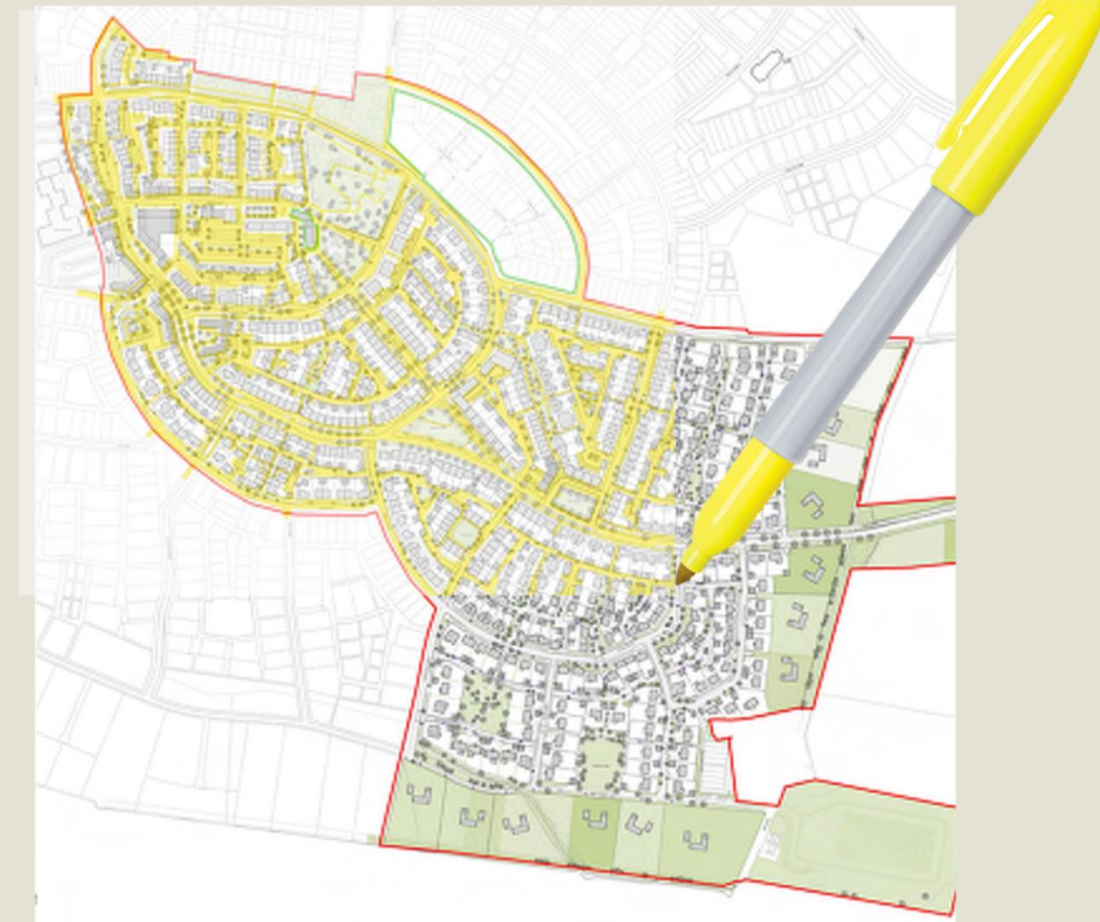


# Street Technique – Hands on





## Designing Streets: The 'Street Technique' step-by-step



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





## Designing Streets: The 'Street Technique' step-by-step



Highlight the movement in yellow over the tracing paper.

This includes all the streets and paved areas.





## Designing Streets: The 'Street Technique' step-by-step



## Extract the movement layout





# Designing Streets: The 'Street Technique' step-by-step



Looking at the extract, together with additional information, consider any plan issues against Designing Streets' Key Considerations

## The six qualities of successful places: Key considerations for street design

distinctive	safe & pleasant	easy to move around	welcoming	adaptable	resource efficient
Street design should respond to local context to deliver places that are distinctive	Streets should be designed to be safe and attractive places	Streets should be easy to move around for all users and connect well to existing movement networks	Street layout and detail should encourage positive interaction for all members of the community	Street networks should be designed to accommodate future adaptation	Street design should consider orientation, the integration of sustainable drainage and use attractive, durable materials that can be easily maintained
<p><b>Block structure</b></p> <ul style="list-style-type: none"> <li>The urban form should be distinctive with landmarks and vistas that provide good orientation and navigation of an area</li> </ul> <p><b>Context and character</b></p> <ul style="list-style-type: none"> <li>The requirements and impact of pedestrians, cycles and vehicles should be reconciled with local context to create streets with distinctive character</li> <li>Opportunities should be taken to respond to, and to derive value from, relevant elements of the historic environment in creating places of distinctive character</li> </ul>	<p><b>Pedestrians and cyclists</b></p> <ul style="list-style-type: none"> <li>Street user hierarchy should consider pedestrians first and private motor vehicles last</li> <li>Street design should be inclusive, providing for all people regardless of age or ability</li> </ul> <p><b>Achieving appropriate traffic speed</b></p> <ul style="list-style-type: none"> <li>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</li> </ul> <p><b>Reducing clutter</b></p> <ul style="list-style-type: none"> <li>Signs and street markings should be kept to a minimum and considered early in the design process</li> <li>Street lighting should be as discreet as possible, but provide adequate illumination</li> <li>Street furniture should be located for maximum benefit and to reduce pedestrian obstruction</li> </ul>	<p><b>Connections within a place</b></p> <ul style="list-style-type: none"> <li>Street design should provide good connectivity for all modes of movement and for all groups of street users respecting diversity and inclusion</li> </ul> <p><b>Public transport</b></p> <ul style="list-style-type: none"> <li>Public transport planning should be considered at an early stage in the design process</li> </ul> <p><b>Junction types and arrangements</b></p> <ul style="list-style-type: none"> <li>Junctions should be designed with the considerations of the needs of pedestrians first</li> <li>Junctions should be designed to suit context and urban form – standardised forms should not dictate the street pattern</li> </ul>	<p><b>Walkable neighbourhoods</b></p> <ul style="list-style-type: none"> <li>Street layouts should be configured to allow walkable access to local amenities for all street users</li> </ul> <p><b>Streets for people</b></p> <ul style="list-style-type: none"> <li>Streets should allow for and encourage social interaction</li> </ul>	<p><b>Connections to wider networks</b></p> <ul style="list-style-type: none"> <li>Street patterns should be fully integrated with surrounding networks to provide flexibility and accommodate changes in built and social environments</li> </ul> <p><b>Integrating parking</b></p> <ul style="list-style-type: none"> <li>Parking should be accommodated by a variety of means to provide flexibility and lessen visual impact</li> </ul> <p><b>Service and emergency vehicles</b></p> <ul style="list-style-type: none"> <li>Street layouts should accommodate emergency and service vehicles without compromising a positive sense of place</li> </ul>	<p><b>Orientation</b></p> <ul style="list-style-type: none"> <li>Orientation of buildings, streets and open space should maximise environmental benefits</li> </ul> <p><b>Drainage</b></p> <ul style="list-style-type: none"> <li>Streets should use appropriate SUDS techniques as relevant to the context in order to minimise environmental impacts</li> </ul> <p><b>Utilities</b></p> <ul style="list-style-type: none"> <li>The accommodation of services should not determine the layout of streets or footways</li> </ul> <p><b>Planting</b></p> <ul style="list-style-type: none"> <li>Street design should aim to integrate natural landscape features and foster positive biodiversity</li> </ul> <p><b>Materials</b></p> <ul style="list-style-type: none"> <li>Materials should be distinctive, easily maintained, provide durability and be of a standard and quality to appeal visually within the specific context</li> </ul>





## Designing Streets: The 'Street Technique' step-by-step



**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



### Annotate the plan with these issues

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## Designing Streets: The 'Street Technique' step-by-step



### Annotate the plan with these issues

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## Designing Streets: The 'Street Technique' step-by-step



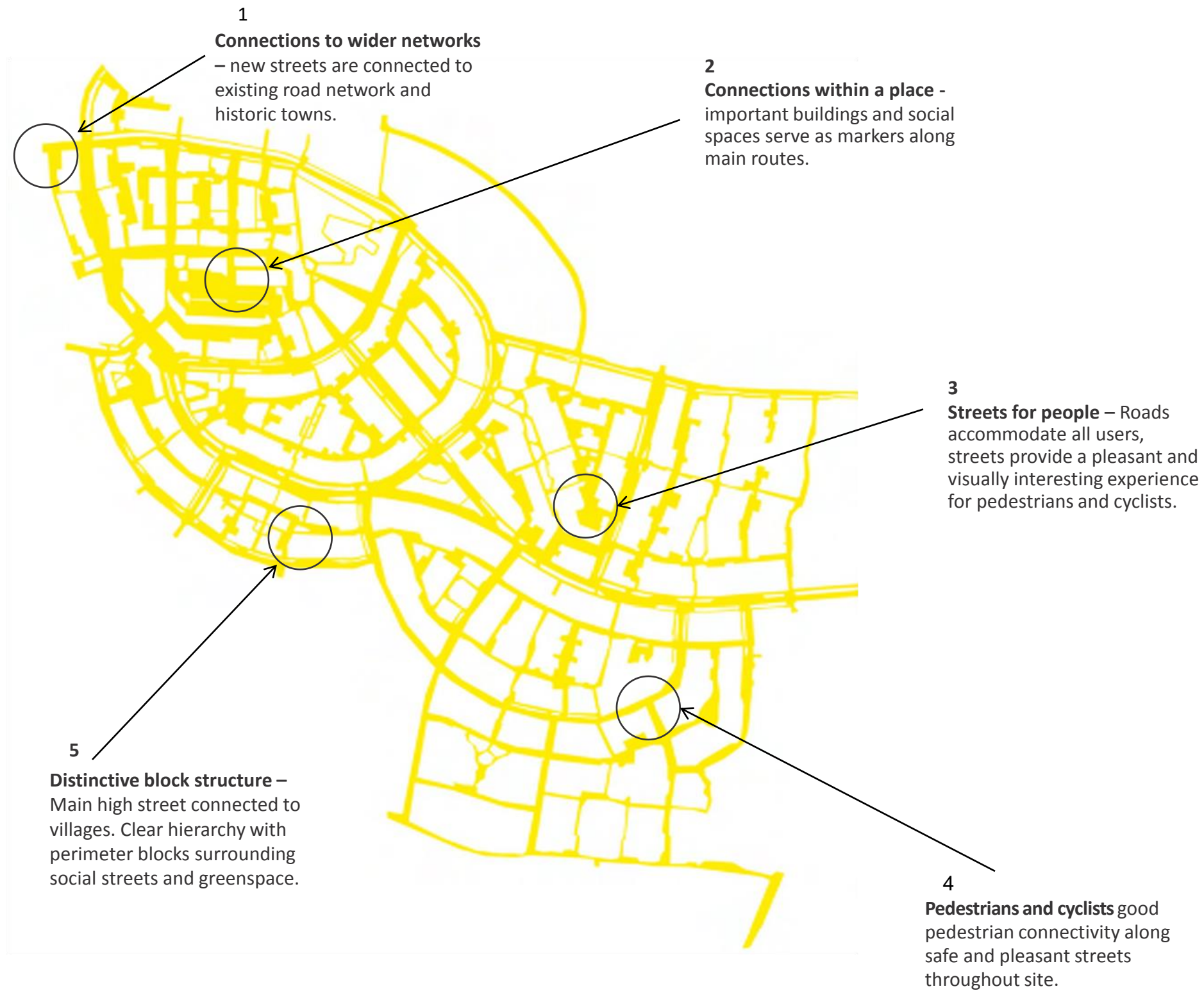
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# Designing Streets: The 'Street Technique' step-by-step



## 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



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
- junction types & arrangements
- 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

ASSESS

Check against Designing Streets Policy

ASSESS

## Qualities of successful places

	yes	partially	no
distinctive			
safe & pleasant			
easy to move around			
welcoming			
adaptable			
resource efficient			

## Designing Streets Policy

	yes	partially	no
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.			

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





# Designing Streets: The 'Street Technique' step-by-step



List Issues from B Plan

**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.

## 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

Match against  
Designing  
Streets  
Hierarchy

Match against  
6 qualities of  
successful  
places

ASSESS

Check against  
Designing  
Streets Policy

ASSESS

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List each issue, taken from the movement extract (yellow), on the Assessment Sheet





# Designing Streets: The 'Street Technique' step-by-step



List Issues from B Plan

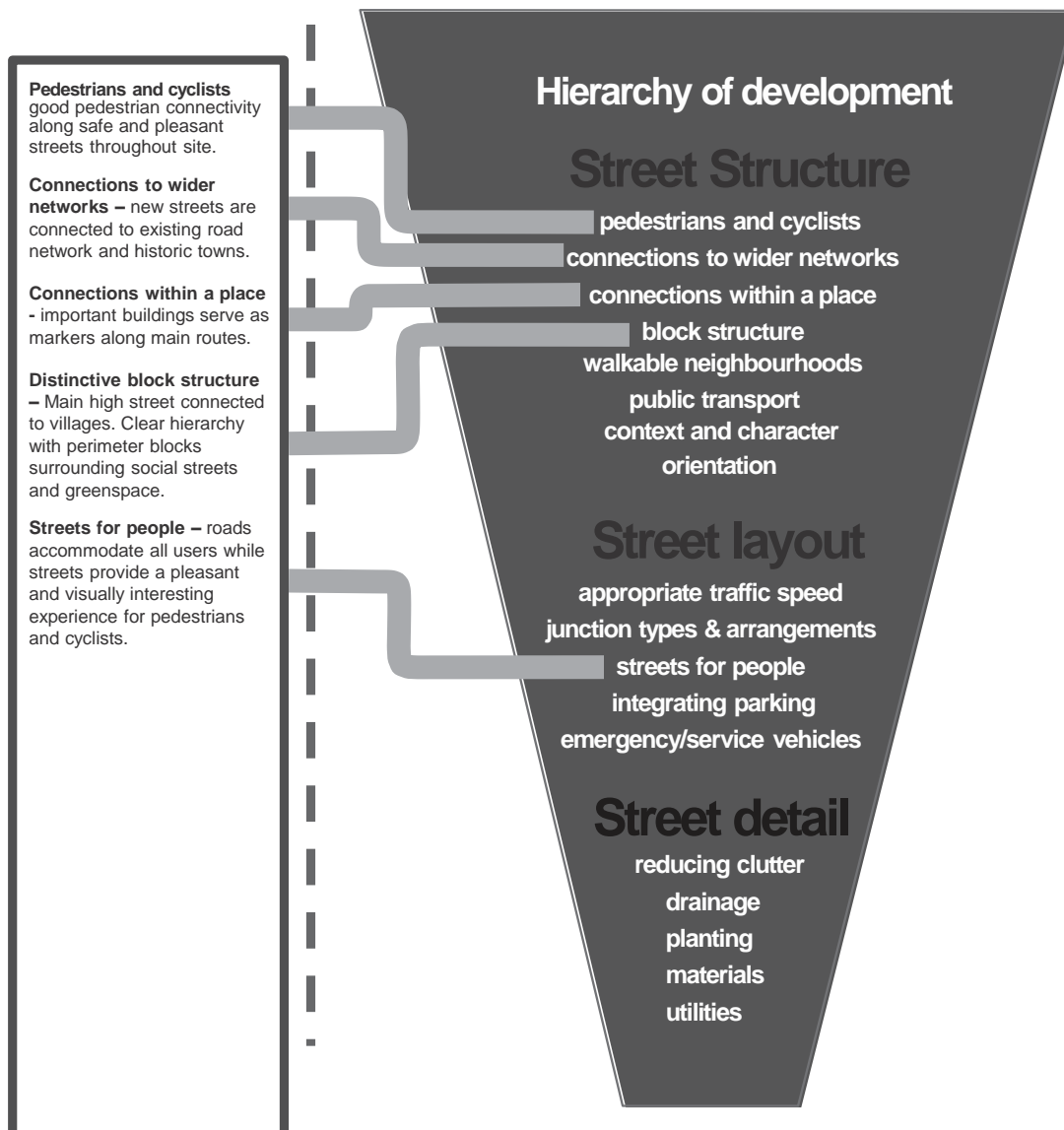
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Match against 6 qualities of successful places

ASSESS

Check against Designing Streets Policy

ASSESS

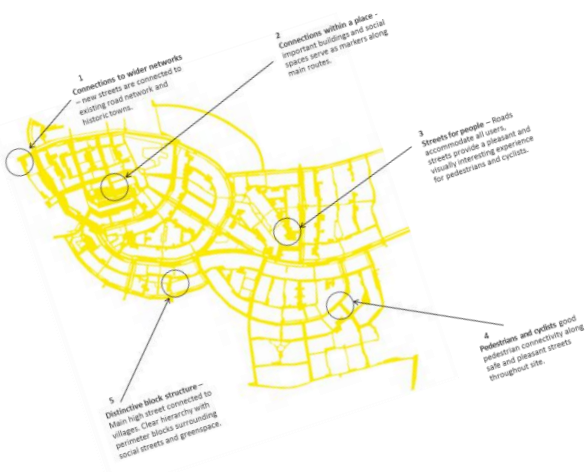


Qualities of successful places	ASSESS			Designing Streets Policy	ASSESS		
	yes	partially	no		yes	partially	no
distinctive				Street Design Guidance as set out in DS can be a material consideration in determining planning consents.			
safe & pleasant				Street Design should run planning permission and roads construction consent (RCC) processes in parallel.			
easy to move around				Street Design should meet the six qualities of successful places.			
welcoming				Street Design should consider place before movement.			
adaptable				Street Design should be based on balanced decisions making and a must adopt a multidisciplinary collaborative approach.			
resource efficient							

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

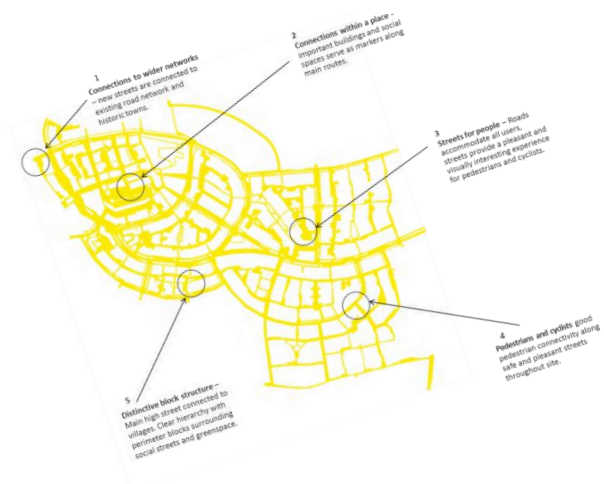
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Match each issues with the relevant quality in 'the six qualities of successful places'





# Designing Streets: The 'Street Technique' step-by-step



List Issues from B Plan

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- Connections to wider networks** – new streets are connected to existing road network and historic towns.
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### Street detail

- reducing clutter
- drainage
- planting
- materials
- utilities

Match against Designing Streets Hierarchy

Match against 6 qualities of successful places

ASSESS

Check against Designing Streets Policy

ASSESS

## Qualities of successful places

yes partially no

distinctive

safe & pleasant

easy to move around

welcoming

adaptable

resource efficient

## Designing Streets Policy

yes partially no

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





# Designing Streets: The 'Street Technique' step-by-step



List Issues from B Plan

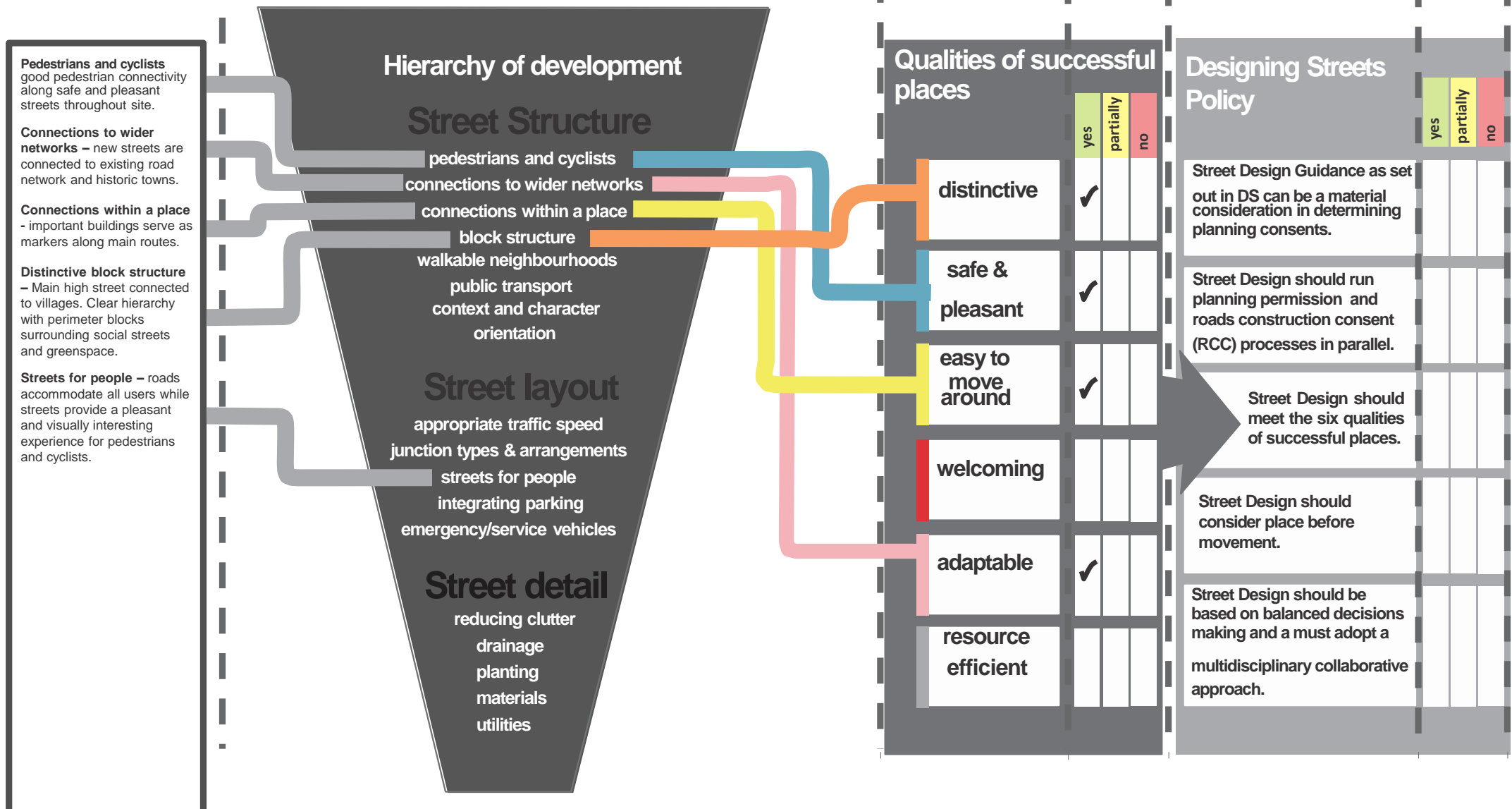
Match against Designing Streets Hierarchy

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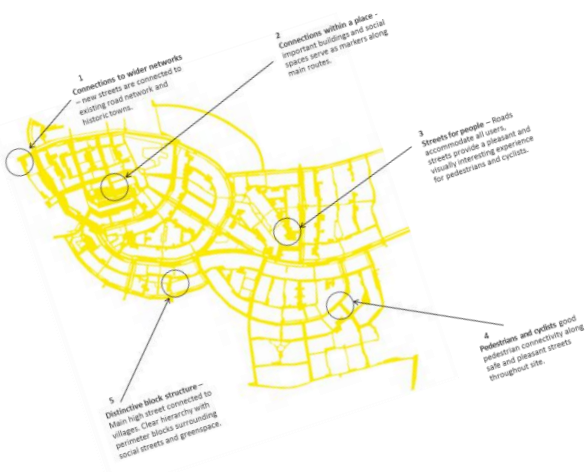
ASSESS



Assess how far the six qualities of successful places are met







# Designing Streets: The 'Street Technique' step-by-step

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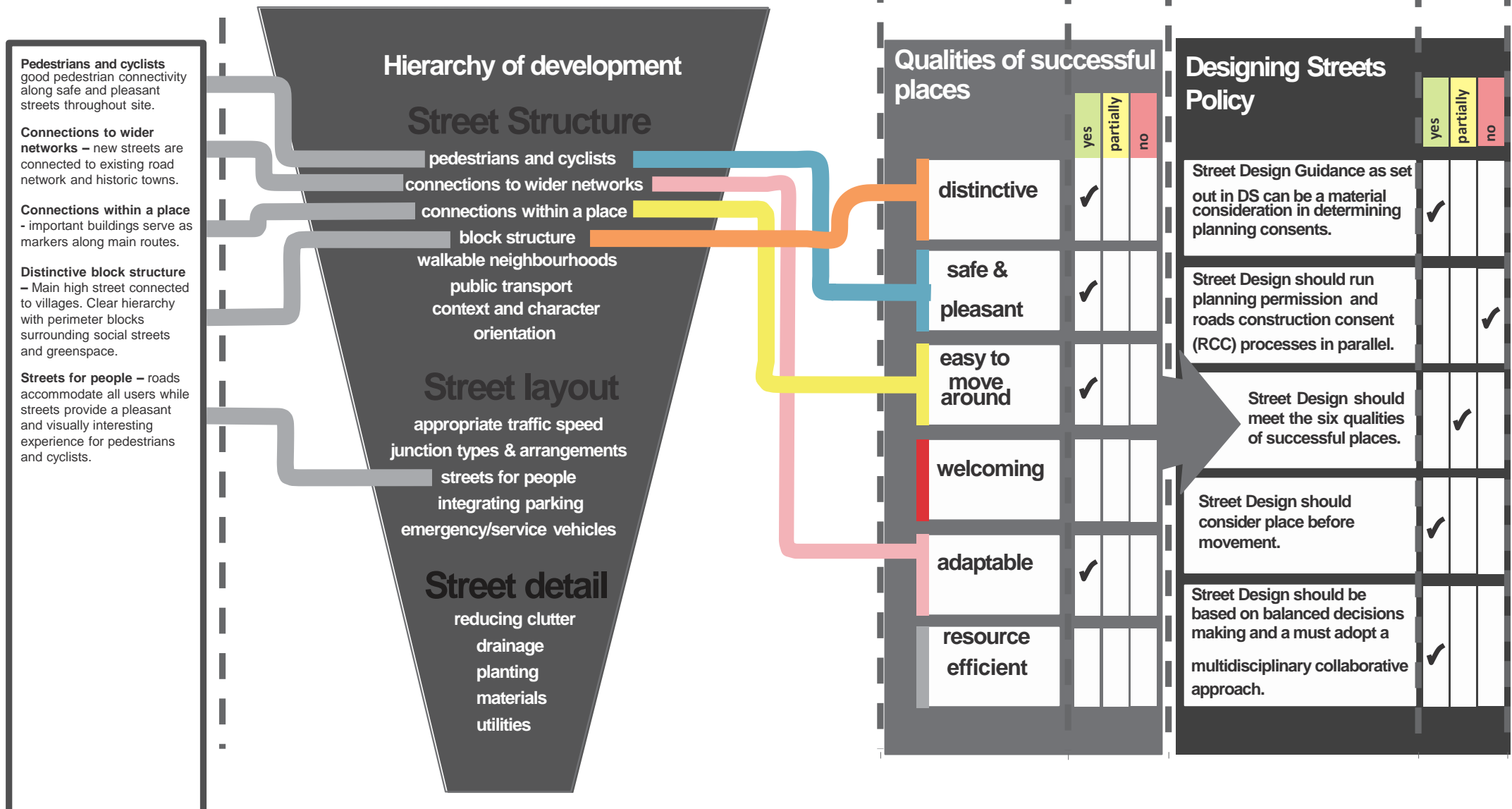
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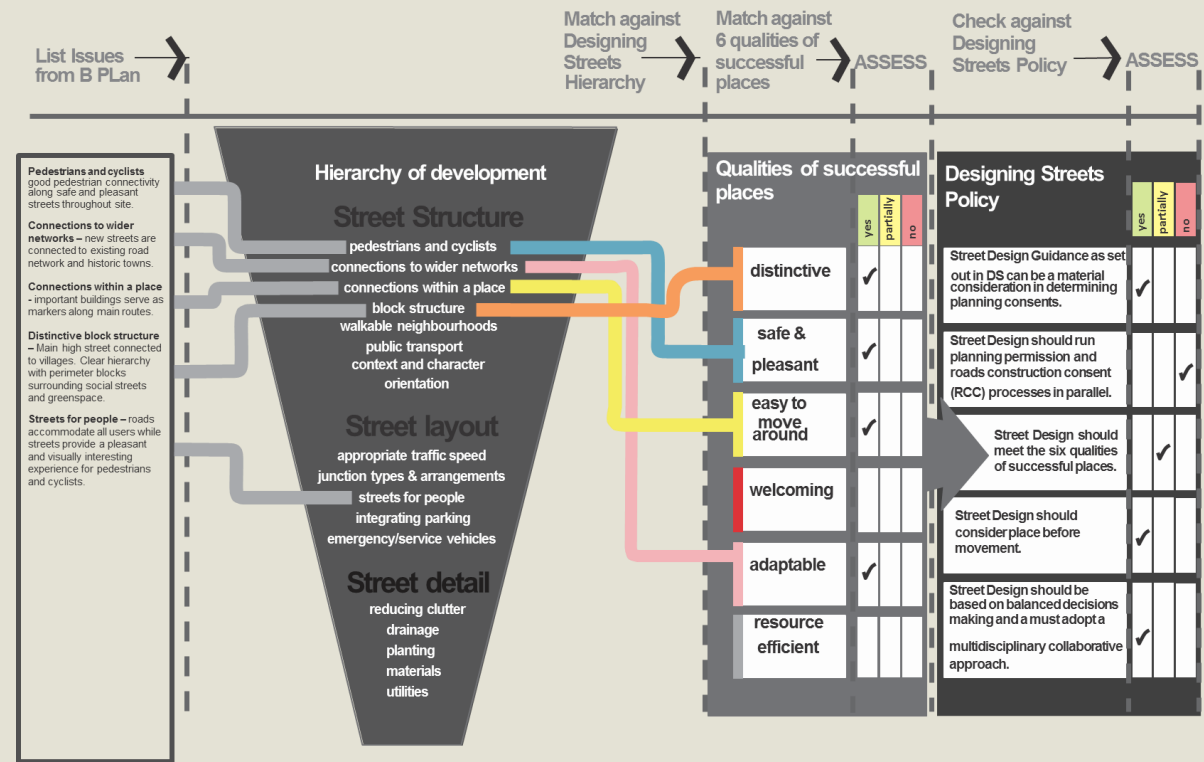
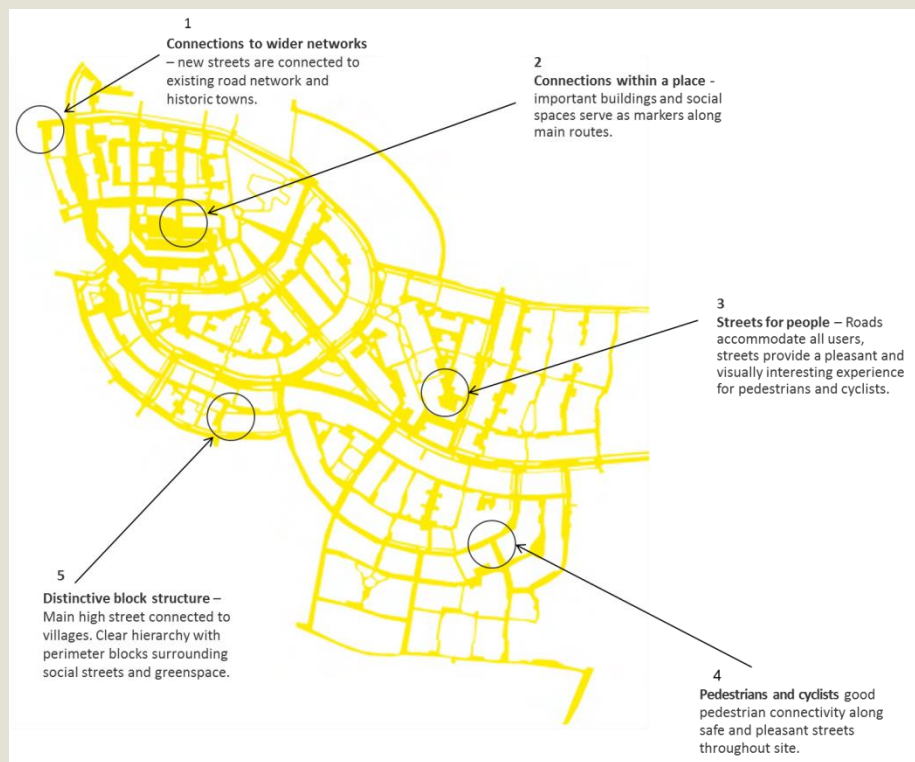
ASSESS



Assess how far the design meets each of the five policies of Designing Streets









# Street Tool

Assessing the development against Designing Streets Policy

List Issues from B PLan →

Match against Designing Streets Hierarchy →

Match against 6 qualities of successful places →

ASSESS

Check against Designing Streets Policy →

ASSESS

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