and Sewers for Adoption²⁵

Further guidance on the delivery of SuDS can also be found in The SuDS Manual (C753)

Rain gardens form an important part of the London Borough of Hounslow's sustainable drainage strategy. They support local flood mitigation, water-quality improvement, biodiversity enhancement, and the wider Streetscene Design Guide (SDG) objectives.

Developers must consider the use of rain gardens at concept stage, particularly in areas where surface-water runoff can be intercepted at source, including footway buildouts, verges, parking areas, and school streets. Designs must maintain accessibility, preserve minimum pedestrian widths, and align with the SDG material palette and safety principles.

A rain garden proposal must demonstrate compliance with the four SDG principles, the Link & Place framework, and the SDG Review Panel process. Maintenance and long-term management must be accounted for in all submissions.

The full Rain Gardens – Design & Implementation Guide for Developers (SDG April 2026) provides detailed requirements covering sizing, hydraulic performance, planting, construction methods, materials, utilities coordination, safety, adoption and maintenance.

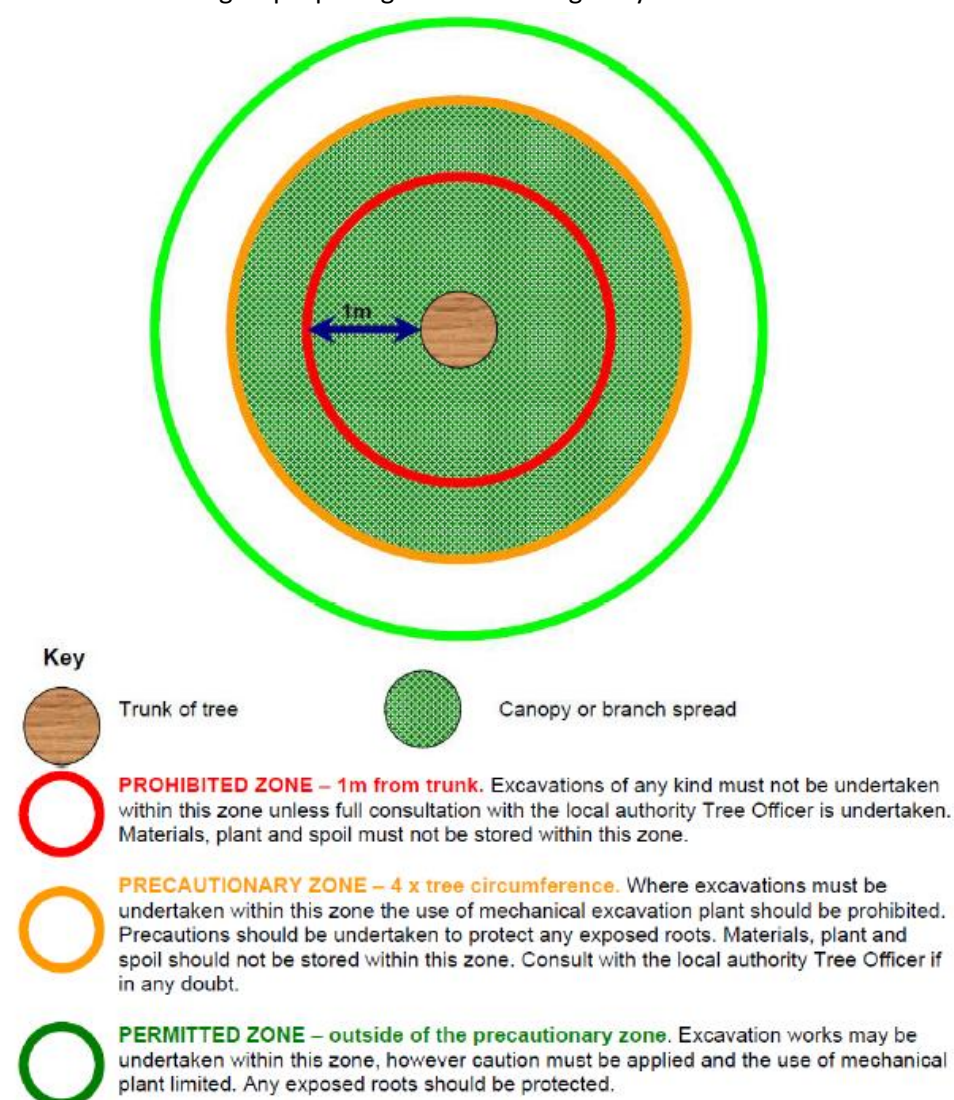
Developers must access the full guidance on the Hounslow Highways website under the 'Guidance for Developers' and 'Sustainable Drainage Systems (SuDS)' sections. All design submissions must follow the full guidance and incorporate the prescribed technical standards.

and maturity of tree.

The preference should be for permeable and flexible surfacing material to allow water to penetrate and be able to adjust to future roots growth.

The use of resin bound gravel should be avoided due to the lack of flexibility and skid resistance when wet of that material. Asphalt can be used in residential areas to maintain a safe and walkable surface where footway width is limited however its use will need to be agreed by the SDG review panel in Bands 1, 2, and 3 where white footways are to be provided.

The RHH Tree Root Zone Strategy should be consulted when undertaking or proposing works near Highway trees.



6.2.13 TRAFFIC CALMING

The current Mayors Transport Strategy (2018) is clear that highway authorities in the capital should investigate alternatives to achieve slower traffic speeds without resorting to vertical deflections where possible. This formed the impetus for the development of the Community Streets programme.

Kerb build-outs and chicanes should relate in design and materials to the overall built environment setting and Streetscene, keeping road markings to a minimum. Existing Kerb lines should not be retained in their existing position but realigned to the new build out.

Black-top should be used to form all traffic calming ramps including flat top ramps. Speed cushions on bus routes, constructed in asphalt rather than the concrete form, shall be used.

In all case a sinusoidal design for road humps will be required to minimise impact on ride quality of cycles.

6.2.14 TREE PIT SURFACING

The choice of surfacing materials in tree pits will depend on a number of factors such as location, footway width, footfall, type,

6.2.15 TREE GRILLES:

Shall be avoided as they are difficult to clean out can become a trip hazard when raised by roots. Avoid the use above ground staking, which clutter the street and detract from the tree planting. Use underground guying instead but if stakes are the only option they must be removed after a maximum of 3 years.

The treatment used shall be consistent along the entire street and judged on a site-by-site basis.

6.2.16 UTILITY COVERS

The use of inset covers will be encouraged in all 'Areas of Distinctiveness' and within areas of tactile surfaces to help hide the presence of inspection covers and achieves greater consistency of footway. Standard ductile iron covers with vehicle loading specification should be used.

Where covers should be laid square to the pavement coursing to improve appearance and limit the infill required around edges. Attention should always be given to the detailing around covers, which can have a considerable effect on the safety and appearance of the footway. At junctions or crossings (controlled or uncontrolled) covers with appropriate tactile finish are required.

²⁵ <http://www.ciria.com/suds/>

Covers should be labeled to identify the relevant utility.

6.2.17 VEHICLE OVER-RUN

In locations where there is a high chance of vehicle over-run, base footway construction shall be strengthened, standard concrete flags should be replaced with concrete block paving, or with rigid construction where heavy vehicle parking/overrun is anticipated (e.g., industrial estate roads).

6.2.18 VEHICLE CROSSOVERS

Crossovers should be designed with the minimal number of materials used and retaining the maximum width of flush walking surface for pedestrians. Crossover materials should be limited to:

- For domestic crossovers in band 1, 2 and 3, the surface material shall be grey concrete block paving laid in herringbone pattern.
- For crossover in band 4, the surface shall be in Bitmac.
- Mixing concrete flags and black-top shall be avoided. The use of materials used shall be consistent along the length of the street. Crossovers that would involve the loss of a tree will also not be allowed.
- Crossover construction shall be as per the standard details defined in Appendix B.

7 MAINTENANCE

All Streetscene projects when completed simultaneously through Major Maintenance, or the Accrual Process Schedule 14, or the Change Protocol Schedule 15 shall be included into the maintenance regime of the Highway Maintenance PFI Contract and receive both Lifecycle Investment and maintenance at the optimal point of repair up to 31st Dec 2037 with sufficient residual life under the Handback criteria.

The maintenance regime is captured within the Highways Maintenance PFI Contract through the 3 key elements to the performance regime which are the Output Specification, Performance Monitoring regime and the Payment Mechanism.

The regime addresses the maintenance of the following services:

- Routine (reactive and cyclical), preventative planned maintenance of the PN and associated infrastructure assets.
- Horticultural maintenance
- Tree management and maintenance
- Weed control
- Winter operations
- Emergency responsiveness
- Inspections, surveys, and enforcement

To ensure that an improved Streetscene is maintained after implementation, there is a fundamental need for better coordination between Council departments, contractors, public utilities, and developers. This Guide aims to set in place the mechanism to build these new relationships and establish new partnerships. Coordination must be achieved by agreement and by working towards common goals.

7.1 REINSTATEMENT OF SURFACES

Surfaces shall be quickly and effectively restored to the original standard under the 'New Roads and Street Works Act 1991' as soon as the necessary works have been carried out.

It is preferable that ducting is provided by Utility Companies in new works or alterations in new works to minimise future disruption to well established surfaces.

For maintenance of footways black top shall only be used to match existing areas of tarmac / macadam paving of for footways in Link & Place Band 4. Refer to 6.2.7 for more detail on footway surfaces.

The replacement of damaged Kerbing or existing Kerbing shall be carried out like for like. Existing granite Kerbing shall be retained and re-used and not replaced with concrete. In stretches of granite Kerbing patched with concrete Kerbing, the opportunity may be taken in future works to replace the concrete Kerbing with granite ones, sourcing recycled granite kerbs wherever possible. Refer to 6.2.10 for detail on kerbs

Any patching to coloured carriageway surfacing such as bus bays/lane or cycle lanes shall be replaced like for like. Refer to 6.2.3 for more detail on reinstatement on bus bays & cycle lane surfacing as part of larger maintenance scheme.

Patching means an inlay replacement of defective flexible material or a reinstatement following the activities of statutory undertakers'

operation to any depth but not less than the wearing course thickness to affect a permanent restoration of the stability and/or the riding quality of the surface.

If the cumulative/collective patching area of a RSL or FSL is greater than 25% of the area to be treated during backlog or Lifecycle investment, then the whole surface area shall be resurfaced.

Reinstatement of utility works shall be done in accordance with the specification in Hounslow Highways "Specification for the reinstatement of openings in Highways" strategy documents. Quality of reinstatement and adherence to agreed construction details is audited by Hounslow Highways by way of regular coring. Any sub-standard reinstatement found as part of this process is made to be corrected by the relevant promoter.

7.2 MAINTENANCE OF BESPOKE MATERIALS

For bespoke paving materials and furniture with extended supply times, consideration must be given to future costs of maintenance. It is preferable that bespoke paving materials are limited and only specified where readily obtainable. When specified it is essential that stock is set aside and can be accessed quickly when repairs or replacements are needed. Special dispensations and exclusion from the Project Network will be required to enable the installation of certain bespoke materials when the contract's KPI must be met or when lifecycle calculations are prohibitive for the authority.

7.3 CLEANING

The construction and detailing of all surfaces, particularly areas around and below street furniture must be developed with maintenance operations in mind. Frequency and operations will vary depending on the Place status, such as more frequent cleaning requirements in town centres.

The design of tree pits, utility covers, and sub-bases, bedding layers, materials and joint types must take account of cleaning regimes.

The space and location of street furniture must be developed to avoid creating areas of poor accessibility for maintenance vehicles or manual cleaners.

Until the Council issues adoption certificates/sign-off under **Section 38** (new estate roads) or **Section 278** (works on the existing highway) of the **Highways Act 1980** (as amended), the **developer** remains fully responsible for weed control and associated vegetation management across all areas proposed for adoption.

Weeds must **not** compromise safety, visibility, drainage performance, tactile paving, or the integrity of surfaces. Kerb lines, channels and gullies must be **kept clear at all times**. The condition of the works must be maintained to a standard that does **not** prejudice inspections or adoption.

7.4 CDM AND MAINTENANCE

The construction and detailing of all surfaces and street furniture must have regard to the Health & Safety and CDM Regulations 2015.

7.5 ASSET INVENTORY UPDATE.

Upon completion of a scheme the authority's asset inventory database which is maintained by Hounslow Highways is to be updated with the following details:

- 'as built' drawings, including depths
- the exact materials used
- the names and contact information of all suppliers
- procedures for maintenance works (as appropriate)
- procedures for reinstatement (as appropriate)

7.6 PLANNED MAINTENANCE WORKS

Effort should be made to coordinate capital schemes and the provision of new crossovers with planned maintenance works and utility works to maximize value for money for the authority and reduce disruption to road users.

7.7 STREET LIGHTING STRATEGY

The purpose of the Street Lighting Strategy is to detail how and where the Service Provider (Hounslow Highways Services Ltd) on behalf of the Authority has and will be providing and maintaining Street Lighting and to what standards the Project Network.

Street Lighting illuminates all types of highways and public access, assisting road safety and ease of movement for all users in the hours of darkness. Improved visibility will reduce the likelihood of traffic collisions therefore improving road safety. Street lighting can also reduce crime, create fear of crime, and contribute towards enhanced street environment and good quality of place, encouraging walking, cycling and public transport use.

Lighting equipment provided should be suitable for fulfilling the lighting needs in each specific area. The main consideration is the ability of the lighting to illuminate the area in the most effective manner.

Street lighting can have a detrimental impact on the environment through carbon emissions from energy usage and light pollution; however, it is one of the aims of this strategy to minimise this impact.

The Service Provider currently manages and maintains 16,014 Streetlights on the Project Network. The inventory will grow each year as new developments are adopted, or Accruals take place.

APPENDIX A: LIST OF CONSULTEES

- LBH Environmental Services and Contract Management Team
- LBH Traffic and Transport Team
- LBH Strategic Planning Team
- LBH Development Control Team
- PFI Service Provider – HHS Ltd
- PFI Contract Operating Company – RHH Ltd

APPENDIX B: STANDARD DETAILS

Details relating to construction and layouts can be found in the Standard Detail Drawings Document.

APPENDIX C: CHECKLIST OF BOROUGH TRAFFIC AND SIGN VARIATIONS

To be read in conjunction with The Traffic Signs Manual 2018 (the Manual) on the use of traffic signs and road markings on the highway network. Mandatory requirements are set out in the Traffic Signs Regulations and General Directions 2016 (as amended) (TSRGD).

C.1 Road Markings

It is recommended that 50mm wide lines are used for all waiting restrictions and bay markings.

The 20mph roundels need to be laid in MMA (Methyl Methacrylate)

C.2 Waiting Restriction Markings at Pedestrian Crossings

Omit markings from the front of controlled pedestrian crossing as no lines are needed (parking in front of these is always an offence under the Traffic Management Act 2004. (chapter 5, para 15.1 - 15.13.)

C.2.1 Warning Lines

Provide the minimum number of marks on each approach as indicated for each speed limit of road in table 4-3, chapter 5. For 20mph speed limits use 2 marks. Use with discretion at a junction or leading up to a Give Way.

C.2.2 Zig zags

Do not extend zig zag across a junction where this would require a significant increase in the number.

Use warning lines in centre of road instead of zig zag where road width is less than 6m wide. (chapter 5, Para 15.15).

C.2.3 Traffic Islands and hatches

Hatched markings are not to be used on approaches to islands and will always require departure approval. Used inclined warning lines as described in Chapter 5, para 4.23 and figure 4-4. Also refer to table 14-1. Use to nearside of island only,

wherever possible.

Where additional emphasis is required, consider alternative carriageway surfaces first (e.g., block paving or aggregate dressing) before resorting to hatched markings.

C.3 Signs

C.3.1 Warning Signs

The erection of any warning sign will require prior approval by the Authority Traffic Teams'. (Chapter 4, Para 1.7)

C.3.2 Size of signs

Always use smallest bracketed sign size on 20mph streets. Refer to Appendix A in chapter 3).

C.3.3 Backing Boards

Yellow retro-reflective backing boards are not to be used and will always require departure approval. Use a standard sign of larger size instead. (chapter 3, para 1.31 and chapter 7 14.19-14.24)

C.3.4 New Road Layout Signs

All new road layout signs must be removed after 3 months (para 37).

C.3.5 'No Left turn' and 'No right turn' Signs

Do not duplicate 'turn left only' signs (sign 609) on the right hand side of a one-way system or on the central refuge in a two-way road. (chapter 3, para 4.16)

C.3.6 Controlled Parking Zones entry signs

Only use one sign at zone entry (sign 663, 663.1 or 665) and zone end (sign 664 or 666) where carriageway width is less than 5m or speed limit is 20mph. (Chapter 3, para 12.1 – 12.14).

C.3.7 Review of all CPZ Parking

Review and consider use of standard permit holder parking instead to remove need for large defacing entrance and exit signs.

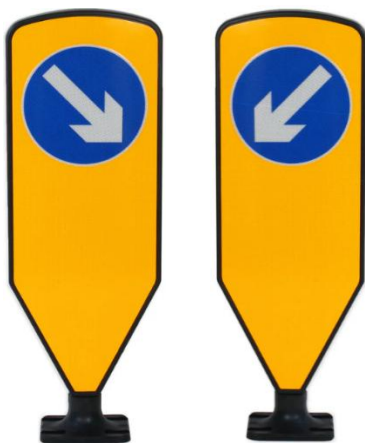
APPENDIX D: PALETTE OF BOROUGH STREET FURNITURE

To be read in conjunction with Chapter 6 of the Hounslow Streetscene Design Guide
Change alphabetically

Type	Requirements	Use Notes	Example	Comments
Lighting Style 1 – STELA or similar	A highly aesthetic design and state-of-the-art functionality offers local authorities, lighting designers, architects, and urban designers a modern and sustainable alternative for city roads, walkways and parks that delivers savings in energy and emissions without the need to compromise. No Upgrades required to achieve life or energy savings Colour temperature 5700 Kelvin CMS Enabled	At lighting upgrade schemes within the borough along Link 4 & 5.		Used in Link 4 & 5
Lighting Style 2 - LUMA or similar	Luma – a high-performance cost saving solution to the challenges of traffic route lighting. Replaces everything up to 400W SON . Colour temperature 5700 Kelvin Up to 100,000 hours service life Constant Flux & CMS Enabled	At lighting upgrade schemes within the borough along Link 1, 2 & 3		Used in Link 1,2 & 3
Lighting Style 2a - Micro-LUMA or similar	Next generation lantern more efficient than Stella Lanterns Modular components allowing for easier maintenance without having to replace the whole unit. Colour temperature 5700 Kelvin Suitable for city roads, walkways and parks that delivers savings in energy and emissions without the need to compromise. No Upgrades required to achieve life or energy savings CMS Enabled			Used in Link 4 & 5
Lighting Style 3 – HERITAGE (Precinct & Alternatives or similar) Lights must be upgraded to LED technology whilst maintaining the aesthetics of the original.	Mike Smith Design DW Windsor with mottled bowl to mask the naked LED. Colour temperature 2700 Kelvin to maintain the heritage feel of the area. Design is based on a traditional Victorian style that lends itself for application in a multitude of landscapes and environments. The lanterns uses modern reflector technology with lamp sources up to 150W from the proven Arc series of road lanterns that lend themselves to applications where mounting heights range from 3.5 to 7 metres.	At lighting upgrade schemes within 'Areas of Distinctiveness'		'Areas of Distinctiveness'

Type	Requirements	Use Notes	Example	Comments
	Alternative heritage designs are also available to suit different historic styles and features			
Lighting Columns	Lighting columns to be black RAL No 9005 and as per standard details All styles to fit within the area of the chosen lantern	All areas within the borough		Borough Wide
Standard Bin Style 1	Make: Hefton Contemporary Litter Bin Dimensions (approx.): 1050mm (H) x 540mm (OD) Material/Weight: Durable MDPE/13 Kgs. (with liner) Bin Volume: 105 litres/120 litres Aperture Size: 335mm (W) x 150mm (H) Colour/Livery: Black – No additional livery Product Features: Smooth Body Finish, Ashtray & 2 x M10 Ground Fixing Bolts, Galvanised Steel Liner. Ashtray Design: Smooth Finish/Conical Base Design: Twist Lock Base System with a central drainage hole.	For use 'Place' status C, D & E		Place C, D & E
Standard Dual Bin	Make: Dual Plastic Litter Bin Dimensions (approx.): 1100mm (H) x 1000 x 450/500mm (D)approximately Material/Weight: Durable MDPE/35 Kgs. (with liner) Liner Size: 2 x 80 litres galvanised liners Aperture Size: 330mm (W) x 150mm (H) approx. Colour/Livery: Black – No additional livery Product Features: Smooth Body Finish, Ashtray & 4 x M10 Ground Fixing Bolts, Galvanised Steel Liner. Ashtray Design: Smooth Finish/Conical Base Design: Heavy duty base. Can be Top,	For use 'Place' status A, B, C, D & E		Place A, B, C, D & E

Type	Requirements	Use Notes	Example	Comments
	Side, or front doors with a central drainage hole.			
Bins Heritage	Make: Eclipse 120L Litter Bin (Standard) Dimensions: 1000mm (H) x 500mm x 500mm Material: Pre-treated zintec steel Features: 4 x large posting apertures with integral litter guides Stainless Steel Heavy Duty Bar hinge & slam lock design 90/120 litre galvanised liner Self-Emptying Stainless-Steel Ashtray	For use in 'Place' status 'Areas of Distinctiveness' U, V, X, or Y		'Areas of Distinctiveness'
Bins Heritage Dual	Make: Eclipse Double-Key Features 120L Material: Pre-treated zintec steel 2x120Ltr Galvanized steel liner. Pyramid lid. Stainless Steel slam lock. Gold painted aperture surrounds Litter laser cut into each Door backed by gold backing plates. Tidyman Plaque on each Door 3 gold vinyl bands.	For use in 'Place' status 'Areas of Distinctiveness' U, V, X, or Y		'Areas of Distinctiveness'
Standard Style 1 Bollard	Description 'Manchester style' bollard with decorative banding, rounded top, and square base Black No logos, crests, or messages. A visibility band may be used in the recess of the bollard Dimensions (approx.) Height above ground: 1000mm Material: Polyurethane Fixing Root Fixed	For use in 'Place' status A or B or in 'Areas of Distinctiveness' U, V, X or Y		'Place' A, B or in 'Areas of Distinctiveness'
Standard Style 2 Bollard	Description '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 (approx) Height above ground: 1000mm Diameter: 165mm Materials:	For use in 'Place' category C, D or E		Place C, D & E

Type	Requirements	Use Notes	Example	Comments
	Polyurethane Fixing Root Fixed			
Standard Bollard for Verge Protection	Description Square timber bollard with pointed top No logos, crests or messages. Dimensions (approx.): Height: 750mm Width: 150mm Materials: Treated Timber	For use in 'Area' Z		Area of Distinctiveness 'Z'
Standard Refuge Bollard Reflective	Description Non-illuminated bollard with yellow retro-reflective front, rear & sides and white plastic finish Traffic signs on one face Dimensions (approx.) 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	For use 'Place' status A, B, C, D & E		Borough Wide
Standard Refuge Bollard Illuminated	Description LED Illuminated bollard with yellow retro-reflective front, rear & sides and white plastic finish Traffic signs on one face Dimensions (approx.) 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			Limited use in the borough Preference is for the use of self-reflective bollard in line with the de-illumination strategy.
Cycle Stands	Description Simple upright symmetrical style cycle stand with tight radii at corners finished in Black. No tapping bars or parking signage Dimensions : 715 x 800mm approx Materials: polyurethane Fixing: Surface fixing	To be used Borough wide		Borough Wide
Cycle Hoop	Description A simple design made of a steel ring bisected by a tube attached to an existing poles, lamp posts,	To be used Borough wide		Borough Wide

Type	Requirements	Use Notes	Example	Comments
	and railings into bike stands Colour: to match existing street furniture being attached to			
Guard Railing	Description Visi-rail panel with sight gap as per standard detail HH.SD.400.001 Colour black RAL No 9005 Dimensions Panel lengths: 2000mm Above ground height: 1070mm Materials: Steel	Reference conformity to the BS for pedestrian guard railing.		Borough wide
Boundary Railings	Low timber post knee rail as per standard detail HH.SD.300.001	For use around open spaces and grass verges where vehicle over-run is an issue		Borough Wide
Standard Seat Style 1	Description A simple style metal seat with back (and optional arm rests), Black Also available in a bench form without back and armrests Dimensions (approx.): 1800mm long Materials: Mild steel and fully welded Fixing: Legs to be root fixed or with concealed bolt ground fixing	For use in areas of C, D and E areas		
Standard Seat Style 2	Description A traditional style seat with 2 legs, back, armrests and simple decorative details. Painted black with timber slats Also available in a bench form without back and armrests Dimensions (approx.): 1850mm long Materials: Cast iron legs and supports, timber slats Fixing: Legs to be root fixed or with concealed bolt ground fixing	Distinctiveness' U, V, X, Y or Z and within 'Place status' A or B. Not suitable in areas with high potential for vandalism		

Type	Requirements	Use Notes	Example	Comments
Memorial Seating	Engraved metal plaque fixed centrally to the back of the seat	All types of seating bench		Borough Wide
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	Distinctiveness' U, V, X, Y, or Z		'Area of Distinctiveness'
Sign light	Product - Externally illuminated LED lanterns - LUA sign compliant with BSEN12899 Part 1 2007 for sign up to 600*600mm 3x1watt for E2 UE2 and 6x1watt for E3 UE3 - CMS enabled - Use LUB for larger signs. Benefits - Low energy sign reducing carbon footprint - Up to 60% less power consumption - Can be retrofitted to existing signs - Low maintenance - Lack of fluorescent lights means no need for mercury recycling	Replacement of all new signs, requiring illumination, within the borough		Borough Wide (black)
Legible London – Way Finding Signs (Standard)	Description Finger post signs made of standard sign face mounted on steel post finished in Black or galvanized	For use in Places A, B, C, (excluding main Town Centres)		Place A, B & C
Legible London – Way Finding Signs (Main Town Centres)	Description Information board with details pictorial information identifying location on a map base.	For use in Places A & B, Town Centres		Place A & B or Town Centres

Type	Requirements	Use Notes	Example	Comments
Shrub Planting	Low maintenance native species with seasonal variety in their selection of local province where possible. Refer to paragraph 6.1.20 for detail of commonly used species.	All areas within the borough		Borough Wide
Trees	Tree species must be appropriate to the conditions and context of locality, taking historic or significant sightlines into account. Areas of high quality to integrate tree root protection box space in the ground where available. Refer to paragraph 6.1.25 for detail of commonly used species.	All areas within the borough		Borough Wide
Period Features	To retain and repair historical street furniture in its original location	All areas within the borough		Borough Wide

APPENDIX E: PALETTE OF BOROUGH MATERIALS

To be read in conjunction with Chapter 5 of the Hounslow Streetscene Design Guide

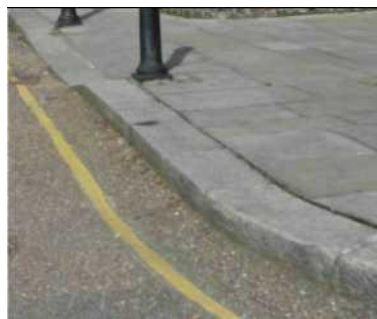
Carriageway

Type	Requirements	Use Notes	Example	Comments
UL-M	6 – 14 mm aggregates laid between 18-50mm in thickness using polymer-modified binder to deliver a tough surface with excellent skid resistance	Surface course used in areas on Link 1, 2 & 3 and where required to match existing areas.		Used in Link 1,2 & 3
Gripfibre	Adaptable to different road types using continuous or gap-graded mixture in a high-performance thin overlay. Material is HAPAS Approved.	Surface course used in areas on Link 1, 2, 3, 4 & 5 and where required to match existing areas.		Used in Link 1,2, 3, 4 & 5
Fibroviva	Cater for application on a variety of substrates:- • Excellent durability to rutting • Excellent skid resistance • Good noise reduction compared to HRA • Good workability	Surface course used in areas on Link 4 & 5		Used in Link 4 & 5
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 are carried out in accordance with national sector scheme 13A • can offer: • Several surface dressing types which are available to suit all site conditions, such as single, double, sandwich and racked in dressings • Sharing of knowledge and best practice through our membership of the Road Surface Treatments Association (RSTA) • Computer controlled spray jets to ensure that the correct amount of binder is applied to match the condition of the road	Surface dressing is suitable for all classes of carriageways from minor roads to major roads and provides high skid resistance and waterproofing.		Used in 'Link' 1,2, 3, 4 & 5
Anti-Skid (High Friction Surfacing)	Available from two product groups both complying with Clause 924. Epoxy Resin Anti-Skid (two component resins, surface dressed in calcined bauxite aggregate) and Thermoplastic Anti-Skid (blended molten resins and calcined bauxite aggregates, hot screed applied).	Ant-skid surfacing is suitable for all classes of carriageways from minor roads to major roads and provides high skid resistance	 Black	Used in 'Link' 1,2, 3, 4 & 5 Preference for the epoxy resin to be used for added durability. Limit the use colours where possible.
Foambase	Cold-mixed and cold-laid, Foambase re-uses asphalt planings, crushed concrete and other 'waste' materials in premium bituminous mixtures. These replace hot mix base and binder course materials with no	Surface course used in areas on Link 1, 2, 3 & 4 and where required to match existing areas		Used in Link 1,2, 3, 4 & 5

Type	Requirements	Use Notes	Example	Comments
	compromise in quality			
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 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 areas on Link 1, 2 & 3		Used in 'Link' 1, 2 & 3
HDM	Heavy duty bitumen macadam materials complying with either the Specification for Highway Works or the MCHW and associated standards.	Binder Course used in areas on Link 1, 2 & 3		Used in 'Link' 1, 2 & 3
Flexiplast	Benefits of the system include: • A quicker process that reduces disruption and public inconvenience • Savings on costs and aggregates due to smaller layer thicknesses • Less energy and resource-intensive, so more sustainable • A flexible solution for all road types from motorways to housing estates	Spray-applied bitumen binder provides a flexible membrane over the concrete. This crack inhibitor also seals the concrete base against water ingress and further damage. Gripfibre micro-surfacing forms a thick layer with the membrane to accommodate thermal movement within the concrete, protecting against deterioration of the road surface		Used in Link 1,2, 3, 4 & 5
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		Maintain borough wide especially 'Links' through Areas of Distinctiveness

Footway

Type	Requirements	Use Notes	Example	Comments
Hot Rolled Asphalt - HRA	Wearing Course 6mm aggregate size	To be used to match existing areas of tarmac / macadam paving or where other material are not appropriate.		Link & Place band 4 for footway, footway parking, and crossover.
Concrete modular paving 63mm thick, Grey (Natural)	400 x 400 x 63mm. Use 200*100*80mm concrete paving blocks to strengthen and demark area of footway area for			Link & Place Band 1, 2 and 3 (preferred)

Type	Requirements	Use Notes	Example	Comments
	parking at identified sights			
Concrete Flag Paving 63mm thick, Grey (Natural)	600mm wide by 450/600/750 long 63mm Use of 200*100*63mm concrete paving blocks to strengthen and demark area of footway for parking at identified sights	The use of handling equipment should be used in the installation of the larger size units in accordance with current Health & Safety legislation.		Link & Place Band 1, 2, 3 & Areas of Distinctiveness
Yorkstone Natural Stone Paving	Typically, widths of 300, 450 and 600mm with thickness of 63 & 75mm min, may be specified in random length for aesthetic quality Conservations Areas (V) – to be replaced with like for like during the maintenance/ reactive regime	Diamond Sawnis the preferred finish for all streets. Where practical the Council will endeavour to retain all existing areas of Yorkstone.		'Enhanced Areas'
Concrete Sett Paving	Typically, 80mm thick laid using mixture of 240- and 160-gauge size blocks	'Traditional' coloured Tegula Paving may be used on integrated parking and raised entry treatments where the main pavement is in flags.		Entry treatments
Tactile Paving	400x400x65mm – Red, Buff, Grey (Conservation areas and areas of Heritage)	Typically, Red blister paving used on controlled crossing points, Buff or natural may be used at other crossing points, e.g., in conservation areas		Band 1, 2, 3, 4 & Areas of Distinctiveness
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.		Link & Place band 1, 2, 3 and 'Areas of Distinctiveness'
Concrete Kerb (Straight and radius)	As per standard detail HH.SD.1100.001 Typically, Bullnose Kerb should be used for all locations.	The use of handling equipment should be used in the installation of these kerbs in accordance with current Health & Safety legislation.		Link & Place Band 4

Type	Requirements	Use Notes	Example	Comments
Grey Concrete Edging	50mm x 150mm	Flat top edging should be used to retain the footway constructed against soft areas such as grass / landscaping.		Link & Place band 1, 2, 3 and 4
Trief Kerbing	May be used where high levels of HGV overruns/ mounting onto footway occurs - Granite / Granite Aggregates Finish to be used in Bands 1,2 & 3 - Concrete Finish in Band 4	Alternative options such as double height kerbs should be considered before opting for Trief Kerbing		Link & Place band 1, 2, 3 and 4
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		Maintain borough wide especially 'Links' through Areas of Distinctiveness

APPENDIX F: STREETSCENE PRINCIPLE SIGN-OFF SHEET

The following checklist of Principles must be completed for Streetscene schemes in Excess of £500,000 (excluding those funded through the PFI Maintenance), developed externally, or presenting departure from the standards set out in the SDG. This is to demonstrate that consideration has been given to all 4 principles set out in the Streetscene Design guide. This sheet must be issued to the Streetscene Review Panel 4 weeks before the scheduled review meeting for the scheme.

Project Name :		Project Manager:		Date :	
Principle	Definition	Consideration in project	Principle taken forward to design		If No, please justify
			Yes	No	
1	Streets must reflect their Function				
1.1	Acknowledge the functions of the street ('Link' and 'Place') as a route for pedestrians, cyclists, and motor vehicles and a place where people live, work, go shopping and socialise.				
1.2	Ensure spaces are designed to accommodate requirements and priorities of all users and users, considering different patterns of activity throughout the day, week, month, or year.				
2	Streets must be inclusive, safe, & accessible				
2.1	Ensure the differing needs of all groups of people in the Community are met including the elderly, children, those with disabilities, pedestrians, cyclists, and people with buggies, to ensure an inclusive environment that breaks down barriers and prevents exclusion.				
2.2	Implement both road safety and crime prevention measures to ensure the safety of all street users and where necessary carry out a street community safety of all street users and where necessary carry out a street community safety audit during day and nighttime. night				
3	Streets must be attractive & full of character				
3.1	Review the cumulative impact of design decisions on the appearance of the street, considering the simplicity of the designs;				
3.2	Consider the context and character of the street and how it relates with the layout, architecture, planting, and surrounding views. (Refer to 'Place' and 'Area of Distinctiveness' definitions in Chapter 4);				
3.3	Consider all existing and proposed Streetscene furniture collectively to ensure they work well together and are compatible with their context. (Refer to 'Place' and 'Area of Distinctiveness' definitions in Chapter 4);				
3.4	Use materials, furniture and equipment in the Streetscene that are coordinated and approved within this guide.				
3.5	Street Lighting design in line with PFI contract specification, Photometric test to be carried out after installation				
4	Streets must be sustainably built & maintained				
4.1	Review all Streetscene components to ensure they perform to relevant technical criteria such as skid resistance or design life.				
4.2	Consider the quality of the street design detailing, implementation, and workmanship. Quality does not necessarily equal cost.				
4.3	Consider the whole life costing of all specified materials and street furniture to maximize robustness but minimise the maintenance liability.				
4.4	Consider the six critical sustainability themes ²⁶ – energy, waste, water, transport, green infrastructure, and public space in all street design projects.				
4.5	Consider innovative design solutions in Streetscene by reviewing new products and technology.				
Authorisation					
LBH Representative		Service Provider Representative		OpCo Representative (Service Director)	
Name:		Name:		Name:	
Date:		Date:		Date:	
Signature:		Signature:		Signature:	

APPENDIX G: PLACE LEVEL DEFINING RULES

London Borough of Hounslow: Default Place Categories					
[Subject to refinement based on local knowledge]					
Theme	Feature	Place status		Comments	
Education	Primary School	D	Neighbourhood	Likely to serve residents in local neighborhoods	
	Secondary School	C	Area	Likely to serve residents of the local area.	
	Further Education Establishment	B	Borough	Likely to serve people from across the Borough	
	Special Schools	B	Borough	Likely to serve people from across the Borough	
Medical	Hospitals	B	Borough		
	General Practice Surgeries	D	Neighbourhood		
Places of Worship	Christian	D	Neighbourhood	80 in Borough, so more for neighborhoods.	
	Hindu	C	Area	2 in Borough, so will draw visitors from larger area	
	Jewish	C	Area	1 in Borough, so will draw visitors from larger area	
	Muslim	C	Area	5 in Borough, so will draw visitors from larger area	
	Sikh	C	Area	2 in Borough, so will draw visitors from larger area	
Libraries	All	C	Area	11 in Borough so serve area	
Courts	Isleworth Crown Court	B	Borough		
	Brentford County Court				
Parks	Historic Parks & Gardens	A	Regional	Includes Syon, Osterley and Gunnersbury Parks	
	Others	D	Neighbourhood		
Travel	Train Stations	D	Neighbourhood	Generally, serve local neighbourhood areas only	
	Hounslow Central Tube station	C	Area	Serves wider Hounslow Community	
Sports & Leisure	Gyms	*	Local knowledge required	Likely to be C or D depending on number and local knowledge of use.	
	Swimming Pools	*	Local knowledge required		
	Sports centres	*	Local knowledge required		
Retail	Centre type		Primary frontage		Secondary frontage
	Metropolitan/regional		A		B
	Major		B		C
	District		C		D
	Major Neighbourhood		C		D
	Minor Neighbourhood		D		
	Local Parade		D		
Cinemas & Theatres			?	No information	To be located and discussed.
River Frontage			A-C	Regional to Area	Further discussion required to identify key frontages
Employment			A-D	Regional to Neighbourhood	Further identification of sites and discussion required.

APPENDIX H: AREAS OF DISTINCTIVENESS
