
Director of Engineering Memorandum
DEM 183/20
DEM TITLE: Walking Infrastructure Design Guidance

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Classification

Level 1 (Title / Key Words):	Walking Road Traffic Regulation (Northern Ireland) Order 1997, RTRO, Article 4 Traffic Regulation Order DMRB
Level 2 : (Directorate/ <u>Owner</u>):	Engineering
Level 3: (DfI Roads HQ or HoBU Managed Function):	Engineering Services – Traffic and Development Control Policy Branch
Level 4 : (Work Areas)	Traffic Management

Purpose

This Memorandum provides technical guidance aimed at informing the design of new walking infrastructure.

It should be read in conjunction with the Design Manual for Roads and Bridges, in particular CD 143 Design for walking, cycling and horse-riding, and RSPPG E003 Department for Infrastructure (DfI) Design Standards'.

Scope

This Memorandum applies to all DfI Roads staff involved with providing walking infrastructure on the public road and sets out what design guidance can be used when designing walking schemes.

Policy/Guidance

This Memorandum confirms that the following guidance documents may be used when designing walking infrastructure (links to the guidance is at the end of this section):

- Chartered Institution of Highways & Transportation (CIHT) Streets and Transport in the Urban Environment – Designing for Walking (2015);
- Design Guidance Active Travel (Wales) Act 2013;
- Pedestrian Comfort Guidance for London Technical Guide;
- Creating Places (DfI Planning Service);
- Department for Transport Manual For Streets (Parts 1 & 2);

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- Department for Transport 'Inclusive Mobility', a guide to best practice on making transport accessible for passengers and pedestrians, published 15th December 2005.

The England National Application Annex to CD 143 Designing for walking, cycling and horse-riding may also be referred to when designing walking facilities on trunk roads.

The client will decide which design guidance will be used and advise the designer accordingly in the design brief. Using guidance from more than one source document on any one scheme is not generally recommended for reasons of consistency across the local road network, however, it is recognised that the solution to a local difficulty or need may be best resolved by drawing design features from more than one source - where this is the case the reasoning behind any decision should be recorded.

Designers are reminded that the walking design guidance listed in this document must not be applied in isolation of other standards or design guidance. The needs of other users must be considered. Shared walking / cycling facilities should only be introduced where separate walking and cycling provision is not feasible.

Each facility should also be designed with the needs of the full range of people who might wish to use new walking infrastructure borne in mind, for example, people using wheelchairs and walking aids, those with sight or hearing impairments, people with prams and push chairs, together with people of widely varying levels of fitness and ability – though it is recognised that existing constraints such as road widths and gradients/topography will in many cases dictate the final design.

Schemes should only be taken forward following meaningful consultation with organisations representing the accessibility needs of local people, particularly those with a disability, and after any equality considerations have been fully explored and accounted for. A Section 75 Equality of opportunity screening analysis form is available at:

<http://nics.intranet.nigov.net/infrastructure/articles/equality-screening-information#skip-link>

For third party developer led schemes and planning applications the requirements of RSPPG E003 'Department for Infrastructure (DfI) Design Standards' still apply with 'Creating Places' being the design standard for the design of residential development roads. Manual of Streets is only to be used by exception for developer led schemes and only when agreed with the Development Control SPTO at Pre-Application Discussions.

All design decisions, in relation to walking infrastructure, for all schemes shall be recorded. The information to be recorded shall include what guidance has been used as well as detailing any justification for using layouts that do not fully comply with the guidance contained in the documents stipulated above. This information shall be presented in the Walking Infrastructure Scheme Design Overview sheet (WISDO) attached in Appendix A.

Inclusive Mobility

The Department for Transport's 'Inclusive Mobility', provides guidance on inclusive mobility including best practices for making transport accessible for passengers and pedestrians including those with disabilities and should be used as advice on best practice for the provision of walking infrastructure. Although the main purpose of the guidelines is to provide good access for this specific group, designs that satisfy their requirement should meet the needs of many other people (e.g. those travelling with small children, those with temporary mobility problems and older people). Thus, the overall objective of the guide is to provide inclusive design and through that achieve social inclusion.

References

1. CIHT Streets and Transport in the Urban Environment – Designing for Walking (2015).
<https://www.ciht.org.uk/knowledge-resource-centre/resources/streets-and-transport-in-the-urban-environment/>
2. Design Guidance Active Travel (Wales) Act 2013.
<https://gov.wales/sites/default/files/publications/2017-09/active-travel-design-guidance.pdf>
3. Pedestrian Comfort Guidance for London Technical Guide.
<http://content.tfl.gov.uk/pedestrian-comfort-guidance-technical-guide.pdf>
4. Creating Places (Dfl)
https://www.planningni.gov.uk/index/policy/supplementary_guidance/guides/creating-places.pdf
5. DoT Manual For Streets 1 & 2.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf
<https://tsrqd.co.uk/pdf/mfs/mfs2.pdf>
6. Making transport accessible for passengers and pedestrians.
<https://www.gov.uk/government/publications/inclusive-mobility>

Equality

This guidance has undergone EQIA screening and it was considered that a full Equality Impact Assessment was not required as any potential impact will need to be considered at a local level on a scheme-by-scheme basis.

Rural Needs

This guidance has undergone Rural Needs Impact screening and it was considered that a full Rural Needs Assessment was not required as any potential impact will need to be considered at a local level on a scheme-by-scheme basis.

Privacy

No personal information will be gathered as a result of the application of this so a Privacy Impact Assessment is not required.

Dr Andrew Murray
Deputy Secretary
DfI Roads and Rivers
** August 2020

All enquiries or comments to: Michael Murray
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Ext 58405

Appendix A - Walking infrastructure scheme design overview (WISDO)

Scheme name/Location:		
Design organisation:		Designer ref:
Contact details:	Name:	Tel no:

1. Current highway details

A	Road Name	
B	Road speed (mph)	
C	Traffic flows/day	
D	Number of pedestrians/day	

2. Scheme design proposals

A	Identified Improvement Measures	
B	Relevant Design Documents	

3. Assessment of improvement measures.

ACHIEVABLE DESIGN	A	Key design features (Including comparison of proposed with existing and required values)	
	B	Description of Constraints / Limiting Factors	
	C	Impact of constraints on the achievable design	

4. Benefits and adverse impacts of the proposed design to all road users.

JUSTIFICATION	A	Safety and Operation	
	B	Buildability and Maintenance	

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	C	Environmental Considerations	
	D	Social / Community Issues	(e.g. accessibility to services, promotion of walking/cycling)
	E	Economy / cost effectiveness	

5. Compensatory (mitigation) measures - to address/reduce potential risks

MITIGATION	A	Included Measures	
	B	Rejected Options	

6. Attachments and other information

A	List of Attachments / Drawings	
B	Consultations	
C	Other Relevant Information	

7. Checked and submitted by design organisation

<p>Submissions from DfI Roads Design and Consultancy Services must be checked and signed by an SPTO or above. Submissions from external Consultants must be checked and signed by a chartered engineer within the design team.</p>		
Design organisation:	Grade:	Professional qualification:
Signed:	Print name:	Date:

8. Divisional client recommendation/ comments

Signed:	Project Sponsor (Client SPTO)
Print name:	Date:

9. Decision

Approved :	Divisional Manager
Print name:	Date: