

Residential Street Design

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- Streets matter! They take up much of the space in our communities, last much longer than buildings and are key to the quality of place we experience. However the needs of the car have dominated those of people on foot, bike and public transport. A wealth of documents, among them Manual for Streets and Space to Park, have sought to redress this.
- Current planning documents (NPPF, National Design Guide, London Plan *intend to publish*) require us to actively arrange our streets to provide a strong sense of place. Local authorities are producing helpful design guidance and principles often with case studies.
- Keep the outcomes in mind throughout and be prepared to explore how to find the right balance between technical and user needs. Focus on the 'user hierarchy' with vulnerable groups first, then other pedestrians, cyclists, public transport users and lastly vehicles.
- **Design holistically**: don't forget details such as the relationship of buildings to the street layout or the radii of junctions/corners to ensure pedestrians come first and vulnerable groups are able to move around in safety.
- Green and blue infrastructure can make a success of our streets, achieving key environmental, health & wellbeing objectives. Good guidance on urban greening and a Healthy Streets approach sets out how infrastructure such as Sustainable Urban Drainage schemes (SUDS) can be integrated into street design in versatile ways, linking up streets to surrounding green and blue networks.
- Good parking space design can encourage drivers to 'do the right thing' when they park,
 assuring the majority of public realm is not privatised to the home owner but allocated flexibly to free
 up space for other amenity uses. Street design can also be adapted to ensure cars are hidden safely
 away, allowing residents to use the public realm for landscaping and play.

Speakers:

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