Streetscape: a definition

Streets, squares, parks, courtyards, alleys and malls
The spaces between buildings
Public and semi-private
THE PUBLIC REALM

Context

“The spaces between buildings are fundamental to our perception of what makes places special......the proportion of time and effort given to the consideration of the public realm in comparison to historic buildings is disproportionate”


More context

“The Public Realm serves a critical function as a uniting feature for cities, and must be designed to foster an atmosphere of ‘inclusivity’, of ‘classlessness’ that gives all residents a sense of ownership and a shared stake in their cities.” Urban Land Institute

“What the essence of the city is the connections provided by the public space.” Lord Norman Foster
Places where people Walk, Drive, Cycle, are Pushed or carried

Places where Trading occurs

Places where access is obtained to buildings

Places where walls and floor merge

Places where People meet, talk, trade, entertain or are entertained

Places where utilities run (gas, water, sewers etc)
Places where things are stored (especially cars)

Places where human interaction and social activity takes place

Places where battles are won and lost

Places where trades are carried out!

Places that have trees, seats, flower planters, traffic signs, railings, steps, water features, cafes and advertising hoardings

Places where we show off the town’s art
What makes a space a place?

- **Character**
  - a place with its own identity
- **Continuity and enclosure**;
  - a place where public and private spaces are clearly distinguished
- **Ease of movement**
  - A place that is easy to get to and move through
- **Legibility**
  - A place that has a clear image and is easy to understand
- **Adaptability**
  - A place that can change easily
- **Diversity**
  - A place with variety and choice

Defining quality streets

- **Comfortable and safe** for pedestrians and the disabled
- **Designed to accommodate** all sorts of functions, not dominated by any one function. Simplicity and clarity of paving, street furniture, lighting and landscaping
- **Well cared for** and where utilities are subordinate to all other street functions
- **Sympathetic to local character** in design and detail
- **Making appropriate ordered provision** for access, deliveries and storage of vehicles
But first...

Managing Traffic

- 1993 - Traffic Measures in Historic Towns
  - Joint publication with Civic Trust
  - Built environment forms the unique character of an individual town
  - BUT pavements, street furniture & signs are mundane details which provide the setting

- 1994 – Traffic In Historic Town Centres
  - Traffic management schemes are often implemented in conservation areas with little regard for the preservation or enhancement of their historic character

Historic Core Zones

- Central Conservation Areas and Traffic Control Zones
- Special provision for controlling traffic speeds, parking, servicing & access
- Particular consideration to number and design of signs & all physical traffic calming measures – priority to enhancing the historic environment
- Recognition of Pedestrian Priority
- 4 Pilot Projects
  - Lincoln
  - Shrewsbury
  - Halifax
  - Bury St Edmunds

LINCOLN – Local Bollards
**Managing Traffic**

- **1999 - The Historic Core Zones Project**
- **2003 – Project Review**

**Responsibility, co-ordination and consultation regarding the street scene in a typical historic town**

<table>
<thead>
<tr>
<th>Element in the street scene</th>
<th>Responsible agency</th>
<th>Legislative approval required?</th>
<th>Mandatory co-ordination for public consultation?</th>
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</thead>
<tbody>
<tr>
<td>Bus shelters</td>
<td>Highway engineer</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Cycle paths</td>
<td>Highway engineer</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Cycle racks</td>
<td>Cycling officer</td>
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<td>No</td>
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<tr>
<td>Flower baskets</td>
<td>Parks officer</td>
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<td>No</td>
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<tr>
<td>Flower paving</td>
<td>Highway engineer</td>
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<td>No</td>
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<tr>
<td>Graffiti cleaning</td>
<td>Cleansing officer</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Guard rails</td>
<td>Cleansing officer</td>
<td>No</td>
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</tr>
<tr>
<td>Light tone</td>
<td>Cleansing officer</td>
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<td>No</td>
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<tr>
<td>Parking ticket machines</td>
<td>On-street parking</td>
<td>Yes</td>
<td>Traffic</td>
</tr>
<tr>
<td>Post boxes</td>
<td>Royal mail</td>
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<td>No</td>
</tr>
<tr>
<td>Recycling bins</td>
<td>Cleansing officer</td>
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<td>No</td>
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<tr>
<td>Security cameras</td>
<td>Security Advisor</td>
<td>No</td>
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<tr>
<td>Shop signs</td>
<td>Planning / Conservation officer</td>
<td>Yes TAC Planning</td>
<td>TAC Planning</td>
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<tr>
<td>Street lighting</td>
<td>Lighting officer</td>
<td>Yes</td>
<td>Traffic</td>
</tr>
<tr>
<td>Street traders</td>
<td>Market inspectors</td>
<td>Yes</td>
<td>Street market</td>
</tr>
<tr>
<td>Street trees</td>
<td>Parks &amp; Tree officer</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Tactile surfaces</td>
<td>Traffic engineer</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Telecom boxes</td>
<td>Private pay phone company</td>
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<tr>
<td>Traffic signals</td>
<td>Traffic engineer (signal)</td>
<td>Yes Traffic</td>
<td>Traffic</td>
</tr>
<tr>
<td>Traffic signs</td>
<td>Traffic engineer (scheme)</td>
<td>Yes Traffic</td>
<td>Traffic</td>
</tr>
</tbody>
</table>

October 2003
An agenda for action

- Public Realm Strategy
  - Role of the public realm
  - Areas for enhancement
  - Pedestrian priority linkages
  - Types of restraint in trafficked areas
  - Prepared in association with Local Strategic Partnership
  - Supplementary Planning Document

Strategy Content

- Thematic Design Manual
- Activity Manual
- Detailed Public Realm Plans
- 5 year Implementation Plan

Strategy Content

- Transport Design
- Urban Design
- Development Strategy
- Public Art
- Views
- Links
- Massing
- Local Identity & Distinctiveness
- Routes

Manual for Streets

- Welcome design led approach
- Less is more is good
- Quality Audit not just the safety audit
- Welcome innovative approach
- BUT
  - Need clarity and direction for use in other areas
  - EHTF ready to join others to explore development

EHTF Agenda: Streetscape Working Group

- Department for Transport
- CABE Space
- Living Streets
- English Heritage
- H.E.A.R.T
- Consultants
  - Gillespies
  - Colin Buchanan
  - WSP
  - Placemarque
  - Hamilton-Baillie Associates
  - Colin Davis
  - RPS Planning, Transport, Environment
- Local authorities
  - Derby Cityscape
  - High Peak
  - St Edmundsbury
  - North Somerset
  - Leicester
  - Newark & Sherwood
  - Shropshire
  - Newcastle

New EHTF Guidance

- Not just good practice
  - But what makes it good or bad?
  - Tool kit
  - What’s already out there
  - Assist decision making
  - Support mechanism
  - Processes – the how to do it guide
    - Everything from the Strategy to laying slabs
    - Filling the gap
  - Articles on theory?
  - Training?
  - Website resource?
  - Guidance launch in October
- WE NEED YOUR INPUT