Spaces between buildings:

The Contribution of Streets to neighbourhood character and public realm

New estates may be on the edge of town, but historically the *road layouts* *of new developments invariably* *encourage car use* *rather than cycling or walking, especially if there are no services or employment to walk or cycle to.*

So new developments may inevitably cause *congestion* *on roads into town, as well as* *environmental harm* *through increased vehicle emissions.*

The Taylor Review

What is a street anyway?

- *"A street is a highway that has important public realm functions beyond the movement of traffic"* (Manual for Streets)

- Streets have a sense of place and are distinctive

- Streets are lined with and provide direct access to buildings and public spaces

- Most highways in built-up areas can be considered as streets.

Streets are the way we experience places……

…and vital to place making and place identity

"Some housing, such as this, meets planning and highway standards, but fails to create a sense of place or identity. We need to set our sights higher"

The Communities Plan - 2003

Welcome to East Leake!

Poundbury, Dorset
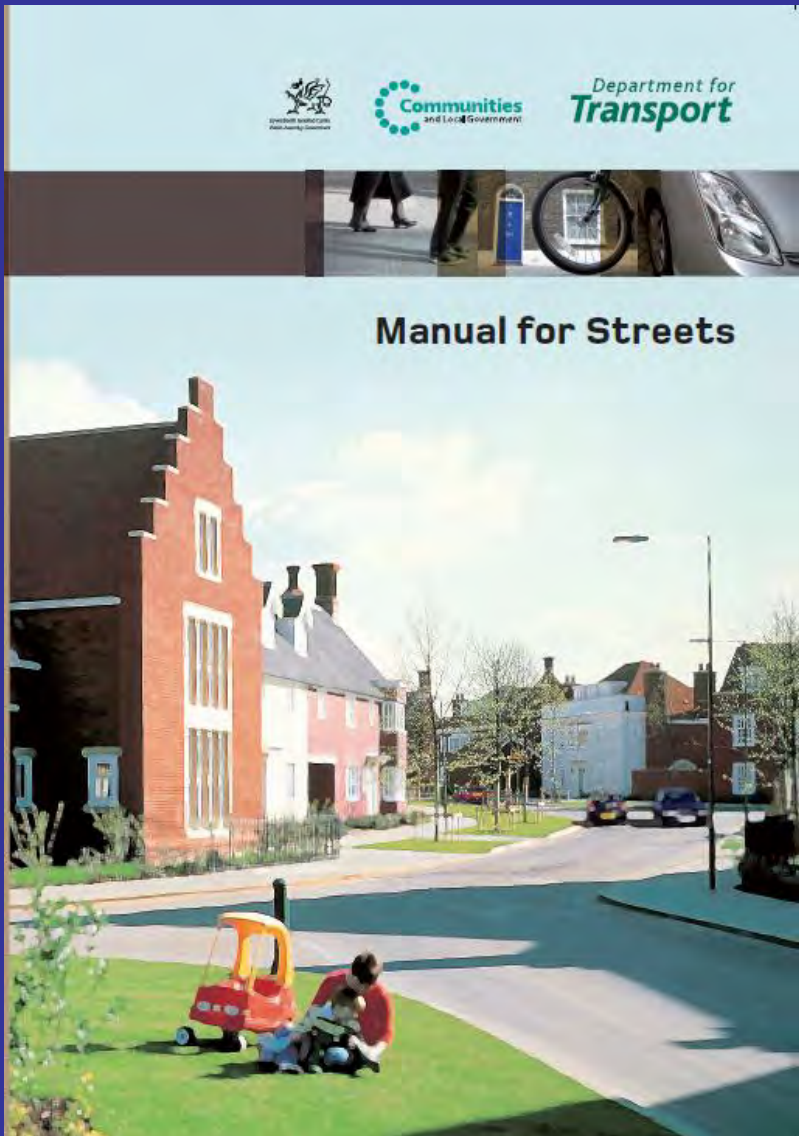
© 2008 Microsoft

Poundbury

New Hall, Harlow

Manual for Streets (2007)

Streets are the arteries of our communities – a community's success can depend on how well it is connected to local services and the wider world.

However, streets are not just there to get people from A to B – they have many other functions.

They form vital components of residential areas and greatly affect the overall quality of life for local people.

(MfS Foreword)

Aims of Manual for Streets

- **Bring about a transformation in quality**

- **A fundamental culture change to achieve streets that:**

  - **help to build and strengthen the communities they serve;**

  - **meet the needs of all, by embodying the principles of inclusive design**

  - **provide part of a well-connected network;**

  - **are attractive and have their own distinctive identity;**

  - **are cost-effective to construct and maintain; and**

  - **are safe.**

Sustainability

- MfS promotes walking, cycling, public transport due to...

  - Climate change/emissions

  - Congestion

  - Accidents

  - Health issues

- Labyrinthine and badly connected places encourage car use

Developing a Movement Framework

- Where are the key desire lines?

- How can the development enhance the existing movement framework rather than disrupt or sever it?

- What points of connection and linkage can be achieved?

- Should these be for all modes?

- Can concerns over 'rat running' be addressed through slower speeds?

Street Character Types

- Consider
  - Key dimensions (widths etc)
  - Relationship to buildings and private realm
  - Parking
  - Materials
  - Planting etc
- Terminology important
  - Eg avenue, mews, lane, boulevard
  - Not Minor Access Road, Local Distributor Road
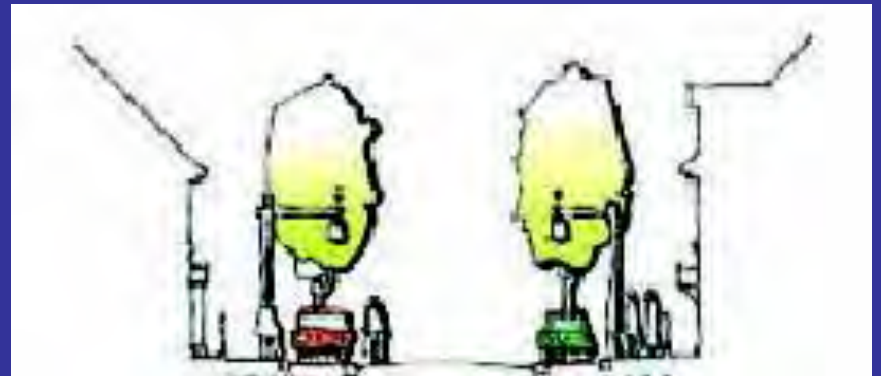
Mode hierarchy

- Consider modes in order:

  - Pedestrians

  - Cyclists

  - Public Transport

  - Motor vehicles

- Accommodate all users on <u>streets</u>

- Tight corner radii level crossings

Car Parking

Parking solutions should not dominate the scheme, and should be carefully considered to reduce the impact of parking spaces on the character and layout of the development.

The Taylor Review.

Car parking - key principles

- No single best solution to providing car parking.

- A combination of solutions will often be appropriate

- "Rediscover the street as a beautiful car park"

- On-street parking is efficient, understandable and can increase vitality and safety

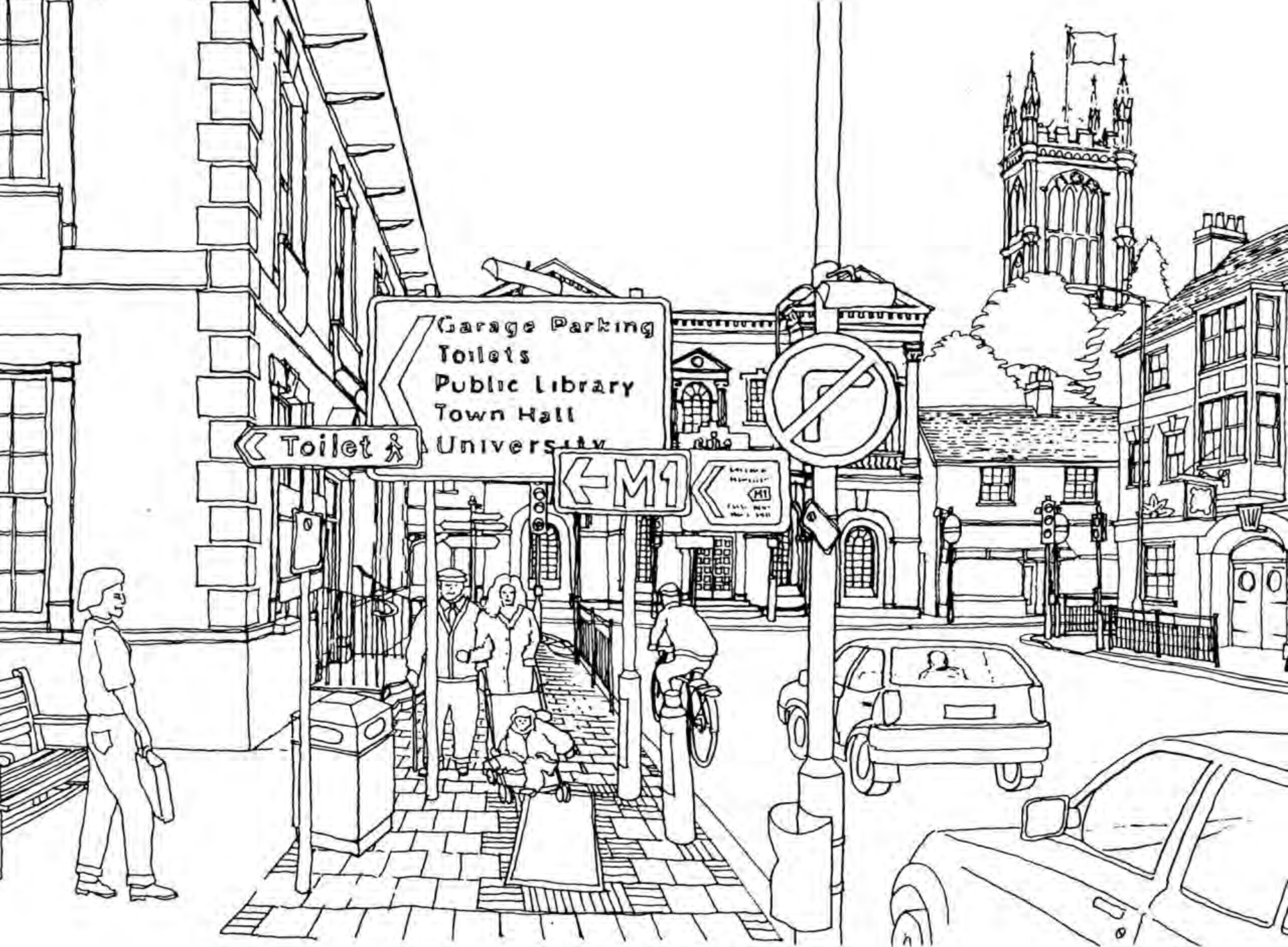- Rear courtyards need to support on-street parking, not replace it.

Car parking
What works where

English Partnerships

Sherborne

Victoria Gardens, Camelford

Garage Parking
Toilets
Public Library
Town Hall
University

Toilet

M1

toilets &
town hall

Straight(ish) streets vs bendy streets

Shepton Mallett

Shepton Mallett

Redruth

Victoria Gardens, Camelford

Highfields, Bakewell

Mortonhamstead Devon

Thank You

Justine Leach

justine@justineleach.co.uk