

## 2. DESIGN CRITERIA

### New Development Highway Types

Design criteria for the following categories of new roads are specifically dealt with in this section of the guide.

The following hierarchy applies;

■ <b>Footways</b>	(adoptable)
■ <b>Cycle Tracks</b>	(adoptable)
■ <b>Single Private Drives</b>	(not adoptable)
■ <b>Shared Private Drives</b>	(not adoptable)
■ <b>Shared Surfaces</b>	(adoptable)
■ <b>Home Zones</b>	(adoptable)
■ <b>Minor Access Roads</b>	(adoptable)
■ <b>Major Access Roads</b>	(adoptable)
■ <b>Local Distributor Roads</b>	(adoptable)
■ <b>Industrial and Commercial Access Roads</b>	(may be considered for adoption)

### 2.1 Footways

The layout and design of footways should aim to provide safe, reasonably direct, secure and visually attractive routes for pedestrians. The provision of convenient and easy to use car parking facilities will be a significant factor in discouraging indiscriminate parking on pedestrian routes.

Whenever footways interconnect with carriageways at pedestrian crossing points, dropped crossing kerbs should be installed to assist wheelchair users and those with prams or pushchairs. The gradient should be no more than 1:13 and the kerb should be flush with the carriageway (refer to Specification for allowable tolerances). Tactile paving should be provided at dropped kerbs to assist blind and partially sighted people.

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Footways should be designed to take account of:

- 1) The type and function of adjacent carriageways
- 2) The location of apparatus for statutory and other services
- 3) The number of pedestrian movements
- 4) In the vicinity of schools, shops or other community buildings there may be a need for variations in design compared to those adjacent to dwellings.
- 5) Requirements of pedestrians where the nature of the development includes a high portion of the very young or people with disabilities.
- 6) The space occupied by street furniture such as street lighting columns, traffic signs etc

- 7) The provision of access to dwellings for the emergency services
- 8) Methods for reducing the damage to footways resulting from over running or parking of vehicles, particularly at junctions.

Footways should always be provided where the use of shared surfaces would not be appropriate. Footway widths should normally be 2m.

Linking footways between cul-de-sacs will need to be carefully designed so that the security of the users and adjacent dwellings is not adversely affected. The designer will also need to include design features that may reduce nuisance to the adjoining householders from inconsiderate users of this type of footway.



Typical Footway

## 2. DESIGN CRITERIA

### 2.2 Cycletracks

- Design speed - 15mph
- 3.5m wide for shared facility with pedestrians
- 2.5m wide for segregated facility with additional 1.5m for pedestrians
- Visibility at junctions with roads - refer to section 2.12
- Signs and lines to be provided in accordance with Traffic Signs Manual
- Residential roads may form part of local cycle advisory routes and networks

