

Leicestershire Highway Design Guide Principles

The fundamental principles that underpin the Leicestershire Highway Design Guide (LHDG) are:

Principle 1 – Collaboration and Engagement

- 1.1 An ethos of joint working with all key stakeholders is an essential part of the culture to be applied when preparing developments proposals to:
 - Set shared objectives.
 - Understand one another's interests, aspirations and requirements.
 - Reconcile any competing interests or site-specific challenges in an efficient and amenable way.
- 1.2 It is recognised that it is often difficult to get all stakeholders around the table to discuss and agree matters of mutual interest. When this is the case, every attempt will be made to establish the relevant case officers for all parties concerned, to ensure the appropriate input into proposed schemes.
- 1.3 Where appropriate we will look to reduce the need for bespoke site by site discussion on all points of a development. This will reduce resource pressures across all organisations involved.
- 1.4 To facilitate developments that meet the needs of occupants and users, LHDG surveys and engagement work will be undertaken to help reduce the possibility of future issues, particularly in residential areas.

Principle 2 - Safety and Security

- 2.1 Increased congestion or road safety problems because of new development can have economic and social costs, and impact negatively on local communities and the environment. In consideration of this aspect of development we will require:
 - Development promoters to provide robust evidence to demonstrate the impacts of their proposals on highway safety and the transport network, and details of how these will be mitigated, consistent with the National Planning Policy Framework 2021.
 - A more inclusive approach involving slower traffic speeds (where necessary) to create a safer environment, with particular consideration for active travel modes and highway users with accessibility needs.
 - The promotion of an appropriate level of human activity in private and public spaces to foster natural surveillance and, the design of spaces that encourage residents to engage with their environment in a way that minimises crime and the fear of crime.

Principle 3 - Active Travel

- 3.1 Achieving a greater uptake of ‘active travel’, such as walking and cycling, leads to a wide range of benefits such as health and wellbeing and a more efficient movement of vehicles within the road network, often leading to improved highway capacity and air quality. This will only be achieved if design solutions place these modes at the heart of the movement strategy to give precedence to walking and cycling over motor vehicles wherever practicable to maximise their uptake, together with incentives for their use.
- 3.2 Design of highway within new development will be required to take account of the objectives and policies set out in LCC’s Cycling and Walking Strategy and national guidance including the Local Transport Note 1/20 “Cycling Infrastructure Design”, which defines the ambition to create “a national default position where high quality cycle infrastructure is provided as a matter of course in local highway schemes”.
- 3.3 In designing new development, consideration must be given to how new active travel infrastructure can link into the existing network of facilities.

Principle 4 - The Impact on Existing Highways and Transportation Infrastructure

- 4.1 To minimise the impact on people and place, it will be expected that existing highways and transportation infrastructure is not adversely affected during construction and in the long term by development proposals.
- 4.2 Assessment of the impact of a development should be undertaken via appropriate modelling tools, including as appropriate Leicestershire County Council’s Pan-Regional Transport Model, which can also be utilised to identify the potential environmental impacts.
- 4.3 As part of the assessment, the design should consider the frequency and cost of maintaining new development assets within the extents of the existing/proposed public highway to minimize future maintenance burdens.

Principle 5 - Residential Highway Layouts

- 5.1 There is an important relationship between the built form and the spaces created by streets. This relationship can change depending on the local context and indeed the design aspirations for the development.
- 5.2 Nevertheless, to provide clarity around expectations from design of layouts and efficiency in delivery, LHDG will provide a hierarchy of road types and street types. Street types need to be safe and functional but also help contribute towards good quality housing development. LHDG provides the criteria to be applied to make street design safe and functional whilst allowing flexibility for designers to propose street types that best fit the design aspirations.
- 5.3 It is critical that developers speak to the highway authority in addition to the local planning authority at the earliest opportunity (ideally pre-application) and that

effective communication is maintained between all parties throughout the development process.

Principle 6 - Design Quality, Asset Management and Sustainability

- 6.1 Development should respect and reflect the diversity of settlement character and landscape across Leicestershire. In accordance with the National Planning Policy Framework (NPPF) and national design guidance, new highway should contribute to creating attractive, sustainable places to live where all residents and highway users can enjoy the benefits it provides.
- 6.2 We will seek to work with Borough/District councils, development promoters and the wider highway industry to ensure that LCC continues to evaluate its approach to design safety, quality and sustainability within the context of the LHDG.
- 6.3 In addition to active travel options, the design of new development should consider the provision of the necessary infrastructure and layouts to ensure residents have opportunities to access the passenger transport network.

Attractive Places, Quality and Asset Management

- 6.4 To ensure that attractive, well-functioning places are not just created but are built to last, it is critical that they are designed to be simple and cost effective to maintain. To safeguard the interests of communities and residents, highway and transportation infrastructure will only be adopted where it is designed to publicly maintainable standards, in accordance with LCC Highway Asset Management Policy. Designing solutions should also allow for appropriate future connections to surrounding areas to enable future growth to take place in a sustainable manner.

Climate and the Environment

- 6.5 In accordance with LCC's commitment to become a carbon net zero authority by 2030 and for Leicestershire as a county to become net zero by 2045, the use of low carbon materials and sustainable design is encouraged in development. We will continue to review LCC's palette of standard materials with consideration of carbon and wider environmental impacts. As part of this ongoing assessment, safety, durability (itself a key aspect of sustainability) and performance will need to be considered. Furthermore, the LHDG will continue to encourage spaces that promote active travel as a key part of a sustainable future and in line with Principle 3 and encourage the inclusion of green infrastructure (sustainable drainage systems, tree planting etc.), where the principles of quality and asset management are met.
- 6.6 In accordance with national guidance, an environmental assessment of this and future iterations of the LHDG will be undertaken. The assessments will evaluate the potential environmental impacts of the application of the LHDG, alongside economic and social considerations, and make recommendations for improvement.

Principle 7 - Access for All

Inclusive Access

- 7.1 Streets should aim to become national beacons for inclusive street design, actively taking account of the needs of all users. This can only be achieved if the principle of inclusive access is embedded in the design process. LHDG offers some guidance in relation to accessibility issues, but it is the responsibility of the developer through the planning process to ensure that schemes have accounted for the requirements of those with protected characteristics under the Equality Act 2010. The design of new highway should consider national guidance relating to inclusive mobility, such as the Department for Transport's "Inclusive Mobility - a Guide to Best Practice on Access to Pedestrian and Transport Infrastructure".

Service and Emergency Access

- 7.2 Whilst placing people at the centre of design solutions is critical, specialist services are also vital for communities to function so street layout design must accommodate the needs of key services, including emergency and waste collection services.

Principle 8 - Access to the Road Network

- 8.1 Regarding the creation of new accesses onto existing roads or the increased use of an existing access, we will advise refusal of any planning application that raises concerns about road safety, in accordance with the provisions of the NPPF. Restrictions will be applied to roads where there is an identified road safety problem, in accordance with our prevailing casualty reduction criteria.
- 8.2 Past policy regarding access to the network, as highlighted in Part 1 of the LHDG, has primarily focused on road classification; future guidance will promote a risk-based approach to assessment, with consideration of traffic volumes, highway purpose and usage (schools, bus routes etc.).
- 8.3 Scheme access designs must be subject to Road Safety Audit requirements in accordance with the national standards defined in the Design Manual for Roads and Bridges.