

Designing Streets Overview



Content

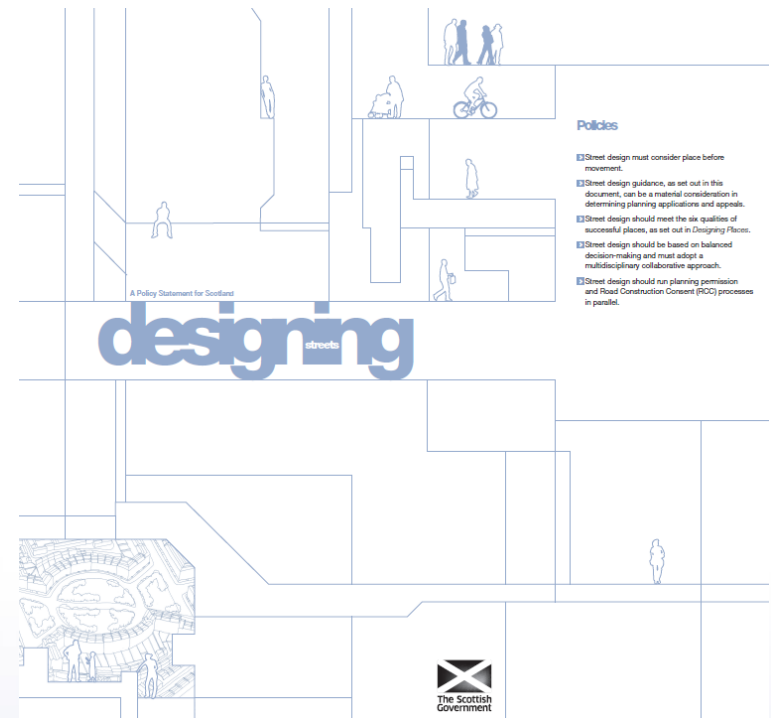
- Policy Aims
- Qualities of Successful Places
- Importance of Place
- Layout
- Process
- Street Engineering Review
- Quality Audit

Designing Streets

National Planning Policy

Good street design should derive from an intelligent response to location, rather than the rigid application of standards...

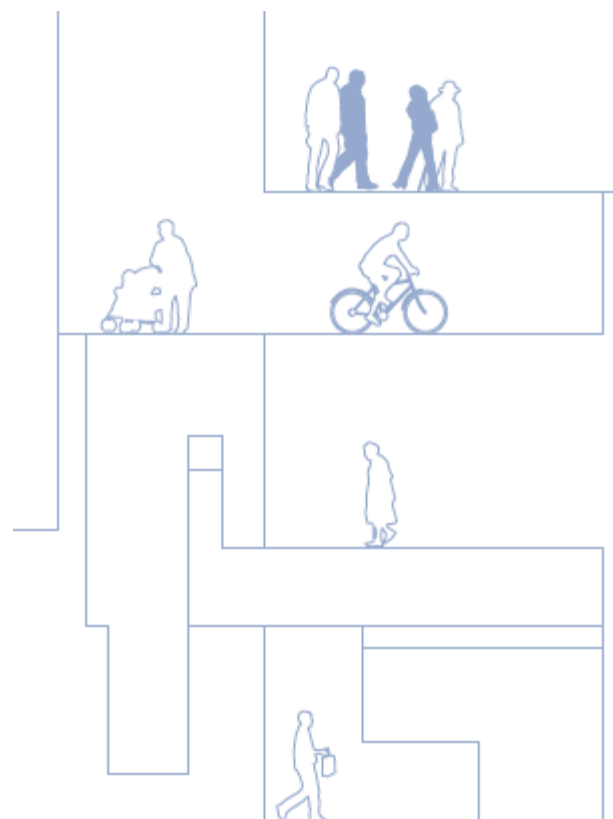
Designing Streets is **not** a standards-based document. Balanced decision-making is at the core of this policy. Design-led solutions must be employed.



designing streets

Policies

- ▶ Street design must consider place before movement.
- ▶ Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.
- ▶ Street design should meet the six qualities of successful places, as set out in *Designing Places*.
- ▶ Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- ▶ Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.



policy

▣ Street design should meet the six qualities of successful places, as set out in *Designing Places*

- Distinctive
- Safe & pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource efficient



The six qualities of successful places:

Key considerations for street design

distinctive

Street design should respond to local context to deliver places that are distinctive

safe & pleasant

Streets should be designed to be safe and attractive places

easy to move around

Streets should be easy to move around for all users and connect well to existing movement networks

welcoming

Street layout and detail should encourage positive interaction for all members of the community

adaptable

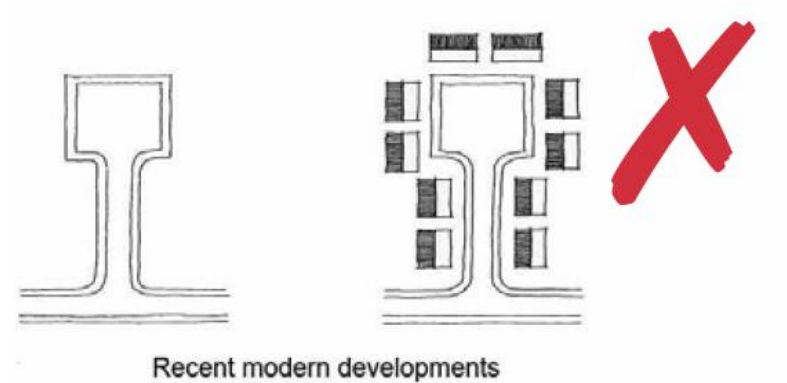
Street networks should be designed to accommodate future adaptation

resource efficient

Street design should consider orientation, the integration of sustainable drainage and use attractive, durable materials that can be easily maintained

place

comes first



Block structure

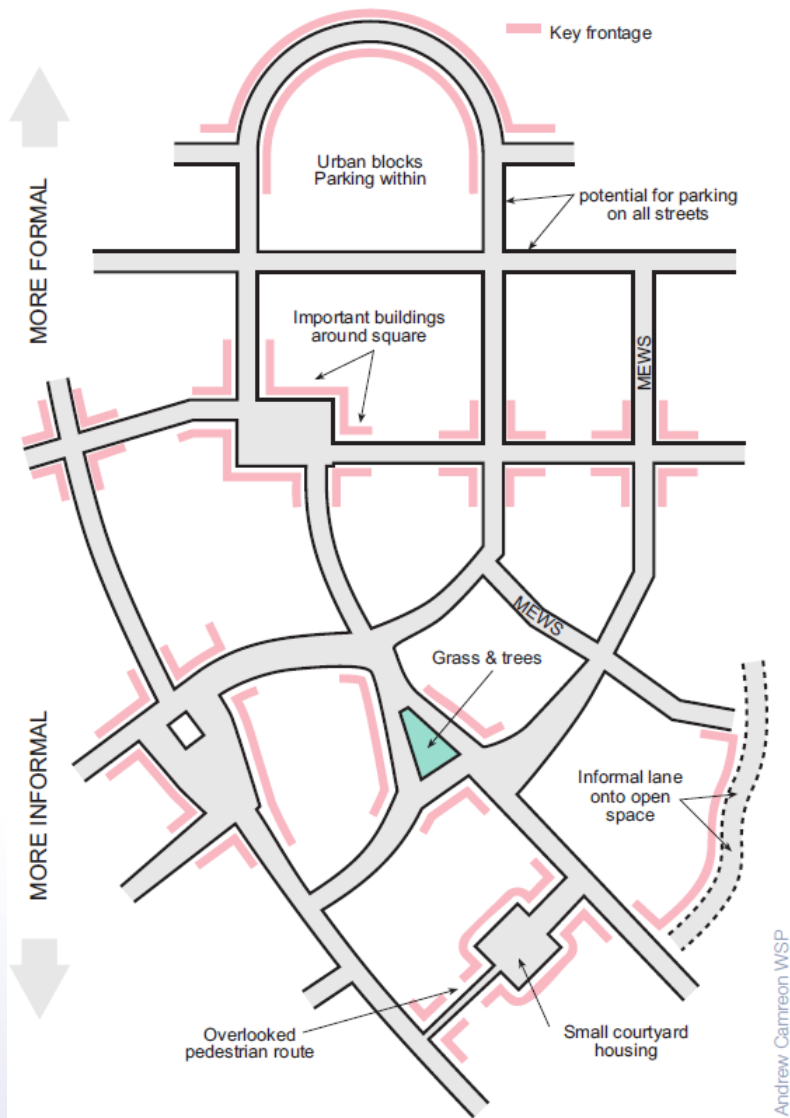


Diagram illustrating a range of street and place typologies



Rectilinear grid



Concentric grids designed to promote access to local centres or public transport routes



Irregular layouts

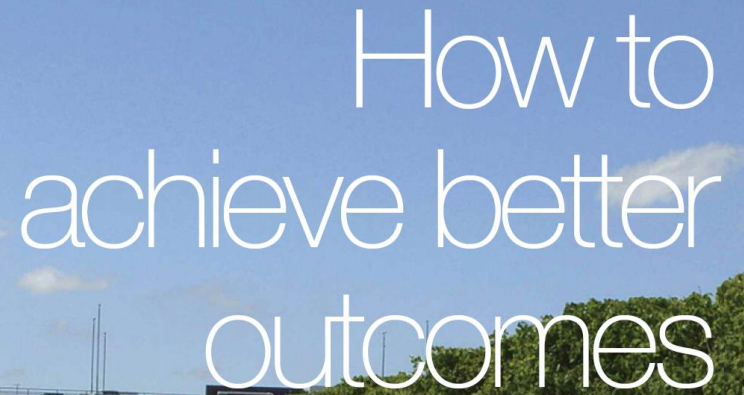
Street layout

Achieving appropriate traffic speed

- ▶ **Street dimensions** – can have a significant influence on speeds. Keeping lengths of street between junctions short is particularly effective.
- ▶ **Reductions in forward visibility** – are associated with reduced driving speeds.
- ▶ **Changes in priority/or no priority** – at junctions. This can be used to disrupt flow and therefore bring overall speeds down.
- ▶ **Physical features** – involving vertical or horizontal deflection can be very effective in reducing speed.
- ▶ **Materials** – can reduce speed by both visual perception and by physical characteristics, such as cobbled surfaces.

Reductions in carriageway width are most effective in reducing driving speed.



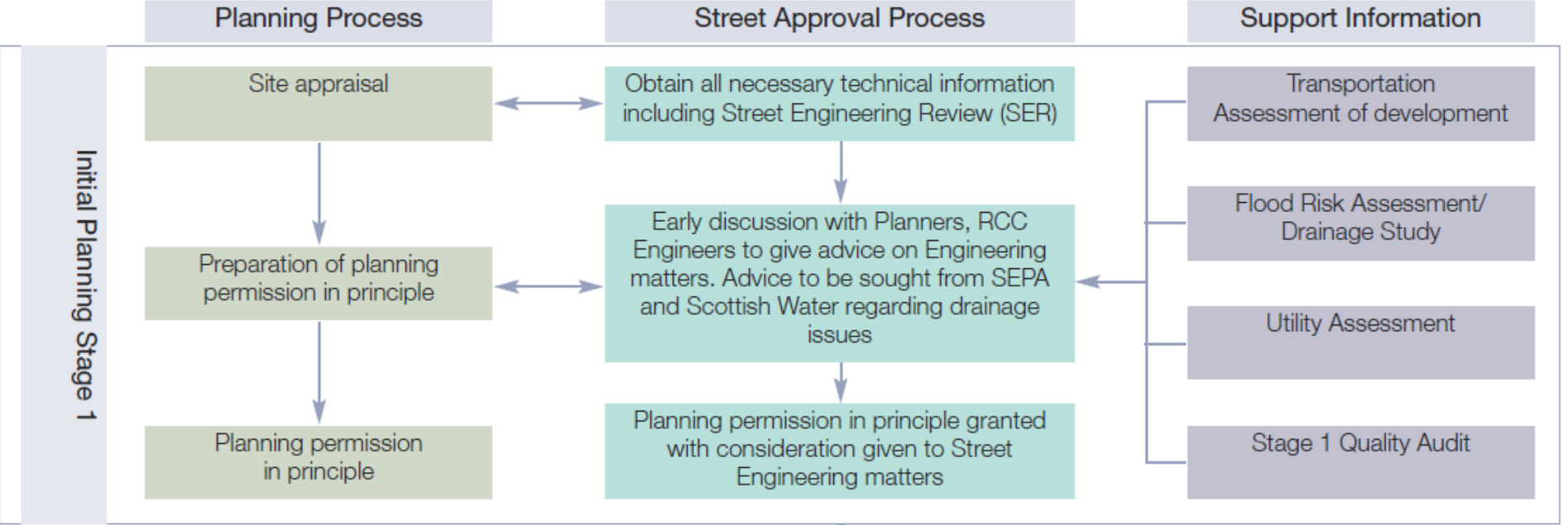


How to
achieve better
outcomes

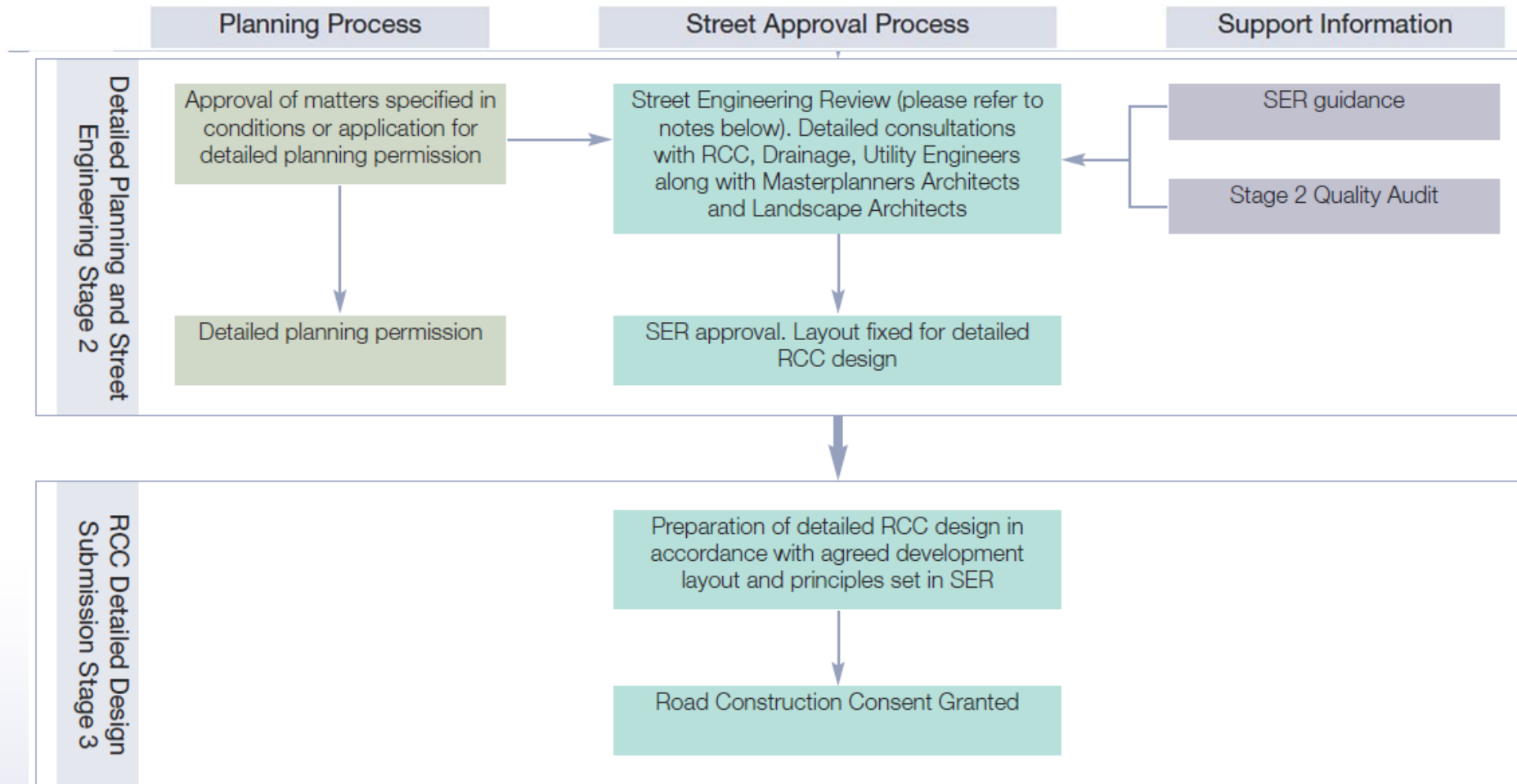
policies

- ▶ **Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach**
- ▶ **Street design should run planning permission and Road Construction Consent (RCC) processes in parallel**

Residential street approval process



Residential street approval process



Street Engineering Review (SER) Notes

Undertake SER in accordance with Local Authority guidance and relevant national policy/guidance (e.g. *Designing Streets*).

SER to include areas such as:

- ▶ Agreement of street layout including landscaping proposals in relation to the following:
 - Vehicle tracking of layout (particular attention to be given to refuse vehicles and buses)
 - Approval of key visibility splays
 - Speed control
 - Agreement of drainage discharge rates
 - Agreement of SUDS techniques
 - Schematic drainage layout for foul and surface water including dimension requirements against building and landscaping
 - Key materials palette
 - Utilities strategy

In some instances, insufficient detail may exist at planning permission in principle stage to justify RCC processes to take place. Balanced decisions on individual applications are required.

Quality Audits

A Quality Audit should be integral to the design and implementation and not a tick box exercise. A typical audit may include some of the following assessments but the content will depend on the type of scheme and the objectives which the scheme is seeking to meet:

- an audit of visual quality
- a review of how the street will be used by the community
- a Road Safety Audit
- an inclusive access audit
- a walking audit
- a cycle audit

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