



Part I: Context, Status and Network Principles

Chapter 1: Introduction

Updated 14/4/26

1.1 The County Council's vision statements

The Nottinghamshire Plan 2021–2031, “*A healthy, prosperous and greener future for everyone*”, is structured around four visions and ambitions: improving health and wellbeing in all communities; growing the economy and improving living standards; reducing the County's environmental impact; and helping everyone access the best of Nottinghamshire. This document supports those ambitions by setting out expectations for good street design and safe, inclusive movement within new development and associated street works.

1.2 Document status

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

1.2.2 The authoritative version of this Highway Design Guide is the version published on the County Council's website. The online version is kept up to date, and where amendments are made these are recorded in the change log at Appendix A. Individual chapters include an update date to assist users in identifying the current version.

1.3 Enquiries

If you have a query regarding the content of this document, please call 0300 500 80 80 or email hdc.north@nottscc.gov.uk.

1.4 Introduction and purpose

1.4.1 There is existing national guidance which encourages the creation of high-quality development and distinctive places. However, since the abolition of Design Bulletin 32, there is no single national technical document that provides a comprehensive set of dimensions and requirements for the design of non-strategic road and street layouts which adequately accommodate both people and place. Accordingly, and without duplicating national guidance unnecessarily, this document provides transport consultants, architects, town planners, urban designers and developers with clear highway design technical guidance and specifications to inform the design, assessment and, where relevant, delivery of development-related highway works. This includes guidance relating to street layout and geometry, parking and servicing provision, and their interaction with the safe and efficient operation of the wider highway network.

National guidance is only repeated where necessary to support interpretation or application. This document is not an urban design guide and should be applied alongside, and not as a substitute for, relevant national policy, standards and guidance that are available now or published in the future.

1.4.2 The document also sets out the Highway Authority's expectations in relation to works affecting the existing highway, the adoption of new streets, advance payments, commuted sums, and other procedures associated with development-related highway works.

1.4.3 In considering submissions, the Highway Authority will apply engineering judgement in an evidence-led and proportionate manner. Where proposals depart from this guidance, the applicant will be expected to provide a clear and reasoned justification, demonstrating that the alternative approach delivers outcomes that are at least equivalent in terms of highway safety, accessibility (including inclusive design), operational performance and maintainability, having regard to the specific site context. Any such departure should be explicitly identified and supported by appropriate analysis. The level of detail required to demonstrate compliance will be proportionate to the nature, scale and context of the proposal.

1.4.4 Where more than one standard, criterion or requirement within this document is applicable to a proposal, the most onerous requirement shall apply unless otherwise expressly stated. This is to ensure that highway safety, inclusive design, operational effectiveness and future maintenance considerations are not compromised. Any departure from the more onerous requirement must be explicitly identified, clearly justified, and supported by proportionate evidence in accordance with this section.

1.5 Equality, inclusion and public health

When considering proposals, the Highway Authority will have due regard to the Equality Act 2010 and the public sector equality duty, including the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. This includes, for example, elderly people, disabled people, children and people of different gender. The Highway Authority will also have regard to the Health and Social Care Act 2012 duty to improve public health, including through measures that support better air quality and improved health and wellbeing.

1.6 Outcomes sought

The aim of this document is to support the delivery of low-speed neighbourhoods and street environments that are safe and inclusive, particularly for young children and other vulnerable users, and which facilitate walking, cycling and access to public transport. In doing so, it seeks to support healthier lifestyles and reduce reliance on the private car, where consistent with the function and context of the street network.

1.7 Relationship to other standards (DMRB)

Where street works fall outside the scope of this document, they should be designed in accordance with the Design Manual for Roads and Bridges (DMRB) published by National Highways, unless otherwise agreed. Where DMRB applies, the Highway Authority will adopt the role of the overseeing organisation.

1.8 Strategic Road Network (SRN)

Works that directly affect the Strategic Road Network (SRN) will need to be considered separately by National Highways and are not bound by the contents of this document. The SRN both borders and runs through the County, and some locations interface directly with the local road network.

National Highways should be contacted at an early stage on any proposals that may impact upon the SRN (trunk roads and motorways).

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