



# Introduction

## **1.1.1 The County Council's vision statements**

The Nottinghamshire Plan 2021 - 2031 'A healthy, prosperous and greener future for everyone' is focused on four visions and ambitions intended to 'improve health and wellbeing in all our communities', 'growing our economy and improving living standards', 'reducing the County's impact on the environment' and 'helping everyone access the best of Nottinghamshire'. The purpose of this document is to assist in achieving these goals by promoting good street design through development.

## **1.1.2 Document Status**

The document has been prepared by the Council following two consultations on the draft and updated draft document between December 2018 and January 2019 and July 2020 and August 2020 respectively. The final consultation invited comments from; 35 developers; 85 transport consultants, architects, town planners, urban designers, associations or professional institutions; and 18 local authorities either within or neighbouring Nottinghamshire; amongst others. The draft document was also published for consultation on the County Council's website. Following the final consultation, the document was updated and subsequently endorsed by Communities and Place Committee on 3<sup>rd</sup> December 2020 and was approved by Policy Committee and became County Council policy on 13<sup>th</sup> January 2021.

1.1.3 A changes log can be viewed at Appendix A in order to provide an audit trail of material changes to the document following the final consultation.

1.1.4 Should you have a query with respect the content of the document, please call 0300 500 80 80 or email [hdc.north@nottsc.gov.uk](mailto:hdc.north@nottsc.gov.uk)

## **1.1.5 Introduction**

There is already national guidance encouraging the creation of high-quality development and distinctive places such as Manual for Streets which is endorsed by the County Council. However, since the abolition of Design Bulletin 32, there is no national technical guidance that includes a comprehensive set of dimensions that can be used as reference when designing non-strategic road and street layouts that adequately accommodate people and places. Therefore, rather than replicate what is available nationally, this document's aim is to provide transport consultants, architects, town planners, urban designers, and developers with straight-forward highway design technical guidance and specifications for street works. National guidance is only repeated where it is necessary within this context. This document is not an urban design guide so can be read as a companion guide to the likes of Manual for Streets. It should not be seen as an alternative to Manual for Streets principles or other national guidance that is available or becomes available in the future. Engineering judgement will be applied when considering any submission but any relaxation to the guidance presented here will be considered with the discretion of the County Council and may need to be justified.

1.1.6 When considering proposals, the County Council will be mindful of the Equality Act 2010 and the public sector equality duty by having due *'regard to advancing equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it'* including elderly people, disabled people, people of different gender, and children, and the Health and Public Care Act 2012 duty to improve public health by seeking to improve air quality and general public health and wellbeing.

1.1.7 The aim of the document is to achieve low speed neighbourhoods, that are safe, particularly for young children, that encourage a modal shift away from the private car, and in doing so, promote a healthy life style by encouraging walking and cycling.

1.1.8 Where street works are proposed outside of the scope of this document, these should be designed in accordance with the Design Manual for Roads and Bridges (DMRB) published by National Highways unless agreed otherwise. Should DMRB standards apply, the Council will adopt the role of the overseeing organisation.

1.1.9 It should be emphasised that works which directly affect the Strategic Road Network (SRN) will need to be considered separately by National Highways and are as such not bound by the contents of this document. The SRN both borders and runs through the County and certain locations interface directly with the Local Road Network. National Highways should be contacted at an early stage, on any proposals which will impact on the SRN (Trunk Roads and Motorways).

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