



Better streets and places

Highways UK 2019

Peter Dickinson, Chair CIHT Urban Design panel

Better streets and places

- Manual for Streets
- Design Guide for place
- Developing CIHT's approach

Manual for streets

Overview

Policy Lab, DfT Lab, Traffic Engineering and Traffic Signs policy team, CIHT have been working together to develop an approach for the refresh of *Manual for Streets* (MFS) and *Manual for Streets 2* (MFS2)...

These are two documents produced in the 2000s which provide guidance for Local Authorities in designing residential streets (MFS) and busier urban streets (MFS2).



Manual for streets

Stakeholder event



On 12 March 2019, Policy Lab and Department for Transport held a full day session at the CIHT to explore why Manual for Streets (MFS) is not currently being used and to generate ideas for MFS3.

Attendees for the event included: Planners, Highways authority representatives (e.g. engineers), Street designers, Architects, Planning consultants, Transport experts, Developers / developer representatives

Design guide

National Design Guide

Planning practice guidance for beautiful, enduring and successful places



Ministry of Housing,
Communities &
Local Government

Movement

Accessible and easy to move around



Cycle and pedestrian movement that is well-overlooked and attractive. Peckington Estate, Islington, London.

⁷⁴ Patterns of **movement** for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.

⁷⁵ Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.

⁷⁶ A well-designed movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

22

Introducing the ten characteristics

³⁵ Well-designed places have individual characteristics which work together to create its physical **Character**. The ten characteristics help to nurture and sustain a sense of **Community**. They work to positively address environmental issues affecting **Climate**. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

³⁶ The ten characteristics set out in Part 2 are:

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.



The ten characteristics of well-designed places

8

Developing CIHT's approach

Creating better streets



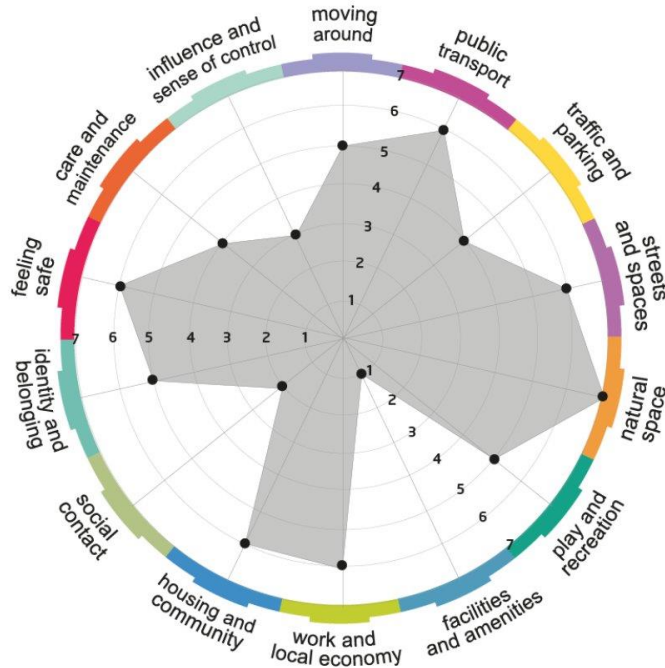
Basis of the creating better streets review

Headline Objectives	Relevant statutory duty	Potential Measurable Outcomes
Inclusive Environment	Equality Act 2010	Perception of safety, comfort & navigation (all users) Presence of Vulnerable Users (older people, children, disabled people)
Ease of Movement	Traffic management Act 2004	Levels of walking, cycling and public transport use Motor traffic congestion and/or flow Number and ease of pedestrian crossing movements Level of delay to all users Pedestrian crowding
Safety and Public Health	Road Traffic Act 1988	Motor vehicle speed Number and severity of collisions and casualties Noise levels Air quality and other public health measures Security measures Crime and fear of crime
Quality of Place		Levels of place activity (e.g. sitting, dining etc.) Space available for place activity Attractiveness (e.g. paving materials, planting, public art) Suitability of materials over lifetime of scheme Amount of useful street furniture Amount of street clutter Quality of Maintenance and Cleansing
Economic Benefit		Pedestrian footfall Number and prosperity of businesses (e.g. reduced vacancies, increased rental values etc.) Car parking occupancy Cycle parking occupancy Benefit and Cost assessment Frequency and type of special events (e.g. markets, performances)

Framework of objectives

- Used as the basis of the review
- Should be used throughout the life of a scheme
- Outcomes need further development

How to incorporate place into design of streets?



Development of a tool to assist designers to understand how place is impacted

<https://www.ciht.org.uk/event/is-there-a-place-for-place-in-highway-design/>

4th December 2019