

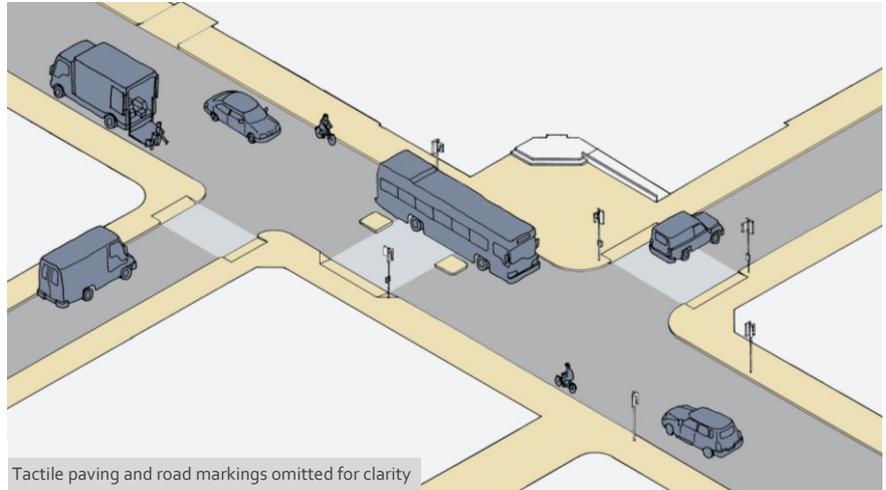
Make movement safe, efficient and pleasant for all

MOVEMENT IS ESSENTIAL

Most streets have been designed, or adapted, over the last fifty years or so primarily for the movement of motor traffic. This function continues to be important but it should no longer dominate in the way it used to – it needs to be balanced with the street's place function.

Enhancing the sense of the place and maintaining efficient and safe movement of traffic can be achieved by careful design.

High streets are places where such an approach can work well. There is frequently a mixture of land uses, types of vehicle and pedestrian activities that all need to be accommodated while still respecting and enhancing the context and character of the place.



A road junction needs to provide for safe and efficient movement of many types of vehicle

SAFETY

Managing the interaction between vehicles and pedestrians is critical. In practice this means ways need to be devised to help people cross a road or share a road safely and in comfort.

Conventional methods rely on concentrating pedestrian crossing movements and regulating traffic by signs, signals or traffic management.

There is now a greater inclination to reduce traffic speed so that people have more freedom to cross the road where they want to.

In the design process, the assessment of risk involves a balance between the likelihood and severity of a specific event occurring. This in turn needs to be balanced with other objectives such as pedestrian movement, quality of life, etc.



Buses, taxis, cars, lorries and cycles all have separate moving and stopping patterns

CONTEXT

A prime task in designing or adapting a street is to encourage drivers to drive appropriately. In the past there has been a significant reliance on signs and other street equipment to bring this about.

However there is increasing evidence that drivers alter their driving style and behaviour in response to the form of the street, regardless of the presence of signs. They tend to drive at what they consider to be a safe speed. If the street is designed so that drivers feel comfortable travelling at an appropriate speed, many signs and items of traffic related street furniture become unnecessary.

The advantage of removing street clutter is that the physical character, or context of a street: its buildings, spaces and local landmarks can be seen and appreciated more easily.



Courtesy crossing on a direct desire line



Roundabout with all signs removed