



Introduction

Streets and Public Realm

Design codes for streets, public realm
and open space

Introduction

Successfully designed streets facilitate all types of movement whilst creating safer and more attractive places for people to move through and congregate. Improved walking routes make short journeys on foot a more attractive option and make connecting to public transport easier and safer for all. Local context is important, each street or space needs to be considered individually and there is no one size fits all solution meaning different designs will be appropriate depending on the location.

Contents

[Street design](#)

[Public realm](#)

[Street types](#)

Streets and Public Realm

Street Design

Codes

[Active travel and
street hierarchy](#)

Responding to local context is just as important in the design of streets as it is in buildings and structures. The design of a new street should consider the intended land use, especially in new developments or in areas of regeneration where land use might be changing. The street design should clearly show how this response has been achieved.

Safe streets and attractive public realm

Futureproofing

Street trees, SUDS and landscaping

On-street parking

SPSD 1 Active travel and street hierarchy

Applicants must identify a street hierarchy within developments that provides an attractive public realm and seeks to maximise active travel and opportunities for communities to meet and children to play.

Description

Active travel routes must maximise opportunities to introduce links within, through and beyond the site to connect with existing routes and destinations, including local amenities such as parks, schools, shops and public transport corridors. Active travel routes must be safe, attractive and legible.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Area types:

- In New Places it should be demonstrated how this fits in with a masterplan or Design Framework for the whole of the place, this should be delivered in accordance with the masterplan, parameter plans or Design Framework for the site.

Documents required:

- Active travel statement and design rationale behind the street hierarchy (may be incorporated into the Design and Access Statement /Transport Assessment / Transport Statement / Travel Plan (as required by Trafford Validation Checklist)).

SPSD 2 Safe streets and attractive public realm

Applicants must demonstrate that the design of the streets and associated public realm is appropriate for the development with reference to latest guidance and best practice.

Description

Developments must provide an accessible, safe, legible and comfortable pedestrian, cycling and wheeling environment set within an attractive public realm that enhances the local area. New streets must not only deliver a safe highway environment but must also deliver an attractive public realm to encourage people to make the most of active travel options.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Documents required:

- Site Wide Landscape Strategy (may be incorporated into the Design and Access Statement) and Site Layout Plan.
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SPSD 3 Futureproofing

Applicants must demonstrate that they have appropriately considered the likelihood of changing demands on the design of streets and the public realm.

Description

Allowing for existing and future trends will ensure the street and the public realm can function well for all purposes and still achieve high levels of pedestrian movement. This may include spill out space for cafes, bars and restaurants, electric charging points, loading bays, bus stops, rideshare/taxi drop-off areas, automated vehicles and delivery vehicles, etc.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Documents:

- Design and Access Statement
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SPSD 4 Street trees, SUDs and landscaping

Applicants must demonstrate that they have incorporated the provision of street trees, SUDS and landscaping into streets and other areas of public realm in accordance with the landscaping code and guidance chapter.

Description

Nature contributes to the quality of a place, and to people's quality of life, and it is a critical component of well-designed places. Natural features can include elements such as natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Documents required:

- Landscaping plan
- Open space plan
- Existing and proposed site plans
- Site Wide Landscaping Strategy (may be incorporated in the Design and Access Statement)
- SuDS details must be provided in accordance with the requirements of the Trafford Validation Checklist.

NB: The Landscaping Plan and Site Wide Landscaping Strategy should include boundary treatment details including:

- Tree species;
- Tree positions and quantum;
- Tree sizes and ultimate canopy spread;
- Details of tree pit size – appropriate for species;

- Existing and proposed utility and services plan demonstrating relationship with existing and proposed trees;
 - Hard boundary treatment details including height, design, materials;
 - Soft planting details including species, planting method;
 - Requisite rooting area or volume;
 - Planting method statement;
 - Maintenance regime – defining the how, the who and the what; and,
 - Soil type – analysis report following best practice and utilising a spread of samples across a site.
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SPSD 5 On-street car parking

Applicants must demonstrate that they have maximised opportunities for the safe provision of on-street car parking on new streets and in new developments.

Description

This may provide for short stay car parking to allow people to visit local neighbourhood amenities and to allow for visitor parking in new residential developments. Consider the design of parking requirements and design them into the street scene effectively using street trees, landscaping and high quality sustainable materials.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Documents required:

- Active travel statement and design rationale behind the street hierarchy (may be incorporated into the Design and Access Statement / Transport

Assessment / Transport Statement / Travel Plan (as required by Trafford Validation Checklist))

- Site Wide Landscape Strategy
 - Site Layout Plan
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Streets and Public Realm

Public Realm

Public realm is defined as the space between buildings which is freely and publicly accessible to all, it is the place where people should come together. It should connect people with each other and their environment. The public realm should be designed to meet the necessary demands of our lives whilst creating joy, delight and meaning through facilitating social interaction and cohesion.

The length of time an individual or a group spend in a place and how they use it can be directly linked to the quality of the environment they encounter. Successfully designed public spaces create safer and more attractive places for people to live, visit or invest in, bringing vitality to our places.

Codes

Safety and Security

Hostile vehicle mitigation

Wayfinding and legibility

Street furniture

Public art

Desire lines

Materials

Accessibility

Play and recreation

Applicants must demonstrate that in the design of public realm and streets they have created the right conditions for people to feel safe and secure, without the need for additional security measures.

Description

Well-designed public and shared amenity spaces feel safe for people who occupy the buildings around them, and also for visitors and passers-by. They help to overcome crime and the fear of crime.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Documents required:

- Crime Impact Statement
- Design and Access Statement
- Site Wide Landscaping Strategy
- Site Layout Plan

SPPR 2 Hostile vehicle mitigation

Hostile vehicle mitigation measures must be integrated seamlessly into the public realm. where appropriate.

Description

Designers of public realm must ensure that hostile vehicle mitigation measures are integrated seamlessly into the environment, providing

proportionate security whilst also creating appealing and functional places for people.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Area types:

- Certain schemes, for example the provision of public realm, that are located within the Civic Quarter and Wharfside, Trafford Centre Rectangle and Town Centres may be required to provide details of Hostile Vehicle Mitigation (HVM).

Documents required:

- Crime Impact Statement
- Design and Access Statement
- Site Wide Landscaping Strategy
- Site Layout Plan
- Details of HVM measures

SPPR 3 Wayfinding and legibility

Pedestrian environments must be safe, accessible, legible and free of visual clutter, providing consistent materials, wayfinding and signage.

Description

Carefully sited signage and well designed wayfinding plays an important role in delivering safe, accessible and legible streets and public realm. Signage

and wayfinding can range from road traffic signs and street name plates to “A” Boards and other temporary or integrated signage. The use of signage must be carefully considered to ensure that it is kept to minimum, appropriately sited and kept up to date.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Documents required:

- Design and Access Statement
- Site Wide Landscaping Strategy
- Site Layout Plan.

SPPR 4 Street furniture

Street furniture must make a positive contribution to the public realm and reflect and enhance the allocated Area Type and the character of the Trafford Place where the site is located. A restricted palette of materials must be used for street furniture that is simple, usable, durable and easy to maintain. It must not create visual clutter or impede access.

Description

Street furniture can help animate the public realm and is vital to the safe functioning of public spaces and very often, the direct safety of the people that use them. However careful planning is required to avoid unnecessary clutter and obstacles. Where possible smart technology and digital infrastructure should be integrated within street furniture in a creative way.

Consider ways in which street furniture could perform multiple functions or be integrated with other features, such as using robustly designed planters as seating or to act as vehicle barriers. Street furniture should contrast in colour and tone with its surroundings to help visually impaired people avoid obstacles they might walk into or trip over. Historic street furniture should be refurbished and retained.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Area types:

- In New Places it should be demonstrated how this fits in with a masterplan or Design Framework for the whole of the place. This should be delivered in accordance with the masterplan, parameter plans or Design Framework for the site.

Documents required:

- Site Layout Plan
- Details of street furniture (may form part of the Site Wide Landscaping Strategy or Design and Access Statement).

SPPR 5 **Public art**

Public art must contribute positively towards the local character and distinctiveness of the Trafford place and respond to social and cultural context.

Description

When designing public art, careful consideration must be given to siting, accessibility and the users of the space. Public art must enhance the visual and spatial experience of the public realm and stimulate the imagination with innovative or creative installations. Public art should create focal points in the public realm and appeal to the senses through imaginative use of colour, light, proportions, texture, sounds and movement. Public art can be two or three dimensional and interactive and participatory art installations are encouraged.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Area types:

- In New Places it should be demonstrated how this fits in with a masterplan or Design Framework for the whole of the place, this should be delivered in accordance with the masterplan, parameter plans or Design Framework for the site.

Documents required:

- Site Layout Plan
 - Details of public art (may form part of the Site Wide Landscaping Strategy or Design and Access Statement).
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SPPR 6 **Desire lines**

Applicants must demonstrate that they have carefully considered the relationship of areas of public realm with the surrounding environment

and take into account pedestrian and wheeling desire lines when laying out spaces and new developments

Description

Areas of public realm should incorporate continuous, clear, direct and attractive walking and wheeling routes into sites and surroundings. Crossing points should be frequently located on desire lines and free from obstruction.

The delivery of attractive pedestrian and wheeling routes encourages active travel and the delivery of sustainable developments.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Documents required:

- Design and Access Statement
- Site Wide Landscaping Strategy
- Site Layout Plan.

SPPR 7 **Materials**

Materials used in areas of public realm must be high quality, durable and complement the local context.

Description

Surface materials are an integral element of creating areas of public realm, ensuring cohesion and continuity. In order to achieve this, a limited palette with materials that are attractive, simple, durable, appropriate to the local character and capable of withstanding their intended use should be chosen.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Documents required:

- Design and Access Statement
- Site Wide Landscaping Strategy
- Site Layout Plan.

SPPR 8 Accessibility

Areas of public realm must be designed to be fully accessible.

Description

Provide access and facilities for all users in accordance with BS8300 Design of an accessible and inclusive built environment – code of practice, external environment.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Documents required:

- Design and Access Statement
 - Site Wide Landscaping Strategy
 - Site Layout Plan.
-

SPPR 9 Play and recreation

Area of play and recreation must be inviting, inclusive, imaginative and stimulating for all ages. It must also be sensitively designed to complement and enhance the Trafford Place.

Description

The use of natural materials and surfaces is preferred for play spaces, providing a more sensitive appearance and greater sensory experience for users. Informal play features should be designed into the wider environment to encourage the interpretation and exploration of surroundings. The design of formal play spaces (both equipped and natural) should be undertaken through consultation with the relevant public bodies such as ROSPA and local need should be assessed. When designing play equipment, the maintenance and repair of any equipment and surfaces should be considered.

Compliance

Applicants should demonstrate in their submission how this element of the code has been complied with.

Documents required:

- Design and Access Statement
- Site Wide Landscaping Strategy
- Site Layout Plan

- Details of play and recreation equipment, layout, surface and boundary treatment.
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Streets and Public Realm

Street types

A contextual response will result in the definition of any number of street types. The guidance here describes five defined street types, ranging from highest to lowest place value.

The applicant is expected to identify their street hierarchy and fully justify the definition of streets within their plan. The following graphics outline the balance of place and movement when considering the defined street hierarchy in Trafford.

Street types

Destination
Streets

Local Streets

High Streets

Connector Roads

Strategic Roads

Destination Streets

These places are critical to the success of our towns and urban environments. They often form the heart of our communities and therefore reinforce social cohesion, civic pride and foster a sense of community. Due to the important role these places play, their performance is intrinsically linked to the success of our communities

Destination places are those primarily designed for and used by people, where there are few, or no, vehicles. These places provide space for people to meet and socialise. They may provide opportunities for play and space to host events. Green infrastructure will enhance these places by; providing shade and reducing the heat island effect in summer, being part of a sustainable drainage system helping to mitigate the effects of stormwater runoff, contributing to increased biodiversity and making the place attractive.

Characteristics

- High quality materials
- Street trees
- Sustainable Drainage Systems
- Places to sit
- Pedestrian dominated with dedicated space along building line
- Cycle parking
- If vehicles do require access then this must be time limited and low speed

Local Streets

Local streets are where people live, they are both movement corridors and places where people meet providing physical connections to the wider community and a social connection with neighbours. Cycling should also be an easy and safe way to get around using these streets and they should be designed for low vehicle speeds.

Characteristics

- Wide footways
- Potential for cycle streets

- Street trees
 - Sustainable Drainage Systems
 - Slow vehicle environment (20mph limit)
 - On-street parking
-

High Streets

The social and economic prosperity of our towns and villages is intrinsically linked to our high streets. Designed and delivered successfully, high streets will benefit immediate and neighbouring communities.

High Streets form the social and economic heart of our towns and villages. They provide local employment and amenities for residents. Shops, cafes, bars and restaurants provide activity and vitality to our neighbourhoods, activating our streets. By their mixed use nature, high streets have high volumes of movement from all transport forms. To be successful, high streets must balance the priorities of these users.

Characteristics

- Wide footways
 - Street trees
 - Cycle lanes, cycle parking
 - Sustainable Drainage Systems
 - Slow vehicle environment
 - Bus lane if space allows
 - Variety of crossing points
-

Connector Streets

Connector roads provide an important role in linking neighbourhoods and communities. These are focused more on the priorities of vehicles rather than the needs of people. They should contain some features that make them good places to be (inc. shops, bus stops, green space and street furniture/ lighting), as well as attractive and ecologically diverse corridors. Sustainable and active forms of transport should be prioritised, creating or enhancing bus lanes and cycle routes.

Connector roads should utilise green infrastructure to reduce environmental impacts of road traffic such as noise and air pollution. Trees and planting should be used as a means of capturing and storing surface water from the carriageway, creating a more resilient environment.

Characteristics

- Clear footways
- Cycle lanes
- Bus lanes, if space, or bus priority measures
- Sustainable Drainage Systems
- 'Floating' parking lane if space allows
- Safe crossing points
- Street trees
- Places to sit
- Formal & informal crossing points, median strip

Strategic Roads

Strategic roads carry many vehicles, particularly for longer journeys providing routes to the motorway network and between towns and places.

Active modes of transport such as cycling and walking may follow similar routes that are segregated from the road in rural areas.

Strategic roads should utilise larger-scale green infrastructure to reduce the environmental impacts of road traffic such as noise and air pollution. Trees, swales, and woodland should be used as a means of capturing and storing surface water from the carriageway, screening strategic roads, and providing additional habitat area.

Characteristics

- Clear footways
- Cycle lanes (fully segregated out of town, potentially a shared path with pedestrians)
- Sustainable Drainage Systems
- Signalised crossings at busy locations