is the first **national policy statement** in Scotland for street design

is transport, planning and architecture policy should be adopted as local policy or form the basis of new local site specific policy and guidance
Why is designing streets important?
designing streets
designing seats
planning and design is about understanding patterns, supporting positive behaviour and expressing who we are
Good place-making understands what, and who, we are designing for

place-based is people-based
Designing Streets is not a standards-based document.

Balanced decision making is at the core of the policy.

Design-led solutions must be employed
is evidence based
Manual for Streets
Applicable to England & Wales
Replaced DB32 –
not evidence based
POLICY applies to all streets

TECHNICAL ADVICE aimed towards residential and lightly trafficked streets
Designing Streets policy and guidance should be applied within all urban and rural boundaries.
Street design must consider place before movement
• Street design must consider **place before movement**

• Street design guidance can be a **material consideration** in determining planning applications
• Street design must consider place before movement

• Street design guidance can be a material consideration in determining planning applications

• Street design must meet the 6 Qualities of Successful Places, as set out in *Designing Places.*
• Street design must consider **place before movement**

• Street design guidance can be a **material consideration** in determining planning applications

• Street design must meet the **6 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 must consider **place before movement**

• Street design guidance can be a **material consideration** in determining planning applications

• Street design must meet the **6 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**
01 General
Creating streets and places

02 Detail
Getting the design right

03 Process
How to achieve better outcomes
Creating streets and places

Part 01 (General)

Creating streets and places

Good street design can promote a better quality of living for everyone. Sustainable patterns of behaviour can be influenced greatly by the intelligent design of streets. It is therefore essential that all parties involved in street design ensure that streets contribute as positively to their environment as is possible.

Creating good streets is not principally about creating successful traffic movement: it is about creating successful places.

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

Streets have two key functions: place and movement.

In the more recent past, vehicle movement has often dominated the design of streets, resulting in many streets being out of context with their location and overly influenced by prescriptive standards. The prime concern of Designing Streets, in contrast, is to reverse this trend and shift the focus firmly back to the creation of successful places through good street design.

A ‘sense of place’

A sense of place can be considered as the character or atmosphere of a place and the connection felt by people with that place. A positive sense of place is fundamental to a safer and more fulfilling environment. It comes largely from creating a strong relationship between the street and the buildings and spaces that frame it. A positive sense of place encompasses a number of aspects, most notably the streets:

- local distinctiveness;
- visual quality; and
- potential to encourage social and economic activity.

Consider the place before vehicle movement

Recent modern developments

Streets as places first
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
Place and movement

**Motorways**
- High movement function
- Low place function

**High streets**
- Medium movement function
- High place function

**Residential Streets**
- Low/medium movement function
- Medium/high place function
a material consideration in determining planning applications and appeals

planning permission may be refused and the refusal defended at appeal or local review *solely* on design grounds.
Getting the design right

The issues around good street design are highly dependent on context and may vary considerably in their nature and complexity from one circumstance to another. However, an approach which is underpinned by a consideration of the six qualities of successful places set out in Designing Places has clear benefits as a methodology to ensure that key issues are addressed. This policy statement elaborates on issues of street design in relation to these qualities and also describes an approach to the development of well-designed streets from large scale to detailed considerations.

**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

These six qualities provide a framework which should be used when considering street design. To help show how they relate to each other, the following table identifies some of the key considerations which relate to “quality”. This information is then further supported by more detailed technical information on how to create good street design.
Street design should meet the 6 qualities of successful places, as set out in *Designing Places*

- Distinctive
- Safe & pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource efficient
The 6 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

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

**Context and character**
- The requirements and impact of pedestrians, cycles and vehicles should be reconciled with local context to create streets with distinctive character
- Opportunities should be taken to respond to, and to derive value from, relevant elements of the historic environment in creating places of 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

**Reducing clutter**
- Signs and street markings should be kept to a minimum and considered early in the design process
- Street lighting should be as discreet as possible, but provide adequate illumination
- Street furniture should be located for maximum benefit and to reduce pedestrian obstruction

**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

**Junction types and arrangements**
- Junctions should be designed with the considerations of the needs of pedestrians first
- Junctions should be designed to suit context and urban form — standardised forms should not dictate the street pattern

**Walkable neighbourhoods**
- Street layouts should be configured to allow walkable 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 lessen visual impact

**Service and emergency vehicles**
- Street layouts should accommodate emergency and service vehicles without compromising a positive sense of place

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

**Drainage**
- Streets should use appropriate SUDS 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 be of a standard and quality to appeal visually within the specific context
Street structure

Pedestrians and cyclists

Key considerations

- 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
Pedestrian desire line (— —) is maintained
- Vehicles turn slowly (10-15 mph)

Pedestrian desire line deflected
- Detour required to minimise crossing distance
- Vehicles turn faster (20-30 mph)

Pedestrian does not have to look further behind to check for turning vehicles
- Pedestrian can easily establish priority because vehicles turn slowly

Pedestrian must look further behind to check for fast turning vehicles
- Pedestrian cannot normally establish priority against fast turning vehicles
Walkable neighbourhood

400m
Street safety

Achieving appropriate traffic speeds
Design speed of 20mph

Source: Ashton & Mackay
Street layout

Achieving appropriate traffic speed

Key consideration

- 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
Driver psychology and perception speed can be reduced by...

- buildings in close proximity to the road
- reduced carriageway width
- obstructions in the carriageway
- reduced forward visibility
- changes in priority/ no priority
- materials
Trees planted in the highway at Newhall, Harlow, help to reduce vehicle speeds.
Guard railing
Excessive road markings and signs
Conventional kerbs
Intrusive lighting columns
Vehicle movement and parking dominant
No road markings or signage informal crossing
More dominant pedestrian area
Low kerbs
Common material for footway and carriageway
Reduction in vehicle parking impact
Reduced carriageway width
More informal street composition
Sensitive soft landscaping

Pend access to small parking court
Level surface - no deliniation between street user zones
Spatial hierarchy disrupted
Road signs and markings

Look at what signage is actually required
Avoid unnecessary clutter
Guard railing
03
How to achieve better outcomes

Part 03 | Process

How to achieve better outcomes

Designing Streets recognises that good design requires to be supported by an informed process. The large number of stakeholders involved in street design demands that the overlaps between professionals, decision makers and the public are fully integrated and work in a collaborative way.

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.

Joint working processes

Street design involves a wide range of contributors and it is essential that these individuals and organisations work together from the earliest point towards a common objective – the delivery of distinctive streets where functionality is accommodated within a positive sense of place.

It is important for the various parts of local authorities to work together when giving input to a development proposal. Developers may be faced with conflicting requirements if different parts of local authorities fail to coordinate their input. This can cause delay and a loss of design quality. This is particularly problematic where one section of a local authority – for example the roads adoption/Roads Construction Consent (RCC) or maintenance engineers – become involved late in the process and require significant changes to the design. A collaborative process of partnership and cooperation is required from the outset between all relevant parties.

Similarly it is vital that developer teams also work in an integrated manner to deliver quality street design and provide appropriate interfaces with local authorities and other stakeholders. Engagement with agencies is encouraged as early as possible, preferably at pre-application stage. Detailed policy issues must be addressed as early in the process as possible in order to integrate solutions and streamline processes.

Ongoing dialogue between all parties – developer teams, authorities, agencies, the public including disability groups and access panels – is essential.
How do we do business?
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.
We need to deliver places that understand our behaviour and support it positively.

We require places that are human in terms of scale and resource.

Collaborative, design-led approaches can deliver great places that are positive human habitats.
The responsibility of built or natural environment professionals is not to processing consents or permissions, it is towards creating places,

and these places are how we will be judged