Street Technique – Hands on
You will need the Designing Streets document and a proposed street network plan. Also, refer to any additional elevations, sections, images, details or wider context plans.
Designing Streets: The ‘Street Technique’ step-by-step

Lay out the plan
Designing Streets: The ‘Street Technique’ step-by-step

Take some tracing paper and a yellow pen
Highlight the movement in yellow over the tracing paper.

This includes all the streets and paved areas.
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Extract the movement layout
Looking at the extract, together with additional information, consider any plan issues against Designing Streets’ Key Considerations.
Annotate the plan with these issues
Be specific to points or places on the plan where the street design can be assessed against key considerations.

1. Connections to wider networks — new streets are connected to existing road network and historic towns.

Designing Streets: The ‘Street Technique’ step-by-step
Designing Streets: The ‘Street Technique’ step-by-step

1. Connections to wider networks
   - new streets are connected to existing road network and historic towns.

2. Connections within a place
   - important buildings and social spaces serve as markers along main routes.

Annotate the plan with these issues
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Designing Streets: The ‘Street Technique’ step-by-step

1. Connections to wider networks - new streets are connected to existing road network and historic towns.

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3. Streets for people – Roads accommodate all users, streets provide a pleasant and visually interesting experience for pedestrians and cyclists.

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4. Pedestrians and cyclists good pedestrian connectivity along safe and pleasant streets throughout site.

Annotate the plan with these issues

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5. Distinctive block structure – Main high street connected to villages. Clear hierarchy with perimeter blocks surrounding social streets and greenspace.

Annotate the plan with these issues
Be specific to points or places on the plan where the street design can be assessed against key considerations.
Designing Streets: The ‘Street Technique’ step-by-step

Prepare a blank Assessment Sheet (available at the end of this step-by-step guide)

<table>
<thead>
<tr>
<th>Hierarchy of development</th>
<th>Qualities of successful places</th>
<th>Designing Streets Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Structure</td>
<td>distinctive</td>
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List Issues from B Plan ➔ Match against Designing Streets Hierarchy ➔ Match against 6 qualities of successful places ➔ ASSESS ➔ Check against Designing Streets Policy ➔ ASSESS

- Hierarchy of development
  - Street Structure: pedestrians and cyclists, connections to wider networks, connections within a place, block structure, walkable neighbourhoods, public transport context and character orientation.
  - Street layout: appropriate traffic speed, junction types & arrangements, streets for people, integrating parking, emergency/service vehicles.
  - Street detail: reducing clutter, drainage, planting, materials, utilities.

- Qualities of successful places:
  - distinctive
  - safe & pleasant
  - easy to move around
  - welcoming
  - adaptable
  - resource efficient

- Designing Streets Policy:
  - Street Design Guidance as set out in DS can be a material consideration in determining planning consents.
  - Street Design should run planning permission and roads construction consent (RCC) processes in parallel.
  - Street Design should meet the six qualities of successful places.
  - Street Design should consider place before movement.
  - Street Design should be based on balanced decisions making and a must adopt a multidisciplinary collaborative approach.
### List each issue, taken from the movement extract (yellow), on the Assessment Sheet

<table>
<thead>
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<th>Match against 6 qualities of successful places</th>
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**Designing Streets Policy**

- **Street Design Guidance as set out in DS can be a material consideration in determining planning consents.**
- **Street Design should run planning permission and roads construction consent (RCC) processes in parallel.**
- **Street Design should meet the six qualities of successful places.**
- **Street Design should consider place before movement.**
- **Street Design should be based on balanced decisions making and must adopt a multidisciplinary collaborative approach.**

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**Designing Streets: The ‘Street Technique’ step-by-step**

- **Hierarchy of development**
  - **Street Structure**
    - Pedestrians and cyclists
    - Establishing new streets
  - **Street layout**
    - Appropriate traffic speed
    - Junction types & arrangements
  - **Street detail**
    - Reducing clutter
    - Drainage
    - Planting
    - Materials
    - Utilities

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**Assessment Sheet**

- **List of issues**
  - Good pedestrian connectivity along safe and pleasant streets throughout the site.
  - Connections to wider networks — new streets are connected to existing road network and historic towns.
  - Connections within a place — important buildings serve as markers along main routes.
  - Distinctive block structure — Main high street connected to villages. Clear hierarchy with perimeter blocks surrounding social streets and greenspace.
  - Streets for people — roads accommodate all users while streets provide a pleasant and visually interesting experience for pedestrians and cyclists.

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**Site Analysis**

- **Context**
- **Space**
- **Buildings**
- **Roads**
Designing Streets: The ‘Street Technique’ step-by-step

Connect Issues with the key consideration in the Designing Streets Hierarchy
Designing Streets: The ‘Street Technique’ step-by-step

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 wider 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.

**Block Structure**
- The urban form should be distinctive with landmarks and vistas that provide good orientation and navigation of an area.

**Contact and Character**
- The requirements and impact of pedestrians, cycles and vehicles should be reconciled with local context to create streets with distinctive character.

**Pedestrians and Cyclists**
- Street user hierarchy should consider pedestrians first and private motor vehicles last.
- Street design should be inclusive, providing for all people regardless of age or ability.
- Achieving appropriate traffic speed.
- Design should be used to influence driver behaviour to reduce vehicle speed to levels that are appropriate for the local context and deliver safe streets for all.

**Connections within a Place**
- Street design should provide good connectivity for all modes of movement and for all groups of street users respecting diversity and inclusion.

**Public Transport**
- Public transport planning should be considered at an early stage in the design process.

**Walkable Neighbourhoods**
- Street layouts should be designed to allow walkers access to local amenities for all street users.

**Streets for People**
- Streets should allow for and encourage social interaction.

**Connections to Wider Networks**
- Street patterns should be fully integrated with surrounding networks to provide flexibility and accommodate changes in built and social environments.

**Integrating Parking**
- Parking should be accommodated by a variety of means to provide flexibility and access to visual impact.

**Service and Emergency Vehicles**
- Street layouts should accommodate emergency and service vehicles without compromising a positive series of places.

**Orientation**
- Orientation of buildings, streets and open space should maximise environmental benefits.

**Drainage**
- Streets should use appropriate GUDS techniques as relevant to the context in order to minimise environmental impacts.

**Utilities**
- The accommodation of services should not determine the layout of streets or footways.

**Planting**
- Street design should aim to integrate natural landscape features and foster positive biodiversity.

**Materials**
- Materials should be distinctive, easily maintained, provide durability and tax of a standard and quality to appeal visually within the specific context.
### Designing Streets: The ‘Street Technique’ step-by-step

#### Hierarchy of development

- **Street Structure**
  - Good pedestrian connectivity along safe and pleasant streets throughout site.
  - Connections to wider networks – new streets are connected to existing road network and historic towns.
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  - Streets for people – roads accommodate all users while streets provide a pleasant and visually interesting experience for pedestrians and cyclists.

- **Street layout**
  - Appropriate traffic speed junction types & arrangements
  - Streets for people integrating parking emergency/service vehicles.

- **Street detail**
  - Reducing clutter drainage planting materials utilities

#### Qualities of successful places

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#### Connect issues from the Designing Streets Hierarchy to the six qualities of successful places

- Site Analysis B Plan Context Property Context
- Location
- Public Space
- Buildings
- Routes
- Sustainable modes
- Safety
- Connectivity

**Pedestrians and cyclists**

- Good pedestrian connectivity along safe and pleasant streets throughout site.

**Connections to wider networks**

- New streets are connected to existing road network and historic towns.

**Connections within a place**

- Important buildings serve as markers along main routes.

**Distinctive block structure**

- Main high street connected to villages. Clear hierarchy with perimeter blocks surrounding social streets and greenspace.

**Streets for people**

- Roads accommodate all users while streets provide a pleasant and visually interesting experience for pedestrians and cyclists.
Assess how far the six qualities of successful places are met.

### Qualities of successful places

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### Designing Streets Policy

- **Street Design Guidance as set out in DS can be a material consideration in determining planning consents.**
- **Street Design should run planning permission and roads construction consent (RCC) processes in parallel.**
- **Street Design should meet the six qualities of successful places.**
- **Street Design should consider place before movement.**
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### Designing Streets: The ‘Street Technique’ step-by-step

1. **List Issues from B Plan**
2. **Match against Designing Streets Hierarchy**
3. **Match against 6 qualities of successful places**
4. **Check against Designing Streets Policy**

**Hierarchy of development**
- **Street Structure**
  - pedestrians and cyclists
  - connections to wider networks
  - connections within a place
  - block structure
  - walkable neighbourhoods
  - public transport
  - context and character orientation

**Street layout**
- **appropriate traffic speed**
- **junction types & arrangements**
- **streets for people**
- **integrating parking**
- **emergency/service vehicles**

**Street detail**
- **reducing clutter**
- **drainage**
- **planting materials**
- **utilities**

Connections to wider networks – new streets are connected to existing road network and historic towns.
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Assess how far the design meets each of the five policies of Designing Streets

Hierarchy of development
- Street Structure
  - pedestrian and cyclist connections with wider networks
  - block structure
  - public transport context and character orientation
- Street layout
  - appropriate traffic speed junction types & arrangements
  - streets for people integrating parking, emergency, service vehicles
- Street detail
  - reducing clutter drainage planting materials utilities

Qualities of successful places
- distinctive
- safe & pleasant
- easy to move around
- welcoming
- adaptable
- resource efficient

Designing Streets Policy
- Street Design Guidance as set out in DS can be a material consideration in determining planning consents.
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List Issues from B Plan

Match against Designing Streets Hierarchy

Match against 6 qualities of successful places

Check against Designing Streets Policy

ASSESS

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Assessment
- Yes
- No

Site Analysis - B Plan

Context - buildings

Parking - roads

Conclusion

ASSESS

ASSESS

ASSESS
Connections to wider networks: new streets can connect to existing road networks and natural areas.

Connections within a plan: movement to and from local spaces such as roads and main routes.

Ingress for people: paths accommodate all users, ensuring accessible and visually attractive experience for pedestrians and cyclists.

Distinctive block structure: blocks are high street connected by squares. Clear hierarchy with perimeter blocks surrounding local streets and green space.

Pedestrian and cyclist grid: pedestrian connectivity along with pedestrian streets through site.
Street Tool
Assessing the development against Designing Streets Policy

List Issues from B Plan

Hierarchy of development

Street Structure
- pedestrians and cyclists
- connections to wider networks
- connections within a place
  - block structure
  - walkable neighbourhoods
  - public transport
  - context and character
  - orientation

Street layout
- appropriate traffic speed
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- streets for people
- integrating parking
- emergency/service vehicles

Street detail
- reducing clutter
- drainage
- planting
- materials
- utilities

Match against Designing Streets Hierarchy

Match against 6 qualities of successful places

Check against Designing Streets Policy

ASSESS

Street Design should be based on balanced decisions making and must adopt a multidisciplinary collaborative approach.

Street Design Guidance as set out in DS can be a material consideration in determining planning consents.

Street Design should run planning permission and roads construction consent (RCC) processes in parallel.

Street Design should meet the six qualities of successful places.

Street Design should consider place before movement.

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