

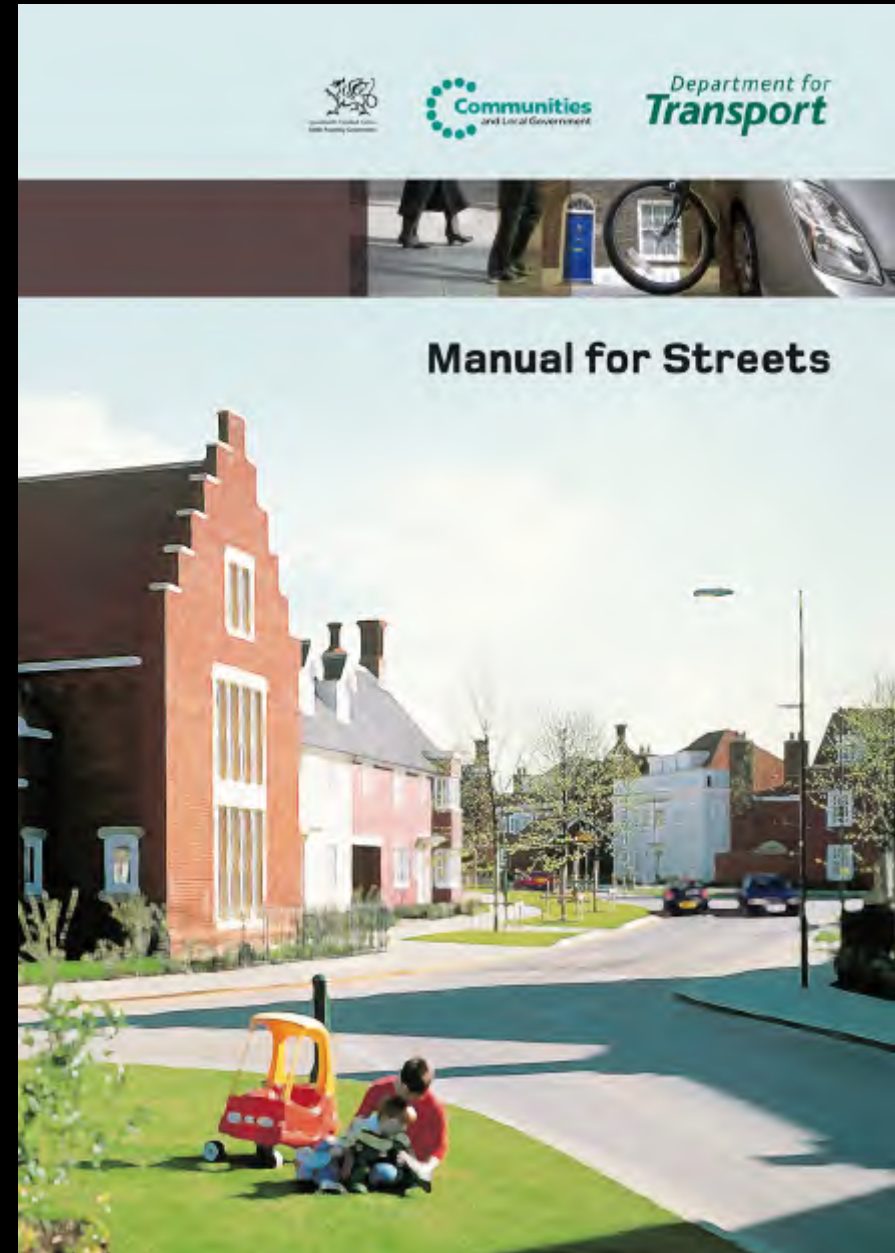
TRIBAL

Creating quality streets: the Manual for Streets

Tim Pharoah

Consultant to Tribal Group

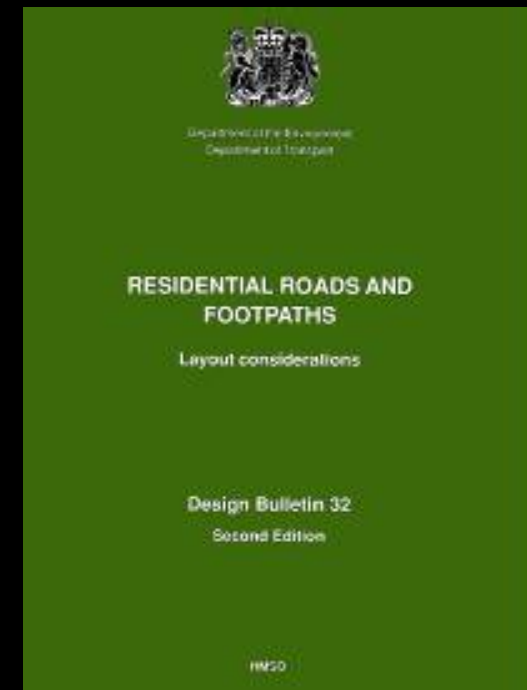

“The Manual for Streets could be the most influential document on urban design in 50 years”



MfS: status and application

- Replaces DB32 and Places, Streets & Movement
- Applies in England & Wales
- Residential and “lightly-trafficked” streets, but...
- Principles applicable elsewhere e.g. High Streets, lanes
- Guidance, not policy or a standard

	Around	Around	Up to around
No. dwellings served	50-300	25-50	25
Carriageway width (m)	5.5	4.8	4.1



What is a street?

- *A street is a highway that has important public realm functions beyond the movement of traffic*
- *Street functions:*
 - *Place*
 - *Movement*
 - *Access*
 - *Parking*
 - *Drainage and Utilities*

Movement Status



Place Status

MfS: some key messages

- **Risk:** drivers are responsible for their own safety

Gorringe v. Calderdale Metropolitan Borough Council (2004)

LORD HOFFMANN:

People must accept responsibility for their own actions and take the necessary care to avoid injuring themselves or others.

The users of the highway were expected to look after themselves.

Drivers of vehicles must **take the highway network as they find it.**

MfS: some key messages

- **Risk:** drivers are responsible for their own safety
- **Sense of place:** streets for all, not just traffic



MfS: some key messages

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- **Sense of place:** streets for all, not just traffic
- **Design:** far too generic
- **Process:** far too ghettoised
- **Guidance:** far too rigidly applied



MfS: some key recommendations

- Quality Audit not just Safety Audit

MfS: some key recommendations

- **Quality Audit** - are design objectives met? (not just Safety Audit)
- **Masterplan-led** approach for large schemes



MfS: some key recommendations

- **Quality Audit** to replace Safety Audit
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- **Development Teams** for a collaborative approach



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- Max. **20 mph** design speed
- Changed assumptions on **stopping site distance** and **visibility** requirements

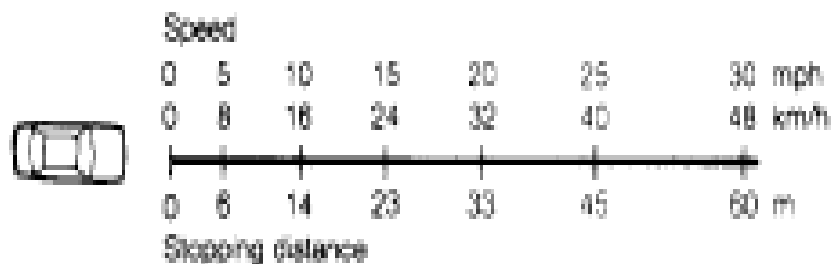


Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

MfS: some key recommendations

- **Quality Audit** to replace Safety Audit
- **Masterplan-led** approach for large schemes
- **Development Teams** for a collaborative approach
- Max. **20 mph** design speed
- Relaxed assumptions on **stopping site distance** and **visibility** requirements
- **Minimum** of “highway” design features (Streets not Highways)



MfS: some key recommendations

- **Quality Audit** to replace Safety Audit
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- Hierarchy: **pedestrians** first, cars last



MfS: some key recommendations

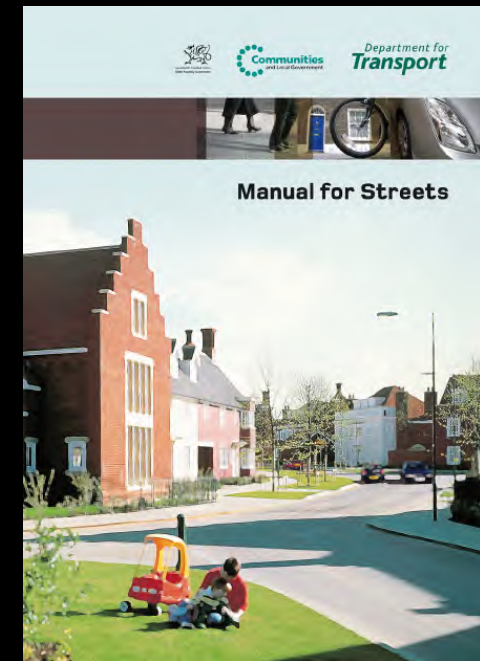
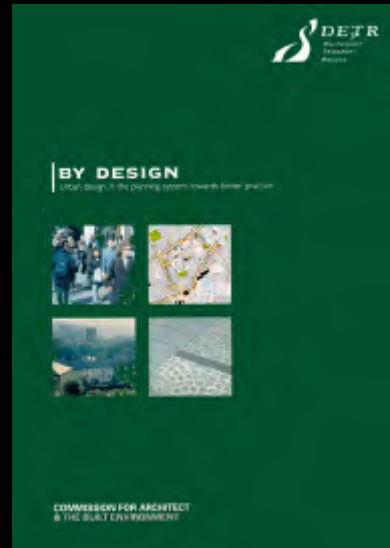
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- **Minimum** of highway design features
- Hierarchy: **pedestrians** first, cars last
- Revisions to **local guidance**

“... the most influential document on urban design in 50 years”?

RTPI award 2008



Design guidance



A new dawn for design?



Office of the
Deputy Prime Minister
Creating sustainable communities

Planning shapes the places where people live and work and the country we live in. It plays a key role in supporting the Government's wider social, environmental and economic objectives and for sustainable communities.



PLANNING
Planning Policy Statement 1:
Delivering Sustainable Development

“Good design is a key element in achieving sustainable development. Good design is indivisible from good planning”

Sharing responsibility

www.enr.com November 15, 2005 Friday, November 15, 2005 The Journal

Poor housebuilding 'fuels brain drain'

By Guy Bonnett
(0151) 221-6250
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POOR housebuilding is fueling a brain-drain from the North-East and severely hampering its economic competitiveness, it was claimed yesterday.

A survey of almost 100 recent developments found just six to be good or very good and almost one in three - 31% - were poor.

Consultation for Architects and the Built Environment policy adviser Mike Bell yesterday called on all local authorities to take a longer-term view with developers to ensure good design sets at the forefront of any new-build schemes.

He said: "It's not talking about social facilities, saving space, energy, and playgrounds for your children, but routes for people who can't drive and a decent layout."

"What you have there is a massive mistake trapped on 100 A5. But what we have is a picture of fully built, low-grade house-building across the North."

The commission criticised 81 large developments across the North-East, North-West, Yorkshire and the Humber, built between 2002 and 2005.

The North-East was rated the worst, with 81% of housing "poor". The North

West had 24% rated poor, and Yorkshire and the Humber 14%.

Comments by highlighted parking layouts, poor facilities, characterless facades and a shortage of parking.

The developments ranked worst in the North-East was 163-acre Vela Road (West Coast), built by Persimmon Plc. Greenstead, South-East, South Bank development, designed by celebrity Wayne Hemmings, and built by George Wimpey, came out top with innovative

community housebuilding, 460 built last year. "The loss in the North-East is a real skilled, professional point."

"There's a lot of anger, and people aren't just saying you need sophisticated housing, but also that you need to make it work in a decent, original way, and without that they will never cooperate."

Persimmon's North-East projects director Peter Jordan said of Vela Road: "The bottom line is that the

development was the most successful in housing with good design and a sense that people could afford it."

"We have got to make a change in the way we build, and we need to be prepared to invest in the quality and the planning process."

He said Persimmon had worked for other North-East developments, including the 2,300-house Green Park, Newcastle.

Derwentdale Council, which owns the Green Park site, would not comment.

TOP AND BOTTOM: Gatewood Shires homes, set on highly polluted Vela Road West Coast. (right) also set on Vela Road West Coast.

News

New housing audit of the North says more than 90% of new homes still suffer from poor to average design

Housing is grim up north, says Cabi

Cabi's UK audit says

PLANNING

Homes fail design quality inspection

Strategy sets timetable for infrastructure

Business zone
encompassed in
London Bridge

Nottingham reveals city centre outline

design contest

Strategy sets timetable for infrastructure

Nottingham reveals city centre outline

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What's gone wrong?

Scores for bottom 20 schemes against each of the criteria

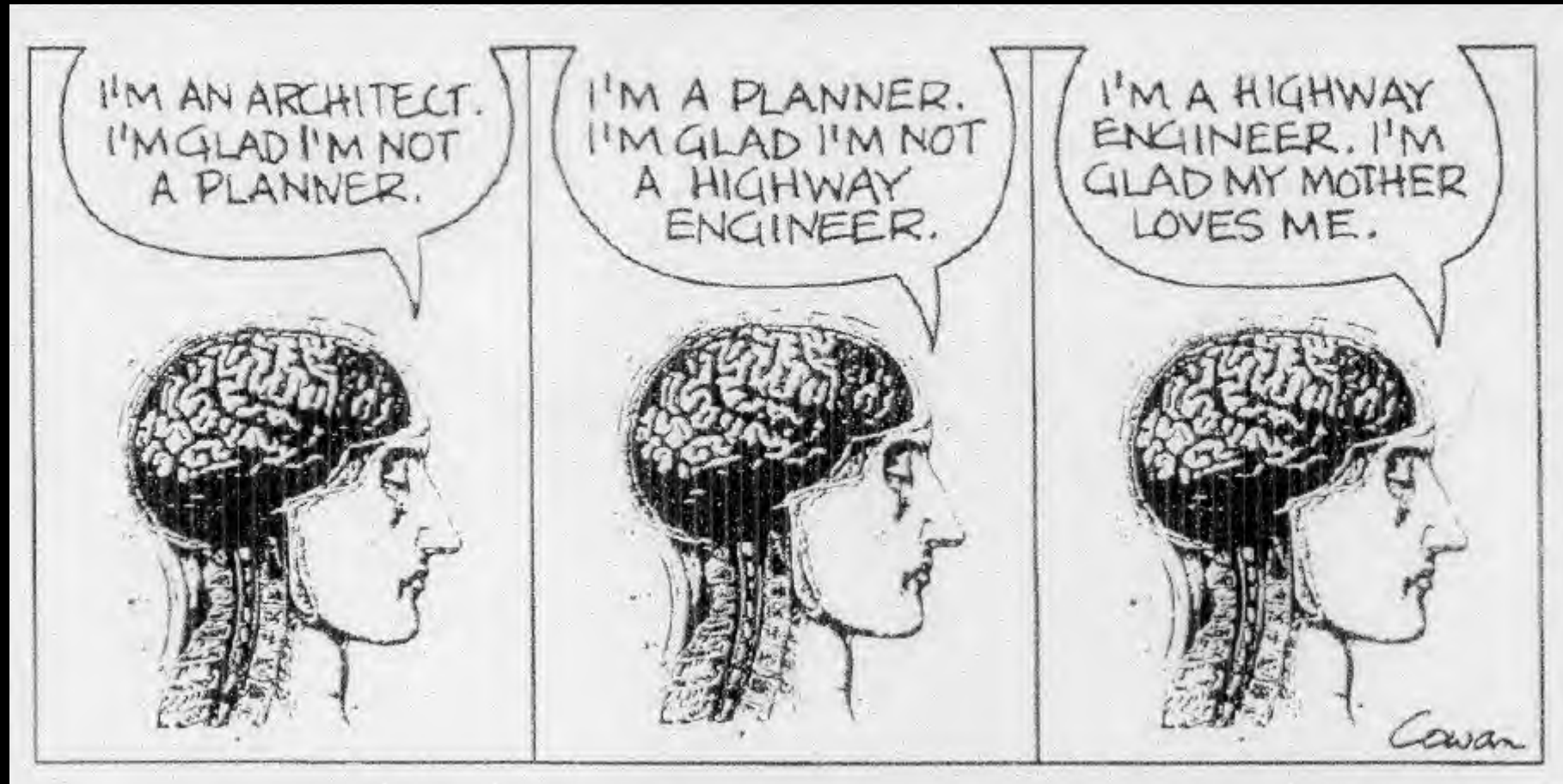
■ very good
 ■ good
 ■ average
 ■ poor



What's gone wrong?

1. Car parking detracting from the street scene
2. Lack of integration with existing roads, paths and development
2. Design not being specific to the scheme
4. Not promoting the use of the street by those not in cars

A blame game?











Quality design

Incoherent



Bad Design

- Typical cul-de-sac layout.
 - impermeable
 - no connection with surroundings
- Pedestrian routes unattractive and not overlooked
- Bus difficult
- Orientation difficult

Coherent



Good Design

- Well defined and connected layout
- Integrated with surrounding streets
- Both pedestrian and car links are legible
- Public transport easier to provide
- Easy to orientate

Quality design

Bad use of space



Bad Design

- Unpleasant, bland
- Poor definition of fronts and backs and public and private space
- Lack of continuous frontage
- Poor surveillance because of rear fence
- Lack of permeability
- No sense of place or identity
- No landscape attention
- Unsightly materials

Good use of space



Good Design

- Well defined public space
- Good continuous frontage, no rear garden fences on street
- Well overlooked car parking area
- Trees and hard landscape make attractive
- A clear identity
- Landscape intrinsic part of space

Quality design

Car dominated environment



Bad Design

- Poorly designed public realm
- Poor definition of public and private space
- Weak frontage
- No attention to landscape
- Unpleasant pedestrian environment
- Inefficient parking space

Pedestrian friendly environment



Good Design

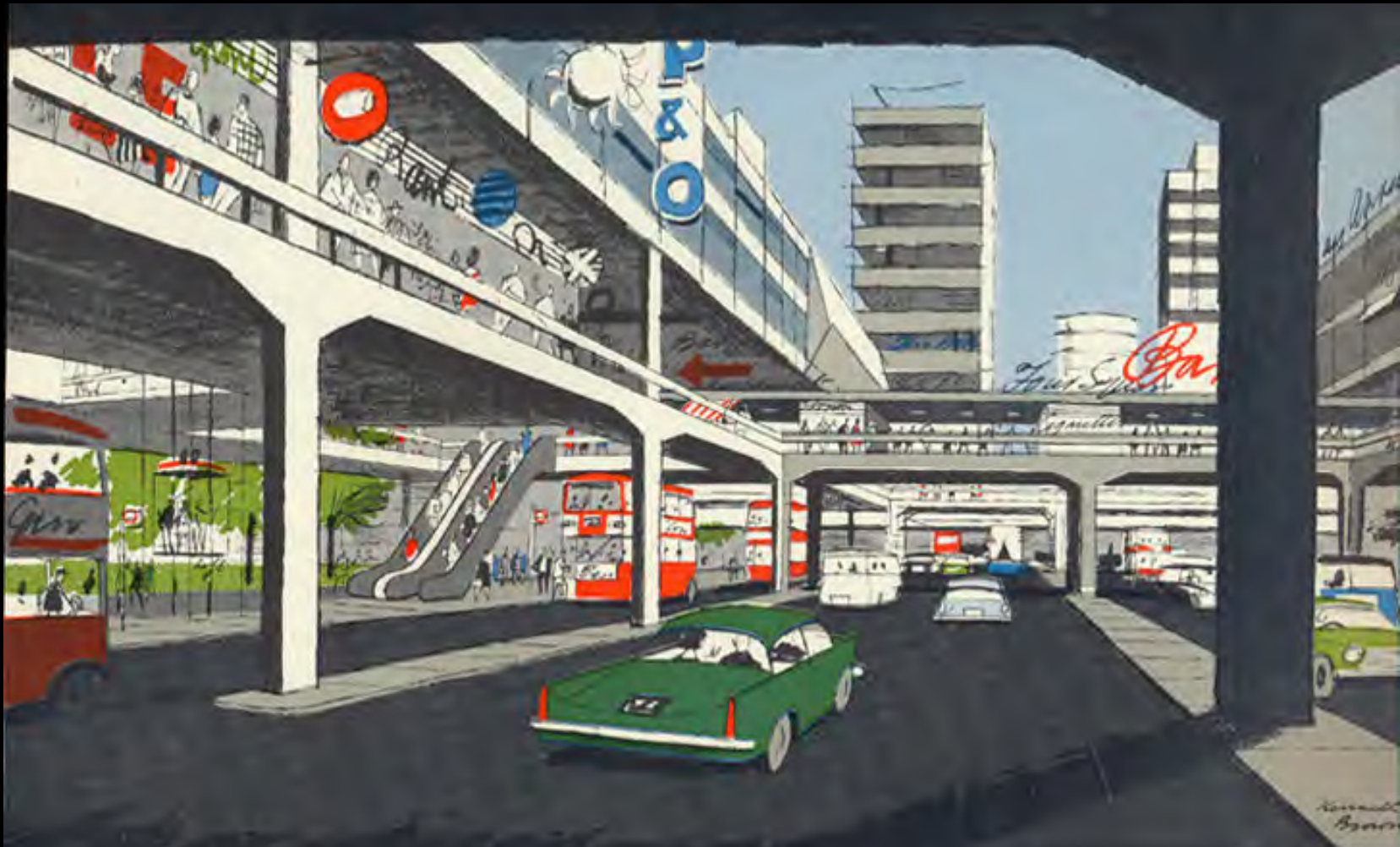
- Strong street frontage
- Clear definition of private and public space
- Landscape creates pleasant pedestrian environment
- Parking is flexible and does not dominate

Quality street design checklist



Quality street design checklist

The primacy of the street: integration, not segregation of users



Quality street design checklist

The primacy of the street

Connected networks

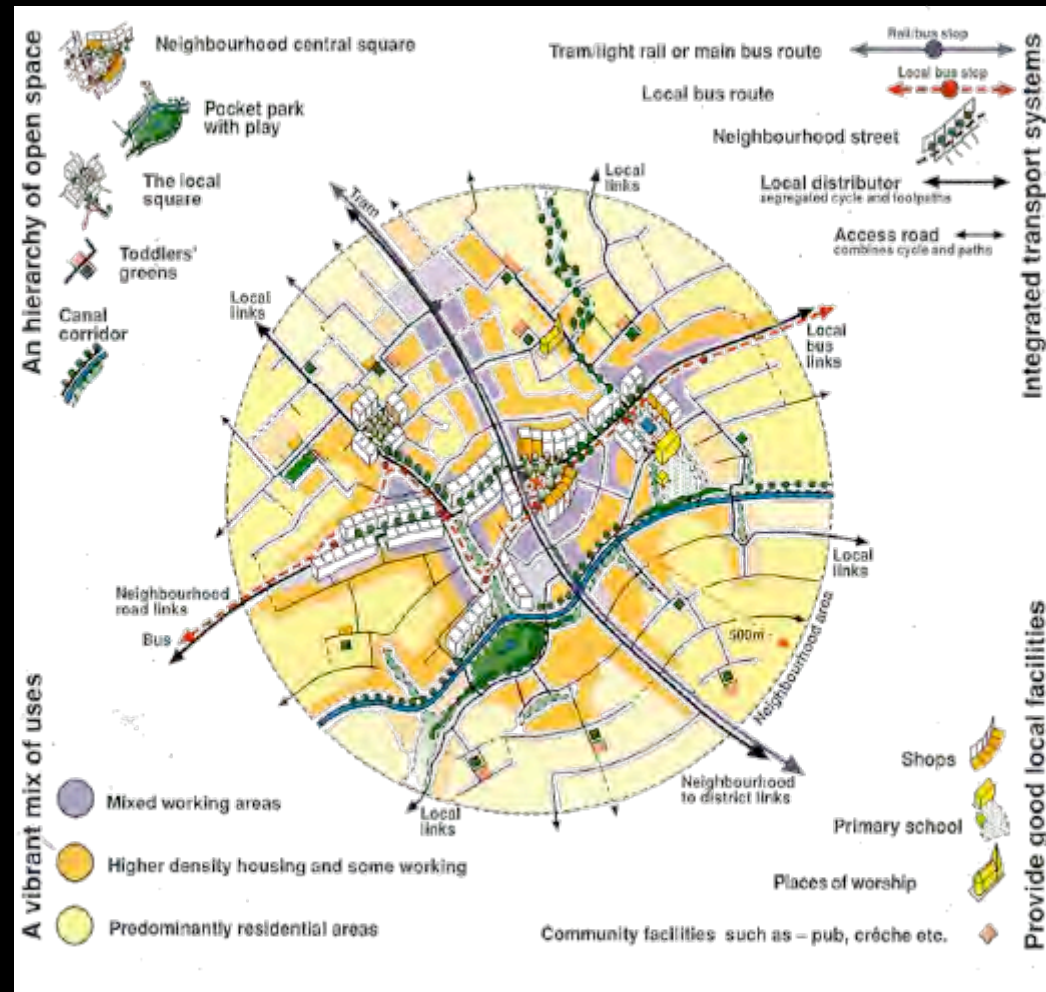


Quality street design checklist

The primacy of the street

Connected networks

The walkable neighbourhood



Quality street design checklist

The primacy of the street

Connected networks

The walkable neighbourhood

Streets as social spaces



Franz Otto Novotny, Northmoor Urban Art Project

Quality street design checklist

The primacy of the street

Connected networks

The walkable neighbourhood

Streets as social spaces

Local distinctiveness



Quality street design checklist

The primacy of the street

Connected networks

The walkable neighbourhood

Streets as social spaces

Local distinctiveness

Quality materials and planting



Quality street design checklist

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Standing the test of time



From policy to delivery

 Office of the Deputy Prime Minister
Creating sustainable communities

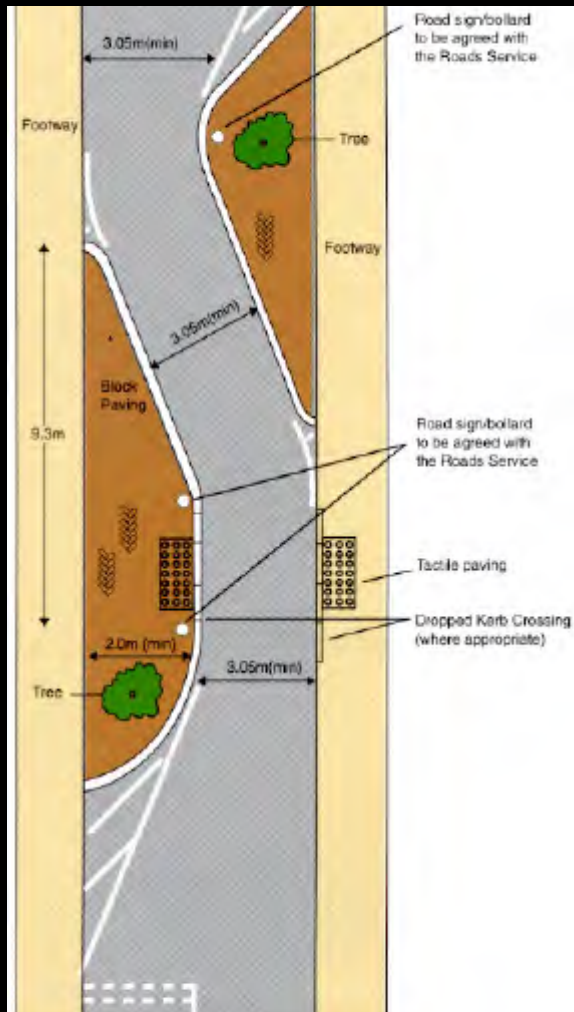
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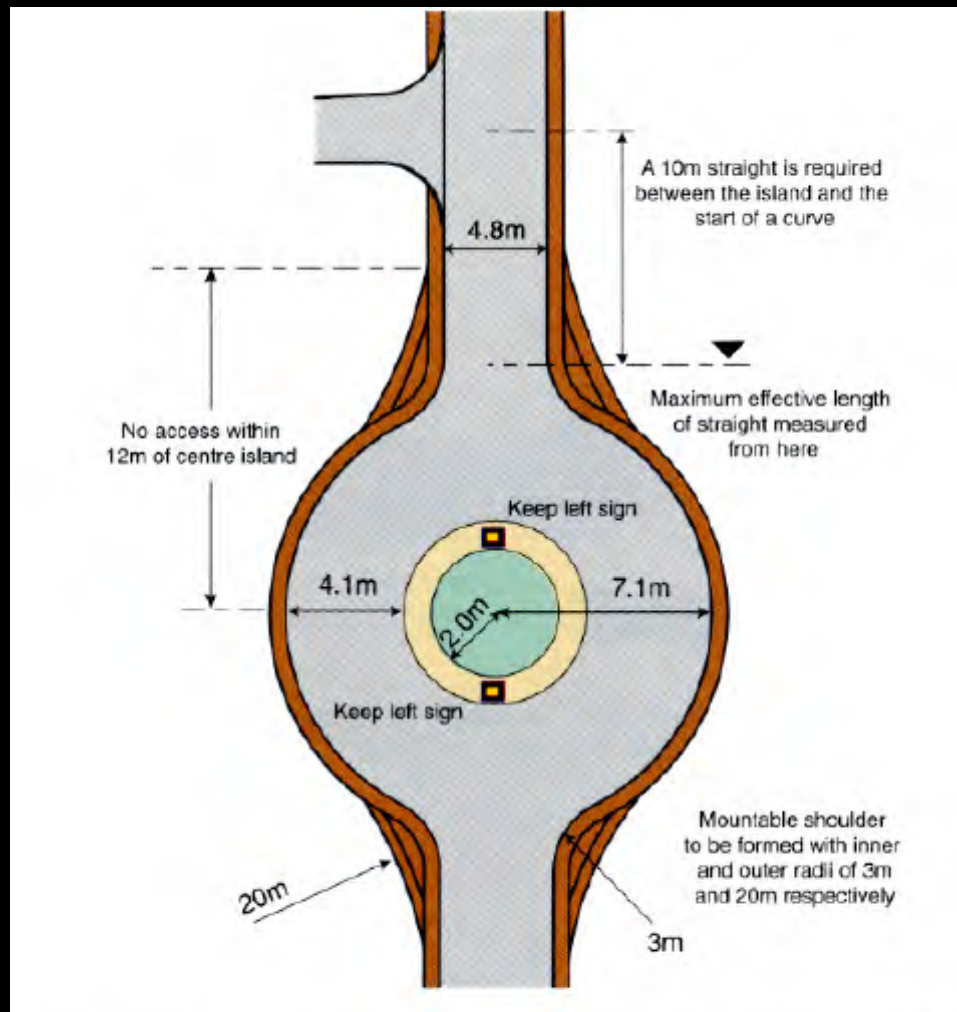
PLANNING
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Design as highway, not as street or place



Typical layout of a chicane. In some cases a cycle by-pass will be needed



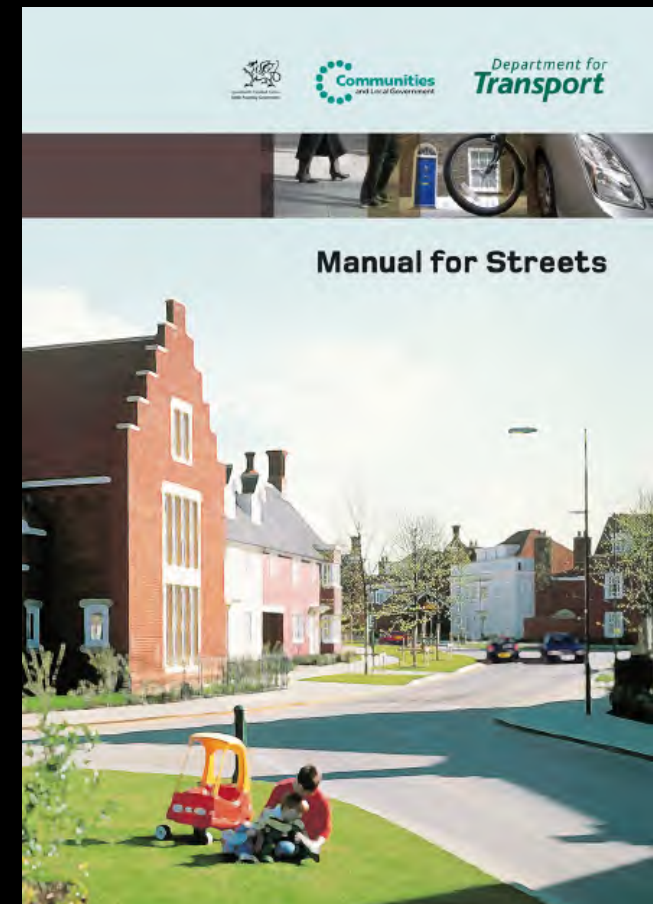
Typical layout of a speed control island. Carriageway narrowing to 4.8m will generally be required at the entrance to the island.

You get what you ask for!



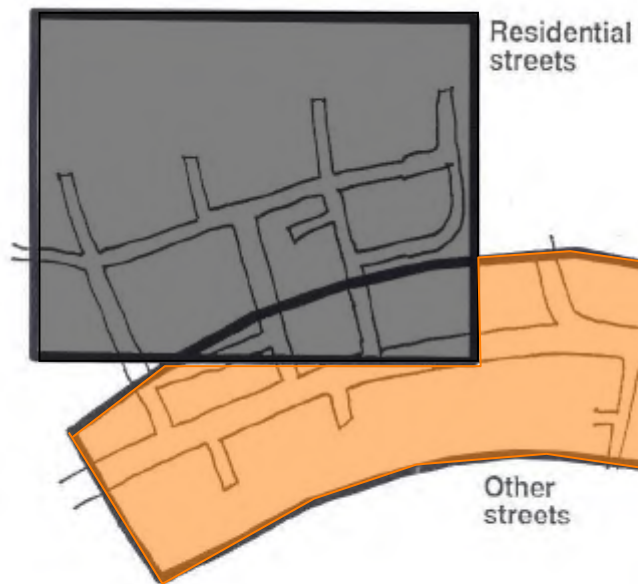
Impact of MfS 2 years on

- Is making a difference, but not everywhere
- Better awareness of the issues
- 400 people through CABE training courses
- Local guidelines are being rewritten
- Opportunities not yet fully grasped....
-**Culture change** not yet happened

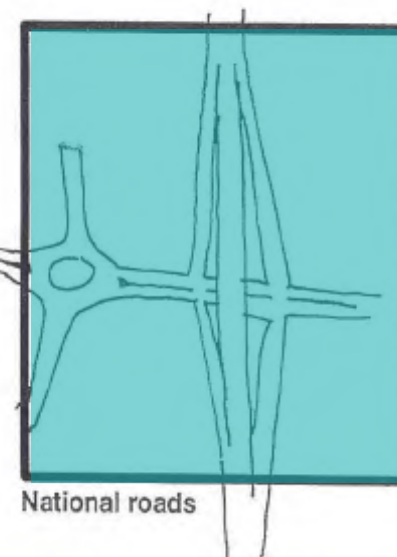


Wider application

Manual for Streets



Design Manual for Roads and Bridges

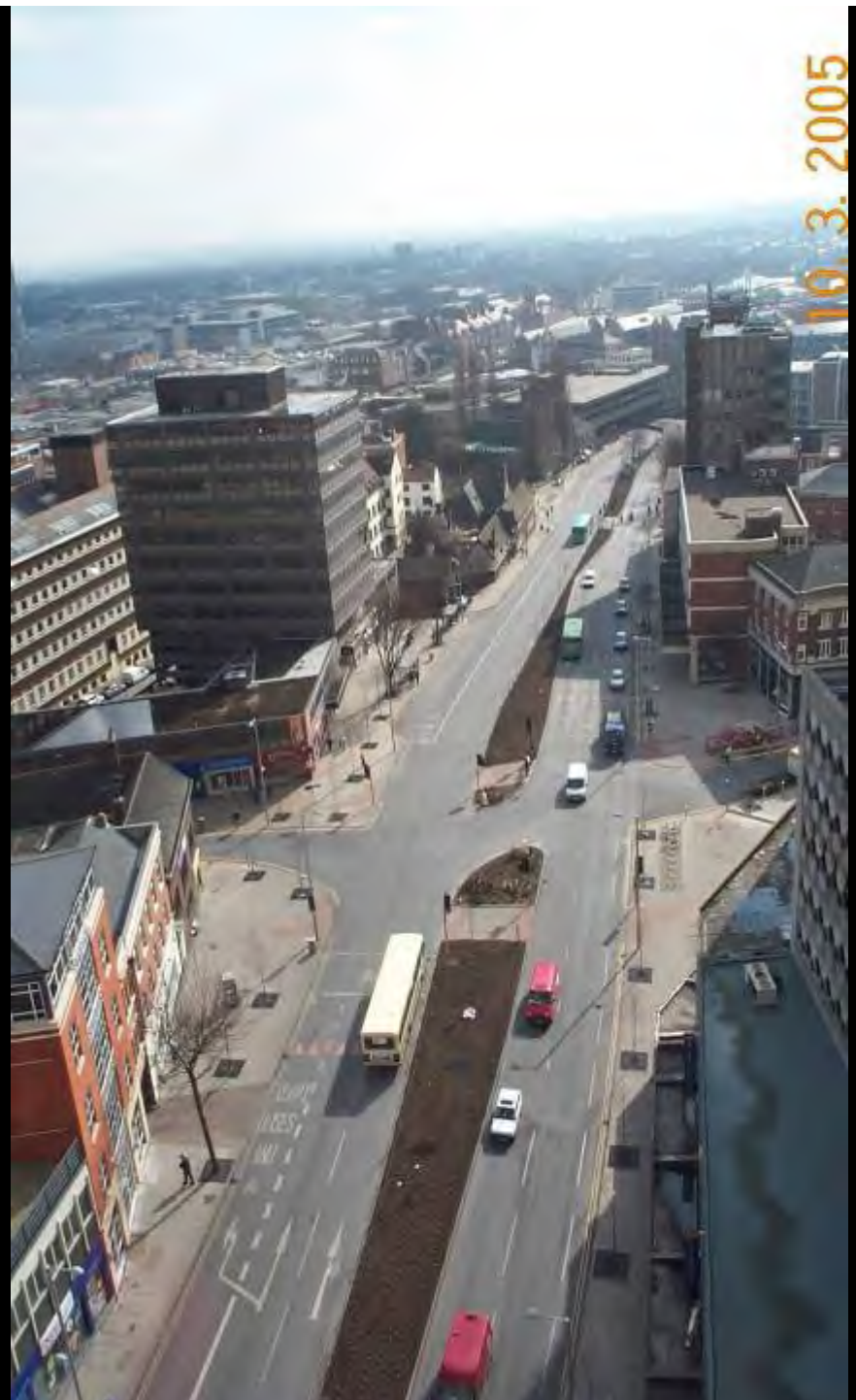


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Urban streets



Civilising urban streets



Civilising urban streets



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