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April 2025

A New Street Types Model for Essex

A Design Guide for Developers and Local Planning Authorities for new Well-Designed Neighbourhoods

Study prepared for Essex Climate Action Commission

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Foreword

Essex is experiencing significant levels of growth, with new residential development taking place across the County. More than 150,000 new homes are expected to be delivered by 2040. Climate change and reducing emissions are high priorities for Essex County Council (ECC). The Council is committed to implementing many different initiatives to achieve Net Zero by 2050, especially in new Garden Communities, major developments, and new strategic sites, which we refer to as Well-Designed Neighbourhoods.

A New Street Types Model for Essex is part of ECC's commitment to promoting and supporting transformational change in the planning, design, and delivery of new residential communities.

ECC is working in partnership with District Councils, Local Planning Authorities, and various stakeholders to ensure that new communities are designed and built sustainably. The focus is on minimising the need for private motorised travel for short local trips and maximising sustainable travel options such as walking, cycling, wheeling, and shared mobility.

This Design Guide for Developers and Local Planning Authorities outlines ECC's ambitions for streetscapes, movement corridors and public spaces in new Well-Designed Neighbourhoods. It aims to inspire and inform everyone involved in their development.

The Design Guide is built on the philosophy of:

- **Redirecting** general traffic away from places and spaces for people and sustainable modes of travel.
- **Reducing** the size of vehicles in residential areas (e.g., reducing HGV's) and reducing the overall volume of general traffic e.g. private cars.
- **Reserving** space for public transport interchange, pedestrians, cyclists and wheelers.
- **Removing** general traffic to create car-free streets and spaces.

The overall outcomes are new communities with a wide choice of sustainable travel options for everyday needs, fostering healthier lifestyles, and enabling people and places to thrive while addressing inequalities.

Councillor Peter Schwier

Essex County Council Climate Czar

Essex County Council

Essex Climate Action Commission

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Introduction

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1.1 Introduction

This Design Guide outlines Essex County Council's (ECC) ambitions for streets in new Garden Communities, major developments and new strategic sites across Essex, which we refer to as Well-Designed Neighbourhoods.

Background

A New Development Model for Essex (July 2023) (Part 1) was prepared by Jas Bhalla Architects on behalf of the Essex Climate Action Commission.

This guidance (Part 2) **A New Street Types Model for Essex – A Design Guide for Developers and Local Planning Authorities for new Well-Designed** Neighbourhoods outlines ECC's ambitions for streetscapes, movement corridors, and public spaces for new Well-Designed Neighbourhoods.

(Definitions are provided in Appendix 1).

A Case for Change

Essex is experiencing significant levels of growth. Every single Local Authority in Essex has grown between 2011 and 2021, with Uttlesford, Thurrock, and Colchester experiencing population increases of over 10% each.

More than 150,000 new homes (9,500 per annum) need to be delivered across Essex before 2040 (based on Local Plans)

Whilst the type, nature, and quality of growth across Essex is subject to local nuances, the vast majority of new development is led by large house builders. New housing is typically low density and suburban in nature. Public transport infrastructure across the County is generally limited, and although places like Colchester and Chelmsford have strong links into London, the vast majority of local trips are made by private car. Conventional models of new housing do little to encourage modal choice to encourage residents to walk and cycle.

Ambitious Targets

Essex has targets to deliver 20 Liveable Neighbourhoods by 2030, achieve a 78% reduction in carbon emissions by 2035 and decarbonisation (Net Zero) of the Essex transport network by 2050.

These ambitious targets require radical change. Currently 49% of CO2 emissions in Essex are from transport and 70% of all trips in Essex are made by car (either car driver or passenger).

Radical change will need to include new and different ways to design and deliver new developments.

A Step-Change Approach

Ambitious targets and radical change requires a step-change approach with support from everyone involved in the planning, design and delivery of new developments. This includes developers, Local Planning Authorities, the Highway Authority, architects and engineers.

Change takes time. It requires:

- understanding opportunities, barriers, challenges and myths
- changing standardised design practices and processes
- engaging with many different stakeholders
- introducing new ways of working and operating

For example, identifying new ways to adopt civil infrastructure or changing new service charges for developers to cover maintenance/ operating costs.

This Design Guide aims to be an ambition document that facilitates this positive change.

A New Street Types Model

Well-Designed Neighbourhoods aim to foster a sense of community and reduce reliance on private cars.

There are five new Street Types proposed for Well-Designed Neighbourhoods:

- Mixed-Use Street
- Local Street and Car-free Local Street
- Movement Area
- Linear Place
- Destination Place

The 4R Philosophy Supporting the new Street Types

The Essex Climate Action Commission (ECAC) recommended:

- **Avoid:** to encourage residents to avoid or reduce unnecessary private car journeys.
- **Shift:** to embrace a shift in attitude towards active and sustainable modes of transport such as walking, cycling, and taking the bus or train to encourage their use and reduce pollution and congestion.
- **Improve:** where road journeys are essential, to improve vehicle efficiency by making alternatively fuelled options, such as electric vehicles (EVs).

This Design Guide recommends the following design philosophy to support the five new Street Types:

- **Redirecting** general traffic away from places and spaces for people and sustainable modes of travel.
- **Reducing** the size and volume of general traffic in residential neighbourhoods.
- **Reserving** space for public transport interchange, pedestrians, cyclists and wheelers.
- **Removing** general traffic to create car-free streets and spaces.

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1.2 Street Design Fundamentals

Incorporating good street design fundamentals ensure that streets are safe, functional, and aesthetically pleasing in Well-Designed Neighbourhoods.

Design Principles and Considerations

Designing streets to be walking and cycling friendly to connect residential areas to key amenities like shops, schools, parks and Public Transport Hubs is crucial. A design approach that adheres to good street design fundamentals not only promotes a healthier lifestyle but also fosters a sense of community and reduces reliance on private vehicles.

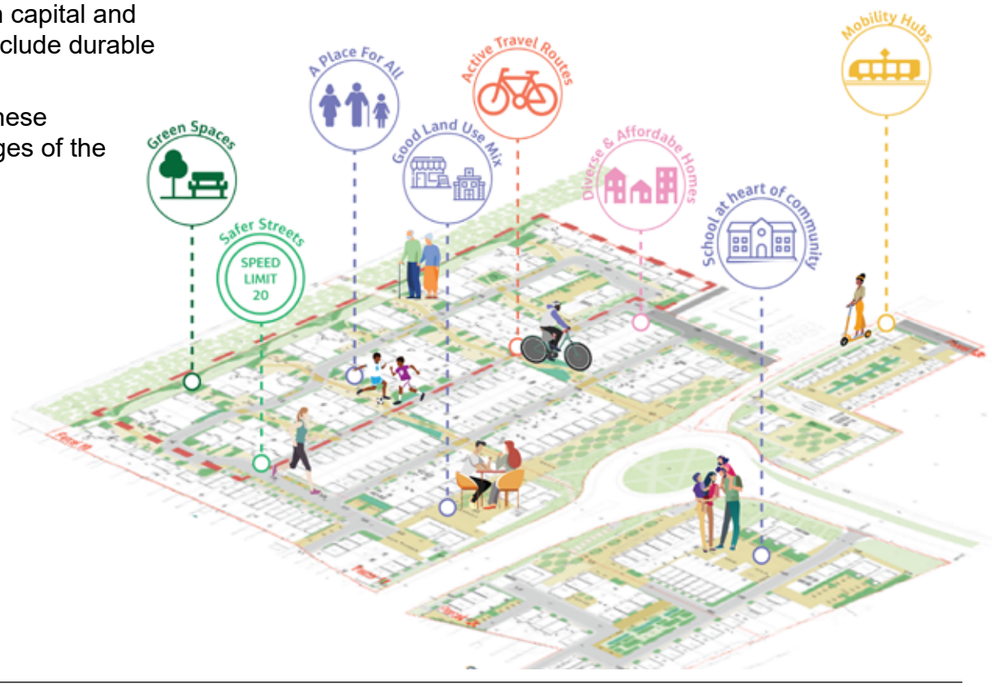
Section 5 of the Essex Design Guide provides detailed design guidance on Streets and Roads in Essex,

Some key design principles and considerations for good street design include:

- **Connectivity and Permeability:** Design layouts to form permeable, interconnected street networks that allow for multiple routes and safe short cuts between destinations. This improves accessibility. Consider multiple access points that facilitate ease of movement through various parts of the new development. Designing short streets can help to reduce travel distances and encourage walking and cycling.
- **Legibility and Way-finding:** Design layouts with direct, straight or near–straight streets that are easy to navigate for walking and cycling. Visible landmarks, landscape features and signage aid navigation and wayfinding as well as contribute to a sense of place.
- **Safety and Accessibility:** Streets should be designed with due consideration of Universal Design Principles to be inclusive, safe and accessible for all users, including children, the elderly, and people with disabilities and vulnerabilities (e.g. Dementia-friendly design principles). Implement traffic calming measures such as narrow/meandering streets, speed bumps, and raised crossings to slow down traffic and enhance safety for all users.
- **Mixed-Use Development:** Streets should support a mix of residential, retail/commercial, community and recreational spaces to create vibrant, sociable neighbourhoods where everyone has the choice to walk, cycle or use public transport to access everyday amenities.
- **Public Spaces and Green Infrastructure:** Integrating green spaces, such as parks, gardens, and tree-lined streets is crucial for enhancing the natural environment, air quality and promoting ecological value.
- **Sustainable Transport:** Prioritise public transport, cycling, and walking over car use in street design layouts. This includes providing accessible public transport options and safe cycling lanes. A balanced design for varied modes of transport, with future proofing to help streets evolve over time is key.
- **Community Engagement:** Involving the community in the planning process ensures that the street layout meets the needs and preferences of residents, especially when it impacts existing, adjoining residential and commercial areas.
- **Environmental Sustainability:** Incorporating features that address climate change, such as sustainable drainage systems and energy-efficient street lighting, is essential for future-proofing the community.
- **Inviting Aesthetics:** High-quality design can enhance the visual appeal of the streets, making them pleasant places to live and visit. High quality should not entail high capital and maintenance costs, hence the design should include durable and cost efficient materials.
- **Stewardship, Adoption and Maintenance:** These discussions must be considered from early stages of the design development.

Key Questions – Does the site layout promote?

- A coherent, direct, safe, attractive, comfortable, well lit, signposted network of walking and cycling routes suitable for all users?
- Co-location of key retail, community and open-space uses?
- Communal spaces suitable for all genders, ages, physical abilities and cultures?
- Flexibility and adaptation to allow for future innovation in technological design and changing habits?



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1.3 About this Design Guide

This Design Guide is for Developers and Local Planning Authorities (LPA) in all stages of the visioning, masterplanning, design, planning application, development, and delivery of streets in Well-Designed Neighbourhoods. The Design Guide sets out ECC's design ambitions, aspirations and intentions, while showcasing best practice. The guide shows developers, LPAs, and design practitioners the principles of what 'good street design' looks like.

This Design Guide shows the 'What' and the 'Why' but not the 'How'. For example, the guidance illustrates 'What' ingredients and design features are considered good design for a Car Free Local Street, but the guide does not explain 'How' to manage adoption. This will need to be considered on a case-by-case basis in collaboration between developers, LPAs and design practitioners.

The Design Guide Structure

The Design Guide is organised in three parts:

1. In Part 1, the proposed Street Types Model shows how the five new Street Types correlate with Street Types A – H in the Street Type Table of the Highways Technical Manual of the existing Essex Design Guide 2018 Edition V3.
2. Part 2 – Street Types Guidance describes the design priorities, typical design ingredients and the key characteristics and design considerations.
3. Part 3 – Design Guidance provides advice on a range of design elements including:

- Street Layout Design
- Parking
- Active Travel Focus – Walking, Cycling, Wheeling
- Access to Public Transport
- Mobility Hubs
- Places for All
- Green Infrastructure and Sustainability
- Access for Emergency and Essential Services.

Using the Design Guide

This Design Guide provides design principles and design guidance on best practice. This Guide does not provide new design standards (please refer to existing design standards in the ECC Design Guide). This Guide does not provide a set of new processes for adoption. Key considerations for Stewardship, Adoption and Maintenance are provided in Appendix 3.

Supporting Documents

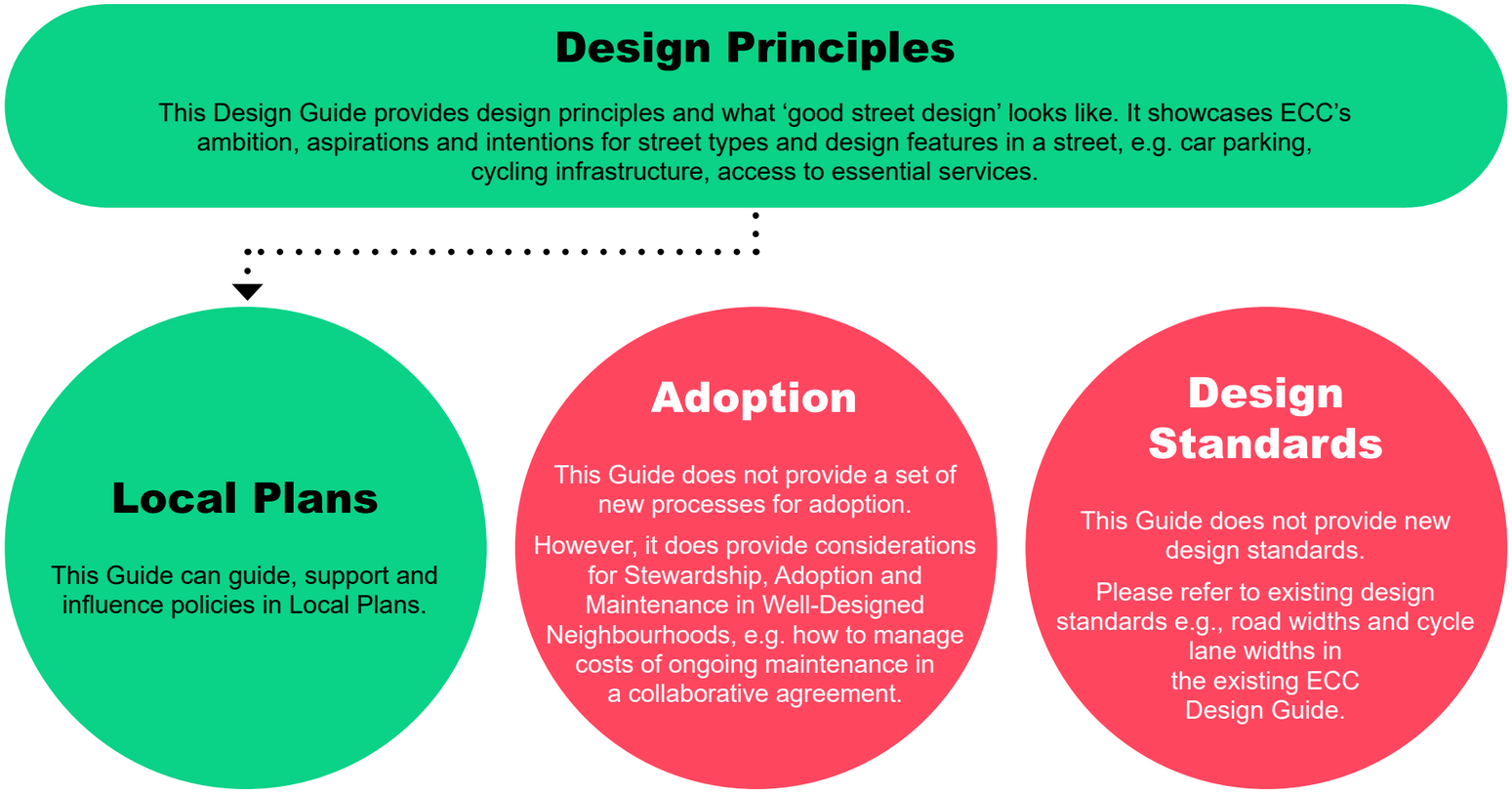
This Design Guide should be read in conjunction with local, national, and emerging guidance (see Appendix 4).

*** All photos in this document are for illustrative purposes only.**

This Guide does not provide a set of new processes for adoption nor does it provide new design standards.

This guide does not assume the adopted or private status of any street. All streets in every development will have specific considerations around their long-term status. The model of a Well-Designed Neighbourhood can apply to both private and public assets but a long term funding strategy and maintenance agreement is always needed to ensure that asset management is in place and sustainable.

ECC's aim is that this guidance, providing a series of ambitions, inspiration and considerations will be used to start conversations and discussions about how to positively improve adoption (e.g. new funding and financing mechanisms) and how to deliver infrastructure that exceeds current design standards.



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1.4 Using this Design Guide

Below is a high level overview of when and how developers, LPAs and the Highway Authority will typically utilise this Design Guide.

Stage	1 Local Plan	2 Masterplanning Stage	3 Pre-Application Stage	4 Planning Application Stage
Stage Information	Local Plans are prepared by the Local Planning Authority (LPA). Local plans are used to decide how much land should be set aside for development and where (site allocations), over (typically) a 10-to-15-year period.	A master development plan is a comprehensive concept that outlines the overall development of an area. It includes details such as land use, urban design, infrastructure, circulation, and service provision.	The pre-planning application stage typically involves meetings with planning officers to discuss the feasibility of ideas and potential problems. The planning officers and other experts e.g., traffic engineers provide pre-application advice and rectify any issues before a planning application is submitted.	An application will be made for planning permission
How to use the New Street Types Model	The Local Plan includes policies that say what types of development are acceptable and what development should be like. • The Local Planning Authority should reference this Design Guide across these policies. • The Highway Authority will refer the LPA to the design principles in this Design Guide as part of all regulatory consultations.	The masterplanning for any new development creates a coherent route map to delivering the final goal. • Design principles and guidance outlined in this Design Guide should be used to shape briefs, establish the requirements of schemes, and in developing early design proposals for different street types. • The Local Planning Authority and the Highway Authority will refer masterplanning teams to the design principles and guidance with reference to the New Street Types Model in this Design Guide.	The pre-application stage provides opportunities to share and discuss the strategic intentions and aspirations outlined in this Design Guide. • The New Street Types Model and design principles can be agreed and scoped during the pre-application stage. • The Local Planning Authority and the Highway Authority will refer the Applicant to the standards and principles in the New Street Types Model outlined in this Design Guide.	The Local Planning Authority and the Highway Authority carry out a full assessment of every planning application. • The Local Planning Authority and the Highway Authority will provide feedback referring Applicants to the design principles and guidance outlined in this Design Guide. This Design Guide should also be used to assessing the detailed matters as part of Reserved Matters applications and other post planning activities.

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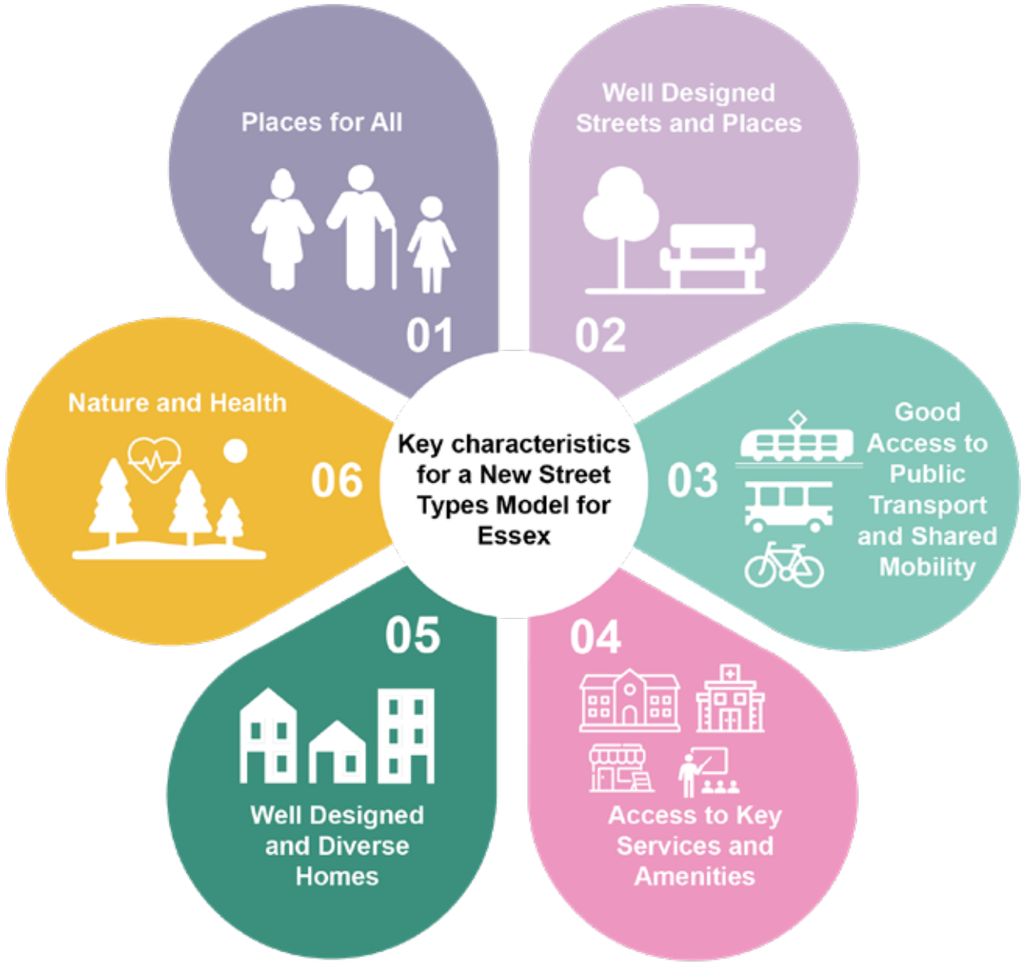
1.5 Vision

The vision is to create places where people of all ages, genders and physical abilities can walk, cycle and wheel in safe and inclusive high-quality public spaces.

The objective of Well-Designed Neighbourhoods is that these new neighbourhoods will have good access to sustainable and active travel corridors for journeys to key locations and facilities such as shops, schools, and medical facilities. The design approach will offer choice of movement modes, while reducing dependency on private cars and the dominance of vehicular traffic in new developments.

Some of the key characteristics for Well-Designed Neighbourhoods include:

- **01 – Places for All:** Inclusive streets and neighbourhoods that cater to all ages, genders and physical abilities.
- **02 – Well-Designed Streets and Places:** High quality design, streetscapes, connectivity and innovative parking typologies.
- **03 – Good Access to Public Transport and Shared Mobility:** Public transport access, infrastructure, links and shared Mobility Hubs.
- **04 – Access to Key Services and Amenities:** Good mix of land use types, services, educational facilities and other community amenities, either within the neighbourhood or with good sustainable mobility links to neighbouring services.
- **05 – Well-Designed and Diverse Homes:** High quality residential design, housing types and residential mix.
- **06 – Nature and Health:** Access to well-designed green spaces and active travel opportunities to enhance community health and improve air quality.



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1.6 Key Characteristics

Considering these key characteristics from the early stages of masterplanning and design development will create a step change in the quality of new developments in Essex.

Key Characteristics	1 Places for All	2 Well-Designed Streets and Places	3 Good Access to Public Transport and Shared Mobility	4 Access to Key Services and Amenities	5 Well-Designed and Diverse Homes	6 Nature and Health
Design Considerations	• Good design principles to create inclusive neighbourhoods for all ages, genders and physical abilities. • Well lit areas, footways, bus stops and Mobility Hubs. • Passive surveillance with more eyes on the street and good CCTV provision. • Child friendly streets with spaces for play. • Intergenerational spaces with age and mobility inclusive streets and public space design.	• A good hierarchy of streets for pedestrians and cyclists with continuous routes. • Schools connected by safe walking and cycling routes with low speed zones around school areas. • Improved access to community spaces with high quality footways and cycleways. • Good and flexible parking typologies that reduce car dominance on the streets.	• Safe walking and cycling routes to transport nodes, hubs, corridors and Mobility Hubs focussing on enhancing the quality of first and last mile experience. • Accessible public transport and amenities and a focus on shared mobility.	• A range of community shared spaces and amenities. • Good mix of retail, educational, medical and leisure amenities and the right density to support them. • Access to local retail and leisure amenities such as local shops, restaurants etc. • Access to local jobs and employment opportunities as well as co-working spaces and amenities. • Sustainable mobility options to amenities in the local/regional context if the development can't support these facilities in-house.	• Diverse housing types and options. • Access to affordable housing. • Dwellings allowing for local shops and businesses in the ground floors to create activated streets.	• Well-designed active travel routes with signposting to encourage walking and cycling uptake. • Communal green spaces in close proximity to homes. • Biodiverse landscape and tree planting opportunities that enhance clean air zones. • SuDS features like Rain Gardens and swales along streets. • Explore incorporating communal landscape opportunities into public spaces, e.g. community gardens, orchards and allotments.

2

Part 1 Street Types Model

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2.1 Street Design Guidance Overview

Developers need to adhere to the Essex Design Guide. The New Street Types Model for Essex provides additional design guidance on what 'good street design' looks like in the context of Well-Designed Neighbourhoods in Essex.

Essex Design Guide

The Essex Design Guide is the key design guidance influencing design in Essex which provides significant amounts of strategic as well as detailed design guidance which should act as the main source of design information for the design of new developments in Essex. Developers of new developments need to adhere to the existing Essex Design Guide and the intentions and aspirations set out in the Street Type Table (2018 Edition V3).

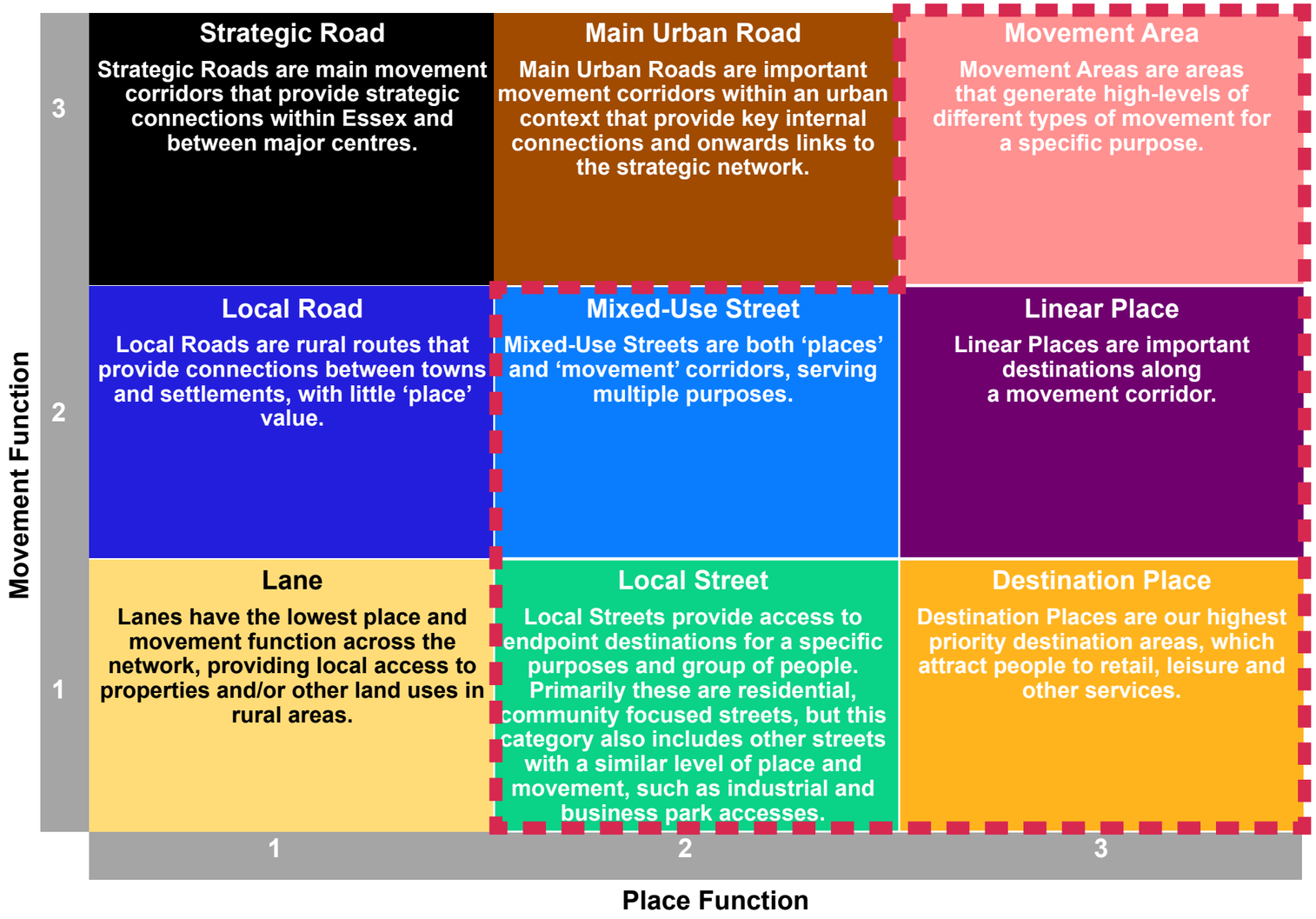
Aligning with Essex's Sustainability Goals and emerging industry best practice in street design, this Design Guide provides additional design guidance that reflects Street Types definitions as shown in the emerging Local Transport Plan 4 (LTP4) Place and Movement Study and complements the existing Street Types (A-H) outlined in the Essex Design Guide Street Design, 2018. The draft LTP4 and the draft Place and Movement Study are currently subject to consultation, hence Street Types outlined in this Design Guide are subject to review and or changes in response to the LTP4 consultations.

This section defines the design philosophy and guidance for streets types in Well-Designed Neighbourhoods by combining the design principles and guidance in both the Essex Design Guide and the Place and Movement Study. The table on this page illustrates the new Place and Movement Street Types.

The New Street Types

The five new Street Types relevant to Well-Designed Neighbourhoods addressed in this Design Guide (subject to review/changes as a response to the above mentioned consultations) are:

- Mixed-Use Street
- Local Street
- Movement Area
- Linear Place
- Destination Place.



Street Types Definition from the LTP4 and Place and Movement Study.
The five street types that have been highlighted with a red hatch line border (above) are the Street Types most relevant to Well-Designed Neighbourhoods addressed in this Design Guide.

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2.1 Street Design Guidance Overview

A New Street Types Model for Essex are guided by the following key considerations:

Street Type	Mixed-Use Street	Local Street	Movement Area	Linear Place	Destination Place
Design Philosophy	• Both ‘place’ and ‘movement’ corridors (spine roads), serving multiple purposes and routes for public transport. • Redirecting general traffic away from places and spaces for people and sustainable modes of travel.	• Local Streets provide access to end-point destinations for specific purposes and groups of people. Primarily these are residential and community focused streets. Reserving space for pedestrians, cyclists, and wheelers. • Car Free Local Street can also be an option. Removing general traffic to create car-free streets and spaces.	• Movement Areas are areas that generate high levels of different types of movement for a specific purpose (e.g. train stations, business parks etc..) • Reserving space for public transport interchange, pedestrians, cyclists and wheelers.	• Linear Places are important destinations along a movement corridor (e.g. High Street or strip shopping). • Reducing the size and volume of general traffic.	• Destination Places are our highest priority destination areas, which attract people to retail, leisure, and other services (e.g. central plazas or community hubs). • Remove general traffic to create car free spaces for people.

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2.2 Street Types Table

This is Street Type Table (2018 Edition) V3 updated with additional design guidance in the new Well-Designed Neighbourhoods new Street Types Model for Essex,
ECC expects developers to adhere to the existing Essex Design Guide (EDG) for design standards and details (non-shaded/white cells below), and consider the additional intentions and aspirations (grey coloured cells below).
For all street types junction and forward sight-splays to comply with current policy standards; refer to DMRB or Manual for Streets.

Street Types definitions as shown in LTP4 Place and Movement Study	Street types from the Essex Design Guide	Street description in Essex Design Guide	Guide to number of dwellings served	Carriageway width, cycle, and pedestrian requirements	Target max. driver speed	Max. gradient	Centre line radius	Kerb radii	Comments in the Essex Design Guide	Additional Design Consideration links in *A New Street Types Model for Essex (2025)*
MIXED-USE STREET Both 'place' and 'movement' corridors, serving multiple purposes.	A	Local distributor	n/a	As per the current Essex Design Guide: 7.3m and 1 x 2m footway + 1 x 3.5m cycle/ footway. • Buses to use full laybys. • Pedestrian and cycle crossings to be provided on identified desire lines.	30mph	5%	DMRB	10m for residential use, 15m for industrial or mixed use	• Multi-purpose through route and classification as county route required (PR2). • Minimum 3m wide verges. • Built frontage but no direct access. • A straight section of carriageway to be provided from the entrance junction for 30 metres. • Street lighting will be provided in accordance with ECC Operational Plan.	Refer to Part 1: Street Types Model of *A New Street Types Model for Essex (2025).*
	B	Link	n/a	As per the current Essex Design Guide: • 6.75m and 1 x 2m footway + 1 x 3.5m cycle/footway. • Buses to use half laybys or stop on carriageway. • Pedestrian and cycle crossings to be provided on identified desire lines.	30mph	5%	44m	10m	• Links neighbourhoods and also serves non-residential or industrial uses. • Public transport route. • Minimum 3m wide verges. • No parking unless off carriageway provision is made. • Built frontage but no frontage access within 15m from junctions. • Egress in forward gear only within 15 – 30m from junctions. • A straight section of carriageway to be provided from the entrance junction for 22 metres. • Street lighting will be provided in accordance with ECC Operational Plan.	
	D	Feeder	700 units	As per the current Essex Design Guide: • 6m or 6.75m if a current bus route now or one is expected in the future. • 1 x 2m footway + 1 x 3.5m cycle/ footway	20mph	• 8% • 6% on a bus route	20m	•6m •10m on a bus route	• May serve residential and non-residential uses. • A 30 mph speed limit may be considered on a public transport route where it is not possible to provide appropriate traffic calming for a 20mph speed limit. • 3 metre wide verges. • No parking unless off carriageway provision is made. • No frontage access within 15m from junctions. • Egress in forward gear only within 15 – 30m from a junction. • A straight section of carriageway to be provided from the entrance junction for 22 metres. • Street lighting will be provided in accordance with ECC Operational Plan.	

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2.2 Street Types Table

Street Types definitions as shown in LTP4 Place and Movement Study	Street types from the Essex Design Guide	Street description in Essex Design Guide	Guide to number of dwellings served	Carriageway width, cycle, and pedestrian requirements	Target max. driver speed	Max. gradient	Centre line radius	Kerb radii	Comments in the Essex Design Guide	Additional Design Consideration links in *A New Street Types Model for Essex (2025)*
LOCAL STREET Local Streets provide access to end-point destinations for a specific purpose and group of people. Primarily these are residential, community focused streets, but this category also includes other streets with a similar level of place and movement, such as industrial and business park accesses	E	Access	400 units on a loop or 200 units in a cul de sac	As per the current Essex Design Guide: • 5.5m and 2 x 2m footways. • 1 x 2m footway if fewer than 25 dwellings are served.	20mph	8%	• Min. 13.6m • Max. 30m	6m	• Provide direct access to dwellings. • A straight section of carriageway to be provided from the entrance junction for 15 metres. • Street lighting will be provided in accordance with ECC Operational Plan.	Refer to Part 1: Street Types Model of *A New Street Types Model for Essex (2025).*
	F	Minor Access	25 units in a cul de sac	As per the current Essex Design Guide: • Combined pedestrian and vehicular surface of 6m. • Maximum length around 125m. • Localised narrowing where appropriate.	20mph	8%	• Min. 13.6m • Max. 30m		• Provide direct access to dwellings. • Tabled entrance and priority for pedestrians and cyclists across junctions. • A straight section of carriageway to be provided from the entrance junction for 15 metres. • Street lighting not required.	Refer to Part 1: Street Types Model of *A New Street Types Model for Essex (2025).*
	G	Mews	20 units	As per the current Essex Design Guide: • Combined pedestrian and vehicular surface of 6m. • Maximum length around 50m. • Localised narrowing where appropriate.	20mph	8%	• Min. 13.6m • Max. 30m		• Special junction detail featuring entrance ramp/table. • Priority for pedestrians and cyclists across junctions. • A constricted entrance enclosed by buildings or walls for the first 8m back from the approach street (except for the 1.5m by 1.5m pedestrian visibility splays). • No doors, gates or other entrances may open on to the mews within this first 8m. • No projections over the net adoptable area of the mews court. • No windows, doors or other projections should extend over public areas. • A straight section of carriageway to be provided from the entrance junction for 10 metres. • Street lighting not required.	
	H	Shared private drive	5 units maximum	As per the current Essex Design Guide: • 5.5m for first 6m tapering down to a lesser width. • Desirable maximum length 18m, longer requires a turning head of size 5 and passing bays.		8%			• Where a private drive joins a 20mph network the width may be reduced. • A straight section of carriageway to be provided from the entrance junction for 6 metres. • Street lighting not required.	
	H+	Shared private drive	n/a Discussed on a case-by-case basis	The aspiration is for all new Well-Designed Neighbourhoods to have a variety of car-free residential streets. Car-free streets could include: • No-through traffic access streets • Lanes and Laneways • Ladder streets • Linear parks • Woonerfs • Living Streets and Play Streets.	n/a	Car-free streets are to be developed on a site-specific case-by-case basis as a collaboration between the proponent/developers design team, the Local Planning Authority, Highway Authorities, and other key stakeholder agencies e.g., emergency services and waste management,. The purpose of this new street type is for developers, the LPAs, and the Highway Authority to identify and discuss opportunities for innovation.		NA Not a classification in the current Street Type Table (Section 6.1) of the Essex Design Guide	Refer to Part 1: Street Types Model of *A New Street Types Model for Essex (2025).*

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2.2 Street Types Table

Street Types definitions as shown in LTP4 Place and Movement Study	Street types from the Essex Design Guide	Street description in Essex Design Guide	Guide to number of dwellings served	Carriageway width, cycle, and pedestrian requirements	Target max. driver speed	Max. gradient	Centre line radius	Kerb radii	Comments in the Essex Design Guide	Additional Design Consideration links in *A New Street Types Model for Essex (2025)*
MOVEMENT AREA Movement Areas are areas that generate high levels of different types of movement for a specific purpose.	I	This street type is new and is not in the current EDG	Depends on the size/scale of the new development and individual neighbourhoods	A movement area, in a WDN, is typically: • a train or bus station or transport interchange • or a Business Park with commuters, deliveries and visitors arriving by bus, taxi, car, EV, car/lift share, bike, scooter or on foot	20mph	Movement areas are to be designed on a site-specific case-by-case basis as a collaboration between the proponent/developers design team, Local Planning Authority, Highway Authorities, and other key stakeholder agencies e.g., emergency services and waste management,. The purpose of this new street type is for developers, the LPAs and the Highway Authority to identify and discuss opportunities for innovation			Not a classification in the current Street Type Table (Section 6.1) of the Essex Design Guide	Refer to Part 1: Street Types Model of *A New Street Types Model for Essex (2025)*.
LINEAR PLACE Linear Places are important destinations along a movement corridor such as local High Streets.	C	Mixed Use	n/a	• 6.75m carriageway comprising of two 3m running lanes with generally a 0.75m central over run-able strip (can be wider) and 2 x 2m footways. Bus route. • Appropriate provisions for cycling (refer to LTN1/20)	20mph	5%	20m	10m on a bus route otherwise 6m	• Major streets in urban centres. • Serves mixed uses. • On-street parking in bays. • Street trees required. • A straight section of carriageway to be provided from the entrance junction for 22 metres. • Street lighting to be provided in accordance with ECC Operational Plan • Appropriate provisions for cycling (refer to LTN1/20)	Refer to Part 1: Street Types Model of *A New Street Types Model for Essex (2025)*.
DESTINATION PLACE Destination Places are our highest priority destination areas, which attract people to retail, leisure, and other services	K	This street type is new and is not in the current EDG.	n/a	The aspiration is for all new Well-Designed Neighbourhoods to have Destination Places. • For larger developments, the aspiration is for the highest priority destination areas, which attract people to retail, leisure, and other services for example, a central plaza or a pedestrianised town centre with pavement cafés and outdoor dining. • In smaller developments the destination place will typically be a community hub or a civic amenity e.g., community centre/hall or community outdoor space with children's playground and garden allotments, or one or two car-free Healthy School Streets The designs will be developed on a site-specific case-by-case basis.	n/a	Destination Places will be designed on a site-specific case-by-case basis as a collaboration between the proponent/developer's design team, Local Planning Authority, Highway Authorities, and other key stakeholder agencies. The purpose of this new street type is for developers, the LPAs and the Highway Authority to identify and discuss opportunities for innovation in place-making, community spaces and the public realm.			Not a classification in the current Street Type Table (Section 6.1) of the Essex Design Guide	Refer to Part 1: Street Types Model of *A New Street Types Model for Essex (2025)*.

2.3

Part 2 Street Types Guidance

Mixed-Use Street

Redirecting general traffic away from places and spaces for people and sustainable modes of travel

Not currently adopted ECC Policy

2.3.1 Mixed-Use Street

Description

- Essex Design Guide Street Types:
  - Street Type A – Local Distributor
  - Street Type B – Link
  - Street Type D – Feeder
- Redirecting general traffic away from places and spaces for people and sustainable modes of travel.
- A Mixed-Use Street is a ‘spine road’. It is both a ‘place’ and ‘movement’ corridor serving multiple purposes and routes for public transport. The design balances the needs of the street as both a place for people as well as for those who need to travel through it, especially connecting people to public transport (mainly buses).
- These are spine roads through or around Well-Designed Neighbourhoods which included bus stops along the spine and housing areas that activate and engage this corridor.
- Signature bus and active transport corridors making it safe, easy and convenient to move around the Well-Designed Neighbourhood.
- This type of street could also include public transport priority corridors such as Rapid Transit System (RTS) where the street design would focus on bus priority, walking and cycling, with street facade activation and design details to ensure these corridors feel safe and well used at all times of the day and late hours

Source: Uttlesford Design Code

Example of a Mixed-Use Street with a bus stop, a wide cycle lane and well designed footway along residential frontages.

Priorities

- Accessible and safe environment for pedestrians and cyclists.
- Bus priority, bike lanes and wide footpaths.
- Providing an environment serving the diverse needs of local residents and visitors, including people of all genders, ages and physical abilities.
- High public realm quality that focuses on good social cohesion and provides good connectivity within new developments.

Challenges and Barriers

- Potential conflicts between pedestrians, cyclists, buses and private vehicles.
- Traffic congestion in peak periods at junctions and strategic link corridors.

Typical Design Ingredients

- Traffic calming measures.
- Bus lanes and well-designed bus stops.
- Continuous and generous footways for users of all physical abilities.
- High-quality cycle lanes and cycling amenity such as cycle racks to encourage people to cycle.
- Threshold treatments to highlight gateways into Mixed-Use Street.
- Materials and design details that promotes pedestrian and cycling friendly character.
- Inset parking bays to enhance footway widths when not in use.
- Street trees and planting along the route to enhance ecological value and provide shade.
- Seating and other street furniture and public realm amenities to create attractive places for people.

Not currently adopted ECC Policy

2.3.1 Mixed-Use Street

Key Characteristics and Design Considerations

- The intention and aspiration is for all Mixed-Use Streets to act as connecting spine roads that serve as both ‘place’ and ‘movement’ corridors in new developments.
- The movement corridor aspires to create safe and accessible spaces for pedestrians, cyclists, wheelers and public transport users.
- Stewardship and other long term maintenance considerations should be discussed with the Local Authority representatives at all stages of the design process.

Design Consideration	Description
Providing Mixed-Use Streets for the community	Have you considered if the Mixed-Use Streets supports public transport? Have you considered if the Mixed Use Street connections to other / different Street Types?
Public realm	Does the Mixed-Use Street have good quality design and materials that have a long design life and are easy to maintain? Does the street have high quality bus lanes, bus shelters or bus stops that are easy to maintain? Is the street attractive and accessible for all ages, genders and physical abilities? Is there adequate lighting, active frontages and other design features that enhance perceptions of safety especially at night?
Movement design	Do the connecting streets prioritise pedestrian and cyclist movements into the Mixed-Use Street? Does the area have access to good public transport options? If this is a bus priority corridor? Does the street design enhance bus movement and other bus amenity? Is there provision for emergency vehicles? Is there provision for refuse and recycling collection?
Parking	Does the area have short term parking for service vehicles? Is there adequate parking and visitor parking provided for disabled users? Is there adequate cycle, car sharing and shared mobility parking?
Green amenity, climate resilience and Net Zero	Does the area have adequate trees and other planting to make the area attractive, increase climate resilience and improve air quality?
Other considerations	Have long term maintenance and stewardship agreements been considered and agreed?

Source: Uttlesford Design Code

Example of a street in Eddington, Cambridge showing a segregated cycleway, with landscape buffer to a vehicular corridor in a Mixed-Use Street.

Source: Dorset Council

Visualisation showing how Mixed-Use Streets accommodate movement of general vehicles as well as buses, cyclists and pedestrians in a balanced street design.

Local Street

Reserving space for pedestrians, cyclists, and wheelers.

Car Free Local Street can also be an option. Removing general traffic to create car-free streets and spaces.

Not currently adopted ECC Policy

2.3.2 Local Street

Description

- Essex Design Guide Street Types:
  - Street Type E – Access
  - Street Type F – Minor Access
  - Street Type G – Mews
  - Street Type H – Shared Private Drive
- Reserving space for pedestrians, cyclists, and wheelers.
- A Local Street provides access to end-point destinations for a specific purposes and groups of people. Primarily these are residential and community focused streets, but this category may also include other streets with a similar level of place and movement.
- Create safe and attractive streets that encourages people to walk, cycle and wheel from their front door. This street type is a “connection place,” an intrinsic part of the community that feels safe. People-friendly streets with shared spaces that residents can use and enjoy, with increased street trees and planting. Priority towards non-car modes as the best, easiest, fastest, and the most convenient way to move.
- Local Street is the overarching Street Type. Local Streets typically have car access, however some streets may be car free and these are termed Car Free Local Streets (some design ideas for these streets are also included in this section).

Source: Luke Worsfold

Example of a well designed Local Street in Beaulieu Park, Chelmsford with threshold treatment to calm traffic, adequate trees and planting and a pedestrian friendly scale.

Priorities

- Accessible and safe pedestrian environment for residents.
- Parking for residents’ private cars, visitor parking and car sharing vehicles.
- Providing an environment serving the diverse needs of local residents including people of all genders, ages and physical abilities.
- Improved air quality.
- High ecological value through street trees and other landscape features to provide climate resilience, improve air quality and biodiversity.

Challenges and Barriers

- ‘Rat-running’ along these streets can cause safety, air quality and access issues.
- Management, maintenance and parking enforcement issues need to be considered.
- Balancing the need for access for larger refuse vehicles while minimising the need for wide roads and junctions.

Typical Design Ingredients

- Traffic calming measures.
- Street layouts that dissuade ‘rat-running’.
- Continuous and generous footways for families and users of all physical abilities to link to amenity areas and public transport.
- Threshold treatments to highlight gateway into a residential street while also providing at-grade crossings and continuous footways that assist wheeling.
- Safe routes for cyclists as part of ‘Quiet-Way’ cycling networks. High-quality cycling amenity including cycle racks and secure cycle parking hangars.
- Materials and design details that promotes pedestrian and cycling friendly character. Good street lighting to enhance perception of safety.
- Inset parking bays to enhance footway widths when not in use.
- Street trees and planting provided where possible to enhance streets and roads.
- Communal waste collection points to reduce the need for HGV access.
- Opportunities for car club parking and shared Mobility Hubs.

Not currently adopted ECC Policy

2.3.2 Local Street

Key Characteristics and Design Considerations

- Local Streets are designed for lower levels of vehicular movements and with a key focus on place aspects.
- Innovative and people oriented design for pedestrians, cycling and vehicular movements, speed restraint, surface materials, gateways, refuse collection, smart technology, street trees and other design features.
- Stewardship and other long term maintenance considerations should be discussed with the Local Authority representatives at all stages of the design process.

Design Consideration	Description
Providing high quality Local Streets for the community	Does the Local Street have high quality place-making features? Is the Local Street user-friendly for walking, cycling and wheeling? Will the Local Street enhance the overall sense of community?
Public Realm	Does the design have adequate seating, play areas and other street furniture for the community? Does the design take safety, attractiveness and accessibility into consideration?
Movement design	Is the layout of Local Streets well connected and permeable to help reserve space for pedestrians, cyclists and wheelers and give choice of routes and avoid illegible street patterns? Does the design provide priority for pedestrians, cycling and wheeling? Is there adequate way finding? Is there good access to public transport to connect with regional amenities? Are there traffic calming measures taken to improve safety? Are there raised or continuous footways or crossing thresholds to enhance pedestrian priority?
Parking	Is there provision for remote car parking for private vehicles to reduce the dominance of parking on local streets? Is there adequate cycle parking and amenity such as cycle racks, cycle parking hangars and communal cycle pumps? Is there provision for car-sharing and Mobility Hubs?
Green amenity, climate resilience and Net Zero	Does the area have adequate trees and other planting to make the area attractive, increase climate resilience and improve air quality?
Other considerations	Does the area consider innovative communal remote waste, recycling and composting collection points? Have long term maintenance and stewardship agreements been considered and agreed?

Source: Jas Bhalla

Example of a Local Street in Abode, Great Kneighton with high quality design, pedestrian friendly scale, landscape treatments and traffic calming measures.

Source: knightspark-eddington.co.uk

An example of a Local Street in Knights Park, Eddington, Cambridge with a pedestrian friendly scale with a low and slow traffic oriented street design, cycling facilities and landscape treatments.

Not currently adopted ECC Policy

2.3.2 Car Free Local Street

Description

- This is a new Street Type not currently included in the Essex Design Guide:
  - Street Type H+ – Car Free Local Street.
- Removing general traffic to create car-free streets and spaces.
- Car Free Local Streets facilitate people friendly environments for local residents to socialise and enjoy. These streets create a safe and attractive space directly outside or close to people's front doors.
- A range of Car Free free residential streets may be considered such as: No through access streets; Lanes and Laneways; Ladder streets (narrow streets with steps); linear parks (long strips of public space); Woonerfs (Dutch origin meaning 'living yard' or 'residential grounds'); Living Streets (walkable communities) and Play Streets (safe spaces for children to play near their doorsteps).
- Potential for communal car clubs and other shared mobility features to facilitate car free areas.
- Opportunity to facilitate higher density housing with communal spaces.
- These streets focus on maximising social interactions through design features such as street furniture, pocket parks, landscape design and street art.
- These streets can be designed as child friendly play streets and provide intergenerational interaction.

Source: Fielden Clegg Bradley Studios

Example of a Car Free Local Street in Lime Tree Court, Somerset with a well designed communal space, landscape treatments, seating and well designed paving creating a pedestrian friendly environment.

Priorities

- Pedestrian priority and social focus, e.g. shared gardens. Design to remove vehicular access through creative street design solutions.
- Accessible and inclusive design to enhance access for people with varied mobility needs with features such as ramps, clear wheeling paths, tactile paving, and other accessible facilities.
- Car free residential pockets with family friendly public realm connecting multiple homes.
- High ecological value through street trees and other landscape features to provide climate resilience, improve air quality and biodiversity.

Challenges and Barriers

- The need to remove private car parking and replace with remote car parking, whilst still providing for disabled access, emergency services and delivery vehicles.
- Wide public spaces can create opportunities for inappropriate car parking and delivery unloading
- Sense of ownership. Management, maintenance and stewardship considerations.

Typical Design Ingredients

- Street design to remove private vehicles to facilitate car-free, socially oriented streetscape.
- High quality public realm features including trees, pedestrian priority surface materials and social design features.
- Seating and interactive street furniture to make the space more inviting for social and intergenerational interactions. Potential for play streets and other child friendly, family/social oriented design approaches.
- Accessible paving design to facilitate movement of users of all physical abilities.
- High quality cycle access, potential communal cycle parking and other cycling amenity.
- Communal waste collection points to reduce access needed by refuse collection HGVs.
- Remote/communal parking spaces to facilitate car free environment. Safe and accessible routes for wheelchair users from parking to front doors.
- Pedestrian/cycling access to car clubs and other shared Mobility Hubs to encourage car-free living.
- Clear signage and wayfinding to help users navigate the local areas and amenity such as communal waste collection and parking areas.
- Access for maintenance and emergency service.

Not currently adopted ECC Policy

2.3.2 Car Free Local Street

Key Characteristics and Design Considerations

- Safety, passive surveillance, human interactions, inclusivity and an appealing place to live or visit.
- Family-friendly public spaces that connect multiple homes or streets.
- Trees, street furniture and other design features to increase social interactions.
- It is recommended that Car Free Local Streets are established on a site-specific case-by-case basis in a collaboration between the proponent, design team, Local Planning Authority, the Highway Authority, and other key agencies e.g., waste management and emergency services.

Design Consideration	Description
Providing high quality Car Free Local Streets for the community	Does the new neighbourhood have Car Free Local Streets that provide opportunities for social interaction and safe pedestrian-only spaces?
Public Realm	Do Car Free Local Streets in the development have high quality public realm and materials that are easy to manage? Does the design have adequate seating and other street furniture? Is it attractive and accessible for all ages, genders and physical abilities?
Movement design	Does the layout of the area facilitate removing general traffic to create car-free streets and spaces? Is there access designed for limited delivery/servicing for residences? Does the area have good quality cycling and walking design and amenity? Does the area have access to good public transport options? Is there provision of car-sharing and other shared mobility options?
Parking	Does the area have short term access and parking for delivery/ service vehicles? Is there provision for remote parking for private vehicles to facilitate the car-free street? Is there parking closer to homes for disabled and wheelchair/mobility scooter users? Is there adequate cycle and shared mobility parking?
Green amenity, climate resilience and Net Zero	Does the area have adequate trees and other planting to make the area attractive, increase climate resilience and improve air quality?
Other considerations	Have long term maintenance and stewardship agreements been considered and agreed?

Source: Jim Stephenson

Example of a Car Free Local Street in Marmalade Lane, Cambridge opening the possibility for child friendly play streets that encourage intergenerational interactions and create a sense of community.

Source: Tim Crocker in archello.com

This development on Sutherland Road, London Borough of Waltham Forest features a car free front door experience that encourages play and social interactions. Green spaces and street furniture with natural materials creates an inviting space to engage in.

Not currently adopted ECC Policy

Movement Area

Reserving space for public transport interchange, pedestrians, cyclists and wheelers

Not currently adopted ECC Policy

2.3.3 Movement Area

Description

- This is also a new Street Type not currently included in the Essex Design Guide:
  - Street Type I – Movement Area.
- Reserving space for public transport interchange, pedestrians, cyclists and wheelers.
- Movement Areas are streets that generate high levels of different types of movement for a specific purpose (e.g. train stations, business parks etc..)
- Movement Areas could include railway stations, bus stations, public transport interchanges, business parks, and out of town shopping areas that attract a high level of varied movements, but still have a 'place' feel to them.
- Movement Areas have a large number of commuters, deliveries and visitors arriving by bus, taxi, car, EVs, shared rides, bike, scooter as well as on foot.
- Typically, Movement Areas are either within central urban areas, or on the outskirts of a new development, and see a higher level of movement of people across multiple modes. They also have a higher place value due to their 'destination' type function, which encourages an increase in pedestrian dwell time.

Example of a well designed Movement Area at Kidbrooke Station with high quality public realm that caters to commuters, residents and visitors.

Priorities

- Accessible and safe environment for pedestrians and cyclists.
- Focus on high quality, safe and feasible public transport interchange.
- Accessibility to sustainable modes of transport for example buses, trains, walking, cycling and wheeling.
- Providing an environment serving the diverse needs of local residents including people of all genders, ages and physical abilities.
- High quality, but easy to maintain public realm.

Challenges and Barriers

- Potential conflicts between pedestrians and vehicles.
- Traffic congestion in peak periods.
- Need for adequate loading and unloading space and access for service vehicles.
- Rubbish collection provision, especially bulk collections associated with commercial uses.

Typical Design Ingredients

- Traffic calming measures.
- Continuous and generous footways for users of all physical abilities to access the rail / bus station or interchange area.
- High quality cycling amenity to encourage people to cycle to the interchange area including cycle hubs, racks and service areas.
- Materials and design details that promotes pedestrian and cycling friendly character.
- Inset parking bays to enhance footway widths when not in use.
- Street trees and planting provided where possible to enhance streets and roads.
- Seating and other street furniture and public realm amenities to create attractive places for people.
- Parklets and other social interaction areas, e.g. for work lunch breaks.
- Facilities for taxi drop off, parking and on-demand service vehicles.
- Well-designed wayfinding and signage to integrate Movement Area to surrounding areas.

Not currently adopted ECC Policy

2.3.3 Movement Area

Key Characteristics and Design Considerations

- Design creates a safe and attractive space that encourages people to walk/cycle from key trip attractors e.g. station, business park.
- “A meet and move place” – Place to get transport, to sit and wait, to meet other people, to eat, drink coffee and work. Creating landmarks and anchor assets in new communities.
- Commuting to work and longer movement trips.
- Stewardship and other long term maintenance considerations should be discussed with the Local Authority representatives at all stages of the design process.

Design Consideration	Description
Providing Movement Areas for the community	Does the neighbourhood have high quality Movement Areas for public transport interchange or other high movement uses?
Public Realm	Does the Movement Area have high quality design and materials that are easy to maintain? Does the design have adequate seating and other street furniture? Is it attractive and accessible for all ages, genders and physical abilities? Have design opportunities such as gateway treatments and public art been explored? Is there adequate lighting, active frontages and other design features that enhances perception of safety at night for all?
Movement design	Do the connecting streets prioritise pedestrian and cyclist movements into the Movement Area? Is there access designed for limited delivery/servicing for shops? Is there taxi and on-demand service drop off and parking? Is there provision for emergency vehicles? Is there provision for rubbish collection?
Parking	Does the area have short term parking and loading spaces for delivery vehicles? Is there provision for remote parking for private vehicles to reduce car parking dominance? Is there adequate parking provided for disabled users? Is there adequate cycle, car sharing and shared mobility parking?
Green amenity, climate resilience and Net Zero	Does the area have adequate trees and other planting to make the area attractive, increase climate resilience and improve air quality?
Other considerations	Have long term maintenance and stewardship agreements been considered and agreed?

Source: Harlow Council

A visualisation of Terminus Street, Harlow showing how Movement Areas provide new interchange environments for high quality public transport in communities.

Source: Robert Camp, Flickr

Example of Cambridge Station public realm scheme showing a well lit Movement Area with high quality way finding and public realm design to make area attractive and safe for all times of the day and late hours.

Linear Place

Reducing the size and volume of general traffic

Not currently adopted ECC Policy

2.3.4 Linear Place

Description

- This is also a new Street Type not currently included in the Essex Design Guide but is based on:
  - Street Type C – Mixed Use.
- Reducing the size of vehicles in residential areas (e.g., reducing HGV's) and reducing the overall volume of general traffic e.g. private cars.
- Linear Places are important destinations along a movement corridor (e.g. High Street or strip shopping).
- These are goods and services oriented places.
- Linear Places will typically have commercial uses such as shops, restaurants, social amenities and leisure activities. The intention is to improve the connectivity while creating high quality public realm.
- Street design should keep public transport, pedestrian and cycle movement as priority.
- Linear Places should present high quality public realm through good quality street furniture, landscaping and spaces for public art features.
- Remote car parking should be provided, with disabled parking provisions closer to the shops and services.

Source: swnsdigital.com

Example of a Linear Place in Tankerton High Street, Whitstable, Kent with shops activating the street, high quality public realm and landscape treatments.

Priorities

- Accessible and safe pedestrian environment for pedestrians and cyclists.
- Focus on good access for retail and social amenity uses.
- Accessibility for sustainable modes for example buses and cycles.
- Providing an environment serving the diverse needs of local residents including people of all genders, ages and physical abilities.
- High quality public realm that focuses on good social cohesion and provides good connectivity within new developments.
- To move goods and services: Deliveries to the shop or purchases to take home.

Challenges and Barriers

- Potential conflicts between pedestrians and vehicles.
- Traffic congestion in peak periods closer to junctions and strategic link corridors.
- Need for adequate loading and unloading space and access for service vehicles which will increase traffic dominance.
- Rubbish and recycling collection provision, especially for commercial and retail businesses.

Typical Design Ingredients

- Traffic calming measures.
- Continuous and generous footways for families and users of all physical abilities to access retail and mixed use amenity.
- Threshold treatments to highlight gateway into a Linear Place while also providing at-grade crossings to assist wheeling.
- High quality cycling amenity to encourage people to cycle to retail/social areas, including secure cycle racks.
- Inset parking/loading bays or non-asphalt surfaces to reduce dominance of asphalt and enhance pedestrian character.
- Street trees and planting provided where possible to enhance streets and roads.
- Seating and other street furniture and public realm amenities to create attractive places for people.
- Social interaction areas, e.g. seating and pavement cafés.
- Play parks and open spaces for children and intergenerational social interactions.

2.3.4 Linear Place

Key Characteristics and Design Considerations

- Design creates High Streets with opportunities for pavement cafés, outdoor dining and social amenity. The street will provide a safe and accessible space for pedestrians, cyclists and public transport users.
- Stewardship and other long term maintenance considerations should be discussed with the Local Authority representatives at all stages of the design process.

Design Consideration	Description
Providing Mixed-Use Streets for the community	Does the neighbourhood have high quality Linear Place/s that serves as local, retail and social amenity for the community?
Public Realm	Does the Linear Place have high quality design and materials that have high aesthetic value, long life and are easy to maintain? Does the design have adequate seating and other street furniture? Is it accessible for users of all ages, genders and physical abilities? Have design opportunities such as gateway treatments and public art been explored? Is there adequate lighting, active frontages and other design features that enhances perception of safety at night for all?
Movement design	Do the connecting streets prioritise pedestrian and cyclist movements into the Linear Place? Is there access designed for limited delivery/servicing for commercial and social venues? Does the area have access to good public transport options? Is there provision for emergency vehicles? Is there provision for commercial scale rubbish collection?
Parking	Does the area have short term parking for delivery vehicles? Is there provision for remote parking for private vehicles and visitor parking to reduce car parking dominance on the street? Is there adequate parking provided for disabled users? Is there adequate cycle, car sharing, shared mobility and visitor parking?
Green amenity, climate resilience and Net Zero	Does the area have adequate trees and other planting to make the area attractive, increase climate resilience and improve air quality?
Other considerations	Have long term maintenance and stewardship agreements been considered and agreed?

Source: PMR Architecture

Visualisation showing how Linear Places provide opportunities for local businesses to flourish and activate the streetscapes.

Source: planningresource.co.uk

Visualisation showing how Linear Places may have a mix of densities and architectural styles to create interesting streetscapes to facilitate a mix of uses such as retail, high density residential, co-working spaces, community hubs etc.

Destination Place

Removing general traffic to create car-free streets and spaces

Not currently adopted ECC Policy

2.3.5 Destination Place

Description

- Destination Place – Street Type 0 (New Street Type): Destination Places are typically main squares, plazas and Town Centre destinations in new developments.
- Removing general traffic to create car-free streets and spaces.
- Destination Places are the highest priority destination areas in the ECC Place and Movement categories, which attract people to retail, leisure and other services. These car free (or restricted access) areas will typically consist of central plazas, shops, restaurants, community hubs and leisure services. They will have the highest quality public realm, street furniture, public art and planting, with pedestrian, cycling and wheeling priority.
- Access for loading/deliveries, emergency services, utilities/maintenance/refuse collection and taxis will need to be considered, including alternative provisions e.g. off-site freight hubs.
- Public and sustainable transport access and connectivity should be a priority.
- Remote car parking should be provided, with disabled parking provisions close to the place/destination.

Source: Stewart Turkington, Deep South Media

Example of a Destination Place in Magna Square in Egham with high quality public realm, car-free environment with activated retail frontages.

Priorities

- Accessible and safe environment for pedestrians and cyclists.
- Focus on good access for retail and social amenity uses.
- Maintaining parking for disabled and vulnerable users, but limiting general private car parking.
- Providing an environment serving the diverse needs of local residents including people of all genders, ages and physical abilities.
- High ecological value through street trees and other landscape features to provide climate resilience, improve air quality and biodiversity.

Challenges and Barriers

- The need to balance adequate level of remote parking and disabled access.
- Perception of safety in night-time hours. Balance between creating a social hub and limiting anti-social behaviour in night-time hours.
- Management, maintenance and stewardship considerations needed.

Typical Design Ingredients

- A well designed public realm that serves as a local destination for the new community, with high quality materials, finishes, public art and amenity to create an attractive and inviting public space for all the genders, ages and physical abilities.
- Street trees, landscape and public realm features provided where possible to enhance the Destination Place.
- Restricted motorised traffic to provide a pedestrian priority environment. Access for delivery, emergency services and other significant access requirements.
- Nearby access to public transport modes such as buses and other shared access opportunities.
- Accessible paving to facilitate movement of users of all physical abilities.
- High quality cycle access, cycle parking and other cycling amenity.
- High quality and interactive street furniture to make the space more inviting for social interaction.
- Spill out seating areas outside cafés and restaurants. Potential for parklets and other such design features to facilitate social interaction in the public space.
- Legible signs to improve wayfinding within the local area.

Not currently adopted ECC Policy

2.3.5 Destination Place

Key Characteristics and Design Considerations

- Design to create car-free social destinations such as a plazas with pavement cafés and outdoor dining, retail and community services.
- Destination Places in smaller developments could be a car-free zone around a community centre, community hall, community allotments or a children's play area.
- It is anticipated that masterplans and designs will be developed on a site-specific case-by-case basis.
- Stewardship and other long term maintenance considerations should be discussed with the Local Authority representatives at all stages of the design process.

Design Consideration	Description
Providing a Destination Place for the community	Does the new neighbourhood have high quality Destination Places that serve as local commercial and social hubs?
Public Realm	Does the Destination Place have high quality design, materials and lighting that are easy to maintain? Does the design have adequate seating and other street furniture? Is it attractive and accessible for all ages, genders and physical abilities?
Movement design	Does the layout of the area facilitate removing general traffic to create car-free spaces? Is there access designed for limited delivery/servicing for commercial and social venues? Does the area have good quality cycling and walking design and amenity? Does the area have access to good public transport options? Is there provision for car-sharing and other shared mobility options?
Parking	Does the area have short term loading and unloading space for delivery vehicles? Is there provision for remote parking for private vehicles to enable a car free Destination Place? Is there parking close enough to the destination place for disabled users? Is there adequate cycle and shared mobility parking?
Green amenity, climate resilience and Net Zero	Does the area have adequate trees and other planting to make the area attractive, increase climate resilience and improve air quality?
Other considerations	Have long term maintenance and stewardship agreements been considered and agreed?

Source: Google Street View

Rochester Riverside development, Rochester, Medway, Kent has a significant car-free space with retail and active edges with overlooking residential areas that provides an inviting space. Bus stops and disabled parking bays close to town centre enhances access opportunities. High quality public realm with trees and rain gardens.

Source: Sustrans

Example from Ashton Gate, Bristol showing surface treatments on the road, signage and landscape treatments for traffic calming to create a child friendly area.

3

Part 3 Design Guidance

NB: Sections 3.1 to 3.7 are based on existing headings in the Essex Design Guide. Some headings are not included because they are not relevant to street design themes that this Design Guide focuses on, e.g. services, post boxes etc..

Not currently adopted ECC Policy

3.1 Parking

Parking is a key consideration to achieve Well-Designed Neighbourhoods.

Parking Considerations

In Well-Designed Neighbourhoods there is a need to consider reducing, removing or re-allocating car parking to create more opportunities for better and safer streets. The overall aim is to reduce car parking directly in front of individual homes Depending on the scale and ambition of the development, there are a range of parking typologies that would help achieve improved walking and cycling to local amenities.

The Essex Planning Officers Association has approved new parking guidance see 2024 Essex Parking Guidance.

- Part 1 covers most developments.
- Part 2 covers Garden Communities and Large Scale Developments.

Alternatives options for consideration for new developments may include:

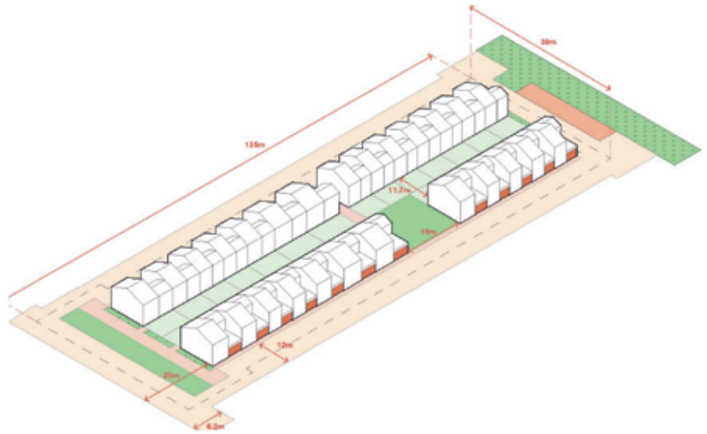
- Allocated off-plot parking
- Unallocated off-plot parking areas
- Communal parking areas
- Remote (off-site) parking
- Leasing a space(s) in existing Council car parks

Key considerations from the Essex Parking Guidance, 2024

- Secure and convenient cycle parking should be provided to encourage people to use more active travel opportunities and hence dissuade the need for extensive private car parking.
- Provision for shared Electric Vehicle (EV) parking in residential and commercial areas with EV charging facilities to recharge electric cars, neighbourhood EVs or plug-in hybrids will also encourage people to use communal parking and reduce street parking.
- Off-plot parking is particularly efficient if they are unallocated. On-plot parking could be allocated.
- Affordable and well managed Car Clubs have been shown to help to reduce the number of households with multiple or infrequently used vehicles.
- Stewardship can provide a mechanism by which parking restrictions are managed/enforced, but at the same time the revenue generated by parking (fines, leasing, pay & display) can be fed back into the stewardship body.

Key Considerations and Questions

- Compliance with national and Essex guidance Introduction of Controlled Parking Zones (CPZ) Enforceability and local enforcement measures
- Preventing cars from parking on footways
- Security and surveillance
- New and emerging technology solutions
- Alternative and innovative solutions
- Future adaptation e.g. parking spaces turned into gardens.
- Accessible to people of all ages and physical abilities



Source: Jas Bhalla Architects

Example demonstrating parking accommodated in integrated garages with habitable accommodation/additional private amenity space above, as well as off-street parking solutions which creates an efficient use of land.

Source: Jas Bhalla Architects

Example showing a mix of overcroft and off-plot unallocated parking.

Not currently adopted ECC Policy

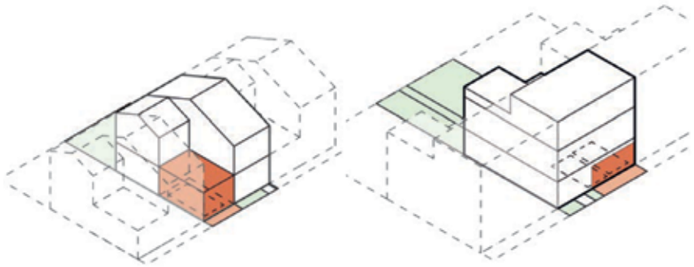
3.1 Parking Design Case Studies

The following case studies outlined in A New Development Model for Essex (July 2023) and 2024 Essex Parking Guidance showcase alternative parking methods.

Lime Tree Square, Somerset

- Parking is accommodated in integrated garages with habitable accommodation/additional private amenity space above, as well as off-street parking solutions which creates an efficient use of land, as well as ensuring residents benefit from both north and south facing private amenity spaces.
- Innovative parking solutions successfully integrates 1.5 parking spaces per unit. This is comparable to average levels across Essex.

Source: feilden clegg bradley studios



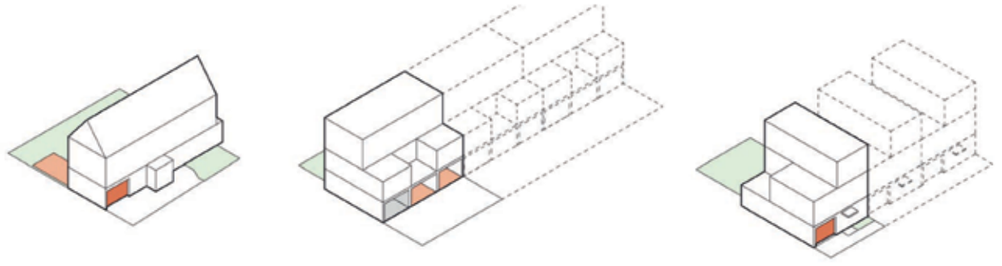
Source: Jas Bhalla Architects

Parking typologies in Lime Tree Square, Somerset with examples of integrated garages with habitable spaces above.

Abode, Cambridge

- Parking spaces are placed within the building footprint using undercroft parking and integrated garages with the habitable accommodation/terrace spaces above.
- Land used by parking is still utilised to create accommodation or amenity space above, hence creating a more efficient use of space that can be used to enhance development area.

Source: Proctor and Matthews Architects



Source: Jas Bhalla Architects

Parking typologies in Abode, Cambridge with examples of integrated garage with habitable space and overcroft parking.

Beaulieu, Chelmsford

- The Beaulieu Park development aims to encourage active travel along with a significant public transport offer.
- The development promotes a range of housing typologies with innovative parking options including integrated garages with habitable spaces and terraces above, overcroft parking and off-plot parking. On streets with parking, they are designed to have pedestrian priority through high quality public realm design.

Source: Luke Worsfold

Parking typologies in Beaulieu, Chelmsford with examples of integrated garages with habitable spaces, overcroft and on-street parking.

Not currently adopted ECC Policy

3.2 Active Travel Focus – Walking, Cycling, Wheeling

Well-Designed Neighbourhoods will aim to provide high quality multi-modal streets offering active travel choices, and making walking, cycling and wheeling natural choices for shorter journeys or as part of a longer journey.

Design Principles and Considerations

Increasing active travel and low/slow traffic neighbourhoods have significant health and environmental benefits, helping to reduce carbon emissions from transport and improving air quality while reducing congestion and noise pollution on roads.

The COVID-19 pandemic was a time of disruption for much of the transport network, however active travel movement thrived. Cycling rates increased by 46% and more people started walking for leisure. Quieter roads and less congestion gave many the space, confidence and opportunity to walk or cycle. Post-COVID, active travel is now an important health choice for individuals so it is important to facilitate these methods of travel in new developments.

Enabling active travel includes working with local authorities to deliver high-quality cycle routes; improving pedestrian and cyclist crossing facilities; widening pavements and creating quieter streets. Improving the transport infrastructure is also important in making active travel corridors safer and more accessible, including segregated cycle routes and good footway conditions.

Enhancing the first and last mile experiences around homes increases active travel uptake in communities. Linking active travel corridors and amenities to Transport Hubs and Mobility Hubs is a vital part of keeping people out of their cars for shorter journeys. It is also important that new developments have connections to key stations, Transport Hubs and neighbouring town centres. Providing suitable amenity at Transport Hubs such as secure bike storage will make active travel safer and more accessible to a range of demographics.

Key Considerations and Questions

- Have walking and cycling networks, design and amenity been a key consideration in the development of the masterplan and various technical design stages of the new development?
- Do all, or most, streets provide high quality walking and cycling corridors?
- Will active travel infrastructure comply with LTN 1/20 Cycle infrastructure design?
- Are footways designed to cater to all people with mobility impairments?
- Are there raised, continuous and threshold crossings for pedestrians and cyclists that gives them priority while providing visual and experiential traffic calming?
- Is there adequate cycle parking and other cycling amenity provided in the new development? Is there casual cycle parking and communal cycle hangars provided along streets?
- Is there adequate wayfinding that marks key destinations and strategic cycling routes in the area?
- Does the walking and cycling design create streets that are inclusive for all ages, genders and physical abilities? (Child friendly streets, women and girl's safety, resting and dwelling for elderly, inclusive design for physical and visual impairments etc.).
- Are walking and cycling routes designed with adequate active and passive surveillance opportunities and CCTV to enhance perception of safety at all times of the day and night-time hours?
- Is there adequate footway and highway lighting provided along all walking and cycling routes?
- Does the design comply with the Essex Walking Strategy?

Source: Luke Worsfold

Source: Cycle Hoop

Source: Cycle Hoop

Not currently adopted ECC Policy

3.3 Access to Public Transport

Opportunities can be taken within the planning process to make public transport one of the modes of choice.

Design Principles and Considerations

Streets should be primarily designed to accommodate the needs of public transport (especially buses) to make sustainable modes of travel attractive, convenient and accessible.

Public transport can include

- Buses
- Trains
- Local taxi services and on-demand public transport provision
- Shared mobility (e.g. car clubs/car sharing)

Public transport modes must be made more convenient for the majority of journeys than car usage, in order to promote genuine modal choice. They should be supported by the necessary infrastructure (e.g. bus lanes, shelters, markers), management, funding and regulatory measures (e.g. Traffic Regulation Orders).

Design features that encourage access to public transport and support public transport usage include:

- Comprehensive and direct networks for public transport (bus).
- Services between residential areas and workplaces e.g. Business parks.
- Shopping areas which are served by direct public transport e.g. bus services through new developments or pedestrian access to train stations.
- Joined-up transport networks (e.g. bus service is available for passengers arriving to the area via train so they can continue their journey sustainably), with good interchanges.
- Public transport users need to be and feel safe. It is important that developers design out crime and design in community safety at the earliest stages. The UK planning system and national crime prevention guidelines sets out some of the key principles around designing out crime.

Providing Access to Public Transport

New developments must be well connected via public transport from the outset.

Developers should seek to provide direct connections to key destinations such as urban centres and major employment and leisure zones. In order to encourage a reduction in car use, public transport will need to be frequent, reliable and easily accessible. Early morning and night-time transport facilities should be considered in order to provide for residents without cars.

Providing the Right Service

- Within the development:
  - Bus services such as minibuses can provide access to local facilities, particularly for the less mobile.
  - Local taxi services, on-demand public transport provision and shared mobility (e.g., car clubs/car sharing) can help to provide ‘door to destination’ transportation.
- Beyond the development:
  - A range of accessible and reliable bus services will be needed to provide residents with access to local employment, leisure facilities, nearby town centres and connections to key inter-urban routes. This will require close co-operation between the public and private sector to ensure that bus provision matches the community’s need.

In order to facilitate this, developers may need to work with transport operators and the local transport authority to:

- Engage in discussions to reroute existing services;
- Negotiate the provision of new bus services;
- Consider the need to support bus services at the beginning of the development until they become self-sustaining;
- Consider alternatives such as community transport and/or car share schemes for off peak travel or less popular routes;
- Plan bus routes and the placement of public transport stops during the design process;
- Maximise the opportunities for environmentally friendly buses e.g. electric vehicles.

Source: Luke Worsfold

Well integrated bus routes in Beaulieu, Chelmsford encourage residents to make sustainable travel choices.

Not currently adopted ECC Policy

3.3 Access to Public Transport

Beating Traffic Congestion

Where congestion on the existing road network is likely to challenge the reliability and journey time of services, measures may be needed to ensure that public transport is attractive to users. Bus priority measures include:

- Bus priority at traffic lights
- Bus gates
- Bus lanes
- Bus-only roads/segregated busways.

Larger settlements (Cambridgeshire, Leeds) have found that guided buses are a good way of providing services in confined spaces. However, the design of new services should be location-specific and dependent on settlement size and predicted patronage.

Creating a Positive Bus Environment

Bus routes and on-demand services need to serve everyone in the development. Street furniture (stands, shelters etc..) needs to be accessible, safe, secure and well lit.

High-quality information, including the provision of real-time information at stops (and even within homes, shops and schools) will benefit users considerably.

Developers need to maintain a continual dialogue with bus and on-demand operators to ensure that changes to timetables and routes are only introduced where necessary and are properly disseminated to users.

Encouraging Residents to use Public Transport in New Developments

Developers should work with local transport authorities, local travel plan advisors, residents and operators to:

- Ensure that ticketing is quick and easy to use across operators and/or different public transport modes.
- Ensure that interchanges between the different modes is easy. This may include the physical proximity of an interchange as well as coordinating bus and train times or the provision of a Mobility Hub.
- Ensure high quality information provision (maps, walking routes, cycle paths, bus/ train timetables etc..).
- Provide good advertising and marketing. Re-branding or naming bus services/routes often triggers a large increase in patronage.
- Engage local employers, schools and developers in travel planning.
- Provide on-demand bus services to enable people to access facilities in their immediate area (e.g., medical centre, shops).
- Provide and promote sustainable transport options for those travelling to school and health centres.
- Encourage a change in travel behaviour from the outset by implementing personal travel planning for all residents, reducing the cost of transport or providing free use of car clubs and/or public transport in the new developments initial stages.

Key Considerations and Questions

- Has public transport access and provision (buses and access to local train stations) been considered from the early stages of design development and Local Authority discussions?
- Have proposed street types in the development considered bus access and street design?
- How will the new community's public transport provisions and on-demand services integrate with existing local and regional networks?
- Are there connected, well-designed and safe walking, cycling and wheeling routes from residential areas provided to local bus stops, bus stations and train stations?
- How will the public transport and on-demand services cater to all residents, including those with disabilities and the elderly?
- Have the developers collaborated with Local Authorities and local public transport operators to ensure frequent and reliable public transport access for the new community?
- How will the public transport infrastructure be funded, and what are the plans for its long-term maintenance?Are the materials used for shelters and markers of good quality and easy to maintain?
- Are there plans to incorporate smart technology to improve the efficiency and user experience of public transport?
- How will the local community be involved in the planning and implementation of public transport services and on-demand services?
- What measures will be in place to ensure the safety and security of public transport users of all ages, genders and physical abilities?
- How will the public transport system help to reduce traffic congestion and improve overall traffic flow in the area? Is there adequate traffic modelling and data provided on future traffic scenarios in the development?
- How will the public transport system be designed to accommodate future growth and changes in demand?

Source: Luke Worsfold

Bus stops in Beaulieu, Chelmsford located close to residential areas.

Source: Moovit

On-Demand services.

Not currently adopted ECC Policy

3.3 Public Transport Case Study

Fastrack

To ensure that residents of new developments enjoy excellent access to high-quality public transport from the outset, a 40km network of Fastrack busways and priority lanes is being established in Kent Thameside to link communities, local facilities and rail stations. All major new developments are designed around a Fastrack spine on which high-quality and high-frequency services operate, ensuring a credible and attractive alternative to use of the private car use for local journeys.

The first phase of Fastrack has been running since March 2006, delivered with DfT funding and support. Fastrack busways and distinctly liveried buses make a bold and visible statement about bus priority and the importance of public transport, and by-pass congestion 'hotspots', resulting in reliable journey times for passengers. The system has already proved very popular, with passenger forecasts exceeded and surveys showing that 19% of passengers had switched from using a car.

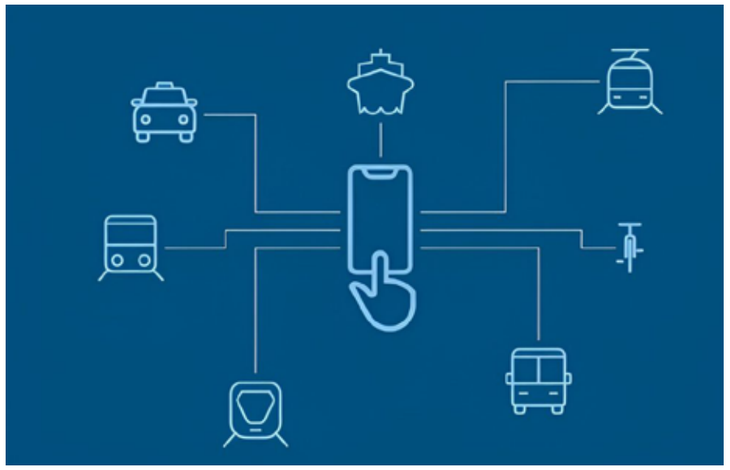
In June 2007 the second Fastrack route was launched, this time 100% funded by the developer of The Bridge, a major new development to the north of Dartford. The planning agreement required that Fastrack be fully up and running before any homes were occupied; residents enjoy free use of Fastrack; and information screens are provided in every home, giving 'live' arrival times. Designed from the outset to influence travel behaviour and reduce car use, Fastrack through The Bridge is an excellent practical demonstration of integrated and sustainable land use and transport planning.

For more information see the Fastrack website and The Bridge website.

Fastrack busways.

Fastrack Busways.

Fastrack Electrical Bus Charging Facility.



Source: JFastrack Buswaya and The Bridge

Kent County Council's Mobility as a Service (MaaS) platform simplifies the number of different transport and ticketing apps into a single service which could provide tickets for a wide range of transport services such as train and buses.

Not currently adopted ECC Policy

3.4 Mobility Hubs

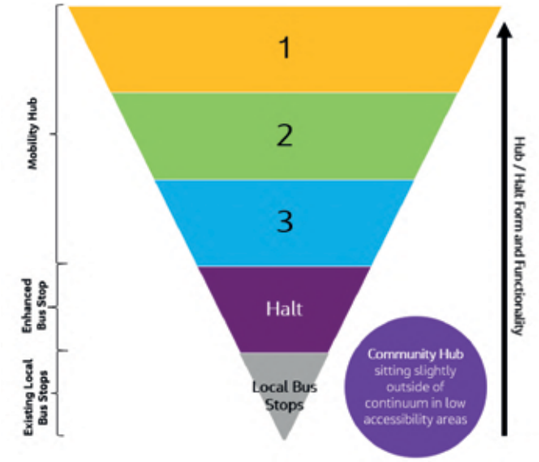
Mobility Hubs are safe and connected places that facilitate convenient access to public, shared and active travel.

Design Principles and Considerations

- Essex has developed a Mobility Hubs Implementation Guide which will support the feasibility, design and deliverability of hubs in a consistent manner across the county.
- The guide outlines the continuum of Mobility Hub typologies which have been developed to meet the needs of different locations and users across the county. These can be incorporated into the Well-Designed Neighbourhoods model to support sustainable travel ambitions.
- Mobility Hubs bring together shared mobility facilities with public transport and active travel in spaces designed to improve the public realm for all.
- They can perform a sustainable 'first or last mile' connection between the nearest bus or railway services, and homes, in a cost-effective way.
- They can provide flexible 24-hour services as a sustainable, accessible alternative to private car ownership.
- They are capable of reclaiming urban space and implementing smarter and more sustainable transport modes, reducing the dominance of the private car around the area, and creating an attractive, integrated, and viable alternative for travel and getting around.
- They help to create safer, more inclusive and more vibrant neighbourhoods.
- They align with ECC's vision to deliver and enable safer, greener and healthier travel choices, and aim to make it easier for people to walk, cycle or wheel more, especially for shorter journeys.
- They facilitate seamless and integrated journeys when developed as part of a wider network of Hubs/Halts with potential to tackle transport poverty within Essex's diverse communities and level up areas by giving users viable, cheap and easily accessible transport alternatives to private car use.
- They help communities address issues such as fuel and energy crises by promoting shared mobility solutions.
- With the co-location of additional facilities and services, Mobility Hubs add value/benefit, improve passenger experience, better meet local needs and demands, support local economies and reduce air pollution.
- They can provide logistic elements for first/last mile delivery of goods.
- Mobility Hubs should be designed in locations with high-quality connections, passive surveillance, adequate lighting, CCTV and other safety related elements so that everyone feels safe and empowered to use these facilities at all times of the day and night-time hours.
- Developers and Local Authorities must assess the feasibility and planning of Mobility Hubs based on principles outlined in the Mobility Hubs Implementation Guide. Scale, location, character, feasibility and network planning considerations will determine the type and design of Mobility Hubs in Garden Communities and new large-scale developments.

Key Considerations and Questions

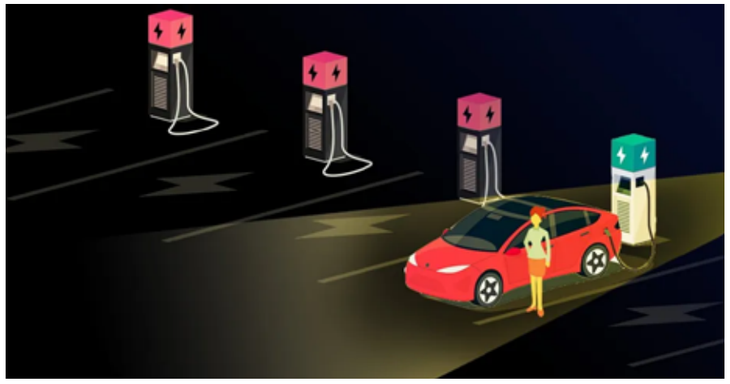
- Have Mobility Hubs been considered for the new development?
- Has the developer/designer referred to the new ECC Mobility Hubs Implementation Guide?
- Is a Mobility Hub feasible in this development? (Scale, network feasibility, financial feasibility, future maintenance plan)
- Is the Mobility Hub located in a central area of the development with good quality pedestrian and cycling connections?
- Are there disabled access facilities?
- Are there opportunities for passive surveillance in the area?
- Is it well lit? Is there CCTV provision?
- Are there stewardship and maintenance plans in place for the operation, maintenance and security of the Mobility Hub?



Continuum of ECC Mobility Hub typologies.

Source: mobihubs.eu

Typical components of a Mobility Hub.



Source: Getty in metro.co.uk

Mobility Hubs should be located and designed to be safe for all.

3.5 Places for All

Places designed to be inclusive and safe for all ages, genders and physical abilities is one of the key characteristics of Well-Designed Neighbourhoods.

Design Principles and Considerations

- ECC is committed to the design of streets and public spaces that focus on inclusive design for all ages, genders and physical abilities.
- The ECC Planning for Safer and More Inclusive Places for Women and Girls guidance is a key policy and design guidance document that must be considered in all new developments. The key objectives of the strategy include:
  - To create movement networks that are safe, legible, and sustainable.
  - To create public spaces that are well-used, contextually located, functional, and open.
  - To create sustainable and liveable communities that utilise natural surveillance and active frontages to deliver safe and comfortable environments.
  - To balance street lighting with our other obligations, such as climate efficiency and biodiversity.
  - To create play spaces for children and young people that are open and inclusive to various forms of play.
  - To create public transport links that are efficient, clear, and safe.
  - To create parks and other forms of green infrastructure that are contextually located, safe, well-used, well-maintained, and aesthetically pleasing.
- New developments must consider child friendly street design in School Streets, Local and Car Free Local Streets where feasible, focussing on safety, improved and independent mobility and high quality public realm design.
- Streets and public spaces must be designed with adherence to relevant ECC and national policy guidance and design standards to create barrier free and accessible environments for users of all physical abilities.
- Well-designed public realm, streetscapes and amenity such as adequate and regular seating, shaded green spaces and dwelling spaces must be considered in all new developments.
- Access to public transport, on-call mobility services and other such sustainable mobility options should be considered to provide choice for elderly and mobility impaired users.
- Street and public space design that enhances intergenerational and social interaction and amenity for children, young adults, families and elderly or mobility impaired users will have significant positive effects in combating rising issues such as loneliness and isolation, which will in turn have positive physical, mental health and well-being benefits.
- To cater for an aging population, elderly and vulnerable users must be considered in street and public space design, such as developing dementia friendly public realm design. Providing well-connected and permeable streets with clear wayfinding and landmarks can help vulnerable users navigate through neighbourhoods. Assisted living and co-housing units integrated into new developments can provide housing options for the elderly with shared facilities that create a sense of community that prevents isolation at later stages of life.

Key Considerations and Questions

- Have the masterplanning, street networks and housing typologies been developed with due consideration of inclusive design for users of all genders, ages and physical abilities?
- Have the developers/designers referred to relevant ECC and Local Authority policies for inclusive and accessible design and standards?
- Does the street and public space design present high quality public realm that is safe and inviting at all times of the day and night-time hours?
- Does the development include child friendly streets where possible in various street types? Have School Streets been designed with reference to the ECC Healthy School Streets guidance?
- Has relevant ECC and national accessibility guidance and design standards been referred to in the masterplanning and street design process to create barrier free and accessible streets and spaces for users of all physical abilities?

Source: scottbrownrigg.com

Creating safer streets and public spaces for women and girls with enhanced perception of safety at all times of the day and night-time hours must be a key consideration for new developments.

Source: David Butler Guardian

Child friendly streets such as Marmalade Lane co-housing, in Orchard Park, Cambridge create safe, inviting intergenerational spaces that enhance the sense of community in neighbourhoods.

Source: newgroundcohousing.uk

New Ground Co-housing in High Barnet is a women-only co-housing development designed for the Older Women's Co-housing group.

3.6 Green Infrastructure and Sustainability

Sustainable design, well-designed green infrastructure and streets designed (where feasible) to add ecological value to neighbourhoods are key focus areas for Well-Designed Neighbourhoods.

Design Principles and Considerations

- Well planned, designed and maintained green spaces, street trees and landscaped public nodes add significant environmental benefits and offers climate resilience and mitigation opportunities in new developments.
- Pedestrian and cyclist friendly environments lined with street trees and planting offer shade that can reduce the impacts of urban heat island effects, and improve air quality and the physical as well as mental well-being of local residents.
- Developers and designers should develop a green infrastructure and ecological value strategy as part of the masterplanning and design processes.
- Biodiverse landscape design and tree planting opportunities that enhance clean air zones in local neighbourhoods must be considered.
- SuDS features such as Rain Gardens and bioswales along streets and in public spaces must be considered where feasible in discussions with Highway Authority as part of strategic drainage management and landscape design strategies.
- SuDS and landscape design driven air quality improvements should particularly be considered in the design of Healthy School Streets and child friendly environments.
- Communal landscape opportunities such as community orchards, communal herb gardens and green community-managed social hubs should be encouraged and incorporated into public spaces where possible.
- Although green infrastructure is encouraged in this Design Guide, it is critical that stewardship, adoption and maintenance considerations are discussed from early stages of the design process with local authorities, the highways agency and any adoption related bodies, as often non-standard landscape and public realm treatments may not be adopted. The SuDS Maintenance and Adoption guidance and Green Infrastructure Guidance on the ECC portal should be considered as part of the design development process.

Key Considerations and Questions

- Does the development offer well-designed green infrastructure along its streetscape and at well-located community green nodes?
- Are the green spaces multifunctional with high quality and durable street furniture and planting that is easy to maintain with minimal maintenance costs?
- Are the green spaces visually and physically linked to residential and community areas to enhance public engagement and create a cohesive network of open spaces?
- Are natural elements such as tree planting, SuDS, swales, and other green elements incorporated into streets and communal spaces design to enhance climate resilience? Does the design of these elements incorporate ease of maintenance in the long term?
- Does the development offer green spaces that promote physical activity, mental health and relaxation by integrating parks, walking paths, community gardens, community orchards and allotments that offer a diverse range of outdoor experiences to the residents and visitors?
- Are all the green spaces accessible to users of all ages, genders and physical abilities? Are there active edges or opportunities for natural surveillance and adequate lighting to enhance perception of safety in all times of the day and night-time hours?
- Have biodiversity principles been considered to create habitats for wildlife, and promote biodiversity by using native plants and preserve existing natural features like woodlands and watercourses?
- Does the design of green spaces promote community involvement in the planning and stewardship of green spaces to foster a sense of ownership and community spirit?
- Have stewardship, maintenance and adoption discussions been considered from early stages of the design development? Are the green spaces easy to maintain?

Sensory Rain Garden in Gidea Park, Havering designed in space reclaimed from road space at a redesigned junction provides a communal green node and a functional SuDS feature.

Open spaces are the communal hub of the new communities in Kidbrooke with a range of biodiversity and experiences.

Source: Tendring District Council

The Dig4 Jaywick Community Garden Group promote the benefits of community gardening and helps educate the public in horticulture.

Not currently adopted ECC Policy

3.7 Access for Emergency and Essential Services

Although the focus of the Well-Designed Neighbourhoods model is active and sustainable travel oriented street design, vehicular access for essential services such as blue light emergency services, refuse collection vehicles, deliveries and other Council services must be considered in the street and movement design of new developments.

Design Principles

- Refuse and recycling collection is not only a fundamental requirement in most street types but also influences the overall design, width and character of various streets as well as feasibility of maintenance regimes adopted by Local Authorities.
- The layout of new developments should be designed and tested to facilitate movement of service and refuse collection vehicles (swept path assessment).
- Consideration must be given to the storage and collection of bins at individual and communal properties. This should be attractively integrated into the streetscape and allow for bins to be easily moved to collection points and vehicles. Poor planning for refuse collection and storage can have a detrimental impact on the quality of the streetscape.
- Communal refuse collection zones could be designed to visually integrate into the surrounding built form.
- Destination Places and Mixed-Use Streets, which are retail and social hubs, would require significant refuse collection amenity. However, the focus must be on reducing the impact of HGVs on the streets, hence communal collection points that are accessible by larger refuse vehicles on select streets are suggested.
- In Local Streets, regular household refuse and recycling collection access must be provided on most streets.
- In Car Free Local Streets, communal refuse collection points with limited access to large refuse vans is recommended.
- All streets must adhere to the minimum standards required for access by emergency vehicles. In Car Free Local Streets, the layout must evidence the provision of access for emergency vehicles at key locations and access to homes.
- Council service vehicles such as on-demand transport and other shared and accessibility facilities must be considered in discussion with local authorities. Access stops to such facilities must be clearly defined in the movement strategies of master plans and be indicated with adequate signage and way finding.
- Logistics and delivery vehicles of large and medium scales must be considered in most street types. In Destination Places and Mixed-Use Streets consider loading points and provide them as inset parking where feasible so that the footway areas appear wider when the bays are not in use.
- Consider Delivery Hubs in various developments and street types to encourage innovative ways to facilitate logistics and delivery and to reduce traffic congestion and emissions.
- Consider rear servicing on Mixed-Use Streets to reduce congestion along streets and create more public realm space at shop fronts.
- Consider the use of local logistics hubs that may be serviced by cargo bikes and EVs to reduce the impacts of large vehicles in Local Streets.
- Consider loading time management of large delivery and service vehicles where possible to reduce the impact of large vehicles during peak times.
- Consider parcel lockers and other such services in local centres and Mobility Hubs to reduce the impact of delivery vehicles in local streets.

Source: Google Images

Communal refuse collection zones will be designed to visually integrate into the surrounding built form.

In key retail and community focus areas provide adequate litter bins with a focus on separating litter and recycling.

Not currently adopted ECC Policy

3.7 Access for Emergency and Essential Services

Key Considerations and Questions

- Has the layout of the development been designed to facilitate service vehicles and refuse collections?
- Are locations for refuse collection points, both individual and communal, visually unobtrusive in the streetscape?
- Are bins located so that they may be easily accessed from properties but where they will not cause nuisance through unpleasant odours, noise or create barriers along footways?
- Could car parking conflict with access to refuse areas by refuse collection vehicles?
- Are refuse and recycling facilities located conveniently for access by both residents and collection vehicles?
- Are communal refuse collection points provided in Destination Places, Mixed-Use Streets and Car Free Local Streets?
- Are emergency/blue light services minimum standards considered in the movement and parking strategy of the masterplan?
- Have delivery and logistic vehicles been considered in various street types, especially in Destination Places and Mixed-Use Streets?
- Have innovative street design and parking designs been considered (e.g. inset loading bays, surface change at parking bays) in loading, delivery and other service parking bay designs to reduce the impact of road spaces along streetscapes?
- Have local logistics and mobility options such as cargo bike access and parking been considered in the street design to reduce the impact of large vehicles on the streets?

Source: TfL

Inset bays create wider footway areas when not in use.

Inset loading bays create wider footway areas when not in use.

Source: Islabikes

Cargo bikes for commuting and local freight delivery.

Source: Cyclehoop

Consider access and parking design for cargo bikes to encourage use of these bikes for both commercial and domestic users.

4

Case Studies

Not currently adopted ECC Policy

4.1 Beaulieu Park, Chelmsford

Project: Beaulieu Park

Type: Residential

Location: Chelmsford

Local Authority: Chelmsford City

Gross site area: 9.2ha (out of 836ha)

Net site area: 6.4ha

Developer: Countryside Zest (Beaulieu Park) LLP

No. of dwellings: 186 (out of 10,000 by 2044)

Net density: 29 dph

Parking ratio: 2.9

Project Description:

Beaulieu Park is located in Zone 1 of the Beaulieu Park development, an initial phase of the Chelmsford Garden Community, an area within a strategic growth site as allocated in the Chelmsford Local Plan. The Garden Community is located in north-east Chelmsford Local Plan and will comprise approximately 10,000 dwellings once complete.

Key Design Features:

- The Beaulieu Park development aims to encourage active travel along with a significant public transport offer. The masterplan aims to create a culture of travel via bus, with stops located within 400m from every home.
- The development promotes a range of housing typologies with innovative parking options including integrated garages with habitable spaces and terraces above, overcroft parking and off-plot parking. On streets with parking, they are designed to have pedestrian priority through high quality public realm design. The long term ambition is to minimise parking provision to deliver a parking ratio of less than one per dwelling.
- High quality public realm offer with significant green space to create a welcoming environment for residents and visitors.
- Local retail, commercial and social amenities that can be accessed by walking, cycling and public transport. (Case study data source: Jas Bhalla Architects).

Source: Countryside

Source: Luke Worsfold

Source: Luke Worsfold

Source: Countryside

Not currently adopted ECC Policy

4.2 Lime Tree Square, Street, Somerset

Project: Lime Tree Square

Type: Residential

Location: Street, Somerset

Local Authority: Mendip District Council

Gross site area: 12.3ha

Net site area: 8.5ha

Developer: ICON, Crest Nicholson, Knightstone Housing Association, Barratts

No. of dwellings: 408

Net density: 48 dph

Parking ratio: 1.5

Source: Fielden Clegg Bradley Studios

Project Description:

Lime Tree Square is a residential quarter in Street, Somerset developed in 2018. The land budget analysis of Lime Tree Square illustrates the benefits of compact urbanism that enhances opportunities for the provision of communal green space.

Key Design Features:

- Innovative housing typologies, street design and alternative parking models have enabled a compact housing layout that helped the development dedicate nearly one-third of land to green infrastructure.
- Located off a local high street so residents are walking distance from town centre facilities.
- Proximity to the A39 creates convenient connections to neighbouring settlements and amenities.
- Parking is accommodated in integrated garages with habitable accommodation or additional private amenity space above, which creates an efficient use of land, as well as ensuring residents benefit from both north and south facing private amenity spaces.
- 13% of land occupied by private amenity space (Case study data source: Jas Bhalla Architects).

Source: Fielden Clegg Bradley Studios

Source: Tim Crocker

Source: Fielden Clegg Bradley Studios

Not currently adopted ECC Policy

4.3 Knights Park, Eddington, Cambridge

Project: Knights Park

Type: Residential

Location: Eddington, Cambridge

Local Authority: Cambridge City Council/South Cambridge District Council

Gross site area: 4.3ha (out of 140ha)

Net site area: 4.1ha

Developer: Hill

No. of dwellings: 240 (out of 5000)

Net density: 58 dph

Parking ratio: 1.7

Source: knightspark-eddington.co.uk

Project Description:

Knights Park is part of a masterplan by the University of Cambridge for 5,000 homes located in north-west Cambridge. The land budget data analysis shows that 22% of land is dedicated to private amenity space. The scheme avoids creating a public realm dominated by car parking through the use of basements and other alternative parking typologies.

Key Design Features:

- High quality public realm design along streets.
- The primary street called Green Lane is a fully pedestrianised street.
- Over 1/3 of the development footprint is occupied by buildings, which is triple the average amount for a conventional development. This is achieved by using predominant back-to-back terraced houses and a significant number of apartment buildings. (Case study data source: Jas Bhalla Architects).

Source: knightspark-eddington.co.uk

Source: knightspark-eddington.co.uk

Source: Jas Bhalla Architects

The scheme manages on-plot car parking through a range of design solutions including basements, undercroft car parking and integrated garages.

5.1

Appendix 1

5.1.1 Definitions of New Developments

Not currently adopted ECC Policy

5.1 Definitions of New Developments

Garden Communities

Garden Communities are defined as strategic, larger-scale new developments of over 1,000 residential units and/or 250+ employees, delivered by one developer, or delivered cumulatively by multiple developers. They may form an extension to an existing town and/or a new settlement.

In Essex, Garden Communities are described as “environments designed to promote community inclusion and walkable, sociable, vibrant neighbourhoods. Designed for the 21st century, Garden Communities reflect and respond to the opportunities offered to place-making, living, and working by technology and data, while addressing both climate change and climate resilience”. These communities have a firm focus on self-containment surrounded by green infrastructure and comprising residential, commercial, and agricultural zones and a self-sustainability with walking, cycling, locally grown produce and locally based employment and services.

The purpose of Garden Communities is to reduce the ‘pepper potting’ of development to maximise the service provision, sense of community and internalisation so that the development meets a critical mass.

Major Developments

Large and major developments can comprise of residential, commercial, retail, and industrial and/or a combination of these land-uses.

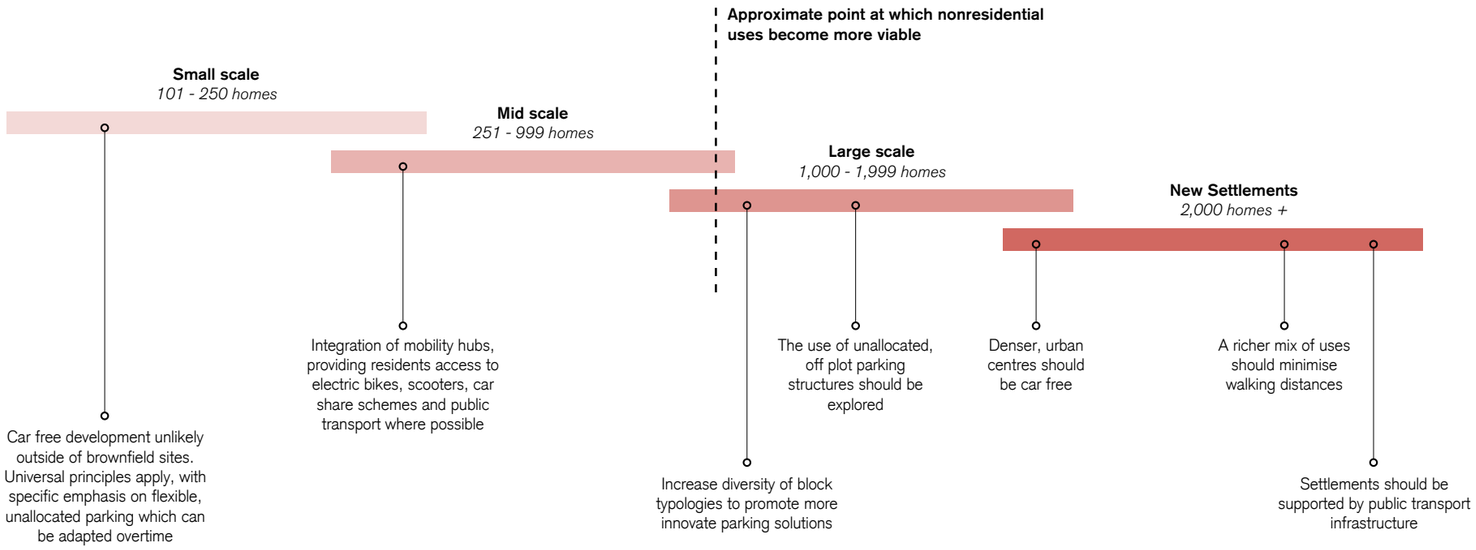
In Essex, large developments are defined as of over 1000+ residential units and/or 250+ employees and/or of high complexity/potential highway and transport impacts.

Strategic Sites

The definition of Strategic sites should be identified jointly by local authorities.

Typically, the criteria for a strategic site includes:

- A minimum size of 12 and preferably 50 + hectares
- Ideally on flat land, free from significant constraints that would impede the delivery of a site – preference should be given to previously developed sites, particularly within existing urban areas, well located in them with respect to infrastructure, servicing and public transport and where opportunities exist for making good past environmental damage including contamination.
- In areas close to a large pool of labour, with appropriate service infrastructure, good accessibility and capable of being served by sustainable modes of transport.’



Source: Jas Bhalla Architects

Illustration of scale-specific design principles from A New Development Model for Essex by Jas Bhalla Architects on behalf of the Essex Climate Action Commission.The study was Part 1 of this commission.

5.2

Appendix 2

5.2.1 Opportunities
5.2.2 Barriers, Challenges and Myths

Not currently adopted ECC Policy

Source: Countryside

Not currently adopted ECC Policy

5.2.1 Opportunities

There are significant social, economic and environmental benefits to creating well-designed walkable, cyclable, wheeling and public/shared transport oriented developments. This Design Guide aims to influence the design of new communities in Essex away from traditional car-based and car-dependent lifestyles.

Opportunities and Benefits

Environmental benefits

- Climate Resilience and Mitigation: Road transport is a major source of greenhouse gases and air pollution. Sustainable transport environments can assist in climate change mitigation by reducing reliance on fossil-fuelled transport and reducing the urban heat island effect in built-up areas.
- Air quality: Well-designed active and car-free transport networks with urban greening can encourage greater modal choice away from private car use to more sustainable transport methods which will help to improve air quality and mitigate climate change effects.

Health benefits

- Active travel: Walking, cycling and wheeling are good for our physical and mental health and well-being. Switching more journeys to active travel will improve health, quality of life and local productivity, and reduce the impact of transport on health costs for local NHS trusts.

Social benefits

- Sense of community: Well-Designed Neighbourhoods can support a sense of community and improve social interaction, as residents are more likely to interact with neighbours and participate in community activities.
- Safety and Inclusivity: Increasing active modes in public spaces can improve passive surveillance and the perception of safety. Further investment in safe streets for all ages, genders and physical abilities can also reduce crime, reduce accidents, and promote gender inclusivity.

Economic benefits

- Productivity: Well-Designed Neighbourhoods with highly connected street networks are more likely to make a positive contribution to labour productivity.
- New jobs: Keeping investment local through community wealth-building can develop the skills of local people and create stable, well-paying jobs.
- Road congestion: 58% of car journeys made in England in 2018 were under five miles long and could have been made by walking, cycling, wheeling and/or public/shared modes. Making active and sustainable transport safer and more inviting can help to minimise traffic and unproductive congestion.

Source: Luke Worsfold

Not currently adopted ECC Policy

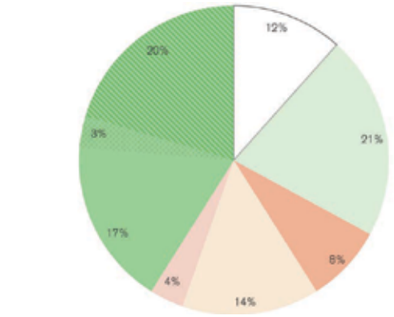
5.2.1 Opportunities

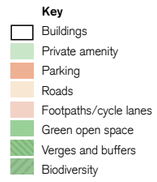
Advantages of Well-Designed Neighbourhoods for developers

Developers in Essex can benefit from the implementation of Well-Designed Neighbourhoods that support more walking, cycling, wheeling and sustainable transport choices. A Well-Designed Neighbourhood that is pleasant and attractive can increase the potential for new investments in both housing and businesses. Some of the key benefits of adopting the Well-Designed Neighbourhoods approach for developers include:

- Less investment of land on transport infrastructure: Less car-dependent neighbourhoods lends itself to less investment in car-related infrastructure (car parks, wide road junctions etc.).
- Potential to deliver more dwellings within the same land: Potential land gained from less road infrastructure can be allocated for to residential development and public amenity in new communities.
- Potential to increase sales revenues from dwellings due to greater amenity/desirability: Investment in better placemaking can boost land values. Walkable and cyclable environments create more attractive and less car-dominant places that can make the development more attractive to buyers.
- Higher-value commercial properties due to greater accessibility and increased footfall: Investment in better streets and public spaces for pedestrians can boost footfall to local businesses.
- Reduced running costs for developed area (e.g. for property managers and social housing providers): Less car-dependent infrastructure reduces the maintenance costs of street infrastructure.
- Deliver corporate Environmental / Social / Governance commitments: Public spaces and networks that are robust, sustainable and socially inclusive can help developers achieve their strategic sustainability goals and can be used in marketing their investments.

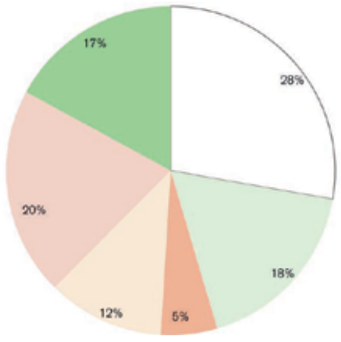
Potential developers should review the study developed for ECC by Jas Bhalla Architects called A New Development Model for Essex (July 2023) where a comprehensive case for alternative development models has been made by analysing land budgets for alternative development models in comparison to conventional development models. See Case Studies section for examples.





Source: Jas Bhalla Architects

Land budget analysis of a conventional development model (Beaumont Park) in the 'A New Development Model for Essex' study showing how a conventional approach creates only 12% area for buildings with significant land dedicated to roads and other public and private amenity as well as parking.



Source: Jas Bhalla Architects

Land budget analysis of an alternative development model (Goldsmith Street) in the 'A New Development Model for Essex' study showing how an innovative and alternative design approach creates an uplifted percentage (28%) of built area, with a lesser percentage of land allocated to roads, parking etc.

Not currently adopted ECC Policy

5.2.2 Barriers, Challenges and Myths

Barriers and Challenges

To promote and achieve Well-Designed Neighbourhoods, we must understand and address the potential barriers to this alternative way of developing new communities. Some of these considerations include:

- The aim is to improve residents access to local facilities, not to reduce it.
- It may not be realistic to expect that all amenity and services can be provided within walkable distances within a neighbourhood or within it's immediate boundaries. The suggestion to provide a range of amenities and facilities may be dependent on the scale of the development and other geographic and socio-economic factors. The more balanced approach (where the potential for amenities is limited) is to ensure that the individual developments have high quality walking and cycling amenity within the neighbourhood, and good connections to the nearest public transport opportunities for longer-distance access to local and regional facilities such as GP clinics, hospitals, schools, shops etc... Examples of this approach include the Harlow Sustainable Transport Corridors that provide Bus Rapid Transport routes with walking and cycling corridors within new communities.
- Practical and functional movement and access considerations must be considered in the street design of these new neighbourhoods. Some of the key access and movement requirements which need to be considered include – emergency services/blue light services, waste collection, delivery services (removals, bulk and smaller deliveries), disabled and mobility-impaired access, health care access, retail, food stores, adult and child social care services, jobs / employment hubs, social and community services, among others.
- The design guidance section highlights approaches that will need to be considered or discussions needed with service providers to overcome perceived and real barriers to the delivery of the Well-Designed Neighbourhoods model. For example the need to liaise with local authorities on their waste collection regimes or communal waste collection zones, or street design that considers spaces for loading and delivery in Mixed-Use Streets.
- Adoption of certain street types and ongoing management/ stewardship needs to be a key consideration.

Myth Busting

Alternative masterplanning models and sustainability oriented concepts such as Well-Designed Neighbourhoods, often referred to as "20-Minute Neighbourhoods," can often fall prey to misinformation and lack of trust from individuals, especially when they challenge the status quo or unchecked unsustainable patterns of growth and development that have been going on for years. ECC and the District Councils are keen to take the local communities, developers and other stakeholders on a positive journey towards achieving the vision set out in this Design Guide. Hence, it is critical to clarify the following aspects about the Well-Designed Neighbourhoods:

- Well-Designed Neighbourhoods do not seek to stop people travelling by car, or travelling outside of the area they live in.
- Residents will not be fined for using their private cars.
- This Design Guide does not suggest banning cars, but instead presents opportunities to find a balanced approach between car dependence and providing more sustainable travel options.

5.3

Appendix 3

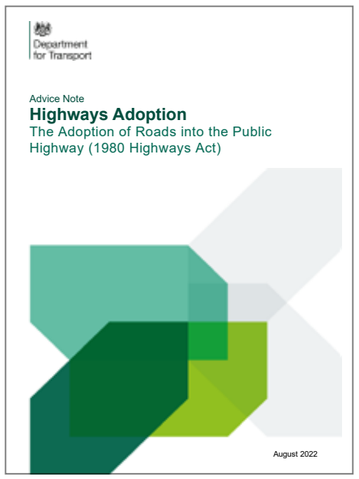
5.3 Stewardship, Adoption and Maintenance

Not currently adopted ECC Policy

5.3 Stewardship, Adoption and Maintenance

A distinguishing feature of Well-Designed Neighbourhoods is the quality of community facilities. However, no matter how beautiful a Well-Designed Neighbourhood is when it is constructed, improper management in the long-term will see these standards undermined and deteriorated. This long-term management of assets, in combination with community development activities, is referred to as stewardship and is a key principle of Well-Designed Neighbourhoods. It is important for developers, designers and the Local Authority (LA) to have an understanding and necessary discussion around adoption of assets versus stewardship arrangements while designing and planning all public assets in a new development. In principle ECC will only adopt strategic routes that offer utility and value to the public.

Long-term stewardship involves ensuring the ongoing care, management, and sustainability of community assets within new large-scale developments. A key challenge for ECC and Essex Local Authorities is the need to ensure that proper financing and maintenance regimes are put in place for assets not adopted by ECC with regards to the aspirations for high quality urban realm within the developments. Such enhanced assets may include non-standard street surface materials, street furniture, street trees, planting and other landscape and public realm design elements that come with a maintenance or replacement cost which will need to be taken responsibility for by an agreed party. Options such as unilateral undertaking through a management company may be explored through adequate early discussions between the developers, LAs and other relevant stakeholders.

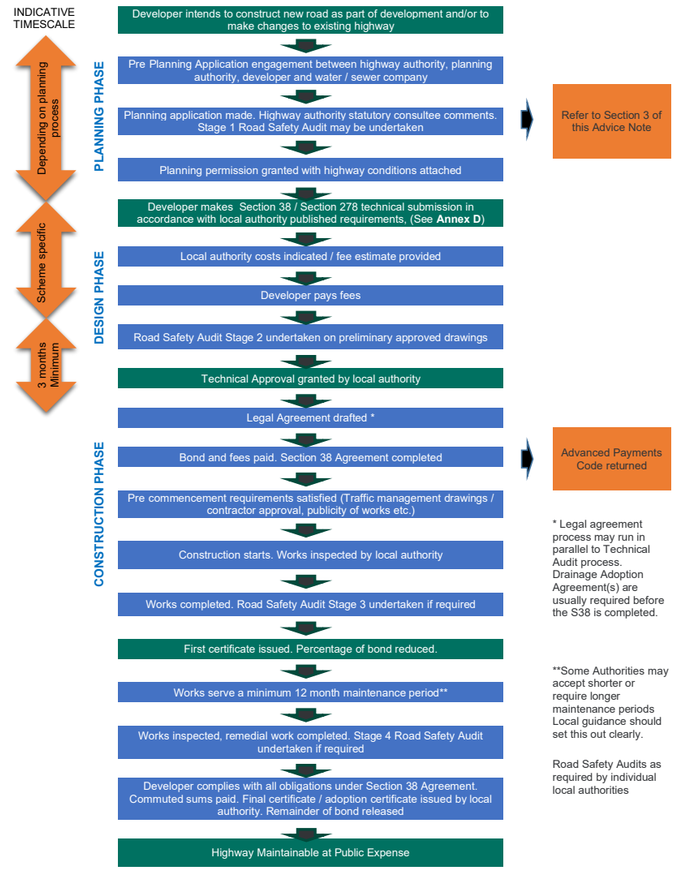


Stewardship and maintenance aspects will need to be considered on a case-by-case basis between the developer(s) and ECC or the relevant LA. Developers and LAs must refer to *Stewardship in Essex Garden Communities October 2023* which is a study carried out on behalf of the Essex Garden Communities Group (EGCG) to establish a baseline approach to stewardship and review current policy and guidance across Essex.

Key Considerations, Principles and Processes

- There are a range of key considerations in the planning of stewardship arrangements:
  - Scope of stewardship activities / functions
  - Management companies
  - Funding and financing mechanisms
  - Legal structures
  - Stewardship models and
  - Assets.
- Early engagement with the Local Planning Authority and local Highway Authority on what public assets are proposed for adoption is a critical step in the design process.
- All new developments should be accompanied with an Asset Schedule to make it clear who will be maintaining them. If they're earmarked for adoption, then a cost should be attributed towards their maintenance for a reasonable period of time (20 years).
- Estate management arrangements (including private companies) must be held accountable to local residents and benefit from a democratic management process so that people have a say over how their neighbourhoods are managed.
- Stewardship arrangements should be comprehensive and separate estate management regimes within one development should be avoided.
- It is essential to have awareness of government policies such as the Advice Note Highways Adoption, The Adoption of Roads into the Public Highway (1980 Highways Act), August 2022. The adjacent flowchart can serve as a useful guide.

This guide does not assume the adopted or private status of any street. All streets in every development will have specific considerations around their long-term status. The model of a the Well Designed Neighbourhood can apply to both private and public assets but a long term funding strategy and maintenance agreement is always needed to ensure that asset management is in place and sustainable.



Flowchart describing adoption using Section 38 of the 1980 Highways Act, as detailed in the section titled Section 38 of the 1980 Highways Act and subsequent sections. Source: Advice Note Highways Adoption, The Adoption of Roads into the Public Highway (1980 Highways Act), August 2022

Not currently adopted ECC Policy

5.3 Stewardship, Adoption and Maintenance

- Paying for long-term stewardship is a fundamental challenge which will require careful consideration and planning. In principle, stewardship arrangements need to generate some form of income to deliver long-term management and maintenance of assets and to carry out other functions such as community development activities. Therefore, stewardship arrangements will ideally need to generate income at a level commensurate with costs. Ideas such as appropriate sponsorship opportunities and commercial collaborations may be considered. Developers and designers must think of the bigger picture from a stewardship and maintenance perspective from early stages of design and development.
- There are a range of sources of income for stewardship bodies, which can include, but are not limited to:
  - Service and estate charges;
  - Endowments through Section 106 (s106), CIL contributions and commuted sums;
  - Income from commercial property;
  - Parking revenue;
  - Sports pitch revenue;
  - Grants from the public sector and charities;
  - Biodiversity Net Gain offset revenue; and
  - Data income.

Design Considerations

- Developers, designers and LAs assessing design and planning applications must consider stewardship in design development, materials selection and management processes from early stages of design development and assessment processes so that these decisions reflect practicality, feasibility, long term maintenance, cost effectiveness and sustainability considerations that have buy-in from LAs.
- All public realm should be designed in a cost-effective manner from a maintenance perspective to avoid overly burdensome costs falling on the future management body.
- Longevity of materials, cost effectiveness, ease of sourcing and sustainability needs to be a key consideration.
- Public realm should be designed to facilitate community development activities (which may form part of the activities carried out by a stewardship body) e.g. spaces for community events, festivals, performances, etc..
- The design style and choice of materials and street furniture in public realm areas should be robust and resilient to ensure they perform well over a long term period. Aspects such a vandal proof designs, robust materials, protective coatings etc. should be considered to ensure longevity and ease of maintenance.
- The design layouts must consider a good balance of hard and soft scape elements. Any soft landscape and planting should be designed considering ease of maintenance while not requiring onerous maintenance regimes.
- SuDS design elements such as Rain Gardens and swales, while welcome from a sustainable design perspective, may be difficult to be adopted and maintained. The developers and designers must refer to the ECC SuDS Maintenance and Adoption guidance and have early discussions with LAs about SuDS and other soft landscape treatments.
- Safety of maintenance crews to be considered in the design and materials selection decisions. Onerous maintenance regimes and areas that are difficult to access or promote maintenance difficulty from an HSE perspective are unlikely to be supported. Parking and any other practical access arrangement for maintenance must be considered in all design decisions.
- Smaller or awkward areas of paving or any materials that need speciality installation are generally not supported and would need to be discussed in early design stages. Larger batches of paving and street furniture which are readily available (off-the shelf type paving and materials) by maintenance bodies are encouraged to dissuade patchy use of tarmac and quick fix materials that is a consistent problem observed in public realm schemes long term maintenance.
- Easy to source and with basic workmanship should be a consideration in materials specifications so that maintenance bodies do not need to spend too much on sourcing and specialised labour contacts to maintain any paving, street furniture or other assets in the public realms. For example, block paving is tedious for laying and maintaining while a an approved colour or textured surface achieved through coloured tarmac may achieve similar traffic calming or public realm improvement goals. Bespoke materials that would need specialist workmanship, maintenance regimes or storage of spare assets will not be supported.
- Factors such as climate change influenced impacts on materials should be considered. For example, avoiding materials that may crack easily under excessive heat or fail under significant rains through weathering.
- Design layouts and material selections should reflect a level of feasibility and realistic maintenance planning from early stages of the design of all public assets.

5.4

Appendix 4

5.4 Review of Local, National and Emerging Guidance

Not currently adopted ECC Policy

5.4 Review of Local, National and Emerging Guidance

Local, national and emerging guidance support the principles of Well-Designed Neighbourhoods, designed with walkable, cyclable local streets with good access to sustainable modes of transport. The government and local authorities are aware of the benefits of more sustainable transport solutions, and there is a consensus in policy that active travel is a positive solution to reducing air pollution and congestion.

National Policy Guidance

- National policy provides several guidance documents which relate to Well-Designed Neighbourhoods principles and characteristics.
- National Planning Policy Framework sets out planning principles which promotes healthy communities, safe & accessible spaces for social interaction and to enable healthy lifestyles.
- National Model Design Code provides ten design characteristics for well designed places which includes movement, quality of public spaces and nature across various densities and typologies across UK towns and cities.
- Manual for Streets 2 illustrates various road typologies in the UK and particularly highlights the key considerations and recommendations for walking & cycling infrastructure. An updated Manual for Streets will be published in the near future and will entail changes to street design guidance.
- Cycle infrastructure design (LTN 1/20): Guidance for local authorities on designing high-quality, safe cycle infrastructure.

Emerging National Policy Summary

- Future of Mobility: Urban Strategy outlines the government's attitude towards maximising the benefits of new transport innovation in cities and towns, setting principles towards the new trends.
- Covid – 19 Recovery Transport Plan by ECC highlights the need for recovery on both health and economic level by prioritising on active travel investment, accessibility to alternative modes of transport and improving local environments.

Other Relevant Policy and Guidance documents

- TCPA 20-Minute Neighbourhoods
- Healthy Streets for London, Transport for London
- Streets for a Healthy Life, Homes England.

Various local, national and emerging guidance documents that highlight the policy perspectives for Well-Designed Neighbourhoods with active and sustainable travel focus

Not currently adopted ECC Policy

5.4 Review of Local, National and Emerging Guidance

Local Guidance

Essex provides a broad range of local and regional guidance documents which support the Well-Designed Neighbourhoods model, principles and characteristics.

The Transport East Transport Strategy sets out the ambitions and priority areas in the East of England and aim to make life better for everyone.

The other key documents relating to this model include, the Essex Design Guide, Essex Cycling Strategy, Essex Walking Strategy and ECC'S Neighbourhood Planning Guide.

Policies produced by Essex support the principles of Well-Designed Neighbourhoods that promote more active and sustainable transport modes. The Essex Speed Management Strategy, Essex Traffic Management Strategy and Essex Parking Standards Guide include policy considerations that highlight some challenges and barriers that would need to be considered in order to achieve a balanced approach for walkable, cyclable neighbourhoods and access by other modes of transport.

Any applicable Area wide Design Codes prepared by Local Authorities should be considered in the design development stages. Local Authority guidance may take precedence over this strategic Design Guide.

Safer, Greener, Healthier

The delivery of Well-Designed Neighbourhoods will be a crucial pathway to achieving the visions set out in the Safer, Greener initiative in Essex. This design model supports all three elements of ECC's ambition:

- Safer: Well-Designed Neighbourhoods will give pedestrian safety and comfort the highest priority, making them inherently safer environments for people on foot. Pedestrian-friendly street designs result in reduced traffic speeds, encouraging residents to be more active outside their homes. This in turn increases the 'community feel', which helps to reduce crime. Footpaths, parks, and public spaces that are well-lit, with a focus on active and passive surveillance at night reduces the prevalence of crime in neighbourhoods. With increased pedestrian activity, Well-Designed Neighbourhoods create safety in numbers, heightened awareness, and familiarity that help to build a stronger sense of community.
- Greener: The reduced presence of vehicles in Well-Designed Neighbourhoods has a positive impact on air and noise pollution. The principles of a Well-Designed Neighbourhoods encourage the creation of greener public spaces, through the planting of trees and plants, which have additional environmental benefits and further help to reduce CO2 levels.
- Healthier: Through the creation of Well-Designed Neighbourhoods, residents are more likely to walk more, thereby increasing their overall health. Walking and active travel is proven to have significant positive impacts on health – both physically and mentally. It helps manage weight, lower high blood pressure, reduce cholesterol and diabetes, reduce stress, improve sleep and reduce the risk of chronic disease. As outlined in the Essex Walking Strategy, there is a real and present need to encourage more physical activity in Essex, and one of the main benefits of making areas of Essex more walkable and cyclable will be a more active and resilient population. This in turn will reduce the financial and functional impacts on local NHS and other health services. Well-Designed Neighbourhoods also have an additional health benefit, through the reduction of air and noise pollution. The health & well-being benefits of designing more Well-Designed Neighbourhoods should be the key driver in their delivery.

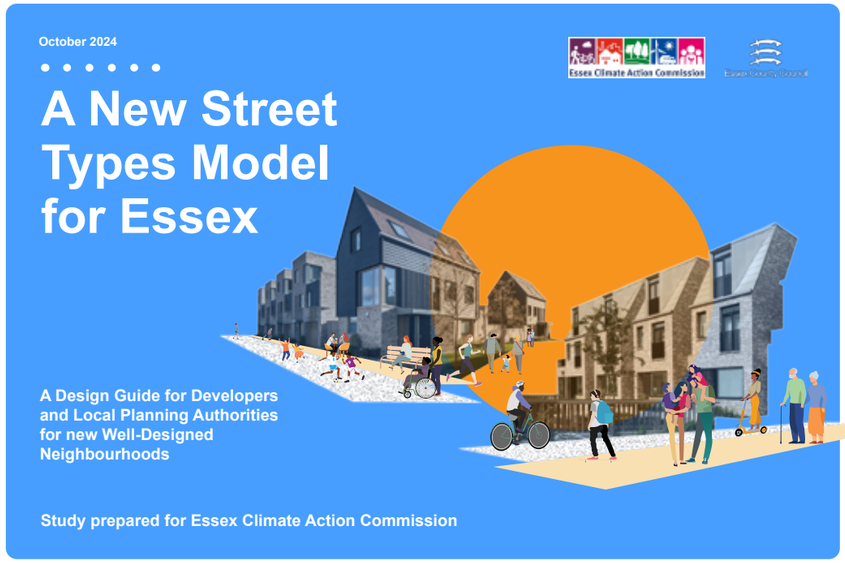
Various Local Policy documents that are relevant to the Well-Designed Neighbourhoods model.

Not currently adopted ECC Policy

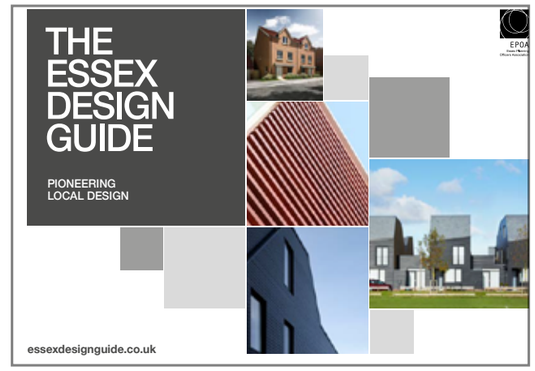
5.4 Review of Local, National and Emerging Guidance

This Design Guide is linked with several associated Essex policy and design guidance documents that will influence new developments. The design guidance in this document should be considered in conjunction with various documents as well as any future policies that emerge in Essex and within Local Authorities.

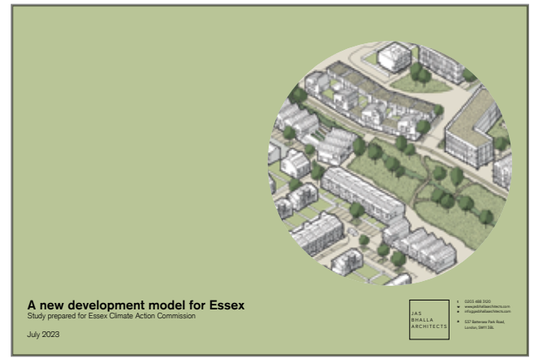
[Essex Transport Strategy, Local Transport Plan]



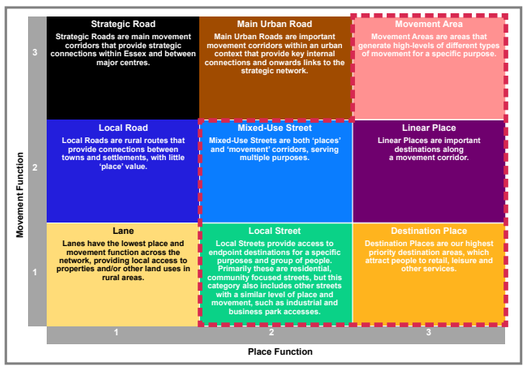
Part 2: A New Street Types Model for Essex



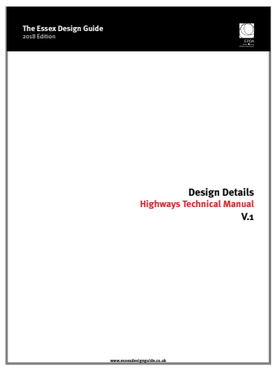
Developers must adhere to the [Essex Design Guide] as the main guidance document.



Part 1: [A New Development Model for Essex, July 2023]

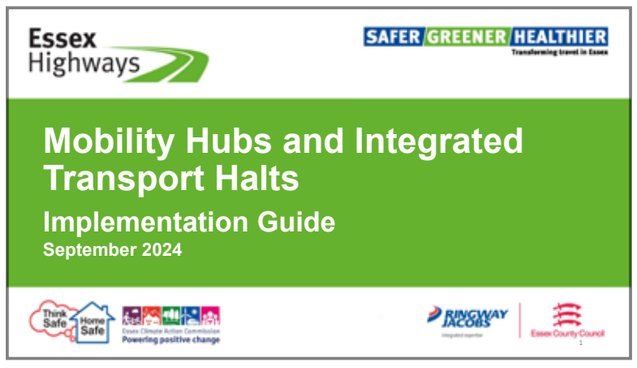


Street Types from the LTP4 and Place and Movement Study.



[Essex Highways Technical Manual] *should be adhered to for the main technical design standards*

[2024 Essex Parking Guidance]



[Essex Mobility Hubs Implementation Guide]

Not currently adopted ECC Policy

Not currently adopted ECC Policy

A New Street Types Model for Essex

A Design Guide for Developers and Local Planning Authorities for new Well-Designed Neighbourhoods

Study prepared for Essex Climate Action Commission

April 2025

Essex Climate Action Commission

Essex County Council