

I. DESIGN POLICIES



I.1 Introduction, Aims and Objectives

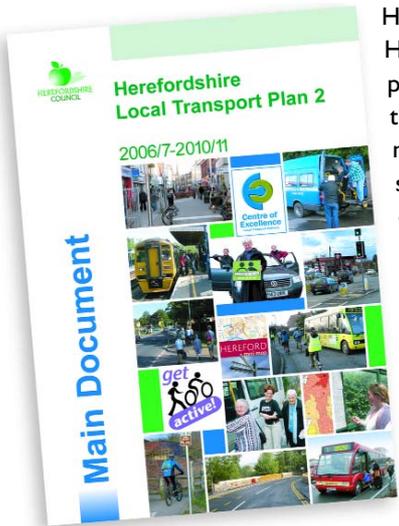
Herefordshire Council has produced this Design Guide to aid Developers, Designers and other professionals in preparing transport infrastructure related to new developments. It sets out the Council's requirements for compliance with Legislation, Health and Safety, Environmental and Public Protection and Mobility Impaired users. It explains the Design Philosophies and Criteria and the Council's Policies and sets out the procedures for application for adoption of the infrastructure.



Throughout the text, various web links will appear to direct the user to sites containing relevant information and further reading, these are shown in green, as below.

The Design Guide stems from guidance set out in Design Bulletin 32: Residential Roads and Footpaths: Layout Considerations (DB32) and its companion guide Places, Streets and Movement. It introduces the key issues of sustainability in transport (public transport, cycling and walking), and planning policies as contained in Planning Policy Guidance for Housing (PPG3) and Transport (PPG13). Also the rising importance of speed restraint, 20mph zones and the more encompassing Home Zone strategies, as detailed in the Home Zones; Design Guidelines by IHIE are touched upon as is crime prevention and the findings of the Government's 'Better Streets, Better Places' report are addressed.

www.odpm.gov.uk
www.ihie.org.uk



Herefordshire Council as Highway Authority has powers and duties to ensure that the highway network is maintained and improved in a safe state. The Council sets out its transportation policies in the Herefordshire Local Transport Plan 2006/7-10/11. In its role as Planning Authority the Council has a duty to issue a Unitary Development Plan, which sets out its policies with regard to local and strategic development.

Compliance and consistency with the Unitary Development Plan (UDP) and Local Transport Plan (LTP) is integral in the Design Guide and the approved Highways-related Development Policy Statements are to be found within the UDP and this document.

www.herefordshire.gov.uk/transport
www.herefordshire.gov.uk/udp

The aim is to achieve better development, better transport and improve the environment for all.

The Government's 'Better Streets, Better Places' report is leading to the production of the National 'Manual for Streets'. The particular aim is to improve Local Authority, and hence developer's, understanding of the use of PPG's 3 and 13, but also to bring up to date the design criteria which have appeared since DB32 in 1992.

www.manualforstreets.org.uk

I.2 Unitary Development Plan (UDP)

The Unitary Development Plan (UDP) is the policy framework guiding development in the County, covering issues ranging from the provision of new houses, jobs and facilities and rural regeneration whilst also ensuring the enhancement and conservation of the Towns and countryside. New development must be considered against, and satisfy, the relevant policies and overall aims of the UDP.

The UDP places the emphasis on:

- Fair and thriving communities;
- Protecting the Environment; and
- Providing a strong, competitive and innovative economy.

The UDP has been developed and revised by Herefordshire Council following extensive and wide-ranging consultation with groups, individuals, businesses and communities.

www.herefordshire.gov.uk/udp

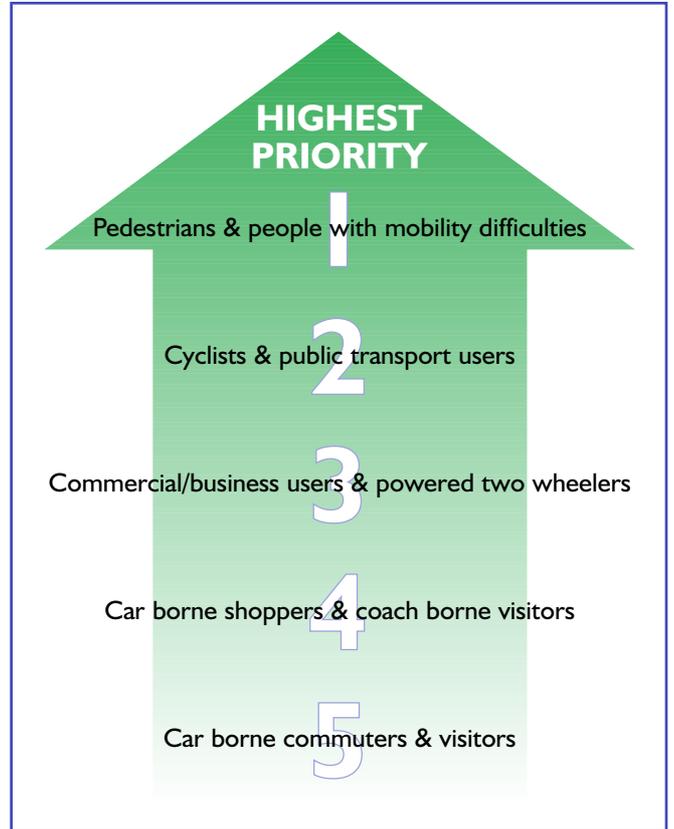
Throughout this document, UDP Policies relevant to that section will be highlighted as shown below:

**UDP Reference
S6 Transport**



I.3 Hierarchy of Transport Modes

The Council's LTP sets out the following hierarchy to guide the implementation of transport policy, and demonstrate its commitment to sustainable transport:



The above hierarchy is not an order or precedence for actual provision, but simply an order of consideration that seeks to ensure that decisions regarding development design are consistent with delivering the objectives of the strategy.

**UDP Reference
S6 Transport**

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1.4 Highway Hierarchy (Existing Road Network)

The Councils Highway Maintenance Plan defines the following hierarchy of existing roads in the County:

Hierarchy Description	Type of Road General Description	Detailed Description
Strategic Route	Principal 'A' roads between Primary Destination.	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.
Main Distributor	Major Urban Network and Inter-Primary Links. Short - medium distance traffic (A and B Class).	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.
Secondary Distributor	Classified road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions.	In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have 30mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On street parking is generally unrestricted except for safety reasons.
Link Road	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions.	In rural areas these roads link the smaller villages to the distributor roads. They are capable of varying width and not always capable of carrying two-way traffic. In urban areas they are residential or industrial interconnecting roads with 30mph speed limits, random pedestrian movements and uncontrolled parking.
Local Access Road	Roads serving limited numbers of properties carrying only access traffic.	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often unsuitable for HGV. In urban areas they are often residential loop roads or cul de sac.
Rural Access Lanes	Partially unmetalled roads serving occasional rural properties and providing access to the countryside carrying only access traffic.	

UDP Reference
T8 Road Hierarchy

1.5 Development and the Existing Road Network

Access to existing road network

The County policy on access to the existing highway network is to take account of the function of the roads within the hierarchy. It is not normal to allow access to the two highest categories of road in the hierarchy (Strategic roads and Main Distributors).

Accesses to the lower categories of road will be considered in relation to the function of the road, the less the road functions as a traffic route, the less stringent will be the access and design requirements.

Many existing roads within urban areas serve multiple uses and there are many cases where direct access from private residences is obtained to Strategic Routes or other high categories of road. Any development that proposes new private accesses to a Secondary Distributor or higher category of road will only be considered where an improvement to an existing unsatisfactory situation is achieved.

Accesses that will have a significant effect upon the existing highway network will normally trigger the need for upgrading under a Section 278 Agreement, whilst minor works attached to the development may form part of the works covered by a Section 38 Agreement.

The requirements of HA TD 42/95 will be taken into account when deciding the most appropriate form of junction with the existing highway network. It may be more appropriate in certain circumstances to consider the provision of a roundabout, which would have the effect of reducing the speeds of through traffic.

For new accesses to single dwellings onto existing rural roads, a visibility splay set back (x distance) of 2.4m will be required.

Through traffic

The design and layout of the development should be such as to discourage the through movement of traffic unconnected with the site, except in circumstances where the site is seen as an opportunity to achieve an improvement to an existing substandard road or junction.

Development in Rural Areas

Development proposals in rural areas are often for single dwellings or a small number of dwellings, such as barn conversions. In cases where these abut two or more existing roads, then direct access to the higher category of road will be resisted and access will be required from a lower category of road. However, sympathetic consideration will be given in the case of listed or unused buildings for which re-use is considered appropriate, or industrial developments generating Heavy Goods Vehicle movements for which a better access

direct from a higher category of road can be achieved, rather than on an unsuitable side road.

Where a development is remote from higher categories of road, and is served by number of substandard width rural roads, consideration must be given to the improvement of the existing roads, such as the provision of passing bays. Consideration should also be given to setting back the front boundary of the development to provide a local passing bay.

Access from Private Streets

Where the development of multiple properties is proposed to take access from an existing Private Street, the existing street must be made up to an adoptable standard, in accordance with the requirements of this guide. This will necessitate the use of the Private Street Works Code. Further advice on this procedure can be obtained from the Director of Environment

1.6 Sustainable Development

The latest Government guidance places sustainability in development, transport and drainage at the core of design practice. Provision for the car shall take second place compared to peoples' and communities' needs for a pleasant and safe living environment.



Permeability is the key to sustainable development

Herefordshire Council through its Local Transport Plan is committed to developing an integrated, sustainable transport system for Herefordshire, as a means to reduce traffic congestion, pollution and promote healthier forms of travel.

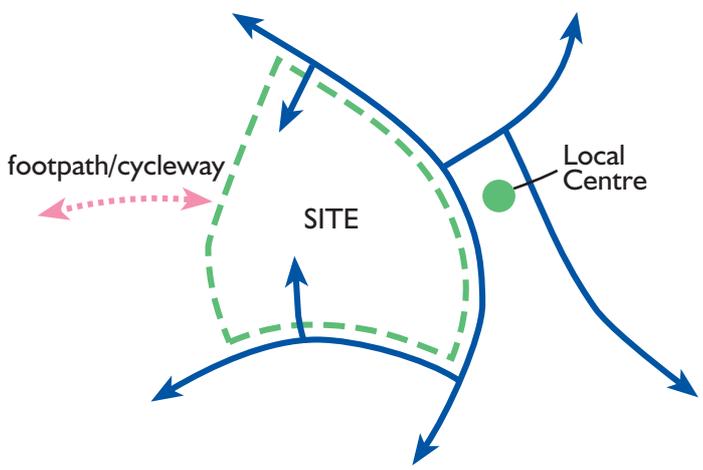
www.herefordshire.gov.uk/transport
www.odpm.gov.uk

UDP Reference
S1 Sustainable Development
DR2 Land Use And Activity
DR3 Movement

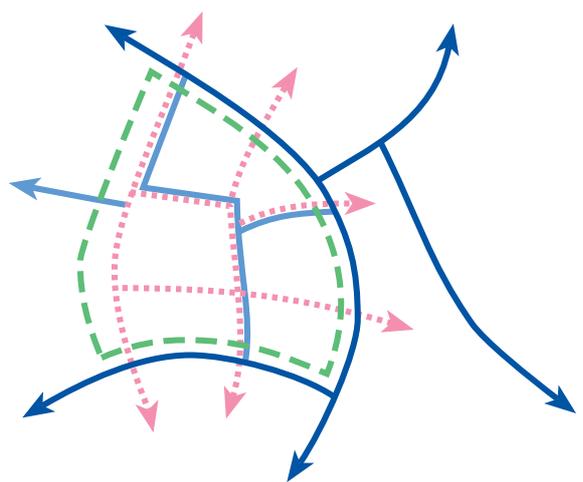
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Schematic of New Residential Development site with connections to existing roads

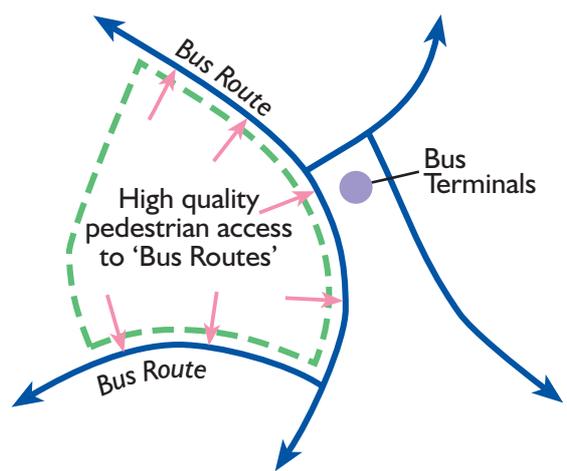
Using this example, the following diagrams illustrate the principles of sustainable and permeable development.



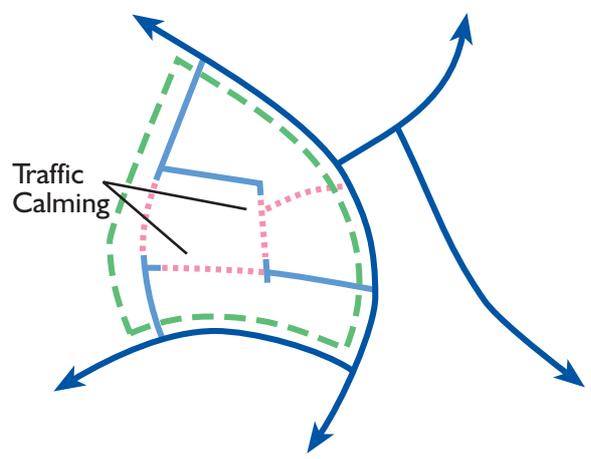
1. Footpath/Cycleway Network



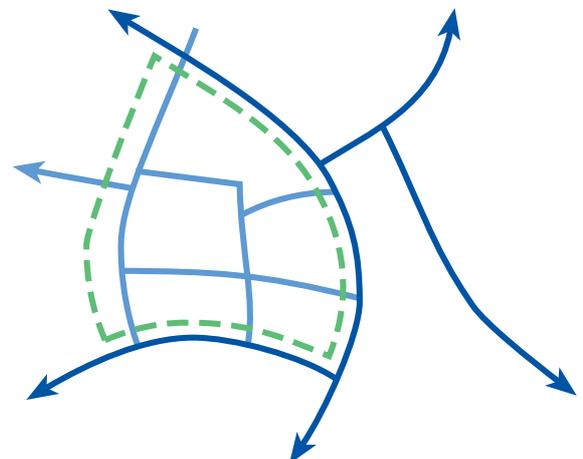
2. Public Transport Network



3. Road Network



4. Complete Movement Network



An overall approach is required which ties together the needs of people for a pleasant and durable setting, ease of mobility for all types of user, exclusion of crime and vandalism and encouragement to walk, cycle and use public transport. Permeability is the key to successful sustainable transport and essentially means the ease with which pedestrians and cyclists can move through the built environment and take the shortest and most pleasant routes to their destination.

UDP Reference
T6 Walking
T7 Cycling
T13 Traffic Management

It must be ensured that adjacent roads have similar levels of access for all users with safe footways and cycleways, crossing points, low traffic speeds and easily reached quality bus stops allowing permeability for non-motorised traffic through the development. In designing cycle facilities initial consideration should be given to making links with the strategic network of routes defined by the Council. It is considered appropriate for cyclists to share a network of streets where the 85%ile speed of vehicles does not exceed 20mph and/or where there will be less than 100 dwelling units.

Public Transport should adequately support all developments and where none exists, contributions may be sought from developers for its provision.

Most development proposals will trigger the need for extra facilities for the needs of the development (e.g. public transport links, pedestrian crossings etc) or to mitigate the impact of development upon existing community facilities. These facilities, either developer funded and/or provided shall be secured by agreement under Section 106 of the Town and Country Planning Act 1990.



Good cycle infrastructure is a key element of sustainable development



Speed restraint through design is desirable

I.7 Speed Restraint and Traffic Calming

Speed restraint and traffic calming should be based around the concept of safety by design and the layout should be such that high speeds are impossible to achieve.

All speed restraint shall be incorporated in the initial stages of road construction to ensure potential residents are fully aware of the nature and scope of the measures. Furthermore the features should be shown on any of the plans, illustrations or models used in the marketing of the development to reinforce the approach. Traffic calming, as a blanket approach, should be unnecessary if the roads have been designed correctly.

UDP Reference
T13 Traffic Management Schemes

Consideration for cyclists

Traffic calming can benefit cyclists by reducing the speed of traffic, however it must be of a cycle friendly design. Wherever possible, the introduction of pinch points that ‘squeeze’ cyclists, e.g. providing central refuges should be avoided. At 30mph the minimum width beside a refuge that allows safe overtaking without intimidation is 4.5m (CTC Report). Only below 20mph should narrower widths be considered. The Transport Research laboratory has identified optimum widths for pinch points and the Developer should consult this research prior to undertaking any detailed design.

UDP Reference
T7 Cycling

www.sustrans.co.uk
www.trl.co.uk

Home zones are residential streets in which the road space is a surface shared between vehicles and other road users and the wider needs of residents, promoting neighbourliness and quality of life. It is National and Council policy to promote Home Zones where appropriate, particularly with regard to new developments.

Designers should refer to ‘Home Zones; Design Guidelines’ published by IHIE and DETR Traffic Advisory Leaflet 10/01 for Design guidance.

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1.8 Enhancing the Living Environment



Urban design is well catered for in various publications including Herefordshire Councils SPG 'Design and Development Requirements' which was adopted as interim guidance to the UDP in July 2004.

Durability and on-going maintenance are important for the choice of materials and design. Planning for minimising utility company needs to

access their plant buried beneath hard surfaces will reduce whole life costs for maintenance, reduce disruption to residents and preserve the look of the development. The Council is willing to look at radical solutions to providing utility access and expects early liaison to take place between developers and utility companies. One particular problem that affects hard surface reinstatement is the later availability of matching materials, particularly paving slabs and blocks. Although the block paving of recent years is regarded as easily 'unzipped and zipped' it is frequently the case that utility companies discard the old blocks and substitute other replacements, which rarely match: immediately the design integrity is lost.

It is clear that any material has some drawbacks but it is true that ordinary bitumen surfacing reinstates and ages reasonably well and that high quality, high cost natural materials are less likely to be discarded by utility companies.

UDP Reference
DRI Design
DR4 Environment
PI UDP Strategy

1.9 Designing for Security and Crime Reduction

Natural surveillance of public areas is considered to be one of the best ways of increasing security. The concept is simply that people can overlook their surrounding areas and strangers will feel uncomfortably conspicuous. Further guidance can be found on the Secured by Design website and through the Crime Reduction Officer at West Mercia Police.

www.securedbydesign.com

As part of the Government's and Herefordshire Council's commitment to reducing crime it is important that places are designed to be secure and safe, and also feel safe.

'Secured by Design' is the initiative by the Association of Chief Police Officers to get the design of places right, from the concept right through to completion and operation. They have design guides which the Developer should refer to; they are available on the Secured by Design website; as detailed above. Locally the Crime Risk Manager will advise on and approve designs especially if a Secured by Design award is being sought.

Many of the design concepts, which apply to Home Zones, speed reduction and highway safety, are applicable and beneficial to designing out crime. The idea of a communal feel to the environment and use of highway and other spaces for multiple purposes go hand in hand with natural surveillance. Home Zones also emphasise the communal living space by eliminating the general need for boundaries or buffers between the highway and dwellings. Off highway cycle tracks and footways (apart from links to public transport and other amenities) are not usually needed because of low speeds and shared use. This helps to eliminate the security problems associated with these facilities where they run across open space, which is not overlooked or well used.

The design should endeavour to create small clusters of dwellings that encourage neighbourliness and natural surveillance of communal and, to a certain extent, private areas. Side or rear gardens, which adjoin land with unrestricted access, should be strongly fenced or walled. The planting of thorned species can prevent access to the boundaries for vandalism and loitering along with eliminating opportunities for climbing the boundary via strong-limbed plants.



A well lit, safe footpath link

UDP Reference
DR3 Movement
DR14 Lighting
T6 Walking
T7 Cycling

Footpath links should be short, direct and well lit with no opportunities for hiding places. Gateway design that provides for significant narrowing of the highway, gate pillars or walls and a change of surface will be self explanatory to both vehicles and strangers.

Car parking should be open to natural surveillance at all times and laid out to ensure that the cars do not obstruct sight lines for surveillance. Communal parking ('on street') should be denoted by a change of surface and de-lined into bays to promote an 'ownership' culture. Remote car parking, which is not secured in some way, leaves vehicles and owners at risk and will not get used once crime problems develop. To prevent these vehicles migrating to unregulated on-street parking it is vital that remote car and cycle parking is secure with owner only access via secure gated accesses and private access direct to the dwellings.

Car parking should be well lit whether in communal areas or secured private areas. Any planting should be kept to low maturing species and it may be helpful to look at guidance in Secured Car Parks standards for the design of private areas.

UDP Reference
DRI4 Lighting
T11 Parking Provision

Cycle parking should benefit from natural surveillance or if this cannot be done enclosed cycle lockers may be a solution. In either case, to promote use, the parking should give protection against the elements, and be conveniently close to the entrance of the building that it serves.

UDP Reference
T7 Cycling

Areas that comply with these design points may make access difficult for service, and particularly refuse vehicles. It may be important to consider communal refuse areas to make the operation of the site easier and prevent unnecessary clutter from numerous loose rubbish bags. This should be decided in consultation with the Council and its waste management teams.

Structures and features generally should be designed to avoid encouraging or supporting crime and anti-social behaviour. Underpasses, bridges, areas of landscaping associated with road development, drainage chambers and manholes, and water management features such as culverts are all liable to misuse and should be robustly and securely detailed. Careful design can eliminate many of the chances for vandalism, graffiti and for untoward danger to younger people through misadventure while also minimising future maintenance costs. For further information please contact:

Crime Risk Manager/Architectural Liaison Officer
West Mercia Police
Tel: 01432 347330

I.10 Parking Policy

Planning Policy Guidance Note 13 (PPG13) encourages a reduction in the number and length of motorised journeys and a move away from reliance on private cars towards more sustainable modes of travel such as walking, cycling and public transport. Herefordshire Council fully endorses the principals of PPG13.

Within PPG13 and Planning Policy Guidance Note 6 (PPG6) there are specific references to small developments, town centre developments and rural areas that are likely to affect developments within Herefordshire.

PPG13 states that the parking standards set out do not apply to small developments, which are below the relevant threshold levels. Local Authorities are recommended to use their discretion in setting parking standards for small developments to reflect local circumstances and the guidance indicates that this locally based approach will cover most development in rural areas.

PPG 13 also warns Authorities to be cautious when setting lower standards for Town Centre developments to ensure that they do not adversely affect the viability of the town centre or the proposed development, PPG 6 makes clear that good quality secure parking is important to maintain the vitality and viability of town centres.



Planning Policy Guidance Note 3 (PPG3) states that the parking requirements of developments should not make unreasonable demands on land usage. The Developer will therefore be required to design schemes that make effective use of land and seek layouts that provide greater intensities of development particularly where there is access to good public transport such as city, town, district and local centres or around major nodes along good quality public transport corridors. The Developer should therefore not be required to provide more car parking than they or potential occupiers

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occupiers might want, particularly in urban areas where access to public transport is available or where there is a demand for car free housing. Parking design should therefore be considered with a range of factors including but not limited to income, age, household type and the type of housing and its location.

The provision of parking or the perceived lack of it is always an emotive issue and whilst it is both Government and Council Policy to discourage the unnecessary use of private cars and encourage an increased use of public transport, cycling and walking, it is very important to achieve a satisfactory provision

for car parking on developments. There should always be a good balance of both private and communal parking sited in such a way that it is not intrusive but also encourages sensible parking and thus avoids possible neighbour disputes. Communal parking should always be integrated with the road system and can often be laid out to form part of the traffic calming measures.

Parking Standards are set in the Design Criteria Section 2.20 Parking Criteria.

UDP Reference
H16 Car Parking
T11 Parking Provision



Communal Parking