



Leeds
CITY COUNCIL

Draft

Street Design Guide

Leeds Local Development Framework



Supplementary Planning Document
Main Draft Report Summary
August 2007

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(Bengali):-

যদি আপনি ইংরেজিতে কথা বলতে না পারেন এবং এই দলিলটি বুঝতে পারার জন্য সাহায্যের দরকার হয়, তাহলে দয়া করে 0113 247 8092 এই নম্বরে ফোন করে আপনার ভাষাটির নাম বলুন। আমরা তখন আপনাকে লাইনে থাকতে বলে কোন দোভাষীর (ইন্টারপ্রিটার) সাথে যোগাযোগ করব।

(Chinese):-

凡不懂英語又須協助解釋這份資料者，請致電 | 0113 247 8092 並說明本身所需語言的名稱。當我們聯絡傳譯員時，請勿掛斷電話。

(Hindi):-

यदि आप इंग्लिश नहीं बोलते हैं और इस दस्तावेज़ को समझने में आपको मदद की ज़रूरत है, तो कृपया 0113 247 8092 पर फ़ोन करें और अपनी भाषा का नाम बताएँ। तब हम आपको होल्ड पर रखेंगे (आपका फ़ोन पर कुछ देर के लिए इंतज़ार करना होगा) और उस दौरान हम किसी इंटरप्रिटर (दुभाषिए) से संपर्क करेंगे।

(Punjabi):-

ਅਗਰ ਤੁਸੀਂ ਅੰਗਰੇਜ਼ੀ ਨਹੀਂ ਬੋਲਦੇ ਅਤੇ ਇਹ ਲੇਖ ਪੱਤਰ ਸਮਝਣ ਲਈ ਤੁਹਾਨੂੰ ਸਹਾਇਤਾ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰ ਕੇ 0113 247 8092 'ਤੇ ਟੈਲੀਫ਼ੋਨ ਕਰੋ ਅਤੇ ਅਪਣੀ ਭਾਸ਼ਾ ਦਾ ਨਾਮ ਦੱਸੋ। ਅਸੀਂ ਤੁਹਾਨੂੰ ਟੈਲੀਫ਼ੋਨ 'ਤੇ ਹਾ ਰਾਹਣ ਲਈ ਕਹਾਂ ਗੇ, ਜਦ ਤਕ ਅਸੀਂ ਦੁਭਾਸ਼ੀਏ (Interpreter) ਨਾਲ ਸੰਪਰਕ ਬਣਾਵਾਂ ਗੇ।

(Urdu):-

اگر آپ انگریزی نہیں بولتے ہیں اور آپ کو یہ دستاویز سمجھنے کیلئے مدد کی ضرورت ہے تو براہ مہربانی اس نمبر 0113 247 8092 پر فون کریں اور ہمیں اپنی زبان کا نام بتائیں۔ اس کے بعد ہم آپ کو لائن پر ہی انتظار کرنے کیلئے کہیں گے اور خود ترجمان (انٹریپرٹیر) سے رابطہ کریں گے۔

street design guide

summary

Leeds Local Development Framework

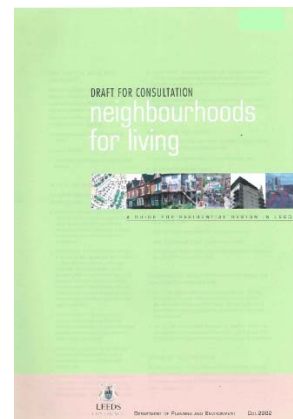
A GUIDE FOR RESIDENTIAL, COMMERCIAL AND MIXED USE DEVELOPMENT IN LEEDS

AUGUST 2007

LEEDS CITY COUNCIL STREET DESIGN GUIDE

1. INTRODUCTION

- 1.1 Leeds City Council as Highway Authority for the Leeds District is committed to creating excellent new places for people to live and work [LCC Urban Design Principle 6] and the purpose of this Street Design Guide is to achieve this aim in practice.
- 1.2 This Guide supplements the adopted Leeds UDP Review (2006) and is intended to complement a sister document called “Neighbourhoods for Living”. When taken together, these documents are aimed at creating excellent new places for people to live and work
- 1.3 This Street Design Guide for Leeds is a key element to delivering high quality residential and mixed development environments in the City, and should be used in the context of other national and local planning or design guidance. The Guide aims to reflect the approach to design as set out in the “Manual for Streets” (2007), and provides specific local guidance to supplement existing national guidance. The Guide supersedes the former West Yorkshire Metropolitan County Council’s “Highway Design Guide” (1985).
- 1.4 The “Manual for Streets”(MfS) emphasises the overall importance given to placemaking, and encourages the design of streets based on their function rather than purely the level of traffic carried. These principles are endorsed by the City Council, and therefore where appropriate, this Street Design Guide refers to the relevant section of MfS. This guide also provides advice regarding where the City Council does not see MfS applying.
- 1.5 On publication of MfS the previous “Design Bulletin 32” and “Places Streets and Movement” were withdrawn. Therefore some items from those documents have been included within this Street Design Guide, as otherwise they would be lost as sources of design advice.
- 1.6 The City Council guide for residential design, “Neighbourhoods for Living” [NfL] outlines the range of aspirations for residential design and it is clear that highway design is an integral part of this process, impacting on many of the considerations. What is also clear is that the design of good quality streets will go a long way towards achieving the overall aspirations.



- 1.7 The guide is intended for use by developers, design teams and others, and seeks to stimulate innovative designs that are appropriate for the context, character and location of a site and can be used safely by the travelling public. Designs will be encouraged to incorporate quality approved sustainable materials that are visually attractive, require minimum maintenance, and are in keeping with the specific local character of the area.
- 1.8 The guide covers the design of the ‘highway’ in its broadest sense, namely the public space between private dwellings or plots which facilitates all public activity, including but not exclusively the circulation and storage of motorised traffic. To this end the guide encourages designers to consider ‘streets’, not just ‘roads’, and also all the other components that make up the public realm (e.g. signs, cabinets, lighting, landscape, etc).
- 1.9 Achieving sustainable developments is crucial if the City Council are to meet their social, economic and environment objectives. These relate to sustainability in its widest sense, not only transport accessibility, so that sustainable materials, drainage and other elements are equally important. Reference should therefore be made to the City Council documents “Sustainable Development Design Guide” and “Sustainable Drainage in Leeds”.
- 1.10 A street caters for the movement of pedestrians and cyclists, vehicular traffic, servicing and access arrangements as well as less dynamic functions such as occasional car parking and landscape features. Well designed streets should accommodate all functions and purposes (including provision for utility services, street lighting and drainage), and their inter-relationship should be considered from the outset. However the emphasis should be on “people movement” based on the following hierarchy of consideration, with the needs of the disabled, the elderly, and children to be taken into account for all modes:

User Hierarchy	
Consider First	Pedestrians Cyclists Public Transport Users Specialist Service Vehicles (e.g Emergency services, waste, etc)
↓	
Consider Last	Other motor traffic

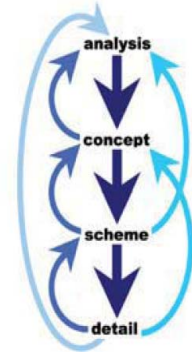
- 1.11 The guide should be used for any residential street typically serving up to 700 dwellings, for mixed use developments, and for industrial/commercial schemes.
- 1.12 Designers will be expected to demonstrate within a Design Statement how their scheme complies with the principles set out in both this guide and “Neighbourhoods for Living”, to achieve the overall aims of the documents themselves, together with the City Council’s wider aspirations for quality environments.

2. PREPARING DEVELOPMENT PROPOSALS

2.1 The preparation of successful high quality development proposals requires the design team and Council Officers to work together and also to involve the wider community [LCC Urban Design Principles 2 and 3]. This multidisciplinary approach needs to involve Architects, Planners, Engineers, Urban Designers, Landscape Architects and others.

2.2 The design process set out in “Neighbourhoods for Living” [NfL] should be followed, i.e. analysis – concept – scheme – detail.

2.3 The guidance set out in this document is intended to assist in the design of development layouts that provide safe movement for all street users, including pedestrians of all ages, cyclists, users of public transport, cars, lorries, and others. Therefore designers should select and assemble appropriate design elements to:



- € Provide street layouts which meet the needs of all users and do not allow vehicles to dominate.
- € Create an environment that is safe for all street users and in which people are encouraged to walk, cycle, and use public transport, and feel safe doing so.
- € Help create quality environments in which to live, work and play.

2.4 The City Council is prepared to apply a much greater degree of flexibility in some areas, than it has done in the past. However, where a design or feature is proposed that does not strictly accord with design guidance, advice, or other parameters in this Design Guide, the proposer of the amendment is required to give adequate justification, for consideration by the City Council.

2.5 It is essential that this guide is used in conjunction with “Neighbourhoods for Living”, and recommendations on the appropriate parts of that document to refer to are included in the relevant sections of this Street Design Guide [as NfL Principle]. In City Centre areas, the Council’s SPG, “City Centre Urban Design Strategy” should also be referred to.

2.6 Development proposals should be accompanied by various supporting documentation as required by the City Council’s Planning Department. In addition, certain highway reports may be required as follows:-

- i) Design and Access Statement
- ii) Transport Assessment or Transport Statement
- iii) Travel Plan
- iv) Safety Audit
- v) Quality Audit

3. DESIGN GUIDANCE

3.1 Key Objectives

3.1.1 In making good places, it is vital that highways and transportation matters are considered at the same time as other aspects of the design of the development. **A co-ordinated approach** to design should therefore meet the following key objectives, and the Design Statement for any scheme should demonstrate how these objectives have been met:

- Deliver **high quality developments** that are sustainable and that relate the site to its particular neighbourhood [NfL Principle 1]
- **Design streets as spaces for people (including the disabled)**, whilst still accommodating all necessary types of street users [NfL Principles 27 and 29]
- **Link the development into the external network** of facilities [NfL Principles 5 and 14]
- **Identify intrinsic landscape characteristics** of the site and its setting, and retain/enhance existing features e.g. trees [NfL Principle 55]
- Provide safe, convenient, direct and **easy access to everyday facilities** on foot and cycle [NfL Principle 13]
- **Maximise choice** for people to be able to make journeys by non-car modes [NfL Principle 19]
- Provide **convenient and secure cycle parking** [NfL Principle 75]
- **Regulate vehicle speeds** to the appropriate design speed for the street [NfL Principle 34]
- Provide **car parking areas that are usable, safe and secure**, and can be managed efficiently without dominating the street scene [NfL Principles 76 and 77]
- Use simple, appropriate, well-detailed **high quality materials** that form a cohesive family of components requiring minimal, economical maintenance (NfL Principles 35 and 37)
- **Avoid the potential for “bad neighbour” problems**
- **Design for community safety** [NfL Principle 43].
- **Provide safe, convenient, direct and easy access to public transport stops**



3.2 Street Types

3.2.1 To achieve the key objectives, plus high quality and varied residential spaces, it is necessary to allow a much greater degree of flexibility in highway design standards than has previously been allowed, with due regard to current statutory regulations, whilst still maintaining levels of road safety and other requirements.

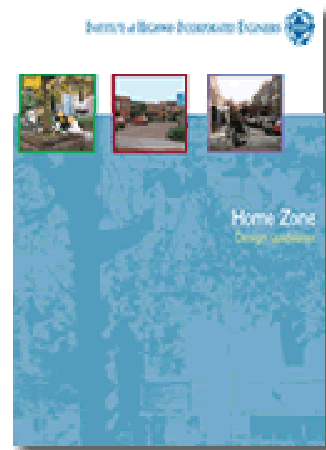
3.2.2 Guidance that contains too many unnecessary rules and restrictions can inhibit innovation, preventing schemes from reflecting local character and distinctiveness.

3.2.3 However, a more flexible approach also places greater responsibility on the Design Team to demonstrate that the proposals will operate safely and satisfactorily, are maintainable and sustainable, and to justify the design choices that have been made.

3.2.4 This Street Design Guide covers the following situations:

- a) Residential streets serving up to approximately 700 dwellings
- b) Industrial or commercial developments serving up to 20 hectares of industrial land
- c) Mixed use schemes generating up to approximately 455 two-way peak hour movements, which is the traffic flow likely to be generated by a development of 700 dwellings
- d) Private (non-adopted) streets or drives

3.2.5 The City Council supports the principle of Home Zones, and would welcome discussions with Developers who are interested in including a Home Zone within their development. Proposals for home zones will need to take account of the latest national guidance, which is currently the DfT's "The Quiet Lanes and Home Zones (England) Regulations" published in August 2006, and should be in accordance with "Home Zones, Design Guidelines" published by the Institute of Highway Incorporated Engineers.



3.2.6 The four adoptable residential street types set out below have been devised to maximise the overall range of design choices which are possible within each category, to enable the overall adopted “corridor” (including carriageways, footways, verges and other areas) to reflect and enhance the overall design, rather than control it:

Summary of Residential Street Types					
Type	Title	Pedestrian Provision	Max no of dwellings	Design Speed	Speed Limit
1	Connector Streets	Segregated	700	20-25mph	30 mph
2	Local Residential Streets	Segregated	200	20mph	20 mph
3	Shared Surface Streets	Shared	50	15mph	20 mph
4	Home Zones	Shared	Any development generating up to 100 vph in the weekday pm peak	10mph	20 mph

3.2.7 In relation to design speed, the MfS paragraph 7.4.2 recommends a maximum of 20mph. Within the local context set out in this Street Design Guide, it is considered that a design speed of 25mph would be appropriate for many Type 1 Connector Streets, although there are also situations where 20mph would be more relevant.

3.3 Detailed Guidance

- 3.3.1 Advice is provided on carriageway and footway widths, visibility, access and junction spacing, together with vertical and horizontal criteria.
- 3.3.2 To ensure that the design speeds identified for each type of street are not exceeded, advice is provided on the type and location of speed restraints.
- 3.3.3 The guide also covers criteria for the provision for the movement of pedestrians and cyclists including designing for all users.
- 3.3.4 Car parking guidelines are set out within the document. Two alternative methods are being consulted on, one based on the current UDP standard of, on average, 1.5 spaces per dwelling, and the second based on the principles set out in the Communities & Local Government document “Residential Car Parking Research”.
- 3.3.5 The document also contains information on materials, landscaping, adoption, drainage, public transport and carriageway design.



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