

Part 1: Introduction

Section IN1: Document status

THIS VERSION OF THE LHDG IS AN INTERIM UPDATE AND IS CURRENTLY UNDER REVIEW (LAST UPDATED JANUARY 2022).

1.1 The [Leicestershire Highway Design Guide](#) (LHDG) deals with highways and transportation infrastructure for new developments in areas for which Leicestershire County Council is the highway authority (Please see Figure IN1).

A glossary of terms is provided in Part 8 of the LHDG suite of documents.

Section IN2: Our responsibilities

1.2 Leicestershire County Council is the Local Highway Authority for the areas covered by

- Blaby District Council
- Charnwood Borough Council
- Harborough District Council
- Hinckley and Bosworth Borough Council
- Melton Borough Council
- North West Leicestershire District Council
- Oadby and Wigston Borough Council

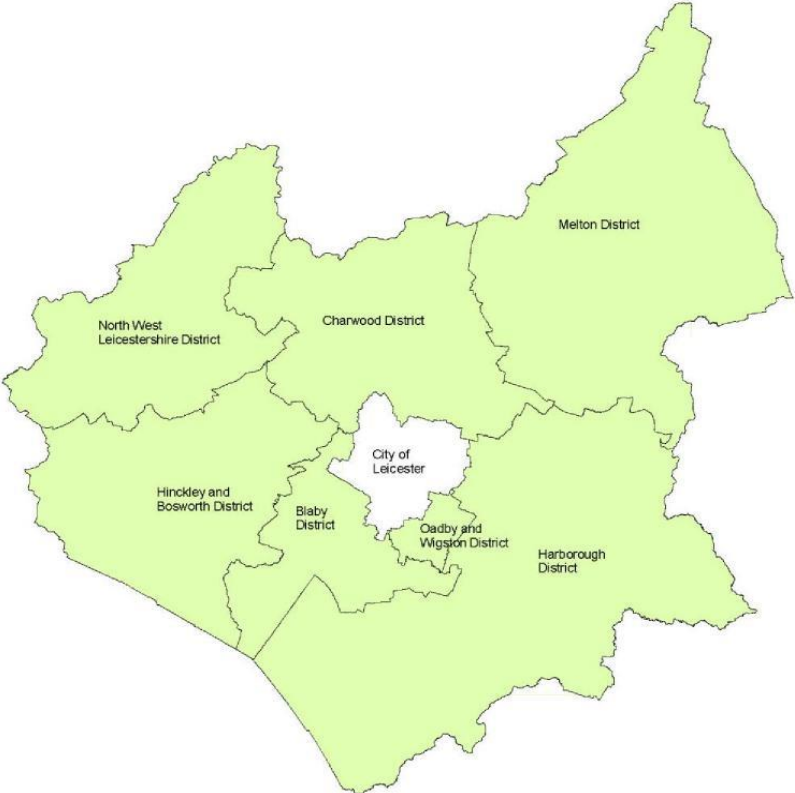


Figure IN1 Local Planning Authorities in Leicestershire

Please note that Leicester City is a unitary authority and is responsible for both planning and highways functions within its administrative boundary.

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The role Leicestershire County Council as Local Highway Authority

- 1.3 Leicestershire County Council is responsible for a range of highways and transport issues including:
- **all publicly-maintained highways in Leicestershire except for the M1, M6, M42, M69 motorways, and the A1, A5, A42, A46 and A50 west of M1 Junction 24 which are the responsibility of National Highways (see Section IN5). (Note: Please see our ['Highways Status Search'](#) page for details of which existing roads are adopted);**
 - providing socially-necessary local bus services, publishing bus and bus information strategies and promoting high-quality rural and urban services that encourage greater use of public transport; and
 - preparing the Leicestershire [Local Transport Plan](#)
- 1.4 LCC's Environment and Transport Department deals with those roads the County Council is responsible for. The Highways and Transportation Branch of the Department is responsible for providing highways advice on development proposals which affect the highways and transportation infrastructure. It deals with all highways and transportation matters, including:
- discussions with developers before they submit planning applications;
 - providing advice on applications (substantive response) to local planning authorities;
 - construction and adopting works for new development;
 - commuted sums; and
 - travel plans.

Section IN3: About this document

Background

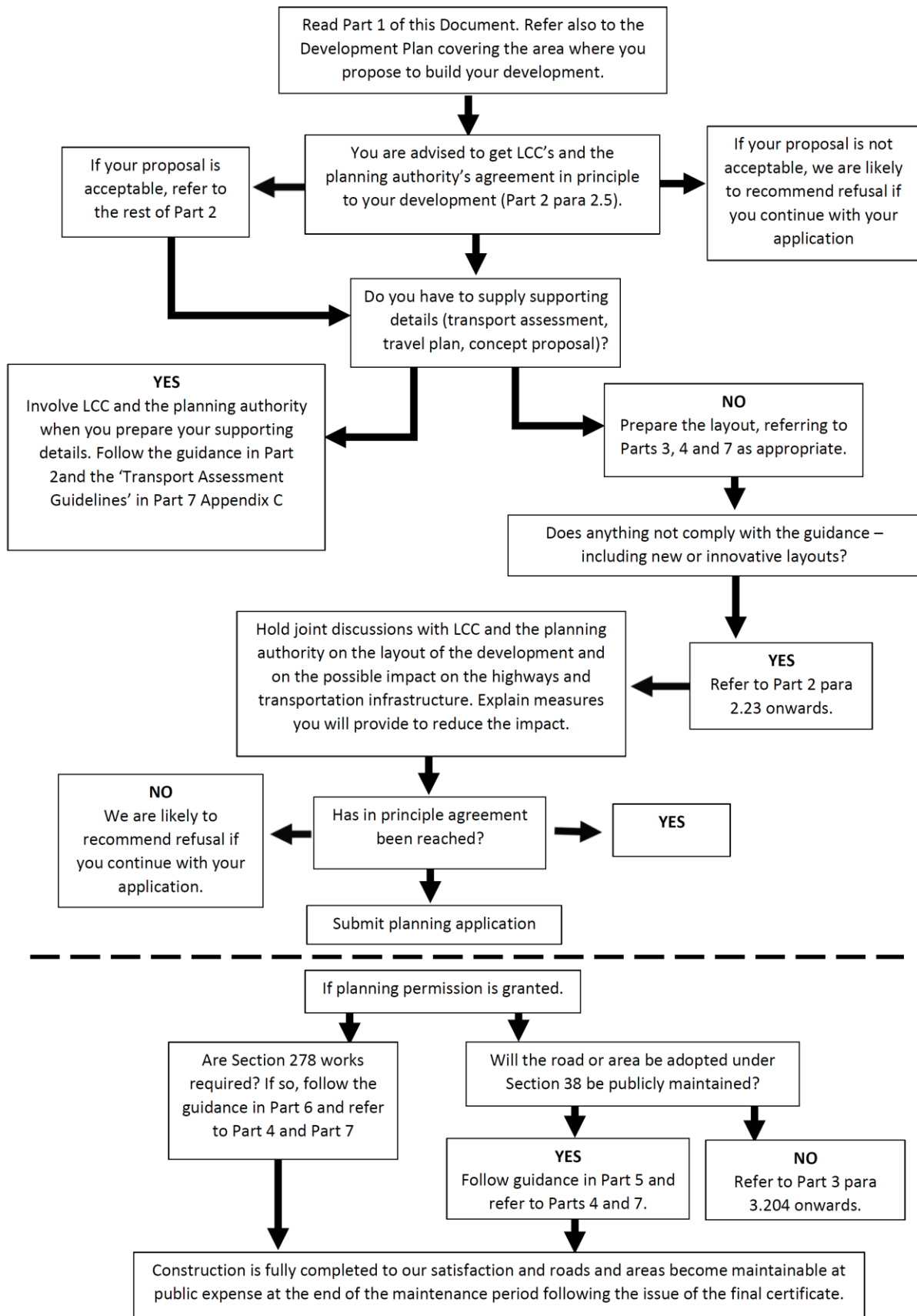
- 1.5 This version of the Leicestershire Highway Design Guide replaces the 6Cs Design Guide, which had previously replaced Highways, Transportation and Development. It references:
- the Government's most recent planning policy and guidance.
 - initiatives that continue to emerge as a result of the publication of research reports ['Paving the Way'](#) and ['Better Streets, Better Places'](#) (a research project that we took part in, see paragraph 1.7).
 - the Guidance on Transport Assessments published by the Department for Communities and Local Government; and
 - Local policies and strategies, including the [Local Transport Plan](#).

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- 1.6 LHDG was originally prepared by Leicestershire County Council after significant consultation. This included:
- carrying out 'fact-finding' consultations with a wide range of public and private bodies to seek views on 'Highways Requirements for Development' document;
 - carrying out a survey of around 2900 Leicestershire households in developments laid out in line with the standards contained in the 'Highway Requirements for Development' document;
 - actively taking part in the Office of the Deputy Prime Minister's research projects '[PPG3](#) and Highway Adoption Procedures' (which resulted in publication of '[Better Streets, Better Places](#)') and on residential parking; and in the Government's national project on commuted sums
 - consultations with other highway authorities in the region, both directly and through the East Midlands Development Control Forum and Midlands Service Improvement Group;
 - organising specific regional meetings on commuted sums for future maintenance and on shared-surface roads and Home Zones; and
 - holding a six-week consultation covering around 150 public and private bodies, including all Leicestershire planning authorities and many development companies.
- 1.7 Please see Part 7, appendix B for further details of all the above.
- 1.8 Figure IN2, below, shows how the various parts of this document relate to the overall development process, from initially considering the site through to completing works. You should follow it so your development proposals progress efficiently.

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Figure IN2 Overall development procedure



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Applying the guidance

- 1.9 The guidance in this document applies to:
- roads (streets) in residential areas or; areas of mixed residential / local facilities as defined in appendix L and roads serving employment and commercial developments
 - the overall development concept in terms of site access and highways and transportation impacts;
 - areas to be adopted as publicly maintained highways;
 - the safety, ease of access to, and future maintenance responsibilities of areas not for adoption; and
 - impacts of new developments on existing highways and transportation infrastructure.
- 1.10 We recognise that due to conditions at a site it may sometimes be difficult to comply with the guidance, particularly on urban, brownfield sites. We also recognise that the Government and planning authorities are encouraging new, innovative residential layouts that reflect local character while providing for more houses.
- 1.11 Where an acceptable case with supporting evidence that explains a layout is being proposed that is not explicitly covered by these guidelines, we will consider it if:
- the proposals meet the overall policies and objectives set out in this document (refer to Section IN4 onwards);
 - also meet any other policies and objectives of Leicestershire County Council;
 - you approach both us, and the relevant local planning authority, for early joint discussions to make sure that we can consider matters before you prepare any layout proposals; and
 - you supply a concept proposal and full supporting details in line with Part 2 of this document, and in particular paragraphs 2.17 onwards.
- 1.12 You must start thinking about and preparing the required details as soon as possible, and certainly before you submit a planning application. Otherwise, even if the development is granted planning permission, there is no guarantee that we will agree to adopt any roads or areas.
- 1.13 When you prepare the required details, you should work closely both with LCC and the planning authority. You are likely to find that planning authorities will not favour developments that lack quality layout and design.

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Developing the document

1.14 Long-term experience of reduced off-street parking and 'innovative' (unusual) residential developments is limited. There is still much to learn about:

- public opinion of these concepts;
- how safely the layouts will operate; and
- how easily they can be maintained.

What evidence there is suggests there have been some successes, but problems have been identified too, for example, in achieving low vehicle speeds and addressing residents' concerns about on-street parking.

1.15 There are also still issues relating to national guidance on the design of residential streets and this guidance can be contradictory, for example in terms of shared surfaces and providing for those with disabilities.

1.16 To try and address some of these issues, we will continue to work with other highway authorities, planning authorities and developers to share, learn and develop good practice. We will also try to take part in any national research that is carried out.

1.17 If you have examples of what you consider to be good practice that you are willing to share, please contact us at hdc@leics.gov.uk.

1.18 This document will undergo periodic review to make sure that it:

- contains no errors or omissions;
- reflects good practice, operational experiences, national research and policy initiatives, and
- reflects any other relevant changes in circumstances.

1.19 If you have any comments about how we can improve this guide, please let us know by filling in the form at Appendix K. We will consider your comments as part of our next review. You can find details of our review process at Appendix K.*

Section IN4: Our highways development management policy

1.20 We will work with developers and planning authorities to make sure new development is only permitted:

- in areas where there is a choice of safe and accessible methods of transport for all road users (including pedestrians and cyclists);
- on roads suitable for the type of development; and
- if the environment is not harmed, including through increased congestion.

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- 1.21 Any highway or transport infrastructure required to support the development must integrate with the existing infrastructure and be built in a way that enhances the quality of a development and does not place a burden on our resources.
- 1.22 We aim to meet the following specific policy objectives.
- **Road and personal safety:** To achieve developments that:
 - are safe for all users;
 - promote road safety; and
 - reduce personal safety risks (whether real or imagined).
 - **Accessibility:** To achieve developments accessible to all vehicles and people, including those with sensory and mobility impairments.
 - **Sustainability:** To promote sustainable, high-quality alternatives to the private car and to encourage using sustainable materials wherever possible.
 - **The impact on highways and transportation infrastructure:** To make sure the:
 - highways and transportation infrastructure is not adversely affected by developments, including safety and congestion; and
 - impact on people and the environment is minimised.
 - **Design quality and future maintenance:** To achieve highway and transportation infrastructure that:
 - contributes to high-quality developments that can be properly and efficiently maintained; and
 - encourages development layouts to be adopted, wherever possible, to safeguard frontagers interests.

Whole-life costs should be considered when materials and methods of construction are considered.
 - **Occupants' and users' satisfaction:** To achieve developments that are appreciated by occupants and users and that meet their likely needs. This will reduce the possibility of future complaints and problems, particularly in residential areas.
- 1.23 We will assess your development proposals against these objectives. Where we consider that your proposals have material implications, we will normally seek to resist your development proposals (for example, by recommending refusal of any planning application).

Section IN5: Our access to the road network policy

Principles

- 1.24 To maintain safety and the free flow of traffic, policy in the past has discouraged new accesses onto A and B-class roads and avoided increasing the use of existing accesses. For the future, and in line with an integrated transport policy, we will adopt a flexible policy on new connections to the road network. We will severely restrict access to the most important high-standard routes. Elsewhere, particularly in urban locations, in principle we will apply a more flexible approach. Please see paragraph 1.27 onwards for full details.
- 1.25 Where access is acceptable to us in principle, we will normally expect its layout to comply with the design guidance set out in Part 3. We will recommend refusal of any planning application that raises concerns about road safety. Approval for the access (and any associated development) will also depend on the planning authority where planning permission is required.

Access to A- and B-class roads

- 1.26 We will normally apply restrictions on new accesses for vehicles and the increased use of existing accesses on:
- roads with a speed limit above 40 mph (that is 50mph, 60mph or 70mph) or where measured vehicle speeds are in excess of 40mph;
 - roads with a speed limit of 40mph or less which are essentially rural in nature;
 - routes where the access would affect bus-corridor or bus-priority measures being put in place;
 - roads that are at or near capacity (cannot carry more traffic); and
 - roads where there is an existing problem with road safety.
- 1.27 Elsewhere, we will not normally restrict new accesses for vehicles, as long as they meet the conditions of paragraph 1.26. Also, where a number of developments are proposed along a section of road, the risk of accidents occurring will be reduced if they are accessed from a service road with a single point of access on the main road.
- 1.28 If access to a development can be gained off a minor or side road, you should normally consider this option as preferable (with improvements to the junction of the minor side road with the main road as necessary).

Access to other classified roads and unclassified roads

- 1.29 New accesses for vehicles and the increased use of existing accesses will normally be restricted on:
- routes where there are proposals for bus-priority measures;

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- roads where there is an existing problem with road safety;
 - roads where there are proposals to establish quiet lanes; and
 - other routes that are not suitable to carry the additional traffic and type of traffic from the development.
- 1.30 Elsewhere, new accesses for vehicles will not normally be restricted, if they meet the conditions of paragraph 1.26. Also, if access to a development can be gained off a minor or side road, you should normally consider this option as preferable.
- 1.31 In rural areas, new accesses for vehicles and the increased use of existing accesses will not normally be resisted in principle to:
- land allocated for development in the local plan;
 - agricultural land (that is remaining in agricultural use); and
 - a new, better access to replace an existing one.
- 1.32 This is subject to the conditions in paragraph 1.26.

IN6: Sustainability Standards for Residential Developments

Principles

- 1.33 Our Local Transport Plan (LTP) sets out transport policy for the relevant to Leicestershire. Our LTP is based on extensive evidence and is aligned to national transport and planning policies, which are set out in the National Planning Policy Framework, Circulars and Guidance Notes.
- 1.34 To help deliver our LTP we will seek to support new development in suitable locations and where the possibility of home-working is considered. These locations will be accessible by walking, cycling and public transport and will also have good access to key services, thereby reducing reliance on the private car. This is particularly necessary in order to:
- tackle the significant challenges posed by an increasing population
 - meet the statutory CO₂ reduction requirements of the Climate Change Act
 - tackle the health and social issues posed by a population that is becoming increasingly obese.
- 1.35 The overall aim of introducing these standards is to reduce the need to travel, particularly by car, and to promote more sustainable patterns of development.
- 1.36 We will expect applicants, as part of their planning application, to demonstrate that their proposals are consistent with the approach set out in the LTP. As we may adopt different approaches, particularly in urban and rural areas, the guidelines below have been provided to give general guidance only. You are advised to contact LCC regarding the specific local sustainability. Your attention is also drawn to the guidance in Part 3 (Section DG6: Public Transport).

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General standards / guidelines

- 1.37 The following guidelines for sustainable development have been derived from national guidance and are based on the following assumptions:
- Average walk speed of 1.4m/s or 400m every 5 minutes¹
 - Cycling speeds 12 mph/or 1.6km every 5 minutes²
- 1.38 Applicants should be aware of the following guidelines when submitting planning applications for new development within the Principal Urban Area³ (PUA) and Sub Regional Centres (SRC)⁴:
- Major employment areas should be within 2km (25min) walk or 5 km (15min) cycle ride. For applications involving new employment uses the same standards will apply in respect of major residential areas⁵
 - Public transport to a main public transport interchange should be within 800m (10min) walk⁵
- 1.39 In more rural areas i.e. those outside the PUA and SRC the following will apply:
- Minimum of hourly bus service to SRC within 800m (10min) walk
 - PUA / SRC within 5km
 - 800m (10min) walk to village centre offering access to key services for example education facilities, local convenience shop/Post Office, public house, community facilities, health services, employment areas
- 1.40 Please contact us if your proposed development fails to meet these guidelines. This will enable you to discuss your application in more detail before submitting a formal planning application.

Notes

1. Planning for Walking CIHT.
2. LTN1/20 Cycle Infrastructure Design
3. The distances / times quoted above should be viewed as maximums. In assessing them for your particular development proposal, you should take into account such other factors as may be appropriate, for example the availability of pedestrian footways, street lighting, cycle lanes and gradients / terrain.

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Section IN7: About National Highways

- 1.41 National Highways is responsible for the motorway and trunk road network in England.
- 1.42 National Highways has its own approach to considering the impacts of development proposals on roads it is responsible for. It also has its own requirements where it is necessary to alter or improve one of its roads to accommodate a development.
- 1.43 If your development proposal requires a change to a road that National Highways is responsible for, you will need to complete a legal agreement with them before you can carry out the works. (This is in addition to any agreement that you might need to enter in to with us.)

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