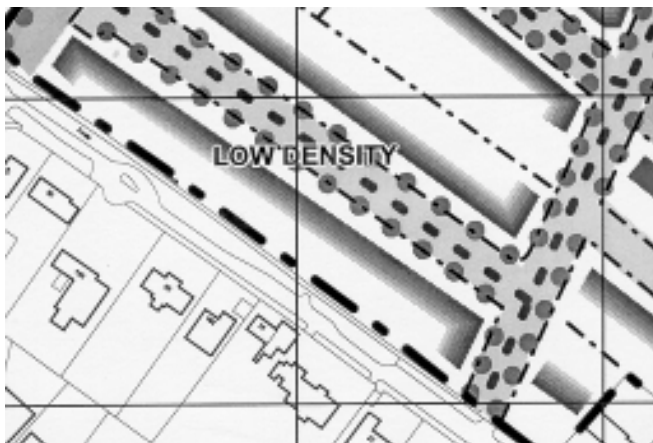


Roads range from major highways (such as motorways and dual carriageways) to private accessways. Approval of road design in Harrogate and Knaresborough is the responsibility of Harrogate Borough Council as agents for North Yorkshire County Council; the Highways Agency are responsible for motorways and trunk roads; and North Yorkshire County Council look at design of all other roads. Cycle ways are an important part of the transport network. There is a Cycle Strategy for Harrogate District. Guidance on the design of cycle ways is available from Sustrans, the organisation responsible for promoting sustainable transport in the UK.

Guidance on road design includes *Design Manual for Roads and Bridges Volume 10: Environmental Design* (HMSO), *Design Bulletin 32* (HMSO 1992), *Street improvements in historic areas* (English Heritage, 1993) and *Residential Highway Design Guide, 2nd Edition* (NYCC, 1994).



Proposed avenues of street trees in new housing area.

Recent guidance in *Places, Streets and Movements* (DETR) recommends that road design standards (as for example set out in the Residential Highway Design Guide) should be interpreted carefully to conserve local distinctiveness rather than rigidly applied.

Residential roads

Road resurfacing in existing housing areas and design of new roads as part of a development should take account of:

- local distinctiveness: scale, layout and materials of local streets, adjacent footways and buildings context;
- functional requirements: access provision for emergency and service vehicles (including buses where appropriate) in addition to everyday use;
- existing features: for example important trees to be retained (protection during construction; road/footway/verge design to accommodate tree roots), boundary walls, milestones etc;

- sustainability and life-cycle of surfacing materials: road recycling has been used successfully in Harrogate (contact Highways and Transportation tel: 01423 556625 for further information).

Road design should be of high quality with a strong sense of place, complementing the built and landscape context.

Consider including elements such as:

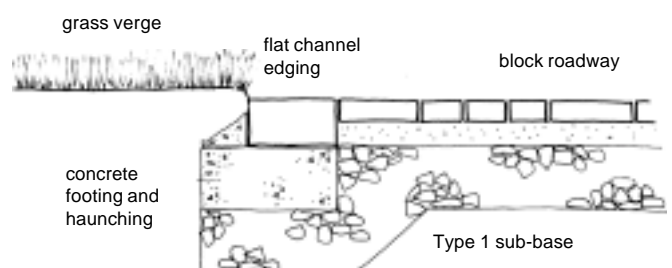
- vistas and views;
- avenues of street trees where these are a local characteristic e.g. Harrogate;
- “occasions” within the roads: for example planted central features/roundabouts can contribute towards traffic calming and can set up a formal design layout for the development.

Rural areas

New roads in rural areas can be very intrusive, bringing urban or suburban influences into the countryside such as kerbs, concrete footways and parking/turning areas designed around the car.

Rural character can be conserved by:

- “soft” edges e.g. channels which retain the road material but remain at road level;
- avoiding or minimising lighting;





Footway separated from road by grass verge, Beckwithshaw.

- providing a footway of tarmac dressed with chippings rather than concrete flags, separated from the road by a grass verge;
- limiting surfacing to wheel-tracks only with a central grass verge (especially across fields or where the access road is also a bridleway - below) - in

Harrogate District local stone setts were traditionally used for farm tracks in the upland areas whilst in the lowland areas stone chippings are more common;

- surfacing with informal materials in “natural” colours such as self-binding gravel or resin-bound chippings where only light traffic is anticipated (below).

