

# Why the TDMG is necessary

**A lack of up-to-date and specific local design guidance has in recent years served to delay and frustrate the planning process. The most recent similar document, *Residential Roads in Avon* (1994) – together with the archiving of the Central Government *Guidance on Transport Assessment* (GTA), has resulted in significant gap in local transport assessment and highway design guidance. Likewise, there has been no local documentation available to developers setting out the processes and procedures required in order to successfully construct new highway infrastructure.**

The Transport Development Management Guide (TDMG) has been devised in order to set out the Highway Authority's approach to the planning process, our requirements for assessment and planning-stage interventions, our minimum design standards and our requirements for the undertaking of physical works to new and existing public highway, by and on behalf of developers.

The TDMG reflects the considerable changes in transport and highway design philosophy and terminology that have occurred over the last 10 to 15 years. It also reflects and has benefited from the input of colleagues from other disciplines, most notably the specialisms of urban design, placemaking, environmental management, sustainable transport and highway maintenance.

The post-war approach to highway design prioritised motor vehicles in a way that commonly resulted in hostile and unwelcoming environments that failed to enable healthy and efficient means of travel whilst creating and compounding social exclusion. The outcome in many locations created convoluted and illegible walking, cycling and public transport routes that either failed to match desire lines and/or created environments that

fostered anti-social behaviour. This approach is regarded as contributing to increased car reliance and with it the negative effects of congestion.

The health costs of unattractive, inconvenient and unsafe routes for pedestrians, cyclists and public transport users are high, as are the costs of congestion. Likewise, motorists and their passengers are negatively impacted by high levels of congestion, being exposed to air pollution and other increased health risks, including sedentary lifestyles. Thirdly, the financial cost to a collective urban area of congestion is considerable in terms of lost and unproductive time, notwithstanding the additional demands placed upon public health services relating to chronic respiratory conditions and the consequences of inactive lifestyles, but also in treating the casualties of road collisions.

The TDMG has been established to provide clear guidance for developers on our expectations for the assessment and delivery of development, and what this means for transport and connectivity at all stages of the planning process.

**Fig 1: Development ground floor layout incorporating red line boundary and surrounding highway**

