

Manual for Streets 2



Wider Application of the Principles

There is a large network of minor roads in Devon. Most junctions are T-junctions or crossroads and on occasions, a road has a split junction, leaving a small grass area between the carriageways. Junction improvements are sometimes necessary on safety grounds or as a result of development in an area. Whilst legislation sometimes requires specific standards to be met, some regulations do allow flexibility. The design of any new scheme should use the existing topography, vegetation, buildings and other structures, so that they appear an integral part of the landscape and historic road pattern. Solutions should reinforce local identity by careful choice of detailing, materials and street furniture.

Roundabouts are normally associated with urban areas or major roads, where the volume of traffic means they are considered to be essential. Regulation requires lighting, mandatory signs and lines to a satisfactory standard at roundabouts and this can be inappropriate in rural areas. In view of this, other junction treatments are preferable.

Junction improvements will only be considered where there is a proven safety need and the introduction of a roundabout should only be considered as a last resort.

Wherever possible, the area of carriageway should be reduced and the road realigned rather than use large areas of hatching.

There should be a presumption of retaining trees, hedges and verges including any central grass areas.

If a traditional Devon hedge needs to be removed for the realignment of a road, the practicality of translocation/moving the hedgebank should be considered in the first instance. Where this is not feasible, the next option should be to carefully dismantle and reconstruct the hedge. Archaeological recording and supervision may be required.

Lighting will not be installed on roads outside settlement boundaries unless there is a proven and overriding safety reason which cannot be addressed by other means. Where considered necessary, the highway authority will consult with landscape managers during the design stage. The preferred option is to install high-reflective non-illuminated signs.

Signing will be kept to a minimum and will be located with a view to minimising the impact on the landscape and the rural character of the area, as well as with a view to safety and utility.

Detailing and choice of materials will respect the local environment and standard solutions or components will not always be appropriate. Kerbing of central grass areas should be avoided. Chevron blocks around the edge of the roundabout are not appropriate and should not be used.

2.9_ Context: Urban and Rural Settlements

Street Types: Shared Space



New Road, Brighton

Typical Characteristics

2.9.1 Shared Space is predominantly an approach to highway design and is introduced for a range of purposes including:

- improving the built environment;
- giving people freedom of movement rather than instruction and control;
- improving the ambience of places;
- enhancing social capital;
- enhancing the economic vitality of places; and
- safety.

2.9.2 Many local authorities' objectives can be addressed through pedestrianisation. However, for practical purposes and in some settings, Shared Space may be more desirable for a number of reasons.

2.9.3 A characteristic of many Shared Space schemes is the minimal use of traffic signs, road markings and other traffic management features. With less or no traffic management, or clear indication of priority, motorists are encouraged to recognise the space as being different from a typical road and to react by driving more slowly and responding directly to the behaviour of other users (including other motorists) rather than predominantly to the traffic management features. This approach takes place against a backdrop of concern at the proliferation of features such as pedestrian guardrailing, traffic signs and highway regulation which, it is argued, reduce users' understanding of the complexity of the street environment and their personal responsibility for safe and appropriate behaviour.