DERBYSHIRE County Council

Planning Streets and Places

September 2024

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1. Introduction

1.1. Aims of the Manual

1.1.1. This document provides technical guidance on the design of new streets, the form of assessment needed support it through the planning process and the adoption process. It is a daughter document to the adopted Local Transport Plan and should be given weight in the planning process.

1.1.2. Derbyshire County Council has pledged to take the lead on reducing carbon emissions generated in Derbyshire to help meet ambitious targets needed to tackle climate change. The published climate change strategy seeks to achieve a zero carbon integrated transport offering across the county. It is essential that new development aligns with this vision through the provision of active travel and the removal of carbon from the construction process as far as is practical. As such this document represents a step change in how development should be promoted and constructed, and applicants should ensure that they not only comply with this document but seek to go beyond.

1.1.3. Derbyshire County Council has published policies within the Local Transport Plan, and the Climate Change Strategy both of which move us towards a low carbon economy and transport can play a significant role in the process.

1.1.4. This document supersedes all previous design guides. Planning Streets and Places (PSP) will be reviewed annually to ensure that it remains current to changes in national and local policy and to reflect on emerging evidence. The document may be reviewed sooner should a more fundamental change be needed.

1.2. Using this Manual

1.2.1. PSP is a web-based document, and no hard copies will be published. This format will make it easier for sections of PSP to be updated as and when a local or national policy change, or new best practice guidance, is published.

1.2.2. Users of PSP are therefore advised not to print out their own hard copies, but to always refer to the Council's website to ensure that they are using the most up to date version of the document.

1.3. Promoting Joint Working

1.3.1. Manual for Streets reinforces the message that the route to successful development is through a coordinated design process. The Council advocates this approach and supports the establishment of development teams to promote joint working whereby all necessary stakeholders can be involved at an early stage. Therefore, the Council encourages developers, designers and the other local authorities in Derbyshire to involve the Council at the earliest opportunity in discussions about any new development proposal.

1.3.2. This document is intended to support designers when they are following the RIBA Plan of works and aligns with stages 0 – 4 of that process. More details can be found here RIBA Plan of Work (architecture.com).

1.4. Statutory Function

1.4.1. Within Derbyshire, Derbyshire County Council is the Local Highway Authority (LHA) charged with fulfilling the statutory duties as set out in the Highways Act 1980, Traffic Management Act 2004 and other relevant legislation.

1.4.2. The Transport Development Management (TDM) Team is responsible for co-ordinating the Highway Authority's response to consultations received on planning applications and new development proposals in respect to highways and transport issues. The TDM Team can be contacted at ETE.DevControl@derbyshire.gov.uk

1.4.3. The Development Implementation Team reviews technical submissions for junction alterations and prospective Highways. The Implementation Team can be contacted at Development.Implementation@Derbyshire.gov.uk

1.5. Management of the Transport Network

1.5.1. The Council, as Local Highway Authority (LHA), is responsible for the management of the following elements of the transport network:

- All public highways with the exception of the Trunk Road network, which is managed by the National Highways (see below).Public Rights of Way.
- On-street car parking.
- Some public off-street car parking (where associated with Council-run facilities such as Country Parks).
- Some bus services.
- Community Transport schemes.

1.5.2. The below table shows those elements of the transport network that the Council is not responsible for, and identifies those authorities, agencies and companies who operate or manage them.

Element of the Transport Network	Responsible Body
Trunk Road Network	National Highways
Rail Network	Network Rail
Railway Stations and Services	East Midlands Railway, Northern Railway, Cross County Trains, TransPennine Express
Bus services (commercial)	Trent Barton, Stagecoach, Arriva and other smaller operators
Bus Stations and Bus Stops	County, District, Parish and Town Councils, Bus Companies
National Cycle Network	Sustrans
Off-street Car Parks	District/Borough Councils

1.6. Streets in Context

Street or Road and Place and Movement

1.6.1. In addition to allowing people and goods to travel from one location to another, the transport network can cater for a wide range of activities. Whilst on parts of the network, such as the rail network and motorways, travel is the main activity, on other parts, notably the Local Highway Network, a range of activities can be expected and travel will involve several different modes of transport. A typical street will be used by a mixture of people on foot or cycling, and a range of vehicles from motorcycles to lorries. The street will also be the location for a range of other social and economic activities, such as markets, demonstrations, eating and drinking, and sightseeing. The mix and range of uses will, of course, vary according to the locality.

1.6.2. When designing new street layouts, or proposing significant changes to existing streets, the likely mix of users and activities needs to be considered, and any specific priorities relating to the function of the street identified. For example, the Traffic Management Act 2004 places a duty on the LHA to manage its road network with a view to achieving a number of objectives, including securing the expeditious movement of traffic on the road network. In fulfilling this duty, the LHA will need to adopt specific policies or objectives in relation to different roads or classes of road in their local road network.

1.6.3. Traffic comprises all types of road user. There is nothing in the Traffic Management Act 2004 to suggest that the emphasis in performing that duty should only be on the expeditious movement of motorised traffic, but clearly there are situations where the need for motor vehicles to travel relatively easily and with as little delay as possible is important if the County is to function effectively. There may be occasions where, having considered the user hierarchy in the manner set out at Table 3.2 of Manual for Streets, it is necessary to give greater emphasis on 'movement' than would normally be the case.

1.6.4. Therefore, whilst the principles set out in Manual for Streets to setting road hierarchies and prioritising amongst road users will generally be applied within Derbyshire, there will be some circumstances where other priorities relating to the duties set out in the Traffic Management Act will take precedence. Examples will include giving priority to the movement of traffic in the most efficient manner on those routes, such as the A61 through Chesterfield, identified as part of the Principal Route Network (PRN).

A Hierarchy of Streets and Roads

1.6.5. The Council supports innovative and attractive development within Derbyshire. The NPPF states that developments should establish a strong sense of place, using streetscapes to create attractive and comfortable places to live, work and visit. Whilst PSP sets out the broad design principles, the Council will engage with developers who wish to try something different, as long as it can be demonstrated that what is proposed will result in a safe and sustainable

transport system being inherited by the local community. In particular, when proposing innovative designs that are out of the scope of PSP a Developer will need to demonstrate that they will promote the safety of all road users. If a Developer were to propose the use of enhanced materials they will need to demonstrate that such use will be financially sustainable in the long term. It is recommended that early consultation with the Council takes place with regard to innovative layouts, and that these principles are established at pre-application stage to avoid prolonged discussion later in the planning process.

1.6.6. Taken together, Manual for Streets 1 and 2 (MfS1 / MfS2) and the Design Manual for Roads and Bridges (DMRB) give a framework for the design of new transport infrastructure, but it is the Council's role as LHA to determine which design guidance best fits a specific location on the highway network. This responsibility will require a judgement to be made balancing statutory requirements placed upon the Council against the guidance that is in place. MfS1 (paragraph 1.4.5) strongly recommends "that local authorities review their standards and guidance to embraces the principle of MfS".

1.6.7. MfS2 stresses that a street may be made up of a number of sections with different functions and character, and so the design principles will also differ depending on the character of each part of a highway. There are many variables involved and it would be inappropriate to have fixed requirements based on pre-conceived street character types.

1.6.8. It should also be recognised that the majority of Derbyshire's highway network is historic in nature, and the layout can differ significantly over relatively short sections of road. Therefore, the design of the road layout within a new development will need to pay due regard to the historic street pattern that the development is connecting to. It may be inappropriate for example, to have wider roads provided in a development when those roads are connecting to narrow streets, as this could send inconsistent messages to drivers or other road users.

1.6.9. As a starting point, PSP includes a hierarchy of roads and streets that can be used to inform the design process and this hierarchy needs to be placed in the context of the historic road environment.

1.6.10. Applicants must have regard to the Network Hierarchy Plan Network Hierarchy Plan (derbyshire.gov.uk) as to how their design aligns as this will influence design matters such as street lighting.

1.7. Policy Review

1.7.1. There are a number of key documents that can inform the design process and, if the policies and processes outlined in these are followed, their use should help to prevent modifications to a scheme being required at a later stage.

National Planning Policy Framework (NPPF)

1.7.2. The guidance can be obtained from the Department for Communities and Local Government www.communities.gov.uk/publications/planningandbuilding/nppf

1.7.3. Developers are recommended to consult this website to ensure that when preparing proposals for new development, they are using the most up to date Government guidance.

Local Plans

1.7.4. The Local Planning Authority (LPA) is responsible for setting out the local planning policies within a Local Plan.

1.7.5. Each of the LPA's will be required to adopt new Local Plans in accordance with the requirements of the NPPF. Developers should consult the relevant District or Borough Council website to obtain the latest position in relation to the Local Plan process.

1.7.6. Site-specific policies in the Local Plans may already set out a policy framework for the development of a specific site, including transport policies and proposals that are applicable to that site.

1.7.7. The LHA provides input on transport issues to the Local Plan process within each District, and therefore the transport policies contained within each Local Plan will generally be aligned with the Council's adopted transport strategy. However, Developers are advised to ensure that development proposals also accord with the Council's transport strategy, as set out in the Local Transport Plan.

Neighbourhood Plans

1.7.8. A Parish Council or Neighbourhood Forum may have also prepared a Neighbourhood Plan. These plans set out planning policies to determine decisions on planning applications and can grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the Order. Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan and once brought into force, the Neighbourhood Plan policies will take precedence over existing non-strategic policies in the Local Plan.

Local Transport Plan

1.7.9. Derbyshire's Local Transport Plan provides the vision and policy context for local transport from April 2011 through to 2026. The current LTP was adopted by Derbyshire County Council at a meeting of full Council in March 2011 and therefore it should be used as material consideration in planning applications and appeals. The LTP and its supporting documents can be viewed on the Council's website. The LTP is periodically reviewed and therefore applications will be reviewed against the policies published at that time.

1.7.10. The overall LTP vision is to secure the provision of a safe and sustainable transport system. In this context, safe means a transport network that people feel

safe using whatever their mode of travel, and one that is designed so that where collisions do happen the risk of casualties resulting is minimised. Sustainable means a network that is designed to contribute towards the reduction in carbon and other vehicle emissions, whilst also being financially affordable to operate within the constraints of public sector finances.

1.7.11. Underlying this vision, the LTP sets out the following objectives:

- Supporting a resilient local economy.
- Tackling climate change.
- Contributing to better safety, security and health.
- Promoting equality of opportunity.
- Improving quality of life and promoting a healthy natural environment

1.7.12. The LTP will have identified suitable improvements to the transport network that cost effectively limit the significant impacts of new developments that generate significant amounts of movements. Although the LTP assumed that significant development would occur in those locations, many of the improvements (especially in respect of sustainable transport modes) would equally apply to most developments. It is expected that contributions towards the costs of the improvements to the transport network that are required to limit the significant impacts of new development, will be secured.

1.7.13. PSP forms part of the suite of documents that come under LTP, as well as being adopted in its own right. LTP will be reviewed to take account of changes to the Development Plan and national planning guidance.

1.7.14. Developers should also be aware of the other supporting documents to LTP, including the Transport Network Management Plan and the Rights of Way Improvement Plan and the Local Cycling and Walking Infrastructure Plan, as these will contain policies and processes that may be applicable to a proposed development. These documents can be found on the Council's website (Derbyshire.gov.uk).

LTP Review and Emerging Themes

1.7.15. DCC has started the process of refreshing the Local Transport Plan and a cabinet report was presented on 13th October 2022 which recommended that stakeholder engagement commences and highlighted key themes, and it is expected that developers recognise these in their proposals, they are:

Sustainable Environment

A County that is resilient to climate change, enhances the natural and historic environment, improves biodiversity and supports a pathway to a zero-carbon transport network.

- Decarbonisation and adaptation to climate change.
- Environment – tackle negative effects of transport and enhance the natural environment and cultural heritage.

Integrated Connectivity

Improving connectivity and mobility for communities, businesses and visitors which enables greater choice and interchange between sustainable travel modes and grows the economy:

- Connecting places – there is a need to improve connectivity by all transport modes to provide more choice for travel.
- Embracing future opportunities for other forms of connectivity, including digital, and adopting technological approaches to support travel.
- Management of all local transport networks and assets efficiently and effectively.

Prosperous Place

Linking people, businesses and services together within our market towns and local communities to support them to become more prosperous, vibrant and green places. Innovation and supporting opportunities for safer travel which reduces inequality, increases mobility, enables more active and healthy lifestyles, and encourages more inward investment to grow employment opportunities and skills

1.7.16. These themes align with this document and industry practice.

Climate Change and Adaptation Strategy

1.7.17. The Derbyshire County Council Climate Change Strategy: Achieving Net Zero (2021-2025) was approved by cabinet and published by the Council in October 2021. This strategy establishes the Councils target to be an organisation that is net zero carbon emissions by 2032, or sooner. Furthermore, it identified the Councils Plans to facilitate the County being net zero by 2050.

1.7.18. As well as reducing emissions across the Council and the wider county, successful and effective delivery of the actions within the Strategy will help to address the wider key issues facing society, including improving and future proofing homes, businesses, infrastructure and transport, reversing the decline in biodiversity, promoting community health and wellbeing, and the facilitation of a sustainable and robust low carbon economy. This will have benefits for both residents and businesses across the County.

1.7.19. Derbyshire County Council will work with partner local authorities and other external stakeholder groups to deliver a zero-carbon integrated transport offering across the county that works more effectively to meet the needs of residents in accessing the places they work, live, and socialise, as well as improving air quality for the improved health and wellbeing of our residents. Derbyshire's flexible, accessible, affordable and integrated system will enable everyone to make their journeys through active travel (walking, wheeling and cycling), public transport, or decarbonised vehicles, whether that be individuals or businesses.

1.7.20. www.derbyshire.gov.uk/site-elements/documents/pdf/environment/climate-change/climate-change-strategy.pdf

Objective Setting

1.7.21. The Council will seek to ensure that:-

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- we ask for beauty, refuse ugliness and promote stewardship.

1.7.22. Applications for development should: -

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

1.7.23. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

1.7.24. These objectives reflect the requirements expressed in the National Planning Policy Framework and are applicable for developments of all scale.

2. Development Management Process

2.1. Pre-application Engagement and Appraisal Requirements

2.1.1. Early engagement has the significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Prior to submission of a planning application a Developer is encouraged to take up the pre-application service we offer, a charge may be applied for this service. It is easier if both the LPA and the LHA are involved in pre-application discussions. The Developer should have regard to the need to encourage joint working and may wish to involve the LPA as well as other stakeholders such as the Parish and Town Council.

2.1.2. Further guidance on the pre application process can be provided from the TDM team where requested.

2.1.3. The Freedom of Information Act 2000 includes a presumption in favour of disclosure of information, including pre-application discussions, unless such disclosure would cause adverse impacts (Regulation 12(5) Environment Information Regulations 2004). If you wish for details of the pre-application submission and the advice we give to be kept confidential, this request should be made prior to the pre-application discussions taking place. We retain discretion in regard to decisions on disclosure of information in any instance and decisions are reviewed on a regular basis.

2.1.4. When reaching a decision where a request has been made, we will balance the interests of furthering trust with the prospective applicant against the advantage of engaging the community more widely in discussions. Wherever possible we will make the decision in collaboration with the developer.

2.1.5. Once an application is submitted the expectation is that the pre-application advice will come into the public arena.

2.2. Guidance on the Preparation of Transport Assessments and Statements

Transport Statement/Assessment

2.2.1. The NPPF states that all development that generates significant amounts of movements should be supported by a Transport Statement (TS) or Transport Assessment (TA). During pre-application discussions, the Council will decide if a TA or TS is required taking into account the guidance set out if the Planning Practice Guidance. Where a TA is required you should agree the 'scope' with the TDM team in advance so that the focus can be on those areas that are most likely to be affected by the development.

Travel Plan

2.2.2. During pre-application discussions, the Council will decide if a Travel Plan (TP) is required taking into account the guidance set out if the Planning Practice Guidance – 'Travel plans, transport assessments and statements in decision making'. Where a Travel Plan is required you should agree the 'scope' with us in advance.

2.2.3. Thresholds are normally applied for initiating a TA. Developments below these thresholds still have an impact on the local transport network and so will normally be required to provide a TS, unless exempted from this requirement, in writing, by the TDM Team.

2.2.4. In some circumstances, a TA may be appropriate for a smaller development than suggested by the thresholds. In others, a TS may be appropriate for a larger development than suggested by the thresholds. Early pre application discussions between a developer and the relevant authorities are strongly recommended. In these, it is important for highway authorities to combine the appropriate quantitative and qualitative thresholds in deciding the level of assessment that may be required.

2.2.5. Derbyshire County Council may interpret the need for assessment in light of local circumstances. There are several qualitative factors that need to be taken into account and that are not captured by this document. There will also be site-specific issues that assessments will need to cover.

2.2.6. The following Thresholds apply:

Land use	Description of Development	Size	None	TS / TP	TA/TP
E(a) Food retail	Retail sale of food goods to the public – food superstores, supermarkets, convenience food stores.	GFA	<250 sq. m	>250 <800 sq.m	>800 sq.m
E(a) Non-food retail	Retail sale of non-food goods to the public; but includes sandwich bars – sandwiches or other cold food purchased and consumed off the premises, internet cafés	GFA	<800 sq. m	>800 <1500 sq.m	>1500 sq.m

E(c) Financial and professional services	Financial services – banks, building societies and bureaux de change, professional services (other than health or medical services) – estate agents and employment agencies, other services – betting shops, principally where services are provided to visiting members of the public.	GFA	<1000 sq. m	>1000 <2500 sq. m>	2500 sq. m
E(b) Restaurants and cafés	Restaurants and cafés – use for the sale of food for consumption on the premises, excludes internet cafés (now A1).	GFA	<300 sq. m	>300 <2500 sq.m	>2500 sq. m
Sui Generis Drinking Establishment	Use as a public house, wine-bar or other drinking establishment.	GFA	<300 sq. m	>300 <600 sq.m	>600 sq. m
Sui Generis Hot food Takeaway	Use for the sale of hot food for consumption on or off the premises.	GFA	<250 sq. m	>250 <500 sq.m	>500 sq. m
E(g) Business	(a) Offices other than in use within Class A2 (financial and professional services) (b) research and development – laboratories, studios (c) light industry	GFA	<1500 sq.m	>1500 <2500sq.m	>2500sq.m
B2 General industrial	General industry (other than classified as in B1),The former 'special industrial ' use classes, B3 – B7, are now all encompassed in the B2 use class.	GFA	<2500 sq.m	>2500 <4000 sq.m	>4000 sq. m
B8 Storage or Distribution	Storage or distribution centres – wholesale warehouses, distribution centres and repositories.	GFA	<3000 sq.m	>3000 <5000 sq.m	>5000 sq. m
C1 Hotels	Hotels, boarding houses and guest houses, development falls within this class if 'no significant element of care is provided'.	Bedroom	<75	>75 <100	>100
C2 Residential institutions - hospitals, nursing homes	Used for the provision of residential accommodation and care to people in need of care.	Beds	<30	>30 <50	>50
C2 Residential institutions – residential education	Boarding schools and training centres.	Student	<50	>50 <150	>150
C2A Residential institutions – institutional hostels	Homeless shelters, accommodation for people with learning difficulties and people on probation.	Resident	<250	>250 <400	>400

C3 Dwelling houses	Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes – students or young people sharing a dwelling and small group homes for disabled or handicapped people living together in the community.	Dwelling / unit	<50	>50 <80	>80
E(e)(f)Non residential Institutions	Medical and health services – clinics and health centres, crêches, day nurseries, day centres and consulting rooms (not attached to the consultant‘s or doctor‘s house), museums, public libraries, art galleries, exhibition halls, non residential education and training centres, places of worship, religious instruction and church halls.	GFA	<500 sq. m	>500 <1000 sq. m	>1000 sq. m
E(d) Assembly and leisure	Cinemas, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos. other indoor and outdoor sports and leisure uses not involving motorised vehicles or firearms.	GFA	<500 sq. m	>500<1500 sq. m	>1500 sq. m
Others	stadium, retail warehouse clubs, amusement arcades, launderettes, petrol filling stations, taxi businesses, car/vehicle hire businesses and the selling and displaying of motor vehicles, nightclubs, theatres, hostels, builders‘ yards, garden centres, POs, travel and ticket agencies, hairdressers, funeral directors, hire shops, dry cleaners.	TBD	Discuss with highway authority		

Other Considerations	TA / TP
Any development that is not in conformity with the adopted development plan	Yes
Any development generating 30 or more two-way vehicle movements in any hour	Yes
Any development generating 100 or more two-way vehicle movements per day	Yes
Any development proposing 100 or more parking spaces	Yes
Any development that is likely to increase incidents or conflicts among motorised users and non-motorised users, particularly vulnerable road users such as children, disabled and elderly people	Yes
Any development generating significant freight or HGV movements per day, or significant abnormal loads per year	Yes

Any development proposed in a location where the local transport infrastructure is inadequate. – for example, substandard roads, poor pedestrian/cyclist facilities and inadequate public transport provisions	Yes
Any development proposed in a location within or adjacent to an Air Quality Management Area (AQMA)	Yes

2.2.7. All TSs and TAs should be prepared in accordance with guidance in the National Planning Practice Guidance (NPPG), however the NPPG presents a framework rather than detailed guidance. It is therefore recommended that the form of the assessment is scoped and agreed with Derbyshire County Council (DCC) before any assessment is prepared.

2.2.8. Every Transport Assessment or Statement must be accompanied by a Travel Plan, which is compliant with Derbyshire County Council's guidelines. Travel Plans are typically a package of practical measures to encourage residents, employees and visitors to consider their travel options or reduce the need to travel. Typical examples of measures include: personalised travel plans and welcome packs for residential use, and for commercial use, the provision of showers, lockers and changing facilities, car sharing schemes, flexible working schemes etc.

2.2.9. Travel Plans should be bespoke to the development and applicants should not replicate generic targets. Travel plans can be a valuable tool in mitigating traffic impact and can look at the wider environment rather than just traditional traffic compensation measures.

2.2.10. The following matters are already covered in national guidance and legislation, however they are not always included to the level of detail expected which can result in delay in determining applications. DCC therefore considers it is important to make clear what is expected to ensure responses to the Local Planning Authorities are made promptly. The extent of any assessment should be proportionate to the scale of the development and the local environment, and the nature of the planning application but it is expected that matters are address in advance to prevent the need to include conditions requiring further submissions.

2.2.11. Detailed Travel Plan Guidance can be found here Sustainable travel and smarter choices - Derbyshire County Council

Decide and Provide Approach

2.2.12. Proposals should adopt a decide and provide approach rather than projecting historic trends forward. This means that proposals should be supported with a clear vision of the nature of the scheme and how future users are expected to travel.

2.2.13. Trip rates should consider the number of all person trips the site will generate and what the historic trend is. It should then define what wishes to achieve (by mode). Assessments must provide a base position which can be extrapolated to indicate what the impact would be with no interventions.

2.2.14. Proposals should clearly define how the measures proposed will achieve the vision, over what time period and how the result with be reviewed.

2.2.15. Larger proposals will also be expected to adopt a monitor and manage approach throughout the build period and as such interim assessment years and target must also be defined.

2.2.16. Where schemes are not achieving the required modeshift, the review report should also include a list of interventions as to how the poor performance will be rectified.

2.2.17. The Climate Change Committees 6th carbon budget identifies that in 2019 surface transport accounted for 22% of greenhouse gasses and this primarily made up from tailpipe emissions from fossil fuelled vehicles. To achieve the legal emissions for the UK the net greenhouse gas emissions need to fall by 63% by 2035 compared to 2019 levels. As such it is required that 63% of all vehicle trips (based on historic trends) generated by a development are transferred to alternative modes, and the holistic demand management package should show this is to be achieved or provide justification for an alternative approach.

2.2.18. The sole reliance on historic vehicle trip rates to assess impact will result in the scoping paper being rejected.

Accessibility

2.2.19. All new developments must ensure they comply with the environment of sustainable development and to this end development must ensure they are not car reliant and provide genuine transport choice. To achieve this it is essential that development is located where there are sufficient local services to support it. It is common practice to provide an accessibility assessment using distance to local amenities with a 2km and 5km threshold based on isochrones. This approach distorts the actual relationship between origin and destination. It is therefore expected that any analysis looks at a door to door approach based on actual routes and uses. A range of distances are suggested in "Providing for Journeys on Foot" but these should not be read as absolutes and the approach should recognise the road user hierarchy. Additionally, the assessment should review the quality of the route to ensure it is suitable for the needs of the development.

2.2.20. The TA and TS should provide a Walking, Cycling and Horse-Riding Assessment following the guidance in GG 142.

2.2.21. The TA should us use the propensity to cycle tool www.pct.bike to consider cycling potential.

2.2.22. They should also provide CLoS (Cycling Level of Service) and JAT (Junction Assessment Tool) assessments as defined in LTN 1/20.

2.2.23. Transport Statements and Assessment for residential development must include an accessibility score for the site based on the guidance and checklist provide in “Transport for New Homes”, it may be appropriate to undertake a “with” and “without” score to understand any off site benefits the proposal delivers.

2.2.24. Sites which have a poor relationship to amenities, services, education and employment by active travel modes are unlikely to receive a positive recommendation.

Equality Impact

2.2.25. The LHA takes its responsibilities to equality very seriously and is obliged through the public section equality duty to have due regards to the needs of all persons. Applications should ensure they have considered the needs of all users having had regards to the protected characteristic of the area and this should be demonstrated in the assessment. This applies to development of all scales.

2.2.26. Depending on the nature of the development not all matters can be assessed. For example an outline application may only need to cover the point of access and the surrounding highway network whereas within a reserved matters application only the internal design will be considered. With a full application all elements will be covered. This assessment will assist the LHA in their considerations and does not remove any obligations from the Local Authority.

2.2.27. Equality Impact Assessments need to be prepared alongside the TA/TS and any health impact assessment.

Construction Management Plans (CMP)

2.2.28. It is accepted that there will always be some disruption during construction, however this needs to be minimised to protect the local community and the highway network.

2.2.29. It is unlikely that a principle contractor will have been appointed at the point of a planning application but it is still possible to provide a framework plan based on the applicant's industry experience, this can then be finalised post permission through the discharge of conditions. The TA or TS should include a chapter setting out potential impact and mitigation. Local site conditions will dictate the range of matters but a non-exhaustive list is provided below:

- Duration of build
- Hours of operation
- Number and size of delivery vehicles (average day)
- Location of site compound for storage and parking
- Condition survey of surrounding roads
- Wheel washing facilities
- Strategy to inform local community of activities including provision of complaints procedures
- Any temporary access arrangements
- Likely temporary traffic management arrangements
- Routing arrangements

2.2.30. Contractors should be registered with the Considerate Constructors scheme and comply with the code of conduct in full.

Quality Audits

2.2.31. A Quality Audit should be seen as being integral to the design process, from initial conceptual designs when the vision for a scheme is developed through to

maintenance and monitoring. The process enables a multi disciplined team of built environment professionals to apply their expertise to contribute to the successful outcome of a project.

2.2.32. The starting point is to establish the vision and/or objectives for the scheme, which could be expected to address the following:

- Seeking an appropriate balance between Place and Movement
- Enabling accessibility for all user groups
- Recognising the context and presence of wider strategic modal routes and the impact the scheme may have
- Making sure that the quality of existing public realm is maintained or improved and that new places are of high quality
- Meeting community needs
- Road safety and personal security
- Specifying appropriate materials and layout in terms of appearance, durability and maintenance requirements

2.2.33. Further guidance on Quality Audits can be found in Traffic Advisory Leaflet 5/11.

2.3. TS / TA Checklist

2.3.1. The following list is provided to indicate the key topics that should be included in any assessment.

- Policy Review (LTP / Local Plan / Neighbourhood Plan / Relevant National Guidance)
- Reviews of existing site characteristic
- Relevant Planning / Fallback position including trip profile
- Explanation of proposal
- Trip Rates (Historic trend)
- Accessibility Appraisal (Spatial)
- Trip Rate (Decide and Provide) – Explain by mode and trip type)
- WCHRA
- Use of PCT
- CLoS and JAT Assessments
- Transport for New Homes Checklist
- Measures to achieve trip rate (physical and soft)
- Drawings to demonstrate measures
- Obligations to secure measures
- Internal Layout Considerations (compliance with Local / National Design standards)
- Street Drawings (Showing: Layout, long section, street dimensions, location of parking for cars, cycles, including EV provisions, visitor provisions, refuse vehicle tracking, prospective dedication drawing)
- Quality Audit
- Movement Strategy

- Equality Impact Assessment
- Construction Management Plan
- Travel Plan (or provided as a standalone document)

2.4. Planning Application Process

2.4.1. The LHA is defined as a statutory consultee and as such is consulted by the Local Planning Authority (LPA). The LPA seeks the Council's advice on the highway safety and transportation matters specific to those applications and this includes where necessary an assessment of 'accessibility'. The LHA view is made in the context of local and national policy and working in the spirit of promoting sustainable development. However, there will be occasions where proposals are considered to be contrary to that position and these will result in an objection to the proposal.

2.4.2. The LPA is not obliged to follow the recommendation of the LHA in determining the application, in those instances the LHA will seek to agree what items it can as common ground and ensure that a clear statement is provide regarding the implications of any noncompliance. The views of the LHA are a combination of reflection on Evidence, Policy, Guidance and expert opinion from suitably qualified Transport Professions.

2.5. Monitoring

2.5.1. Where a Travel Plan is required as part of the development, it is expected that this will include surveys of residents or other occupiers of the development concerned to enable feedback on the good and bad points of a development to be identified, informing future reviews of PSP by providing a robust evidence base. This approach aligns with the decide and provide approach to development impact.

2.5.2. For some new developments, the installation of Automatic Traffic Count (ATC) sites might be required as part of the Monitoring Strategy for the Site Travel Plan. Where required, an ATC site should be installed to the specification set by the Council, and it is recommended that early contact is made with the Transport Development Management Team prior to the construction of new or improved roads to ensure that issues such as the location of the ATC, associated power supply and phone connections for the passage of collected data, the location of ancillary equipment such as cabinets, and the provision of safe parking for maintenance vehicles are all taken into account during the design process.

Payment of Contribution Secured in a Planning Obligation

2.5.3. As a County Council we get many payments every day for all sorts of services and information requests, as well as payments to satisfy planning obligations. A significant number of these payments (which can involve large amounts of money) are paid to the County Council without any reference to the development, the developer or what the payment is actually for and this can cause financial management and audit challenges. In order to make our service more efficient, we require a minimum amount of information (site address, planning application number, DCC file reference number) to be supplied with any payment. We would ask you to supply this information otherwise there is a

danger that your payment may not be accepted, delaying your development and possibly putting you in breach of your planning obligation.

Bonding of Planning Obligations

2.5.4. Guidance can be found in the Council's Local Planning Policy: Infrastructure Planning www.derbyshire.gov.uk/environment/planning/planning-policy/infrastructure-planning/infrastructure-planning.aspx

2.5.5. Further local guidance on infrastructure and services with new development can be found in the Council's Developer Contributions Protocol at: www.derbyshire.gov.uk/site-elements/documents/pdf/environment/planning/developer-contributions-protocol.pdf

3. Design

3.1. Context Appraisal

3.1.1. The NPPF and MfS place great emphasis on the benefits derived from good design and the effective context appraisal, relating a new development to the existing infrastructure. Good design also looks at the wide surrounding area and proposals should align with the existing nature environment and built form as appropriate. It is recommended that this process is conducted at the earliest possible opportunity, prior to developing a movement framework (explained in further detail in Section 3.6 of MfS1). Applicants should have regard to Streets for a Healthy Life and Building for Life, these documents emphasis the need to achieve a sense of place as well as addressing movement.

3.1.2. Consideration should be given to connecting developments to existing links and possibly upgrading existing footpaths. Cul-de-sacs should be avoided because they tend to result in poor connectivity and do not assist with place-finding. This approach aims to improve the potential connectivity of a new development with the existing locale.

3.1.3. Other contextual elements might include, for example, place, landscape, built environment, use and heritage. Applicants should ensure that they have taken a multidisciplinary approach to design to ensure that the proposal provides a strong sense of place rather than replicating generic street characteristics.

3.2. Connectivity and Accessibility

3.2.1. The accessibility of a development that generates significant amounts of movement is a key contributor to whether or not it is likely to be sustainable and meet the Promoting Sustainable Transport policies of the NPPF. It is desirable that such developments are located so as to be easily accessible by other modes of travel. Journeys on foot comprise an element of almost all journeys; even the most hardened car user has to walk from the parking place to their destination. Public transport provides the most viable option for longer journeys. The emphasis in Derbyshire tends to be on bus rather than rail services due to the limited number of rail routes and stations in the County. However, for such developments in communities with a rail station, rail can provide an attractive option for travel both within Derbyshire and further afield. The bicycle provides another alternative to the private car and over any given time can make a development accessible to a wider area than by walking.

3.2.2. A fundamental principle of development that generates significant amounts of movement in planning terms is for it to be located in the right place, allowing people to easily access the services that they need for day to day life, such as employment, education and shops. To ensure inclusivity good accessibility should be possible by non-car modes. The concentration of large-scale development in existing built-up areas can result in linked trips, where people can visit several places in one journey, and it is in the larger urban areas where improvements to infrastructure that will benefit users of development in the

future are likely to take place. Consideration will also be given as to whether other facilities being promoted as part of a development will improve access to services for residents of existing development.

3.3. Outline/Detailed Master Plans

3.3.1. Master planning is also an essential element of designing larger developments in particular and provides an opportunity to ensure that critical connections to existing development and the surrounding area are given due consideration at an early stage of the process. Table 3.2 of MfS, reproduced below, gives the user hierarchy order that should be followed in the design and assessment of all development proposals.

3.3.2. Permeable developments and good design are directly associated with each other and when considering the location of blocks and buildings connectivity for pedestrians and cyclists, and routes for buses, service and emergency vehicles must be provided and these should be given priority over other motorised traffic. It is of course equally important, particularly on larger developments built in separate phases, that key parts of the infrastructure are in place for all occupants and/or users of a particular phase to use without having to wait for other phases to be completed.

User Hierarchy (from Manual for Streets – Table 3.2)

Consider first	Pedestrians
↓	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste, etc.)
Consider last	Other motor traffic

3.3.3. MfS makes it clear that good connectivity between proposed development and existing services and facilities is essential if pedestrian and cycle journeys are to be encouraged. In turn, pedestrians and cyclists will bring vitality to a street and this should create a more secure environment. Developers should identify key facilities (such as shops, schools and bus stops) in the vicinity of the site and also other less regularly used facilities such as community centres, public open space, play areas and doctor's surgeries, which are likely to be frequent destinations for residents of a development or, to a lesser extent, employees in the case of many commercial developments.

3.3.4. Where practical to do so, priority should be given to pedestrian and cycle movements and access provided to high quality public transport facilities. The needs of people with disabilities need to be considered by all modes of transport. In respect of development that will generate significant amounts of

movement, depending on the nature and location of the site, the opportunities for sustainable transport modes should be taken up, to reduce the need for major transport infrastructure improvements. The following issues may also have a bearing on the degree of permeability that can be achieved.

3.4. Meeting the Needs of People with Protected Characteristics

3.4.1. Derbyshire County Council, like all public bodies, follows the requirement of the Equalities Act 2010.

3.4.2. Section 149 – Defines the Public Sector Equality Duty. The legislation be found http://www.legislation.gov.uk/ukpga/2010/15/section/149

3.4.3. Key points for the Highway Authority to note in the context of new developments are:

1 (b) **advance equality** of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

3 Having **due regard** to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;

(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

4 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

7 The relevant protected characteristics are—

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation

3.4.4. In exercising its duties Derbyshire County Council has regard to the entirety of the legislation. Emphasis added above for clarity.

3.5. Crime Prevention

3.5.1. The following passage was written in consultation with the Crime Prevention Design Advisor (CPDA), Derbyshire Constabulary. This section provides additional information, for designers, building on Section 4.6 of MfS1.

The Crime and Disorder Act (CDA) 1998

3.5.2. Sections 5-7 & 17 of the CDA requires local authorities and the police, in conjunction with other agencies and the community, to work together at district level to develop and implement strategies for reducing crime and disorder in the area.

3.5.3. Two of the most common forms of crime are burglaries from private dwellings and vehicle crime. These types of crime can be reduced or at least discouraged if the design and layout of new developments has crime prevention incorporated into its design criteria. Good design which includes natural surveillance can also help reduce anti social behaviour.

3.6. Quality Places

3.6.1. MfS sets out the aspects of the built form that contribute to quality places. Some of these are not directly relevant to highway design but may have implications for the layout of the street.

3.7. Decarbonisation in Construction

3.7.1. DCC recognises that streets use materials that have high levels of embodied carbon such as concrete. Not all materials or processes have low carbon alternatives, but designers can be creative to exclude some products from the designs. For example:

- Minimising steel and cement products on spine roads and conventional draining systems on spine roads and allowing surface water to spill into swales whilst maintaining edge restraint to the carriageway. This should be considered as the default position for streets with verges.
- Providing narrower carriageways, this reduces the quantity of natural materials used. This also results in slower speeds which allow the opportunity for lower carbon surface materials to be used. Proposals should consider the whole life cost and whole life carbon demand of any treatment provided.

3.7.2. All developments must look to reduce carbon in construction as well as in the habits of end users.

3.8. Reducing Clutter

3.8.1. When designing new schemes, it is crucial that designers carry out an audit of existing signing, road markings and street furniture to ensure that every opportunity is taken to remove any redundant items and then integrate the remaining apparatus with those required as part of the new scheme.

3.9. Building with Nature

3.9.1. The Building with Nature Standards (a user guide for policy makers) is a comprehensive guide (co-developed with local authorities, people and communities, private sector developers and the University of the West of England) to the design, delivery, implementation, and long-term management and maintenance of high-quality green infrastructure and which aims to maximise multiple benefits for end users.

3.9.2. A copy of the Guide is available from www.buildingwithnature.org.uk

3.10. Planting

3.10.1. When considering landscape designs it is important to ensure that all planting is sustainable in the long term. The choice and selection of plant material should be in keeping with the environment in which it is to be placed, i.e. native material should dominate in rural schemes and mixed to more ornamental may be used in urban areas.

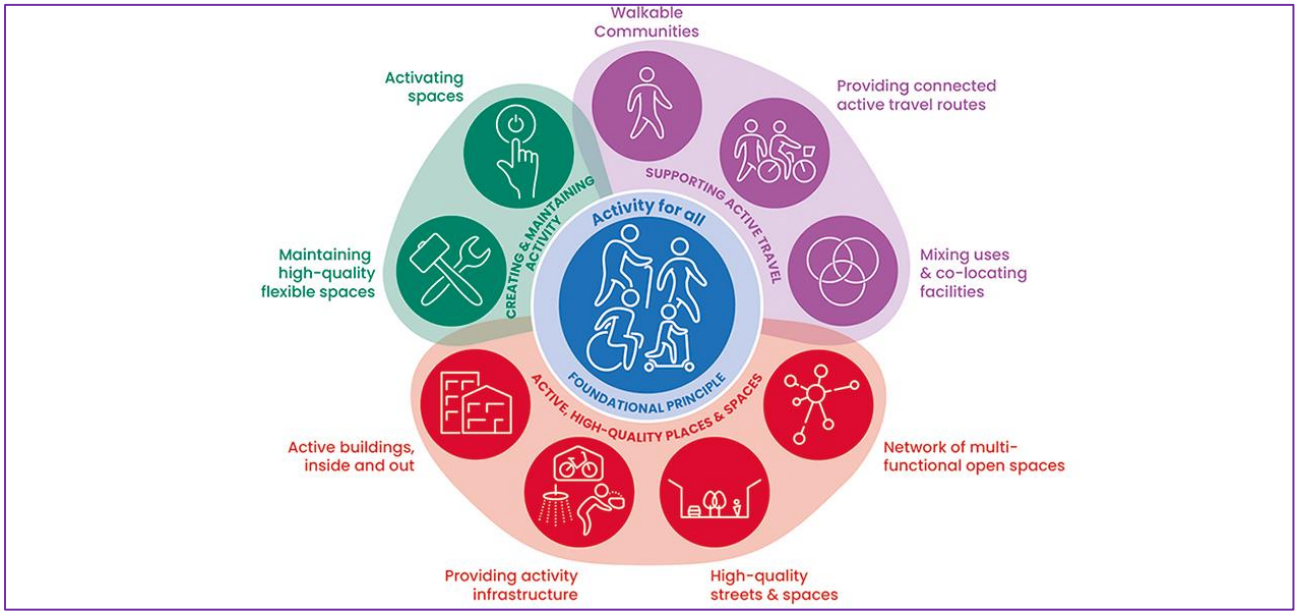
3.10.2. The existing landscape features on and off site should be identified and incorporated where appropriate into the scheme. During construction the protection of existing landscape features, such as trees and hedges is essential. BS 5837: Trees in Relation to Construction: 2005 provides detailed guidance on the protection of trees on development sites and in the highway.

3.10.3. It is essential that a suitably qualified Arboriculturist and landscape architect is consulted for professional advice on all landscaping matters relating to trees in new development.

3.11. Supporting Physical Activity

3.11.1. Promoting active lifestyles can help us address some of the important health challenges facing the UK today. Increasing physical activity has the potential to improve the physical and mental health of the nation, reduce all-cause mortality and improve life expectancy. It can also save money by significantly easing the burden of chronic disease on health and social care services and on the economy. Increasing cycling and walking will reduce transport costs, save money for the Government and individuals, improve air quality, contribute to meeting mandatory Climate Change targets and help the environment. More use of active travel can reduce traffic, congestion and pollution, improving the health of communities

3.11.2. Sport England have been supported by Active Travel England and the Office for Health Improvement and Disparities has produce “Active Design” May 2023. Active Design aims to create places and spaces which encourage people to move more, with more opportunities for everyone to increase their activity levels and lead healthier lives. We can provide people with choices in how they get active, to ensure activity is enjoyable and to make it easier for people to incorporate activity into their daily lives.



3.11.3. The Toolkit can be found at: - www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design

3.11.4. Increasing levels of physical activity amongst all the population should be an explicit goal of transport planning and investment. Active travel should be prioritised and walking and cycling routes should be safe and form a continuous accessible network. Planning for active travel will provide 'triple wins' – for the economy, health and the environment. Physical activity is vital for maintaining health (both physical and mental); the Chief Medical Officer has labelled it a 'wonder drug'. Environments promoting and supporting physical activity will achieve and sustain better health outcomes.

3.11.5. Until recently, guidance on how to provide cycle infrastructure included the use of shared active travel infrastructure. However, this is no longer advised as the preferred method, as stated in LTN 1/20 published in July 2020.

3.11.6. DCC recognises that LTN 1/20 seeks to raise the bar in this matter, therefore it is expected that proposals will accord with that document, this includes but is not limited to:

- Segregated walking and cycling infrastructure on all "Enhanced Streets" and "Industrial Access Roads", and any other streets that connect locally important destinations.
- Priority crossings over side roads and at crossing points.

3.12. The Benefits of Green Infrastructure to Support Physical Activity

3.12.1. In line with good practice guidance ‘Building with Nature User Guide for Developers (v1.4)’, green infrastructure features should be considered when designing developments that support physical activity.

3.12.2. Key messages to remember when considering supporting physical activity through green infrastructure are:

- Mental health and wellbeing are important drivers too, not just physical health.
- Visual and auditory access is critical to health and wellbeing
- Inclusion for marginalised and vulnerable groups can be enhanced through ensuring physical, visual and auditory access to green features close to where people live/work/learn.
- Maintenance (regular and cyclical) is essential to ensure not just the safety of features (e.g. paths), but also the usability and enjoyment of features.

3.12.3. Green infrastructure supports a wide range of healthy activities. Access to good quality green infrastructure can encourage more active lifestyles, and there is a clear association between psychological health, mental wellbeing, and physical activity. For example, parks and woodlands can be enjoyed for recreational activities as well as education and learning; orchards and urban farms can be utilised for food production and therapeutic benefits; and linear assets such as canals provide active travel routes and opportunities to get close to nature.

3.12.4. Health benefits derived from access to green infrastructure include: benefits associated with physical activity, for example improved fitness, reduced obesity, and reduced exposure to air pollution; benefits associated with restorative psychological effects, for example improved relaxation and restoration; and the social benefits associated with the opportunities for informal and formal social interaction, for example improved social capital. These benefits are particularly well evidenced when green infrastructure is situated close to where people live and work, optimising opportunities for regular use and enjoyment, for example through the provision of active travel routes at the neighbourhood level.

3.12.5. Connectivity or ‘linkage’ between features within the development, and from the development to features beyond the site boundary, should be secured at each stage of delivery, and across multiple phases of development in the case of phased development.

3.13. Creating Child Friendly Communities

3.13.1. Playable space and play opportunities should be integrated into new development and the Council would encourage developers to engage with children in the design process. Streets should be created that children feel safe to play in and new development should positively promote sustainable travel and in particular promote walking and cycling amongst children.

3.14. Economic Benefits

3.14.1. The benefits to the economy of walking and cycling are well documented, these range from immediate benefits to people traveling, increased retail spend and the longer-term benefits to reduced demands on health services. There is clearly a compelling case from an economic perspective as well as a social one.

3.15. Conservation Areas

3.15.1. Derbyshire has a wide range of towns and villages with a variety of local characteristics in relation to building types, materials used, and general layout of streets. It is recognised that the design and layout of new development needs to reflect this variety, and that whilst in Asset Management terms it may be desirable, and more cost effective, to restrict the design and use of materials to a limited palette there will be locations where the need to fit in with the local characteristics takes priority.

3.15.2. The DCC Highway Network Management Policies and Standards document, confirms that "Highway design and maintenance should protect, conserve and enhance landscape character and natural environments, promoting biodiversity and local distinctiveness." Developers should have regard to this guidance, and it can be found here Highway Network Management Plan - Derbyshire County Council

3.15.3. The District Councils will hold details of where Conservation Areas or other locally important designations are in place, and Developers should refer to the website of the relevant District Council when considering whether the use of enhanced materials or other specific design considerations should be reviewed. Where consideration is being given to the use of enhanced materials or other specific design features, then early discussion with the Council's TDM Team and the Conservation, Heritage and Design Service is recommended as some products may not be judged suitable or they might be subject to a commuted sum.

3.16. Peak District National Park

3.16.1. Derbyshire is a rural County, and contains a wide range of different landscape types, from the rolling hills of the Derbyshire Dales to the bustling metropolis of Derby City Centre. Again, it is recognised that within rural areas that have a specific landscape value, whether as part of Derbyshire's National Park, or as a landscape area of more local significance, then the use of enhanced materials or other design features might be appropriate. Once more, early discussion with the Council's TDM Team is recommended if the Developer considers that enhanced materials or other specific design features may apply due to the local characteristics of a site.

3.16.2. The Peak District National Park covers the majority of the West of Derbyshire as well as adjoining Counties. Peak District National Park has developed a range of guidance on specific issues, including transport and highways maintenance, the Local Design Guide SPD will carry weight in the planning balance and

should be reviewed by designers. Supplementary planning documents: Peak District National Park.

3.17. Derwent Valley World Heritage Site

3.17.1. The Derwent Valley Mills World Heritage Site (DVMWHS) saw the birth of the factory system and is therefore one of the key sites associated with the world's first industrial revolution, which took place in the United Kingdom in the 18th century.

3.17.2. The DVMWHS was inscribed on the UNESCO World Heritage List (1030) in 2001 and a Statement of Outstanding Universal Value was agreed in 2010. The boundary of the Property encloses an area of approximately 1229 hectares and it measures some 24 km stretching from Mass on Mills in the north to Derby Silk Mill in the south, with a buffer zone of approximately 4,363 hectares. 6,384 people live within the Property and 28,557 with in the Buffer Zone. (2011 census) The majority of the buildings are in use and the changing nature of the economy and pressures for development require careful control. The key buildings and industrial settlements, and their care and maintenance, are the responsibility of numerous owners. The Government and several local planning authorities are responsible for the protection and enhancement of the historic built and natural environment through statutory planning powers.

3.17.3. The DVMWHS officers work closely with planning professionals from the strategic planning authority of Derbyshire County Council (which includes the County Archaeologist) and the local planning authorities of Amber Valley Borough Council, Derbyshire Dales District Council, Derby City Council and Erewash Borough Council. Planning officers use existing statutory legislation and national and local planning guidance in respect of considering planning applications within the Property. All planning applications which may be considered to have an impact upon the Statement of Outstanding Universal Value (SOUV) of the DVMWHS are referred to the Conservation and Planning Panel for comment. These include not just development proposals within the Property and its Buffer Zone but also proposals which impact upon the setting of the DVMWHS

3.17.4. Since inscription in 2001 the DVMWHS has depended upon the County Council Environmental Service Department's Conservation and Design team for the provision of planning advice. In 2011 it established a new service level agreement which the partner planning authorities have agreed.

3.17.5. Derbyshire County Council (Environmental Services Department's Conservation and Design team) provides the DVMWHS with a planning consultancy, at no cost to the Partnership. The DVMWHS Partnership is consulted directly but in the knowledge that it will obtain planning advice from the County Conservation and Design team. Where time allows this is then referred to the DVMWHS Conservation and Planning Panel for endorsement. Although it does not determine planning applications, particularly contentious or high profile planning

issues are referred to the DVMWHS Board. In the case of any planning applications made by the County Council it may seek independent advice.

4. Detailed Design Matters

4.1. Traditional Junction Design

4.1.1. The developer must demonstrate that the junction arrangement proposed represents the best use of available capacity whilst ensuring the safety for all highway users. This will need to be demonstrated through capacity analysis of the various junction types, with the junction form which minimises delays and is subject to safety considerations being progressed. For example, traffic signals will not be supported when a priority junction provides adequate capacity for vehicles wishing to enter and exit the development.

4.1.2. When proposals provide for a new footway crossover or priority junction, guidance on its design should be sought from Manual for Streets 1 and 2. However, where more complex junctions are required, which could involve signal control, roundabouts and/or right turning lanes, DMRB is considered to be the appropriate design standard. Again, the applicant should make reference to CD 123, although this should always be discussed and agreed with the TDM team. In some cases, it may be appropriate to deviate from these standards. Again, this should be agreed in writing early in the design process with the TDM team.

4.2. Contemporary Junction Design

4.2.1. Innovation in junction and street design is welcomed and it can be appropriate to extend these principles on to the existing highway network, either as part of a specific access to a site or as wider mitigation. Where innovative schemes are to be promoted, early discussions are essential and some specific issues will need to be explicitly considered. A non-exhaustive list follows.

- The design should reflect the needs of the surrounding environment;
- There should be high levels of pedestrian movements;
- The needs of visually or physically impaired users should be considered, and local user groups involved from an early stage;
- Design speeds should be low (under 20mph);
- Proposed construction materials should be readily available;
- Consideration must be given to junction efficiency, minimising delay to all road users.
- Quality Audit to ensure the wider place and function is addressed.

4.2.2. The developer will need to demonstrate than any highway design to be offered for adoption by the LHA or to take place on the existing highway network enables Derbyshire County Council to discharge responsibilities placed upon it by Section 149 of the Equalities Act, 2010. In order to achieve this, early involvement with local and national disability access groups should be undertaken and the needs of these groups incorporated into the design.

4.2.3. Section 149 of the Equalities Act, 2010 requires Local Authorities to have ‘due regard’ when making any decisions to the needs to eliminate discrimination,

which includes the duty to make reasonable adjustments for disabled people and the "need to promote equality of opportunity between disabled persons and other persons", which includes "the need to take steps to take account of disabled person's disabilities" even where that involves "treating disabled persons more favourably than other persons".

4.2.4. The application of contemporary junctions should not be considered to be an easy solution or a fall-back position, where traditional junction types are difficult to achieve.

4.3. Vertical Alignment

4.3.1. The Developer must consider the following when designing vertical curves on new developments. Generally, the maximum and minimum gradients allowable on new developments will be as detailed within the table below:

Category	Maximum Gradient	Minimum Gradient
All Streets	1:20 (5%), but consideration given to 1:12	1:100
Active Travel Corridors	1:20 (5%)	1:100

4.3.2. A level platform must be provided for every 500mm change in level. "Inclusive Mobility" DfT 2022.

4.3.3. Active Travel Corridors should be designed in accordance with LTN 1/20.

4.3.4. For clarity the gradient tolerances apply to private driveways and proposed streets.

4.3.5. The Developer should note that side road gradients into junctions should be set at a maximum of 1:20 (5%) for the first 10m. Additionally, the minimum vertical curve length of any section of road should be not less than 20m.

4.3.6. The developer should note that where gradients exceed 5% there may be a requirement for a grit bin. In such instances, the developer will need to ensure the design provides an adequate location and that a suitable grit bin is provided.

4.4. Headroom

4.4.1. Additionally, the Developer must also consider in the design that the minimum allowable headroom for all new highways intended for adoption shall be as follows:

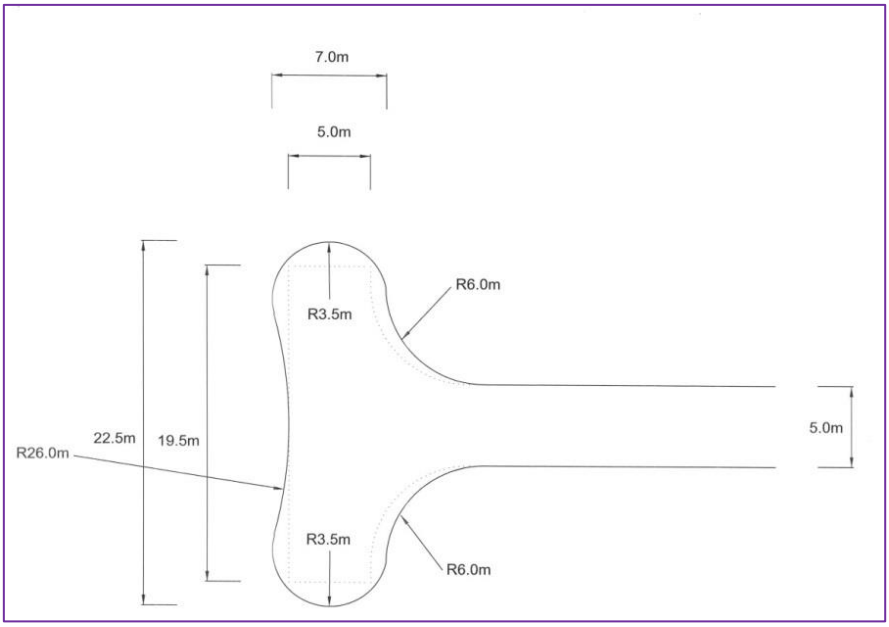
4.4.2. Category Minimum Headroom

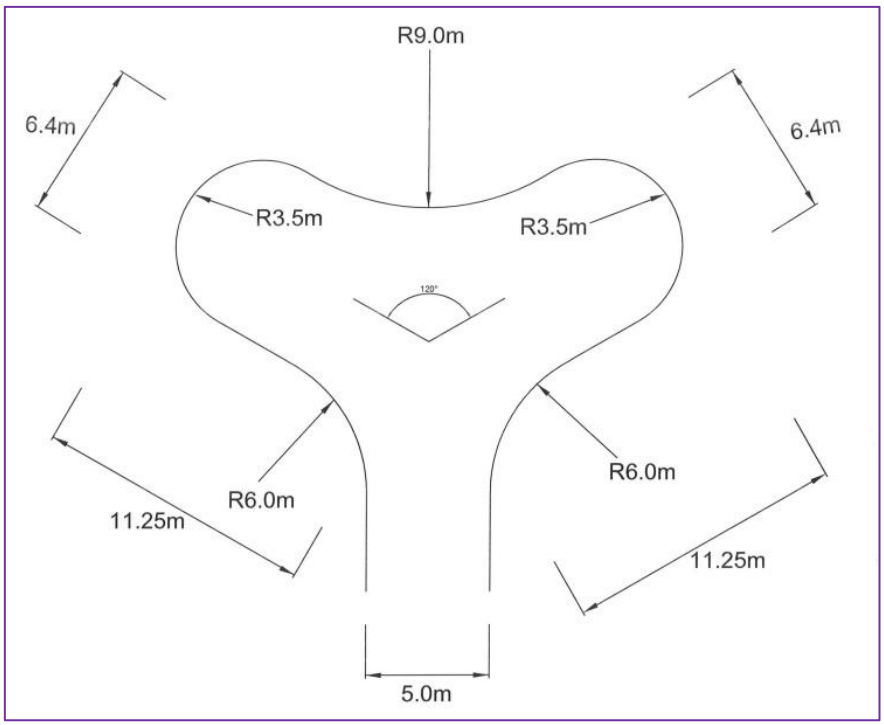
- All Roads 5.3m
- Cycleway 2.7m
- Footway 2.7m

4.5. Turning Heads

4.5.1. The carriageway widths, radii and footway widths should comply with the design specification for the road which they serve but developers should also be mindful of the existing context to ensure local character and quality of place is not compromised by overestimating this requirement. Oversized turning heads can encourage on street parking in these areas, as such turning head sizes should be proportionate to the refuse vehicle and any other design considerations.

Typical residential turning head details.

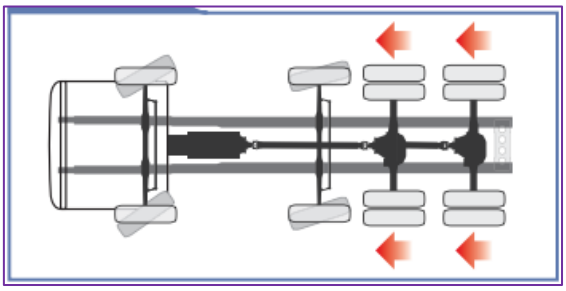




4.5.2. Variation from these dimensions are acceptable subject to tracking by the District Council refuse collection vehicle. A typical refuse collection vehicle use is the Denis Eagle Elite 6 (Mid Steer), typical vehicle details are below.

Overall vehicle length	11370mm (11600mm with mirror)
Overall Wheel Base	6400mm
Overall Turning Circle	22.4m
Axles	4 (1 front, 3 rear)

4.5.3. Wheel Plan



4.5.4. The refuse vehicle must stay within the kerblines but isolated vehicle (body) overhang of the footway may be accepted if the streets on which they occur have low volumes of pedestrians and the driver would have opportunity to observe pedestrians. This is not a constraint where a verge is provided.

4.6. Filtered Permeability / Low Traffic Networks

4.6.1. Developments must reduce the walking and cycling distances as far as practical. This means that cul-de-sacs are strongly discouraged, but where they are included that pedestrians and cyclists are able to connect turning head to turning head. The use of private driveways must be carefully considered alongside the space required to design these connections. It is anticipated that an adoptable connection is provided which does not conflict with vehicular traffic.

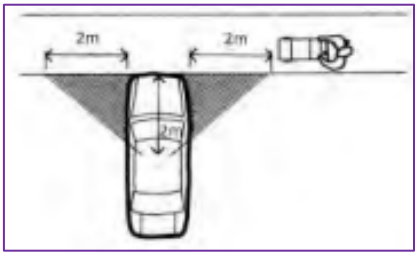
4.7. Active Travel Priority

4.7.1. When crossing side road junctions it is expected that designs will give formal or implied priority to pedestrians and cyclists. This treatment can take many forms, but it is anticipated that it could be a zebra crossing with parallel crossing, side road priority as indicated in LTN 1/20, a raised table, or simply providing a vehicle crossing with the footway remaining continuous. The actual treatment will need to account for the amount of demand and other local conditions. A consistent treatment should be applied throughout the development.

4.7.2. Similar principles apply at crossing points to the above with measure being required to prioritise active travel users. The use of vertical deflection can greatly assist, but it must be used as part of a wider scheme, however raised tables will be resisted as they place pedestrians and cars at the same level and remove the perception of pedestrian priority.

4.8. Visibility Splays

4.8.1. A pedestrian visibility splay should be provided on any new or widened private driveway, or streets providing a vehicle crossover in lieu of a bellmouth. This should take the form of a 2m x 2m triangle measured from the edge of the driveway and back of the footway or carriageway if no footway is provided. Nothing should exceed 600mm in height within this space and the design should maintain this position.



4.8.2. Vehicle visibility splays (Y distances and Sight Stopping Distances) should be provided as defined as per Manual for Streets or DMRB depending on the nature of the access proposed. X distances should be measured from a 2.4m distance to ensure the vehicle bonnet does not protrude into the Highway. Proposals for new accesses with less than a 2.4m X distance will be resisted.

4.9. Materials

4.9.1. Developers must ensure that they strike the right balance between achieving beautiful places, the availability of materials and future maintenance in their proposals. A holistic approach should be demonstrated to ensure that the public realm encourages active travel and addresses climate change and adaptation, and materials provide resilience for flash storms and increased heating. This means that places and treatments outside the prospective highway will be considered in achieving this aim, but it equally does not mean that streets are solely constructed in macadam with investment directed outside the street itself.

4.9.2. The Highway Authority's construction specification provides a good indication of the pallet of materials that would generally be expected. Deviation from this can be considered, but early discussion is essential.

4.10. Decarbonisation

4.10.1. The type and quantity of materials used of it makes a considerable impact on the carbon footprint of development. Developments will be expected to not over-design, so the minimum amount of embodied carbon is used in the proposal. Furthermore, alternative products should be used to limit the amount of concrete used and the overall carbon footprint.

4.10.2. One of the most significant carbon impacts which can be avoid is the use of sacrificial construction. Development must look to minimise the amount of waste materials it generates.

4.10.3. Where significant remedial works are required due to damage during the construction period developments may be asked to provide contributions towards carbon offsetting.

4.11. Street Trees

4.11.1. The National Planning Policy Framework and National Design Code recognises the value of trees and landscaping to the street scene.

4.11.2. The National Planning Policy Framework (NPPF) reference is made to the requirement to provide street trees:

> "Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible." and,

> "Unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate."

4.11.3. PSP already encourages and recognises the benefits of planting and green infrastructure. Reference is made to the use of "Building with Nature" and TDAG. But it does not define the number of trees or coverage of the canopy across the site. It is essential that all applicants work with the LPA's arboriculture officer and the Highway Authority to agree these as part of the design as it cannot reasonably be addressed via planning conditions. It is recognised that trees can make a positive impact on speed reduction, shading, air quality, climate change adaptation and land value retention, therefore any reasoning for non-compliance must be clearly justified.

4.11.4. Proposed trees therefore must be included in all streets (above 10 dwellings) whether that is in a hard-landscaped area or verge. This applies whether the street is intended to be dedicated as highway or not. Opportunities should also be exploited to include trees in any alterations to the highway. The design must be shown to accommodate trees in a suitable manner as well as statutory undertakers' plant, street lighting, and without compromising active travel infrastructure. It is expected that they will be site wide schemes with tokenistic or inadequate schemes being resisted.

4.11.5. Tree species must be defined as a suitable for a transport corridor in the TDAG "Tree Species Selection for Green Infrastructure: A Guide for Specifiers". The document can be found here www.tdag.org.uk/tree-species-selection-for-green-infrastructure.html

4.11.6. Wherever possible trees should be included as a part of the SUDs proposals integrating them into highway swales or bioretention systems.

4.11.7. Any trees in the highway may be subject to a commuted sum as part of the S38 or Section 278 agreement unless the whole life cost of the street is reduced by the inclusion of green infrastructure.

4.11.8. PSP should not been seen as a prescriptive document and the use of local and the National Model design code should be applied together. It is essential that site wide design codes and masterplans are agrees with the LPA, their technical advisors and the Highway Authority.

4.11.9. All highway landscaping should be designed to integrate with the proposed streetscape, including the retention wherever possible of existing trees.

4.11.10. To increase the probability of trees growing to maturity, trench planting, irrigation pipes and urban tree soils should be strongly considered.

4.11.11. Correctly located landscaping can improve the street scene and reduced vehicle speeds, however incorrectly located landscaping can impact on safety. Designs should ensure that the landscaping supports the design speeds and the overall street design.

4.11.12. It is also important that landscape design in, or adjacent to, the highway takes into account any potential impact on the construction of carriageway, footway, structures or subterranean services (for example highway drainage).

4.11.13. A tree's demand for water can drastically alter the surrounding soil conditions. The effects of soil heave and shrinking can have a dramatic effect on the integrity of footways and carriageways and must be considered when designing a planting scheme.

4.11.14. In some instances, it may be applicable for a licence to be issued under S96 or S142 of the Highways Act 1980 to allow landscaping to be maintained by a third party such as a Parish Council.

4.11.15. This aligns with the County Councils commitments to tree planting. As such it is a requirement for all streets to be tree lined, and for the avoidance of doubt, this means that trees and landscaping should be located in the prospective highway.

4.11.16. Proposals that do not provide street trees or strong reasoning with compensatory planting elsewhere will be resisted.

4.12. Street Lighting

4.12.1. The aim of the Derbyshire Street Lighting service fulfils several purposes including assisting mobility during hours of darkness for pedestrians, cyclists and vehicle drivers and reducing crime and fear of crime.

4.12.2. All highway lighting, illuminated sign and illuminated bollards must be designed, specified and installed to local requirements. There are two methods for developers to achieve the above requirements, however, developers need to

also take account of local attitudes relating to the provision of street lighting, so that they might be relieved of the duty of providing such where it is not needed.

4.12.3. There is no legal requirement to light new streets, however the provision of lighting should be scoped and agreed based on the local environment, ecology, footfall, Section 17 issues, promotion of active travel, Parish Council engagement, protected characteristics as defined in the Equalities Act.

4.12.4. New streets should be designed to reduce the need to include street lighting through natural surveillance and slow design speeds.

4.12.5. Developers must give early consideration to the positioning of lighting columns at an early stage of the design to ensure being mindful of the requirement to provide street trees, SUDs proposal and the positioning of vehicle accesses and residential windows. They should also seek to retain historic lamp posts were ever reasonably possible.

4.12.6. The street lighting specification can be found here Street lighting specification (derbyshire.gov.uk).

4.12.7. Street lighting Policy can be found in the Highway Network Management Plan, this can be found here Highway network management plan (derbyshire.gov.uk)

5. Street Character Types

5.1. Application

5.1.1. A number of street character types have been defined based primarily on those listed at paragraph 4.7.2 of MfS1. However, whereas the main focus of MfS is on the creation of new residential streets, the purpose of PSP is to cover all transport and highway issues that might relate to new development and so all highways that are maintainable at public expense need to be considered.

5.1.2. Within Derbyshire, there are motorways and Trunk Roads that fall within the jurisdiction of the National Highways where the 'movement' of traffic is the primary function, and highways that are restricted to specific types of users (for example, public footpaths and bridleways). There are also highways that have to cater for larger vehicles, such as buses and goods vehicles, and highways that although not intended to be adopted and maintained at public expense can have implications for the public highway and certainly need to be assessed in design terms.

5.1.3. The design of new streets should take into account the intended link and place functions of the street, as well as the type, density and character of the development. Developing a streetscape environment should also, where appropriate, be accessible, comfortable and safe for pedestrians. Furthermore, integration of the surrounding landscape and ecological context of the site must be integral to any design development.

5.1.4. Carriageway widths should be appropriate for the particular context and use of the street.

5.1.5. Key factors to take into account include:

- The volume of vehicular traffic and pedestrian activity;
- The traffic composition;
- The requirements for clear demarcation between carriageway and footways;
- If on street parking is to be provided, its distribution, arrangement, the frequency of occupation and any need for enforcement;
- Design speeds;
- Curvature of the street, including increased width for bends to accommodate swept paths of larger vehicles; any intention to include single lane working in two-way streets.

5.1.6. The following street definitions provide a design character for a typical street. Variation from these definitions is encouraged, although these should be supported with clear justification of how these variations will continue to meet the requirements set out in relevant statutory legislation and non-statutory guidance.

5.2. Innovative Street Design

5.2.1. Derbyshire County Council welcomes innovative design proposals. Where innovative designs are proposed, the following guidelines should be followed:

- Design should be bespoke to the street and the development;
- Designers should provide a clear statement of the vision for the design and the assumptions applied including how the road user hierarchy has been addressed;
- Design speeds should be a maximum of 10 mph on all prospective highways and street furniture and landscaping should be used to achieve this;
- The designer must ensure that an Equality Impact Assessment, as established by Section 149 of the Equality Act, 2010 is undertaken;
- Materials should help legibility and create a sense of place where the car is a guest, they also should be readily sourced;
- Green Infrastructure should be provided in accordance with the County Councils GI Strategy;
- Drainage is a key consideration in Innovative design and should be considered at an early stage;
- Provision is made for future access to Statutory Undertakes Apparatus.

5.3. Clarification on the use of Level Surfaces

5.3.1. Recent national campaigns have challenged this concept resulting in the withdrawal of LTN 1/11 and ministerial directions. The most recent clarification issued by The Ministry of Housing, Communities and Local Government and The Department for Transport on 28th September 2018 advises:

5.3.2. “The pause does not apply to streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic, such as appropriately designed mews and cul-de-sacs, which take into account the relevant aspects of the National Planning Policy Framework and associated guidance.”

5.3.3. Therefore, DCC will consider the use of level surfaces in the context of an innovated street design as detailed above. Such schemes should also be limited to no more than 100 vehicles per hour in the peak period.

5.3.4. For the purposes of PSP, the streets and other highways can be summarised as set out below:-

	Street Type
Street	Enhanced Street
	Informal Street
	Pedestrian Prioritised Street
	Private Drives
	Industrial Road
	Private Streets
Non motorised vehicle category	Cycle Tracks – See LTN 1/20

5.3.5. Further details of the criteria that the LHA would expect to be followed in terms of proposals incorporating any of those street character types is set out on the following pages. It should be noted that these criteria are intended for guidance only, and the Council would be willing to consider proposals that depart from them as long as the Developer can produce reasoned justification for such departure.

5.4. Common Design Requirements

5.4.1. The below table details features that apply to all proposed new streets. Where innovative designs are promoted it may be appropriate to deviate from the below give the unique character of the design.

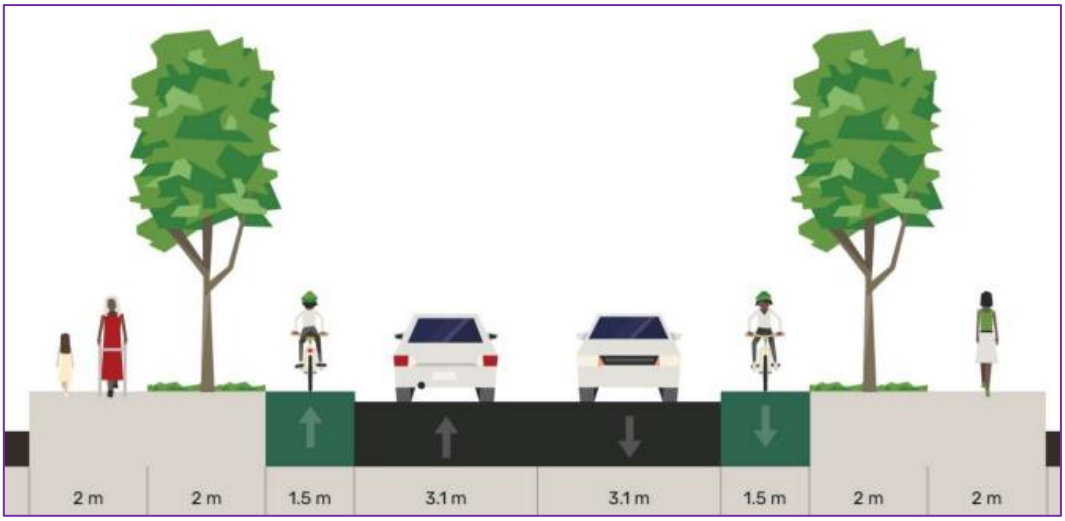
X Distance	2.4m
Y Distance	Based on Design Speed
Pedestrian Splay	2m x 2m (45 degrees) from edge of drive
Junction Separation (same side)	No shorter than Y distance (40mph limit or below), 50mph + Based on individual merit. Measured from edge of radius.
Driveway to Junction Separation	15m minimum measured from edge of driveway to the start of the radii
Pedestrian / Cycle Priority	Side Road Priority treatment required for all junctions
Straight Lengths without speed maintaining feature	Based on Design Speed. 20 mph: 80m (max), 100m when into a turning head 15 mph: 40m (max)
Gradient	1 in 20 in most circumstances. Maximum 1 in 12. Resting Place every 500mm level change See LTN 1/20 for Active Travel Routes
Active Frontage	Permitted
Turning Head Requirement	On all new streets (adoptable or not) and private drives exceeding collection distance. Tracked as per Local refuse Authority vehicle, wheels to be retained in kerb lines. Footway oversailing permitted for isolated areas in low pedestrian areas.
Tracking	Must be provided for all new streets.
Landscaping	Street Trees must be provided in the prospective Highway for all Streets.
Traffic Calming	Compatible with Transport Network Management Plan

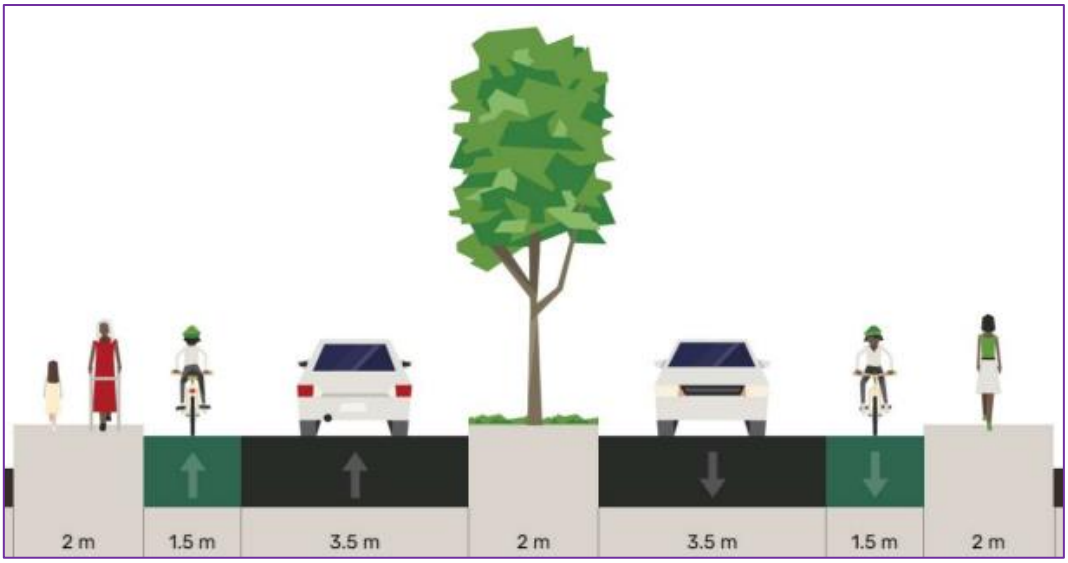
5.5. Enhanced Street

5.5.1. These are streets where the public realm has been improved and restrictions on pedestrian movement (e.g., guardrail) have been removed but conventional traffic controls largely remain. This is applicable on all streets which also serve as a bus route.

5.5.2. Should be applied for central spine roads where there is a function more than simply being a residential access road.

5.5.3. Typical Street Sections





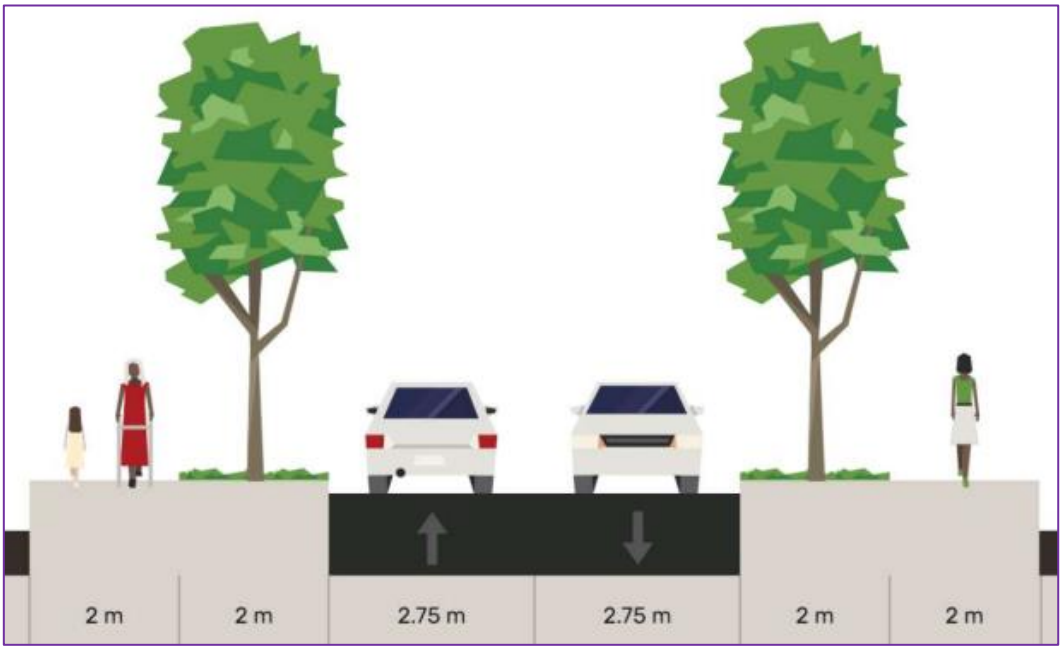
Maximum Design Speed	20mph achieved through measures such as junction treatment, surface changes, visual narrowing, raised crossings, sensitive parking provision and green infrastructure.
Maximum No. Of Dwellings	No limit but subject to modelling
Frontage Access	Restricted 20m from junctions
Carriageway Width	6.2m subject to swept path analysis
Lane Widths (Boulevard)	3.5m minimum (4m if a bus route) Subject to swept path analysis
Active Travel Corridor	Designed as per LTN 1/20. Dedicated pedestrian and Bicycle infrastructure is expected. Where necessary street furniture is accommodated in the footway (such as street lighting columns, cycle

	parking stands, planters, bins and benches) then a wider footway should be specified. Must create a level crossing over side roads and provide pedestrian priority to allow users to not be delayed by turning vehicles. Vertical deflection will be considered for this treatment.
Landscaping	2m verge (minimum) separating carriageway and active travel corridor, and/or central corridor depending on design. Street Trees required.
On street parking (visitors)	1.8m wide on either or both sides. To be Provided in addition to carriageway and amount to be determined subject to local requirements
Low Carbon Infrastructure	Reduced concrete products such as kerbing and gully pots. Integrate draining into swales or other SUDs features and landscaping.

5.6. Informal Street

5.6.1. These are streets where formal traffic controls (signs, markings and signals) are absent or reduced. There is a footway and carriageway, but the differentiation between them is typically less than in a conventional street.

5.6.2. Typical Street Section



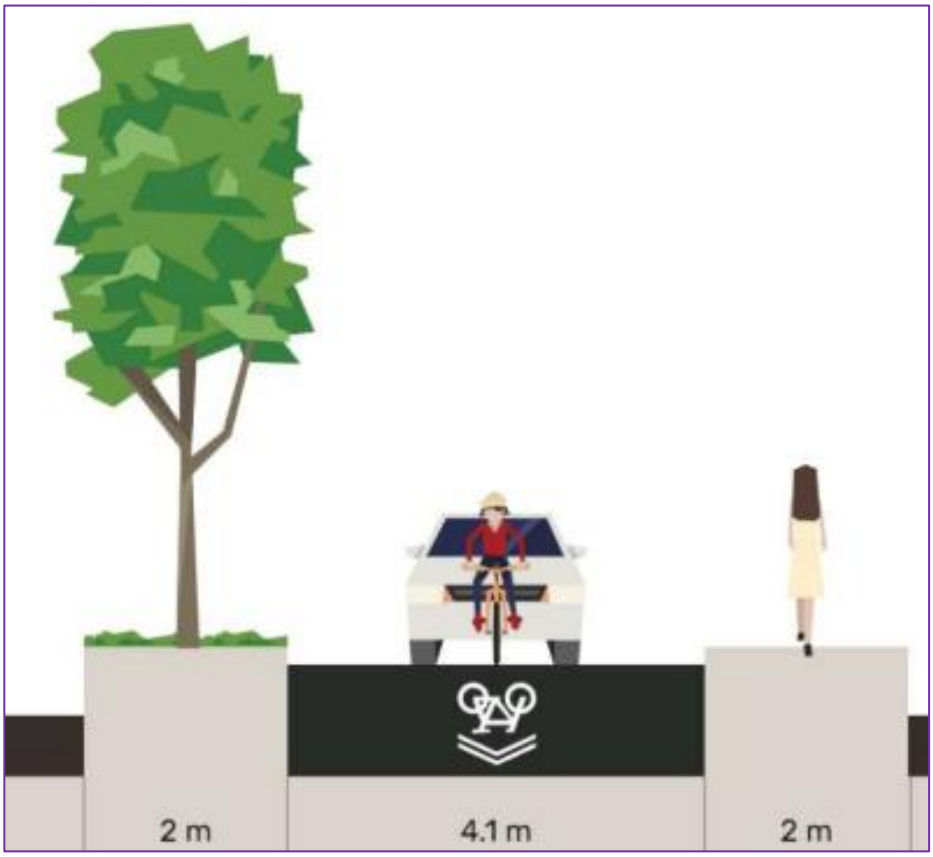
Maximum Design Speed	20mph achieved through measures such as Junction Treatment, surface changes, visual narrowing, central reservations, raised crossing points, sensitive parking provision and green infrastructure.
Maximum No. Of Dwellings	No limit but subject to modelling
Frontage Access	Restricted 15m from Junctions
Carriageway Width	5.5m to 6.2m (if bus route)
Footways	2m wide both sides. Where necessary street furniture is accommodated in the footway (such as street lighting columns, cycle parking stands, planters, bins and benches) then a wider footway should be specified. Implied Side Road priority using vertical deflection is required.
Cycleways	On Street
On street parking	Visitor Provision on Street
Landscaping	Optional 2m verge separating carriageway Landscaping Permitted. Street Trees are required in all circumstances.
Verge	Can be used instead of footway where no Pedestrian desire line is identified. Can be reduced to 1m where no services or Pedestrian demands exist.
On street parking (visitors)	1.8m wide on either or both sides. To be Provided in addition to carriageway and amount to be determined subject to local requirements
Carriageway materials	Predominantly asphalt, block paving or contrasting colours at focal points.
Footway Materials	Predominantly macadam, the use of pavers or fine textured pre-cast flags in small appropriate locations may be considered. Alternative surfacing materials must be suitable to withstand accidental mounting by all types of vehicle.

5.7. Pedestrian Prioritised Streets

5.7.1. These are streets where pedestrians feel that they can move freely anywhere and where drivers feel they are a guest. Pedestrian Prioritised Streets should not have vehicle movements exceeding 100 vehicles per hour.

5.7.2. This street type should be the default design standard for all new residential developments

5.7.3. Typical Street Section



Maximum Design Speed	15mph achieved through junction treatment, variations in carriageway width, horizontal alignment of the carriageway and provision of on-street parking facilities.
Maximum No. Of Dwellings	100vph peak usage (Circa 160 dwellings)
Frontage Access	Restricted 15m from Junctions
Carriageway Width	4.1m to 6.2m. (6.2m if a bus route leading to a Bus Gate) Local throttle of 3.1m can be permitted where alternative cycle infrastructure is provided.
Footways/Service Margin	Minimum 2m wide both sides, 1m where no frontage access Implied side road priority is required.
Cycleways	On Street

On street parking	Informal on Street through localised carriageway Widening.
Junction Radii	Typically 6.0m. Smaller radii will be encouraged and/or vehicular footway crossings where appropriate. A vehicular footway crossing should be used on smaller side streets or small cul-de-sacs, this does not preclude a streets adoption.
Carriageway Materials	A combination of concrete block paving with macadam would be considered suitable. Parking areas, junctions, slow points and traffic management features will need to be highlighted, using different materials.
Footway Material	Similar to carriageway
Kerbing	Low rise kerbs should be provided of a typical height of 60mm. Kerb sett or concrete edge strip to demark the boundary should be provided between adopted highway and private property.
Landscaping	Optional 2m verge separating carriageway Landscaping Permitted. Street Trees are required in all circumstances.

5.8. Private Shared Drives and Courtyard Parking Areas

5.8.1. A private driveway can serve one or more properties, up to a maximum of 10, after which the traffic generated and number of turning movements associated with the driveway is considered sufficient for the access to be considered for adoption by the Local Highway Authority and therefore must accord with the design characteristics of a Pedestrian Prioritised Street, Informal Streets, or an Enhanced Street.

5.8.2. Communal private parking areas can be considered an exception due to the need generated by the type and layout of the development. Private driveways are also appropriate for small scale commercial development.

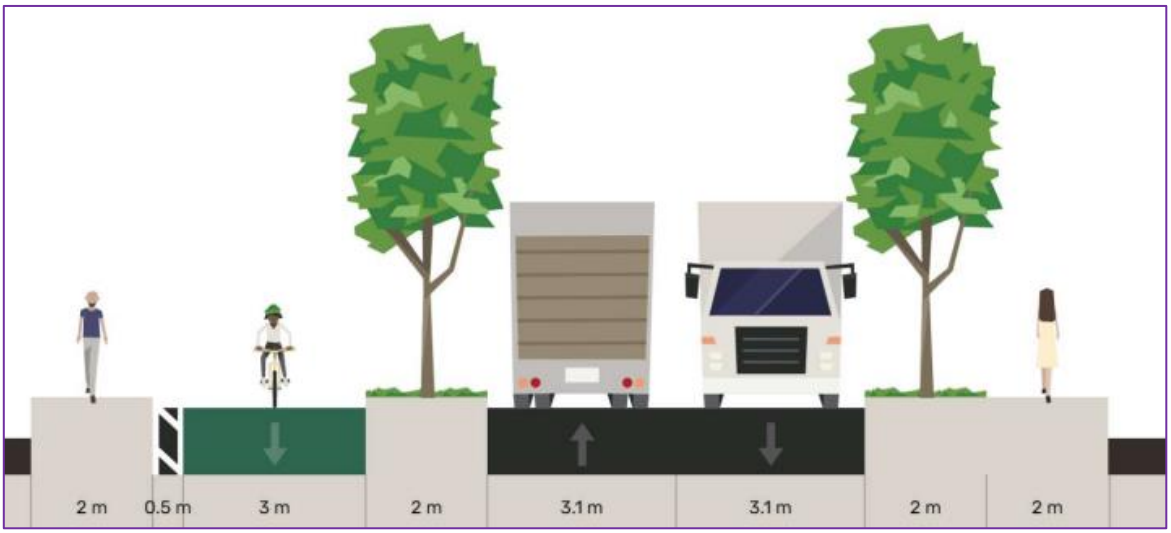
5.8.3. These areas are generally not considered of sufficient public utility to warrant adoption by the Highway Authority.

Design Speed	Not Applicable
Carriageway	When serving two or more properties can be of varying width, but must be a minimum of 4.1 metres for the first 15 metres behind the back of the carriageway to allow two vehicles to enter and leave simultaneously. Refuse collection points should be provided within 25 metres of the highway.
Access	The connection to the priority road shall be laid out as per a footway crossing, in accordance with Section 184 or section 278 of the Highways Act, 1980, where applicable. Vehicles to enter and exit at 90º to the kerb line.
Footway	Part of the driveway
Parking	All car parking should be provided off-street. Provision must be made to enter and exit in a forward gear on roads with high levels of vehicle flow. In/out drive arrangements are only permitted where space allows for manoeuvring within the site and does not rely on the use of both accesses, full visibility is required at both accesses. Car parking spaces must be delineated to maximize occupancy and courteous behaviour, which may not otherwise be achieved through errant parking.
Gates	Set back 5m from the Edge of Carriageway, shall open inwards or be sliding
Materials	Bound material for first 5m.
Drainage	No water discharges over the highway

5.9. Industrial Access Road

5.9.1. Adoption may not be required for small pockets of Offices / light industrial units and/or nursery units served by an enclosed courtyard type layout.

5.9.2. Typical Street Section



Maximum Design Speed	30mph
Carriageway Width	6.7m - 7.3m (maximum), 6.2m when serves B1(a) or retail uses only
Junction Radii	7.5m – 15m depending on tracking
Active Travel Corridor	LTN 1/20 designed facilities

Landscaping	2.0m minimum, located between carriageway and active travel corridor Street trees are required
Horizontal Curve Radius	60m minimum
Vertical Curve Lengths	30m minimum
Carriageway Widening on Bends	Subject to tracking requiring it
Gates	15m set back

5.10. Private Streets

5.10.1. A Private Street Agreement will be required to allow for an exemption to be given to the application of the Advanced Payment Code and ensure that the residents are unlikely to require the County Council to adopt the street in the future.

6. Other Street User's Needs

6.1. Public Rights of Way (PROW)

6.1.1. It is important that the implications that any development may have for the existing PROW network are fully considered. Not only will some PROW need improvements to be properly incorporated into a development, but others may require stopping up or diversion. Developers should take into account the existing function and character of a PROW and should not assume that it will be acceptable to divert it along a new road.

6.1.2. PROW are recorded on the Definitive Map and Statement for Derbyshire. The Map and Statement are the legal record of all recorded public rights of way in the County and are managed by the Council. Both are available for viewing at Main Reception, County Hall, Matlock, Derbyshire.

6.1.3. PROW are highways established in law, albeit usually with more limited public rights than streets and roads, and are protected from being obstructed or diverted without proper authority. The Council will not encourage vehicular use of any PROW. The Council should be consulted before any work is carried out that may affect the route or surface of a PROW.

6.1.4. The grant of planning permission does not entitle a developer to obstruct a PROW. If a PROW needs to be diverted or stopped up there are processes under the Town and Country Planning Act 1990 (usually dealt with by the LPA), or under the Highways Act 1980 (dealt with by the LHA) in the case of development granted planning permission retrospectively, which will need to be followed. There is no guarantee that a legal Order will be confirmed simply because planning permission has been granted.

6.1.5. Until such time as an Order has been made and subsequently confirmed, the legal line of the PROW remains unaltered. Even where a development does not directly affect a PROW it may be that ancillary works such as the storage of materials and plant, or vehicle access routes, may do so. Where the route of a PROW may be temporarily affected by the development, it is possible to apply to the Council for a temporary closure. When work is complete the path should be fully reinstated to the appropriate condition so that it is fit for public use.

6.1.6. Any development works or building materials on the line of the PROW could render a developer or contractor liable to prosecution if no legal order has been confirmed for a permanent diversion, or no temporary closure order has been agreed.

6.1.7. To avoid delays it is recommended that a developer considers the following: -

- Investigate the presence of PROW at the pre-application stage;
- Incorporate PROW along a dedicated route rather than along new estate roads within a proposed development whenever possible;
- Allow sufficient time for the formal processing of Orders for the closure or diversion of a PROW, which can take up to six months if unopposed and eighteen months to two years if the Order is opposed;
- Do not start building work until the Order is confirmed;

6.1.8. Consult the Council's Public Rights of Way Team before erecting any new stiles, gates etc., across any PROW, as any such new structures must be properly authorised.

6.1.9. Consultation with the Council's Public Rights of Way Team before undertaking any works on site that affect a PROW.

6.1.10. The Developer will be required to meet all costs for providing and erecting signposts as well as any costs related to legal fees associated with any diversions or temporary orders. The Council may be able to provide sign-arms, which accord with legal specifications, at a relatively small cost.

6.2. Public Transport

6.2.1. Where practical, the Council expects the majority of new development to have access to high quality public transport facilities to ensure that the opportunities for the use of sustainable transport modes are protected and exploited. All developments that generate significant amounts of movements should take up the opportunities for sustainable transport modes, depending on the nature and location of the site. Such developments will generally be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

6.2.2. Where appropriate bus or rail services do not exist, contributions may be sought from the developer to secure their provision or to enhance an inadequate existing provision, this includes scholars transport and community transport initiatives. Contributions may also be sought for public transport infrastructure, including railway lines, stations and bus facilities.

6.3. Bus Routes

6.3.1. In respect of developments that generate significant amounts of movement, the proposed roads likely to be used by buses should be identified at the outset of the design stage and should be sufficiently extensive to ensure that the entrance to each dwelling is within a reasonable walking distance of a bus stop (when measured along the most appropriate walking route rather than the direct 'crow flies' distance).

6.3.2. Large phased developments should make provision for the earliest phases to be served by buses. The provision and phasing will require detailed consideration at the planning application stage and will need to be incorporated into any legal agreement tied to the planning consent.

6.3.3. The Council does not operate commercial bus services and cannot specify the routing of commercial bus services. Therefore, developers should ensure that identified bus routes within a development allow for buses to travel in both directions. It should always be possible to pass two buses along the majority of the proposed route except in agreed localised narrowing.

6.3.4. Access to services should be considered on a door to bus stop basis, and should follow national guidance on walking distances advocated by CIHT buses in Urban Environments. Distances beyond guidance can be considered but there must be a compelling reason based on route quality and service frequency to justify this. Developments must consider the needs to all persons in this matter and in particular persons with differing age characteristics and, physical and mental capability to reach the service.

6.4. Bus Stops

6.4.1. The provision and location of bus stops and bus cages should be planned at an early stage and may be the subject of a safety auditing process to ensure stops are not placed in hazardous areas on the network or locations which conflict with access points. The cage must be suitably sized and clearly marked on all plans well in advance of any house building operations and brought to the attention of potential house buyers to avoid any problems when a service starts at a later date to the occupation taking place.

6.4.2. Stops should be located to give the best penetration into the development site by means of associated footpaths and they need to serve the greatest catchment area possible in terms of convenience. Pedestrian crossing facilities may need to be considered on busier roads to provide safe and convenient access to and from bus stops.

6.4.3. Bus stops provided on, or adjacent to existing highway networks should be placed as close as possible to footpaths and footways providing access into the development. The design specification for new bus stops can be found in Technical and Design Guidance for Bus Stops and Shelters document here Technical and design guidance for bus stops and shelters (derbyshire.gov.uk)

6.4.4. It is expected that new bus stops should be delivered by developers as through any section 38 or 278 agreements. Whislt section 106 obligations can be used they should not be considered to be a default position.

6.5. Real Time Passenger Information

6.5.1. Certain bus routes within the County make use of Real Time Passenger Information systems (RTPI) and where applicable the Developer will need to

ensure that bus shelters on the proposed route have the necessary ability to either have the shelter fitted with the RPTI equipment from the outset or at a later date. RTPI is a system which provides waiting passengers with details of when the next bus is due. The Council's TDM Team will be able to advise on whether routes serving a proposed development need to be RTPI compliant. A commuted sum will be required in such instances for the continued maintenance of the system.

6.5.2. As part of a Development Travel Plan, consideration should be given to the installation of RTPI systems within houses or buildings being constructed as part of the development. Such systems would provide information on bus services to residents, employees or visitors to a development enabling them to time their journey to the nearest bus stop based on the available information.

6.5.3. The design specification for RTPI can be found in Technical and Design Guidance for Bus Stops and Shelters document here Technical and design guidance for bus stops and shelters (derbyshire.gov.uk)

6.6. Bus Priority Measures

6.6.1. Opportunities to provide bus priority measures to improve bus service reliability for existing and enhanced bus services serving the development should be identified as part of the Development Travel Plan. Measures could include bus lanes, bus priority equipment at signal-controlled junctions and bus only routes connecting the development to the local highway network. The potential for such measures should be discussed with the Council at the earliest possible opportunity.

6.6.2. Where a Bus Gate is provided, this should be designed so as to deter use by other vehicles. The Council favours camera enforcement for Bus Gates, and has introduced such systems at existing Bus Gates within Derbyshire. The Council would expect any networks requiring bus only gates to have this equipment fitted or the payment to the Council of a sum (current at the time of the agreement) for fitting at a later date. Further information should be sought from the Council prior to firming up any such proposals.

6.7. Rail

6.7.1. Where a development is adjacent to a railway line or other rail infrastructure (stations, sidings, freight facilities), then the Developer should consult, at an early stage, with Network Rail. Contact details and procedures for such consultation can be obtained from the Network Rail website (www.networkrail.co.uk).

6.7.2. The Council's policies for rail are included in the Local Transport Plan and where a development might lead to additional demand for rail travel, and schemes are identified within the LTP for rail improvements, then financial contributions may be sought towards the delivery of those schemes.

6.7.3. Where a development is adjacent to a railway station, consultation should also take place with the Train Operating Company responsible for managing that station (typically under a lease arrangement with Network Rail).

6.7.4. Proposals should seek to maximise the opportunities to access stations by active travel wherever possible.

6.8. Community Transport

6.8.1. A number of Community Transport schemes operate throughout Derbyshire, providing a service to those people without a car and who have limited or no access to public transport services. In some circumstances, where residential development is proposed in parts of the County without public transport services, a financial contribution may be sought towards the support of community transport schemes to ensure that people living in the development have some access to services regardless of the availability of a car within the household.

6.9. Emergency Vehicles

6.9.1. When designing any highway scheme, it is important that consideration is given to the impact it may have on the ability of the emergency services to respond to incidents and perform their duties. For this reason, it is recommended that a developer consults with the following persons during the design and planning stages:

- Chief Constable of Derbyshire Constabulary
- Chief Fire Officer of Derbyshire Fire and Rescue Service
- Chief Executive of the East Midlands Ambulance Service

6.9.2. In general, developments should be designed to enable access to all parts of the development by emergency service vehicles, and the use of cul-de-sac layouts should be kept to a minimum to facilitate such access.

7. Construction and Adoption

7.1. Advanced Payments Code

7.1.1. The LHA cannot insist that an access serving a development is adopted if constructed on private land, but a developer should consider the following factors when deciding whether to offer an access for adoption or whether to retain it as a private access. Developers are encouraged to create layouts and construct the street to an adoptable standard regardless of whether the access is to be offered to us for adoption. Please note that the Council will apply the Advance Payments Code to all development comprising two or more buildings.

7.1.2. The cost of complying with the Advanced Payment Code:

- Responsibility for future maintenance liabilities.
- Responsibility for street cleaning.
- The provision, standard and future maintenance of lighting, drainage and related infrastructure.

7.1.3. The LHA would have no powers or responsibilities under the Highways Act 1980 if the access remains a private road.

7.1.4. Poorly maintained private areas can also detract from the quality and visual appearance of a development. The maintenance of private roads is a very common cause of neighbour disputes.

7.1.5. Developments served by a private access should be designed to avoid use as a through route by general traffic, as such use could add to the liabilities and responsibilities of future owners and residents.

7.1.6. On residential and commercial developments where it is necessary to protect frontagers' interests the Council will serve a notice on the person by or on whose behalf plans were deposited with the local authority in accordance with building regulations relating to the erection of a building/s. Following an assessment of the cost of the proposed road works under the Advance Payments Code (APC) procedure a notice will be issued which will include a sum that is required to be paid/secured by the person named in the notice. More detailed information on the APC procedure can be found at Sections 219 - 225 of the Highways Act 1980.

- If a developer clearly indicates that the development roads are to remain private, the Council may also require that:
- Road signs indicating that the roads are unadopted should be erected and maintained by the developer for as long as the road remains private,
- The developer should provide evidence that they have clearly stated to potential purchasers of the dwellings what the implications for purchasing a property fronting a private road are.
- The developer should provide evidence that future maintenance of the roads and associated infrastructure has been secured, for example through an

unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to set up a maintenance company,

- The developer should indemnify the Council against future petitioning by residents to adopt their road. This should normally be a legal covenant placed on the properties to prevent petitioning. The wording of the covenant must be approved by the Council.
- The boundary between the private access and the publicly maintained highway is clearly marked by a concrete edging, boundary posts or similar.

7.2. New Footway/Verge Crossings

7.2.1. Regardless of whether or not planning permission is required and/or obtained for a new vehicular access, the Developer will need authorisation from the Council before a private vehicular access (also known as a dropped kerb) can be constructed from the highway into a private property, or before carrying out works to an existing one, unless it is included within works being carried out under a Highway Works Agreement.

7.2.2. Before approval can be given for a new access, or for alterations to an existing access, the Council will need to ensure that the site does not detrimentally affect the safety of other highway users.

7.2.3. The construction of a dropped kerb for a vehicular access is governed by the Highways Act 1980 and the New Roads and Street Works Act 1991. Such construction is controlled, approved and licensed by the Council.

7.2.4. Planning permission may be required from the Local Planning Authority (the relevant District/Borough/City Council).

7.2.5. Vehicle access procedures can be found here Vehicle accesses, crossovers and dropped kerbs - Derbyshire County Council

7.3. Checking Underground Utility Services

7.3.1. The Developer will need to contact each of the Public Utility Companies to determine details (position and depth) of any services that they may have in the ground at the location to be excavated (contact details will be provided in the application pack).

7.4. Choosing a Contractor

7.4.1. The Developer is advised to obtain at least 3 different quotes for the works. The chosen contractor will need to hold a valid accreditation under the New Roads and Street Works Accreditation Scheme and NHSS Sector 16 Accreditation and to work within the public highway.

7.4.2. The Developer will also need to have in a place a current Public Liability Insurance Policy providing cover for up to £10m.

7.5. Funding the New Access

7.5.1. The Developer will need to pay fees to cover the cost of inspecting the proposed site, processing the application and inspecting the works whilst they are carried out.

7.6. Request an Application Pack

7.6.1. Applications for new Footway Crossings are dealt with by Derbyshire Highways. To obtain details go to www.derbyshire.gov.uk/transport-roads/roads-traffic/licences-enforcements/vehicular-access/vehicle-accesses-crossovers-and-dropped-kerbs.aspx

7.7. Bonding of Highway Works

7.7.1. The Council requires the provision of third-party bonding to guarantee the delivery of highway works to an appropriate standard acceptable for adoption as part of the public highway secured under section 106 of the Town and Country Planning Act 1990, section 278 of the Highways Act 1980, section 111 of the Local Government Act 1972, section 38 of the Highways Act 1980, section 251 of the Highways Act 1980 and section 1 of the Localism Government Act 2011.

7.7.2. The bondsman must agree that in the event the Developer does not fulfil its obligations as set out in the relevant Highway Works Agreement (for such reasons as but not limited to insolvency, liquidation, refusal to pay), sufficient funds are immediately paid by the bondsman so that the Council can make the highway safe for public use.

7.7.3. Alternatively, the Council will accept a cash sum to perform the same function. This is returned together with interest if the highway scheme is delivered satisfactorily.

7.7.4. It is the Council's policy that the Bond is entered into (or the cash sum deposited with the Council) at the time the Highway Works or Dedication Agreement is completed.

7.7.5. **No works will be permitted on the public highway until the Highway Works Agreement has been completed and the pre-commencement requirements contained within the Agreement satisfied.**

7.7.6. For a Highway Works Agreement, the bond value will be the value of the works plus Optimism Bias calculated as set out below.

7.8. Applying Optimism Bias to Contributions to Highways Works and/or Highway Works Bonds

7.8.1. Transport projects are inherently risky due to the long planning horizon and complex interfaces. Often the project scope or ambition level will change significantly during project development and implementation. Changes may be

due to uncertainty at the early project stages on the level of ambition, the exact corridor, the technical standards, project interfaces and geotechnical conditions, etc. Hence, a certain degree of budget uncertainty exists which will typically be reduced through the project cycle.

7.8.2. This complexity should not be a surprise to the experienced planner as the occurrence of a certain number of unplanned events is the norm rather than the exception in transport infrastructure projects.

7.8.3. The Council adopted optimism bias uplift has been based on the default uplift values in the Department for Transport TAG UNIT A1.2 Scheme Costs Guidance dated January 2014. The Optimism Bias will be applied to all contributions towards highway schemes and when calculating the value of highway works bonds

Derbyshire County Council adopted Optimism Bias Levels

Scheme Stage	Optimism Bias Uplift
1 - Not technically approved	44%
2 - Technically approved*	3%

7.8.4. It should be noted that Optimism Bias does not replace a contingency allowance and a minimum 10% contingency should be added to any works valuations before Optimism Bias is added.

7.8.5. *Technically approved includes confirmation from all relevant effected utility companies that a scheme of protection / diversion has been agreed.

8. Implementation

8.1. Detailed Design, Technical Approval, Construction and Adoption

8.1.1. Where the Council considers that the carrying out of highway works on the existing public highway are appropriate the Council will require a Highway Works Agreement to have been entered into, Technical Approval to have been issued and its administration and inspection fees to have been paid, prior to the commencement of construction. It is unlawful to undertake works on the public highway without the permission of the Council.

8.1.2. Where new streets are being constructed, the Council recommends that a Dedication Agreement (Section 38) is entered into. Technical Approval will need to be issued to the proposed designs and the Council's administration and inspection fees will need to be paid prior to the commencement of the adoptable works.

8.1.3. **If a Developer (or their contractor) starts works prior to technical approval being issued or inspections commencing, then the Council may require additional material testing and core samples to be taken, at the Developer's expense, to ensure the road has been constructed to a suitable standard. Without technical approval, the Developer risks constructing a road that is not to an adoptable standard and having to replace this infrastructure before the Council will adopt it as public highway.**

8.2. Making an Application for an Agreement

8.2.1. To apply for an Agreement the Developer must make a submission to the Council that includes the following:

- A completed application form
- 1 copy of the **location plan**
- 1 copy of the legal **agreement plan/s coloured** in accordance with the DCC key
- Copy of the estimated cost of the highway works
- **Initial fee**
- Copy of the planning permission notice

8.3. Making a Submission for Technical Approval

8.3.1. In order to obtain Technical Approval, the Developer must make a submission to the Council that includes the following documents:

- 1 copy of the **location plan**
- 1 copy of the detailed **engineering layout** (with all dimensions annotated)
- 1 copy of the longitudinal sections
- 1 copy of the highway construction details drawings
- 1 copy of the **drainage layout** plan and manhole schedule
- 1 copy of the **drainage construction** drawing
- 1 copy of the **Stage 1 and 2 Road Safety Audit** including a Road Safety Audit Response Report and an Exception Report, if necessary (see Appendix _)
- 1 copy of the Walking, Cycling and Horse Riding Assessment Report and Review where necessary
- Copy of the planning permission notice
- Evidence that the Water Authority are prepared to enter into a Section 104 Agreement for the surface water and foul sewers
- 1 copy of the **street lighting scheme** and specification (see Appendix _)

8.3.2. If applicable the following information should also be provided:

- Details of any **Traffic Regulation Orders** that will be required
- **Highway drainage details** including calculations and drainage catchment plans
- Copies of Approval in Principle document or Design/Check Certificate for **highway structures**
- Detail plans of any **roundabouts** with contours
- Layout plan showing **traffic signs and road markings** along with traffic sign schedules and sign details

8.4. Traffic signal design and details

8.4.1. All information contained in the Submission for Technical Approval must be in electronic format, with all plans and drawings being in PDF format. Failure to submit documentation in this format could result in delays in the submission being reviewed by the Council. If requested paper copies of the plans and documents must also be provided.

8.4.2. A more comprehensive list of the Council's requirements for a submission for technical approval can be provided on request by emailing development.implementation@derbyshire.gov.uk

8.4.3. If the developer fails to provide adequate and essential information then their submission will be rejected incurring delays in the issue of technical approval.

8.4.4. In addition to the above information, the developer must also pay the initial fee. This is a non-refundable deposit that will be deducted from the total administration and inspection fees, which are requested at a later date. This money is required to offset the costs to the Council of carrying out the initial assessment of the submitted information.

8.5. Issuing Technical Approval

8.5.1. Once the Council has received a complete submission it will then be allocated to a case officer within the TDM Implementation Team. The Council's consultants will undertake a detailed design review of the submission to ensure that submitted details are in accordance with PSP and other relevant design guidance including MfS and/or the Design Manual for Roads and Bridges where applicable.

8.5.2. The Council will acknowledge receipt of a technical submission via email, and will detail any required amendments or confirm that the submission is satisfactory. If following the submission of amended plans, and subsequent design checks, further amendments are considered necessary, further fees will be sought to cover the cost of each additional check. If the Developer considers that such fees are not justified, then they should present their case to the TDM Team and a relaxation of fees will be considered. However, no works would be carried out on the technical approval work until these discussions had been completed and any additional fees paid.

8.5.3. When the details are satisfactory and can be approved, an e-mail will be sent to the Developer requesting final drawings for approval and payment of the Council's remaining administration and inspection fees, calculated in accordance with Appendix _. If the Developer consider that Inspection fees should be deferred (in the event that works are not due to commence on site for a number of years), then they should present their case to the TDM Team. No works subject to the agreement should commence prior to Inspection fees being paid to the Council.

8.5.4. Upon receipt of the fees and drawings, the drawings will attain 'construction approved' and a Construction Approval letter including a schedule of approved drawings will be issued to the Developer. Following this the Highways Inspector and the Council's Street Lighting Team will be instructed to commence inspections of the site.

8.6. After Obtaining Construction Approval

8.6.1. If the Developer wishes to revise the approved design, after technical approval has been issued, and the amendment will affect any part of the existing or potentially adoptable highway, then copies of the revised drawings should be submitted to the Council for approval.

8.6.2. If the details are satisfactory then a revised technical approval will be issued.

8.6.3. If the Developer will be placing or amending any apparatus (for example sewers) within the existing highway then a **Section 50 Licence**, New Roads and Street Works Act 1991, will need to be obtained.

8.7. Road Safety Audits

8.7.1. The Council will require Road Safety Audits to be undertaken in accordance with GG119.

- A copy of the Stage 1 and 2 Road Safety Audit MUST be provided, along with a copy of the Designer's Response and, if necessary, a copy of the Exception Report prior to this issue of technical approval.
- A Stage 3 Road Safety Audit MUST be provided, along with a copy of the Designer's Response and, if necessary, a copy of the Exception Report, and all recommendations resolved prior to issue of the completion certificate.
- A Stage 4 Road Safety Audit MAY be requested prior to issue of the Final Certificate. If a Stage 4 Audit is required it must be submitted along with a copy of the Designer's Response and, if necessary, a copy of the Exception Report, and all recommendations resolved prior to issue of the final certificate.

9. Traffic Management Systems

9.1. Introduction

9.1.1. Traffic management systems include travel signals, pedestrian crossings, and other traffic control systems such as Variable Message Signs, Closed Circuit Television (CCTV) cameras and other camera-based vehicle monitoring systems. These systems are maintained and managed by the Network Management Team at the Council, and are intended to ensure sound traffic management to reduce traffic congestion and improve road safety for all road users. Applicants who are utilising these options should consult the Highway Network Management Plan which contains more details of these systems.

9.2. Traffic Regulation Orders

9.2.1. It may be necessary to amend a Traffic Regulation Order (TRO) to facilitate development. Whilst this is possible caution should be applied by the applicant and the LHA alike. A TRO process is a publicly object able process which is address outside planning legislation, therefore there must be an essential need to implement such order and a reasonably likely prospect of the order being delivered. In those instances, a pre commencement Grampian styled condition will be applied to any permission and the costs associated with the order must be paid by the applicant either as a S106 obligation or unilateral undertaking at the planning stage or as part of the S278 implementation process. Applicants may be required to assist in community consultation and other process to ensure the expedient delivery of the orders.

9.2.2. The agreement of an amendment to a TRO at the planning stage does not guarantee that any order can be delivered.

9.3. Traffic Signals

9.3.1. Early contact with the Council at the earliest possible opportunity (pre planning application submission) is recommended to discuss the implications of the proposals on the highway network.

9.3.2. Intelligent Transport Systems (ITS) are an important tool in the monitoring and management of the highway network. The Council is committed to the installation, where appropriate, of ITS equipment including CCTV, Automatic Number Plate Recognition (ANPR), Journey Time Management Systems (JTMS), Car Park management systems, Variable Message Signs (VMS) and communication cable ducts at or in the vicinity of any new junction onto the highway network. Alternatively, a financial contribution to a wider route/area based ITS strategy may be required.

9.3.3. All junctions will be either part of the Urban Traffic Control System (UTC) in place within the main urban areas, or, if a standalone junction, then MOVA will

be the preferred control system. At key junctions both UTC and MOVA may be requested.

9.3.4. The current requirement for signal aspects is that they shall be all LED type. Signal controllers and installation cables will be Extra Low Voltage (ELV) unless otherwise agreed by the Council. Only equipment approved by the Council will be permitted for use on the highway.

9.3.5. Where a signal-controlled pedestrian crossing is proposed, it should be noted that the Council has a policy of not installing Pelican crossings - only Puffin and Toucan crossings are accepted. Zebra Crossings will also be considered in the appropriate setting.

9.4. Variable Message Signs

9.4.1. Variable Message Signs (VMS) are often used to inform drivers of traffic conditions, car parking availability or other useful information that might assist them with their journey. On the local highway network, three main forms of VMS are currently in use.

9.4.2. Vehicle Activated Signs (VAS) are used to tackle local traffic management issues, such as speeding, by seeking to amend driver behaviour through the use of informative messages. Where such signs are proposed as part of a development, the type and location of the signs should be agreed with the TDM Team and Derbyshire Highways, and a commuted sum based on inspecting and maintaining the equipment over 25 years will be required to offset future operational costs associated with the equipment. Early discussion with the Council's TDM Implementation Team is recommended.

9.5. Traffic Signs and Road Markings

9.5.1. Traffic signs play an important role in assisting road users by:

- Providing warnings of potential hazards
- Providing instructions that need to be followed
- Providing clear directions to specific destinations
- Providing clear directions on which lane drivers should use to reach specific destinations, especially on the approach to junctions.

9.5.2. The Developer will be expected to identify what signs are required as part of the design process, in accordance with the Traffic Signs Manual (TSM) as published by the Department for Transport (www.dft.gov.uk).

9.5.3. The Government and the County Council are committed to reducing sign clutter. The over-provision of traffic signs can have a detrimental impact on the environment and can dilute more important messages.

9.5.4. Where works are required on the existing local road network, the Council will expect the design process to include a review of existing signing, and will expect the Developer to remove, replace or upgrade road signs as appropriate to accommodate the requirements of the new development.

9.5.5. The Council will expect road markings to be provided on major roads, notably the A and B Road network. On minor roads and new streets, it may be that certain road markings, such as centre line and give way markings, will not be required.

9.6. Street Furniture and Other Roadside Equipment

9.6.1. A wide range of street furniture and roadside equipment might be required to address specific issues in relation to traffic management. These include:

- Pedestrian guardrails
- Road Restraint Systems
- Bollards
- Verge Marker Posts
- Grit Bins
- Cattle Grids

9.6.2. Where the need for such street furniture is identified and has been agreed by the Council, the design should be in accordance with DCC's requirements.

9.7. Grit Bins

9.7.1. Grit bins should be provided in accordance with the Council's Winter Maintenance Policy. Any agreement with Parish Councils to provide grit bins must be discussed during the design process unless if they are to be provided away from the prospective highway.

9.8. Road 'Un-Adopted' Signs

9.8.1. Once a new road is open so that the public can access it freely, the Developer must ensure that contact signs are prominently displayed.

9.9. Street Name Plates

9.9.1. These are matters for agreement with District/Borough Authorities rather than the Highway Authority. It is requested that a No Through Road symbol be included on name plates where the street is a cul-de-sac.

9.10. Street Lighting

9.10.1. Please refer to Derbyshire's Street Lighting specification and Drawings.

10. Glossary

Active Frontage – A street with accesses, people and activity.
Adoption – The dedication of a Street through the Highways Act 1980
Bellmouth – A junction using radius kerbs
Carriageway – The vehicle spaces of a street
CD 123 – National Guidance for the consideration and design of junctions
CLoS – Cycling Level of Service
Commuted sum – A financial sum paid towards future maintenance
Condition – Restrictions and Limitations on Planning conditions
Construction Environmental Management Plans – A tool to control the construction phase of developments
Crossings - Toucan, Puffin, Zebra, Pelican, dropped kerbs
DMRB – The national design standard for trunk roads and motorways. Provide good practice for Local Highway Authorities.
Footway – Pedestrian space adjacent to the carriageway
Frontages – Properties which have access onto a street.
TDM – Transport Development Management
JAT – Junction Assessment Tool
Junction Radii – The size of the curve accessing or exiting a side road.
Level Surface – A flush space for all users to share.
LPA – Local Planning Authority
LTP – Local Transport Plan
LTN 1/20 – Local Transport Note 1/20
Manual for Streets 1 & 2 – National design guidance for the design of new streets and modifications to existing roads.
Modelling – A series of tools to assess impact for a variety of modes at a local and strategic scale.
Private Road – A street that has been built to an acceptable standard which the development has chosen to keep private.
Private street – A existing street which has a public right of access over a private road. The street is not maintained at public expense.
Public Right of Way – A Footway, Bridleway, Restricted Byway or Byway Open to all Traffic. Forms part of the definitive map.
S106 – A legal agreement used to secure obligations or contributions to mitigate impact.
S278 - An agreement under the Highways Act 1980 to permit works to be undertaken in the Public Highway.
S38 - An agreement under the Highways Act 1980 to dedicate land as Publicly Maintained. Highway
Transport Assessments – An appraisal of policy, impact and mitigation for a development proposal.
Travel Plans – A tool to promote sustainable transport associated with development.
TRO – Traffic Regulation Order, legislation for parking restrictions, speed limits and turning bans.
Turning head – The space provided to allow vehicles to manoeuvre.
Vertical alignment – The profile of the road
Visibility splay – The area of land needed to see and approaching vehicle or pedestrian
X Distance – The distance from junction which the visibility splay is measured
Y Distance – The visibility splay distance measured parallel to the kerb line.