

PART A: Movement Information Guide



Part A is an information guide to accompany worksheet Part B. This should help to explain the characteristics that help to explain the movement in your area. This should assist you in defining the movement and travel within your village that will help to inform a sense of place and village distinction.

Movement

Streets and roads have principally five main functions:

- Place – hierarchy of streets within the parish / settlement
- Movement – how to get around the parish
- Access – to homes and facilities
- Parking – on street resident and visitor
- Utilities, lighting – many utilities are buried beneath the surface, drainage and lighting.

Therefore, they are vitally important for a number of aspects of creating well-designed places

This information sheet will focus primarily on the hierarchy of streets within your parish and how understanding this, can then inform design decisions.

Places should be accessible and easy to move around by all means. Herefordshire is predominately rural in nature and this does lead to a reliance currently on private transport to reach many services and facilities outside of the parish.

The majority of rural parishes are connected by a series of minor B roads, lanes and tracks, however some parishes do have A roads connecting them to Hereford and/or the market towns. This can bring a number of associated design and amenity issues for those parishes with significant through traffic.

Public transport is relatively limited within the majority of rural areas of the county. However, increasing the ability for residents to access goods and services by public transport, cycling or walking is becoming increasingly important to assist reducing the need to travel. This is a priority within the County Plan and within the Herefordshire's Climate Emergency Strategy.

Your design code will need to look at how people and vehicles move around the parish and how any future developments could assist addressing any issues. For example your Design Code could cover:

- The way in which new development contributes to the creation of an overlooked and well lit permeable street network.
- The provision of public transport and the distance of all dwellings from a stop.
- A framework plan indicating the street hierarchy for the parish.
- Encouraging walking and cycling and the design of cycle routes.
- Balancing the needs of cyclists, pedestrians with those of vehicles.
- Parking and Servicing

When gathering baseline data for this section of your design code, it is useful to gain an understanding and overview and ask questions about the current position.

- What does the current street network look like?
- How safe is it for pedestrians, disabled, cyclists, motorists etc?
- What works, what doesn't and what would the community want to see more of?
- How does it aid people travelling in and around the area?
- How would the current street network cope with development?

Hierarchy of Streets

A connected street network is one that provides a variety and choice of streets for moving around a place. It is direct, allowing people to make efficient journeys. Direct routes make walking and cycling more attractive and increase activity, making the streets feel safer and more attractive. Connected street networks form the basis of most of our beautiful and well-used places. They are robust, flexible and have been shown to stand the test of time.

A useful starting point is to identify your own parish street hierarchy. There are different types of streets that make up the overall network. It should be noted that these descriptions have been adapted to suit rural Herefordshire and not reflective of the definition within the National Design Model Code

Primary Street

In terms of Market Town or Hereford - Arterial, ring road or relief road with dedicated lanes for cycles and public transport, where possible.



In terms of a village setting -
The main street through the
village/settlement, which
acts as the focus for
community facilities, services
and facilities – the village
centre.



High Street

Primary or Secondary Street that acts as a focus of retail and other services



Bromyard High Street

Ross-on-Wye High Street



Secondary Street

Carries local traffic and provide access into residential areas; they are often the location of schools and community facilities that are not on the primary road.



Local Street

Residential streets. They provide access to homes and support cycling and walking around the parish, social interaction and health & wellbeing



These are used for servicing or for access to small groups or clusters of homes. They can be lanes, alleyways or cul-de-sacs. There are many example of these within Herefordshire

Tertiary Streets

With no through traffic, these are used for servicing or for access to small groups or clusters of homes. They can be lanes, alleyways or cul-de-sacs. There are many examples of these within Herefordshire.

Many of these have no pavements or footways. Bound by hedges or walls. Many single track in places.



Discovering the street hierarchy within your parish/village

It is suggested to inform an overall picture of the street hierarchy for your design code, that you mark up a parish or village map with the various types of streets, cycle ways, walkways and parking for different modes of transport. An example can be seen in Worksheet B.

Once completed this will form a background basis for you to explore Coding solutions and existing issues.

- What is the main role of each of the streets within the hierarchy?
- What journeys are made using those streets? Through or access to properties, vehicles or pedestrians?
- How do the buildings relate to those streets?
- Are there areas of public space, public transport, parking provisions or are they more private in character for local residents only?
- Are there pavements?
- What are the parking arrangements or restriction?
- Is there planting, trees and verges?
- Are there specific pedestrian crossings or cycling provision?

These different characteristics within the street hierarchy will assist you focus on the potential range of Coding detail across the parish and village.

Other useful information regarding Movement

Market towns and public realm

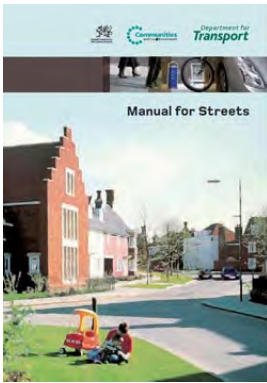
In 2016, a number of studies were undertaken regarding the streets and public realm within Herefordshire Market towns.

These investigated possible enhancements to streetscape, street furniture, materials used. These may be useful background documentation and can be found here (add link)

Manual for Streets 1/2

This is the current document used by Transportation and developers when considering the design of 'light-trafficked' streets and roads within the county.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf



National Model Design Code reference

The National Design Guide says that a well-designed place is accessible and easy to move around (p22-25). For movement, this means:

- M.1: A connected network for all modes of transport;
- M.2: Active travel and
- M.3: Well-considered parking, servicing, and utilities infrastructure for all modes and users.