

**Summary of changes made up to October 2008 version of 'Highways, transportation and development'**

(Note: ~~green double strikethrough~~ = deletion      red = addition)

<b>Opening title page</b>
Document title amended: <i>"Highways, transportation and development <del>the Leicestershire guide</del>"</i>
Changes to text to include Leicester City Council details
Amendments to reflect adoption by Derbyshire County Council October 2008
Updated commuted sum rates October 2008
<b>Foreword</b>
Document title amended
Updating of LCC foreword, to reflect approval of latest version
Foreword added by Ross Willmott, Leader Leicester City Council
<b>Part 1</b>
Paragraph 1.1 amended to reflect approval date of latest version
Paragraph 1.2 and Figure IN1 amended to reflect adoption of document by City Council New note added below paragraph 1.2, clarifying respective areas of responsibility
Paragraph 1.4, second solid bullet point updated to reflect the Leicestershire Local Transport Plan and Central Leicestershire Local Transport Plan 2006 – 2011
Deletion of number to original paragraph 1.5 ( <i>"Our Department of Highways, Transportation and Waste Management..."</i> ); addition of bullet points referring to commuted sums and travel plans; and amendments to include reference to working with the City Council
New heading and new paragraph 1.5 added
Paragraph 1.6 amended to remove reference to PPG3 and 'Places Streets and Movement', and references to PPS3, Manual for Streets and new national Guidance on Transport Assessments added
New note added after paragraph 1.13, Figure IN2
Reference to a definition of a road (street) added to paragraph 1.14
Paragraph 1.26 amended: <i>"Whole-life <del>maintenance</del> costs..."</i>
<b>Part 2</b>
Paragraph 2.3 amended to include reference to Manual for Streets
Table PDP1 replaced with new version, covering wider range of developments
Paragraph 2.8 amended to reflect changes to appendix C, <i>'Assessing the transport impacts of development proposals'</i>

Paragraph 2.12, 12th bullet point amended to include reference to the Manual for Streets

Paragraph 2.22, 3rd bullet point amended with the addition of a further two sentences, referring to the design of shared surface roads in respect of those who are blind or partially, and the need to consult with relevant representative groups and access officers when preparing development proposals

New fourth bullet point added to paragraph 2.22, referring to basic junction forms

### Part 3

Main contents list and heading to section DG19 amended: “*Section DG19: Employment and commercial developments served by private drives and areas*”

Paragraph 3.8 amended to include reference to appendix L and to add reference to roads with direct frontage access

Paragraph 3.9 amended to include reference to appendix L and to add reference to roads with direct frontage access

Table DG1, 1st column, 8th: Note on carriageway and lane widths added

Table DG1, design speed for residential access road amended from 25mph to 20mph

Table DG1, 8th row amended:

Widths for two-way traffic	Carriageway width <sup>(d) (f)</sup> 4.8m up to 50 dwellings 5.5m 50 to 400 dwellings	Overall corridor width <sup>(e) (f)</sup> 7.5m
Except on a bus route where the carriageway should be a minimum of 6m wide (subject to tracking assessment [link to para' 3.18]) or on a road serving a school where the carriageway should be 6.75m wide in all cases.		

Note (c) to Table DG1 amended to include new first sentence referring to the Manual for Streets and shared surfaces length, and a new second paragraph inserted referring to the needs of those with visual impairments

Note (d) to Table DG1 amended with a new second sentence referring to carriageway and lane widths

Table DG2, title amended “*Table DG2: General geometry of ~~industrial~~ employment and commercial roads* <sup>(a)</sup>” and 7th row amended:

Widths for two-way traffic	Carriageway width: 7.3m	Carriageway width: 6m for offices 6.75m for other B1 uses
<del>Except on a bus route where the carriageway should be 6.75m wide in all cases.</del>		

New note (e) added to Table DG3 referring to 20mph design speed

Paragraph 3.6 amended: *For employment and commercial developments, we will normally expect road layouts serving developments of more than one building and with more than one occupier to meet our adoptable design guidance and be offered for adoption. (See [Section DG19](#) for ~~industrial~~ employment and commercial developments served by private drives and areas)”*

Paragraph 3.14 amended: “Table DG2 gives the general geometry for internal **industrial employment** and commercial roads. In general terms, both major industrial access roads and the minor industrial roads are conventional cross-section roads with separated provision for vehicles and pedestrians, but their designs vary depending on likely levels of heavy-goods vehicles (HGVs)”

Paragraph 3.18 amended with deletion of reference to ‘Places Streets and Movement’ and replacement with reference to Manual for Streets

Table DG4 amended:

Assessed likely vehicle speed (mph)	85th %ile vehicle speed (mph)	Measured 85th % ile vehicle speed (mph)	Visibility distance at junctions, bends and vertical crests (m) <sup>(a)</sup>
15	11 to 15		<del>23</del> 17 <sup>(c)</sup>
20	16 to 20		<del>33</del> 25 <sup>(c)</sup>
<del>25</del> Speeds on new residential development roads should normally be controlled to 20mph or less <sup>(b)</sup>	21 to 25		<del>45</del> 33 <sup>(c)</sup>
Speeds on new residential development roads should normally be controlled to <del>25</del> 20mph or less <sup>(b)</sup>	26 to 30		<del>70</del> 43 <sup>(c)</sup>
Speeds on new residential development roads should normally be controlled to <del>25</del> 20mph or less <sup>(b)</sup>	31 to 37		<del>90</del> 59 <sup>(c)</sup>
Speeds on new residential development roads should normally be controlled to <del>25</del> 20mph or less <sup>(b)</sup>	38 to 44		120 <sup>(d)</sup>
Speeds on new residential development roads should normally be controlled to <del>25</del> 20mph or less <sup>(b)</sup>	45 to 53		160 <sup>(d)</sup>
Speeds on new residential development roads should normally be controlled to <del>25</del> 20mph or less <sup>(b)</sup>	54 to 62		215 <sup>(d)</sup>
Speeds on new residential development roads should normally be controlled to <del>25</del> 20mph or less <sup>(b)</sup>	63 to 75		295 <sup>(d)</sup>

(a) See Figure DG2 below for guidance on constructing splays.

(b) Where speed is assessed to be over ~~30~~ 20mph, splay provision will normally be based on the appropriate ‘measured 85th %ile vehicle speed’ distance.

(c) Based on Manual for Streets ([link to the new glossary entry](#)), ‘adjusted for bonnet length’ distances.

(d) Based on Design Manual for Roads and Bridges ([link to glossary entry](#)).

Table below Figure DG2a amended:

	Side road	Main road	Road (street) as defined at appendix L	Residential access road	Residential access way	Major industrial access road	Minor industrial access road
Residential access road – up to 25 dwellings			2.4m	2.4m	2.4m		
Residential access road more than 25 dwellings				<del>4.5m</del>	<del>4.5m</del>	–	–
Residential access way			2.4m	2.4m	2.4m		
Major industrial road			4.5m			4.5m	4.5m
Minor industrial road			4.5m - 2.4m*			4.5m - 2.4m*	4.5m - 2.4m*

\* Set back will depend on scale and nature of proposed development

Note to Figure DG2b amended to delete reference to ‘Places Streets and Movement’ and replacement with reference to Manual for Streets. New sentence added to end referring to appendix L.

Figure DG2b amended:

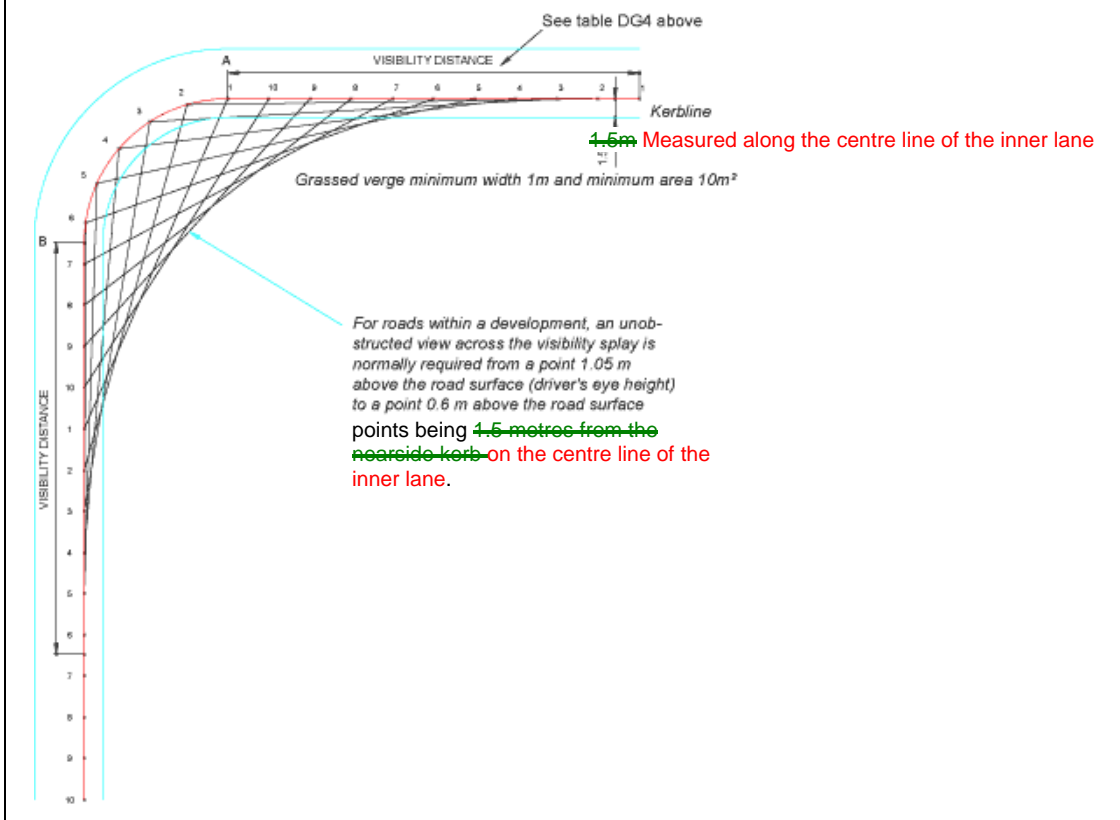
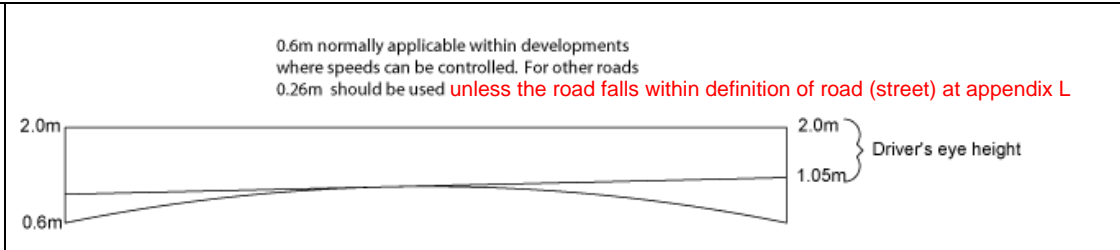


Figure DG2c amended:



Paragraph 3.25 amended: *“Basic junction forms should be determined at the concept layout (masterplanning) stage (link to para 2.10) with the more detailed proposals developed as the development proposal evolves. ~~Within developments, corner junction radii should normally be provided as in Table DG5 and the accompanying illustrations highlight broad junction types and the corner radii that should normally be provided within developments.~~”*

Table DG5 renamed *“Broad junction types and corner radii within developments”* and new diagram added to support it (based on Manual for Streets Fig 7.9)

Paragraph 3.44 amended: *“Home Zones are a relatively new idea in the UK, and some of the legal ~~framework needed to support them has only recently been put into place. Further regulations, from central government, are still required the~~ regulations to introduce them have only recently been put in place.”*

Paragraph 3.46 amended: *“The Secretary of State has ~~not yet~~ recently made the necessary regulations under the Transport Act setting out the procedures for designating Home Zones and making use orders and speed orders, ~~although draft regulations have been published for consultation. When these regulations are in place, a~~ A use order will allow activities other than moving vehicles (such as children’s play), to take place legally on streets. A speed order will allow the traffic authority to define an appropriate design speed for the Home Zone.”*

Paragraph 3.47 amended: ~~“Until the regulations for making these orders are established, formal Home Zones cannot be created. We will consider proposals for Home Zones on a site by site basis.”~~

References to British Standards and Building Regulations in paragraph 3.51 updated

Heading to Figure DG6a amended with addition of note referring to Part 4

Heading to Figure DG6d amended with addition of note referring to Part 4

Heading to Figure DG6e amended with addition of note referring to Part 4

Note below Figure DG6f referring to standard drawings deleted

Paragraph 3.103 amended: *“Walking and cycling offer real alternatives to journeys by car particularly over shorter distances. In the interests of sustainability new developments must make appropriate, high quality provision for pedestrians and cyclists and where it is necessary to break a road link in order to discourage through traffic, it is recommended that links for pedestrians and cyclists are maintained. In respect...”*

New sentence referring to trip hazards added to end of paragraph 3.104

Tables DG9 and DG10 amended:

**Table DG9: Pedestrian-only routes**

Location	Minimum width	Minimum width past an obstacle <sup>(a)</sup>	Longitudinal gradient	Crossfall
Normal residential, commercial and industrial sites	2m	1.2m Maximum length of an obstacle: 6m	Minimum:1:100 Maximum:1:20 <sup>(b)(c)</sup>	1:35
Shopping areas	4m	1.2m Maximum length of an obstacle: 6m	Minimum:1:100 Maximum:1:20 <sup>(b)(c)</sup>	1:35
Bus stops	3m	1.2m Maximum length of an obstacle: 6m	Minimum:1:100 Maximum:1:20 <sup>(b)(c)</sup>	1:35
Outside schools <sup>(e) (d)</sup>	3m	1.2m Maximum length of an obstacle: 6m	Minimum:1:100 Maximum:1:20 <sup>(b)(c)</sup>	1:35

(a) Includes utility equipment (for example gas, water, cable TV). You should liaise with utility providers to achieve this for equipment installed while the development is being built. The clearance should be increased to 2m where pedestrian flows may be heavy, in the region of 500 an hour. Please see [Section DG11](#) for more guidance on locating utility equipment.

(b) Taking into account the needs of people with impaired mobility, we may be prepared to consider a relaxation to 1:12 on sites with particularly difficult topography.

(c) *Crossovers to private drives and parking should be carefully designed so as not to create inconvenient cross-falls for pedestrians.*

<sup>(e)</sup> (d) Includes [higher and further education facilities](#).

**Table DG10:**

Forward visibility	Crossfall <sup>(d)</sup>	Longitudinal gradient
20m	1 in 40 (no adverse camber)	Min: 1 in 100 Max: 1 in 20

(d) *Crossovers to private drives and parking areas should be carefully designed so as not to create inconvenient cross-falls for pedestrians.*

Start of note (a) to Table DG9, amended to include reference to bollards, sign posts, guard railing and lamp columns

Table DG10, 6th column: 1:40 amended to 1:35 and new note (e) added
Paragraph 3.93 amended: <i>“Where a development is likely to be accessed using public transport, any roads which buses are likely to run along should normally be at least <del>6.75m</del> 6m wide (subject to tracking assessment [link to para’ 3.18]) and should be reasonably straight. A more generous swept path (link to existing glossary entry) is also likely to be required to take account of where vehicles might park on-street, for example. It will not...”</i>
Two new sentences added at the beginning of paragraph 3.106, referring to porches, etc. and buildings projecting over the highway
Paragraph 3.107 amended: <i>“Routes that run separately from a road are not normally encouraged; for example, the Manual for Streets (link to new the new glossary entry) sets out that cyclists should generally be accommodated on the carriageway in residential areas. But where <del>such</del> a separate route can be justified, for example, where it is necessary to break a road link to discourage through traffic or to give...”</i>
Paragraph 3.128 amended to delete City Council reference in first line
Paragraph 3.142 amended: <i>“We normally require a suitable system of street lighting on all <u>adoptable roads</u>, which we will normally design for you in areas to be adopted. This is important for both road safety and to help promote personal safety and minimise crime opportunities. It is also important that you plan the lighting at the same time as you design the street layout. Also, to encourage pedestrians to use a route and to feel safe, it is important that lighting levels are maintained at the same standard along a route, whether a route is adopted or not. There are also wider design issues. When you prepare development proposals, you should consider the purpose of the lighting, its scale and the proposed width of the street and height of the building.”</i>
Paragraph 3.144 amended: <i>“Note: Our standard conditions applying to highway works for new development (link) provide more advice on dealing with utility equipment during construction of your works.</i>  Early in your planning process you should consider the location and installation of utility equipment both above and below ground, particularly where surface areas are shared. <i>Normally, private equipment should not be located in the highway* but utility company’s equipment should be.</i> Where a shared-surface layout is proposed without a separate service margin or where a development layout is not explicitly covered by this guidance, you should hold early discussions with <u>utility providers</u> and supply us with details of proposed locations for utility equipment. This will enable us to consider the layout, for example, in terms of safety and accessibility.  <i>*This can be difficult to achieve with layouts where houses are located very close to the highway boundary. However, if you do not deal with this matter, it may lead to problems in future with us adopting (glossary link) your road.”</i>
New note added immediately below paragraph 3.166 referring to Leicester City Council separate standards
Original paragraphs 3.168 to 3.171 (and accompanying note) deleted and replaced with new paragraphs referring to a revised approach to residential parking provision
Additional sentence included at the end of paragraph 3.172 referring to circumstances where a dwelling has no separate parking for cycles

Table DG13 amended:

B1 <del>±</del>	Research and development	One lorry space for every 500m <sup>2</sup>
<del>B2</del>	<del>Research and development</del>	<del>One lorry space for every 500m<sup>2</sup></del>
	Light industry	One lorry space for every 400m <sup>2</sup>

Bulleted list in paragraph 3.179 amended:

- *“be located near to the main entrances to the properties that it serves, with as short and direct a walking route as is possible between the parking court and the property; be secure, including enjoying good natural observation from neighbouring buildings and not be surrounded by blank walls or close-boarded fences and so on;...”*

Paragraph 3.185 amended:

*“impair road safety. ~~Around 5% of all accidents in Leicestershire involve a parked vehicle; (between 2002 and 2006 around 12% of accidents that occurred in ‘built-up areas’ (speed limit up to 40mph) within Leicestershire -excluding the City - involved parked vehicles)”~~*

Paragraph 3.186 amended: *“So, in the interests of the safety of all road users, including pedestrians and cyclists, and of maintaining efficient flow of traffic, we will look for developments that include well-designed parking layouts (on-street and off-street) that minimise the likelihood of on-street parking problems. For parallel parking to a road, each vehicle will normally need an area of about 2m wide x 6m long. For echelon (wedge shaped) parking and perpendicular (end on to the road) parking, individual bays should normally be indicated or marked. Bays should normally be about 2.4m wide and a minimum 4.8m long and they should be arranged so that drivers are encouraged to reverse into them. Figure DG18a shows some suggested on-street parking arrangements, and also sets- out how to calculate the necessary width needed to access echelon parking.”*

New Figure DG18a added after existing DG18, (based on Manual for Streets Figures 8.18 and 8.19) along with a note, which is a copy of MfS para’ 8.3.51

Start of paragraph 3.196 amended to include reference to Manual for Streets

Table DG14 amended: (including addition of new notes (b) and (c))

Use class	Description of land use	Provision
A1 and A3	Shops and restaurants, pubs and clubs	One space per 500m <sup>2</sup> up to 4000m <sup>2</sup> gross floor area (GFA) for staff and operational use. Parking to be secure and under cover. One space for every 1000m <sup>2</sup> GFA for customer use to be in the form as shown in <a href="#">Figure DG19</a> . Parking to be located in a prominent and convenient location. Stores between 3000m <sup>2</sup> to 5000m <sup>2</sup> One goods bay space for every 750m <sup>2</sup>
A2 and B1	Financial and professional services, and research and development and offices	One space per 400m <sup>2</sup> GFA for staff and operational use. Parking to be secure and under cover. Customer parking to be assessed on a site-by-site basis.
B2 to B8	General industry and storage and distribution	One space per 400m <sup>2</sup> GFA. Parking to be secure and under cover.
C3	Dwelling houses <sup>(b)(c)</sup>	For developments with common facilities, such as flats, one space for every five dwellings. Parking to be under cover and secure. <i>Where spaces are allocated, there should be one space for each dwelling.</i>
D1 and D2	Non-residential institutions, assembly and leisure	Staff parking to be assessed on a site-by-site basis. Sufficient cycle racks to accommodate five percent of the maximum number of visitors expected to use the facility at any one time. Racks to be in the form as shown in <a href="#">Figure DG19</a> and to be located in a prominent and convenient location.

Paragraph 3.198 amended: “All cycle parking must be secure **and normally** with weather protection ~~provided at least for employee parking~~”

Paragraph 3.211 amended to include a new second sentence referring to specific approval of the construction details

Figures DG20 and DG21, headings and tables amended

**Figure DG20 Unadopted shared drive serving up to ~~five~~ 25 dwellings**

<b>Minimum effective width (w)</b>	Single dwelling = 2.75m Two to five dwellings = 4.25m for a minimum distance of 5m behind the highway boundary. <b>Six to 25 dwellings = 4.8m for a minimum distance of 5m behind the highway boundary(a) (link to a new note).</b> (In <del>either</del> all cases add 0.5m if bounded by a wall, fence, hedge, line of trees or other similar obstruction on one side, 1m if bounded on both sides. See also <a href="#">paragraph 3.215</a> about access for refuse collection and <a href="#">3.216</a> about access for emergency vehicles.)
<b>Minimum control radii</b>	Single dwelling = 2m Two to five dwellings = 4m <b>and six to 25 dwellings = 6m</b> on a classified road ('A', 'B' or other classification), otherwise 2m
<b>Vehicle visibility splays</b>	As in Table DG4, measured from a set back of 2.4m or 2m where the speed limit (or measured vehicle speeds) is 30mph or less.
<b>Pedestrian visibility splays</b>	2m by 2m both sides (no planting permitted)
<b>Gradient</b>	Preferably not greater than 1:20 for first 5m, and should never exceed 1:12m
<b>Surfacing</b>	Bound material, for example, bituminous or concrete, or block paving for at least the first 5m

(a) If the driveway length is more than 25m, its minimum width should be 5m (plus any widening where bounded by walls) to enable access by refuse vehicles

**Figure DG21 Unadopted shared drive serving more than ~~five~~ 25 dwellings**

	<del>Access serving between five and 25 dwellings</del>	<b>Access serving more than 25 dwellings</b>
Minimum effective width (w)	<del>4.8m</del>	5.5m
	<del>Add 0.5m if bounded by a wall on one side, 1m if bounded on both sides. See also paragraph 3.215 about access for refuse collection and 3.216 about access for emergency vehicles</del>	Add 0.5m if bounded by a wall on one side, 1m if bounded on both sides. See also <a href="#">paragraph 3.215</a> about access for refuse collection and <a href="#">3.216</a> about access for emergency vehicles
Minimum kerbed radii @	<del>6m</del>	6m
Vehicle visibility splays	<del>As in Table DG4, measured from a set back of 2.4m</del>	As in <a href="#">Table DG4</a> , measured from a set back of 2.4m
Pedestrian visibility splays	<del>2m by 2m both sides</del>	2m by 2m both sides
Gradient	<del>Preferably not greater than 1:20 for the first 5m, and should never exceed 1:12</del>	Preferably not greater than 1:20 for the first 5m, and should never exceed 1:12
Surfacing	<del>Bound material, for example, bituminous or concrete, or block paving for at least the first 5m</del>	Bound material, for example, bituminous or concrete, or block paving for at least the first 5m

Paragraph 3.216 amended: “Where a development is situated more than 45m from the highway, you must cater for emergency vehicles by constructing the drive and any turning areas so they can cater for a commercial or service vehicle. **The minimum width for access should be at least 3.7m (between kerbs) and fire vehicles should not have to reverse more than 20m.** Your development must be in line with [British Standard BS5906, 19802005](#) and [Building Regulations Approved Document B, Fire Safety 20002006](#). You should also take into account the comments about parking in [paragraph 3.215](#).”

Paragraph 3.220 amended: “In the interests of urban design, garages should not dominate the street scene. Where an integral garage is proposed (that is, it is part of the house), you should hold early discussions with the planning authority on the design of the garage, the house and elevation of the property. **The Manual for Streets (link to the new glossary entry) suggests that keeping garages and parking areas level with the main building line can be beneficial to the townscape, but, a planning authority...**”

New, unnumbered paragraph added after Table DG16 referring to gates

Paragraph 3.221 amended: “Garages should preferably have the following minimum internal dimensions.

- Standard single = ~~5.5~~ 6m x ~~2.5~~ 3m, with minimum door width of 2.3m
- Use by disabled = ~~5.5~~ 6m x 3.3m with minimum door width of 2.8m
- Double = ~~5.5~~ 6m x ~~5~~ 6m, with minimum door width of 4.2m.

*If a dwelling has no separate parking for cycles (link to para’ 3.196), it may affect whether we consider that the garage should be counted towards parking provision.”*

Paragraph 3.226 amended to include reference to appendix L

Paragraph 3.227 amended: “Office developments (use class B1) up to ~~one hectare~~ 3000m<sup>2</sup> gross floor area (GFA) may be served by a dropped-kerb access arrangement as shown in Figure DG23. However, if you choose this option, you should note that we will recommend imposing planning conditions that restrict any change of use to general employment (use class B2 to B8). *Depending on the scale of the development, you will need to obtain our specific approval for the construction details of the access.*

**Figure DG23 Unadopted access serving up to 3000m<sup>2</sup> GFA ~~one hectare~~ of offices”**

Paragraph 3.228 amended: “Regardless of the access type, you should provide separate footways *or pedestrian routes within the site* to minimise the safety risks of pedestrians coming into contact with HGVs. *This could be in the form of footways or routes marked on the ground and segregated by bollards or railings.*

**3.229** *Where any gates are to be provided, they should open inwards and be set back a distance appropriate to the type of vehicle likely to require access to the development.”*

Subsequent paragraphs renumbered

Paragraph 3.231 (originally 3.230) amended to include updated references to British Standards and Building Regulations

#### Part 4

End of paragraph 4.4 amended with addition of new sentence referring to the Manual for Streets

New bullet point added in paragraph 4.5 referring to ‘safe for purpose’

New sentence added to end of paragraph 4.48 referring to SUDS (sustainable urban drainage systems)

Paragraph 4.53 amended: “All gullies should be trapped *and the maximum length of gully connection should not be more than 15m. It will not normally be acceptable to connect one gully connection directly into another.* Gully spacing should be calculated from Table MC1 and the accompanying notes:”

Paragraph 4.71 and Table MC5 amended: “Table MC5 gives the:

- required minimum design thicknesses; and
- options you have for the flexible **and modular (block)** materials you should normally use for different development road types.”*

## Table MC5: Road **carriageway** construction depths

	Residential access roads		Residential access ways		Major industrial access roads	Minor industrial access roads
	Bituminous	Block	Bituminous	Block		
Surface course (wearing course)	40mm HSCA or CGM	80mm	30mm CGM or 40mm HSCA	80mm	50mm HRA	50mm HRA
Binder course (base course)	60mm DBM	25 to 30mm sand	60mm DBM (50mm if HSCA surface course)	30mm sand	60mm DBM	60mm DBM
Base (roadbase)	150mm DBM	150mm DBM	110mm DBM	110mm DBM	190mm DBM	190mm DBM

Note: We will not usually accept the use of block-paving for industrial roads.

Amended headings list at start of Section MC11

~~“Strengthening footways at junctions and speed control bends to accommodate heavy-vehicle parking or over-running”~~

New sentence added at start of paragraph 4.93 referring to Table MC7

New table (headed ‘Residential Footways’) added after paragraph 4.93; table numbered Table MC7 and existing table MC7 renumber as MC7a

Paragraph 4.94 amended: *“Where we agree that it is appropriate, you may lay concrete-block paving to footways and other paved areas. ~~This should be laid instead of the surface course on the standard thickness and materials for the binder course (base course) and sub-base.~~ The concrete block paving must comply with and be laid in accordance line with the requirements of Appendix 11/1 of our [Specification](#) for concrete-block paving in footways.”*

Paragraph 4.97 amended:

**“Strengthening footways ~~at junctions and speed control bends to accommodate heavy-vehicle parking or over-running~~”**

~~4.97 You must strengthen footways where:~~

- ~~• the corner radii at junctions are less than 7.5m; and~~
- ~~• where they are on the inside of speed control bends.~~

~~The construction should be in accordance with the Table MC7.~~

*4.97 You must strengthen residential footways where heavy vehicles such as delivery (service) and maintenance vehicles, refuse lorries and buses are likely to be park on them or overrun them. See Table MC7a ([link](#)) for details.”*

4.98 The construction should be in accordance line with Table MC8. Where a footway crossing is to be used to access an employment or commercial development (as allowed for in Part 3, Section DG19 [[link to para’ 3.227](#)]), the footway crossing must be constructed in line with industrial access road requirements given in Table MC5 ([link](#)).

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Paragraph 4.174 amended: ~~“The County Council~~ **We** may allow you to enter into a sponsorship agreement for maintaining of certain landscaped areas either direct with the ~~County Council~~ **us** or with a town, parish, borough or district council where a maintenance agreement with that council exists.”

### Part 5

Paragraph 5.19, first bullet point amended to include minimum fee of £1000

Paragraph 5.26 amended to include a new sentence referring to our standard conditions applying to highway works for new development

## Part 6

End of paragraph 6.1 amended to include reference to constructing works under Section 184 of the Highways Act. Link provided to new guidance document.

Paragraph 6.17 amended to include a new sentence referring to our standard conditions applying to highway works for new development

## Part 7, appendices

**Appendix A:** City contact details added; changes to County Council highway development control officers' contact details; and new contact details added for East Midlands Ambulance Service and Leicestershire Fire and Rescue Service.

**Appendix C:** Title of changed to "Assessing the transport impacts of development proposals" and the appendix restructured and rewritten completely to reflect the new 'Guidance on Transport Assessments'.

**Appendix H:** Reference to City AQM areas added

## Glossary

Amended to delete references to Design Bulletin 32, 'Places, Streets and Movement' and PPG3, and to include references to the 'Manual for Streets', PPS3 and new 'Guidance on Transport Assessments.'

## Standard Conditions

Condition 14, list in item (g) amend to include requirement for a showing extent and layout of the proposed works