



**Ian Madgwick** I.Eng MIHT

"Removing the Roadblocks" 14<sup>th</sup> November 2007

# Anywhere Development

( Anywhere Planning.... Anywhere  
Architecture)



*what is it ?*

# Anywhere Development with anywhere roads .....

## & dominated by providing for the car...



"Removing the Roadblocks" 14<sup>th</sup> November 2007

# Anywhere Development ~~with~~ anywhere roads ..... with SCALEXTRIC roads !



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# The Anywhere of tomorrow ?



oundburiesque

architecturally replicated  
without craftsmanship  
and placed in

***SCALEXTRIC***

infrastructure form



..... with SCALEXTRIC roads ?

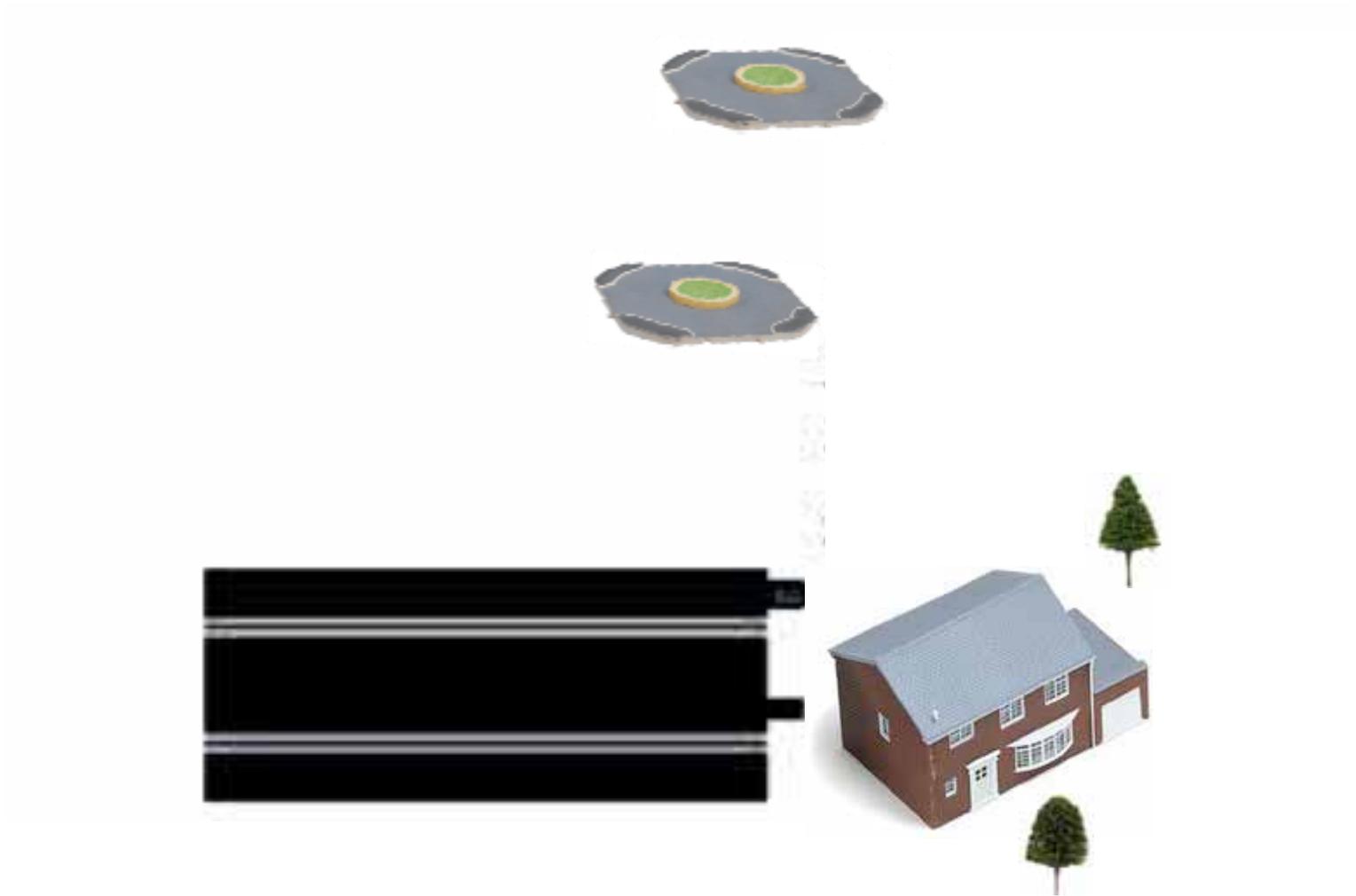


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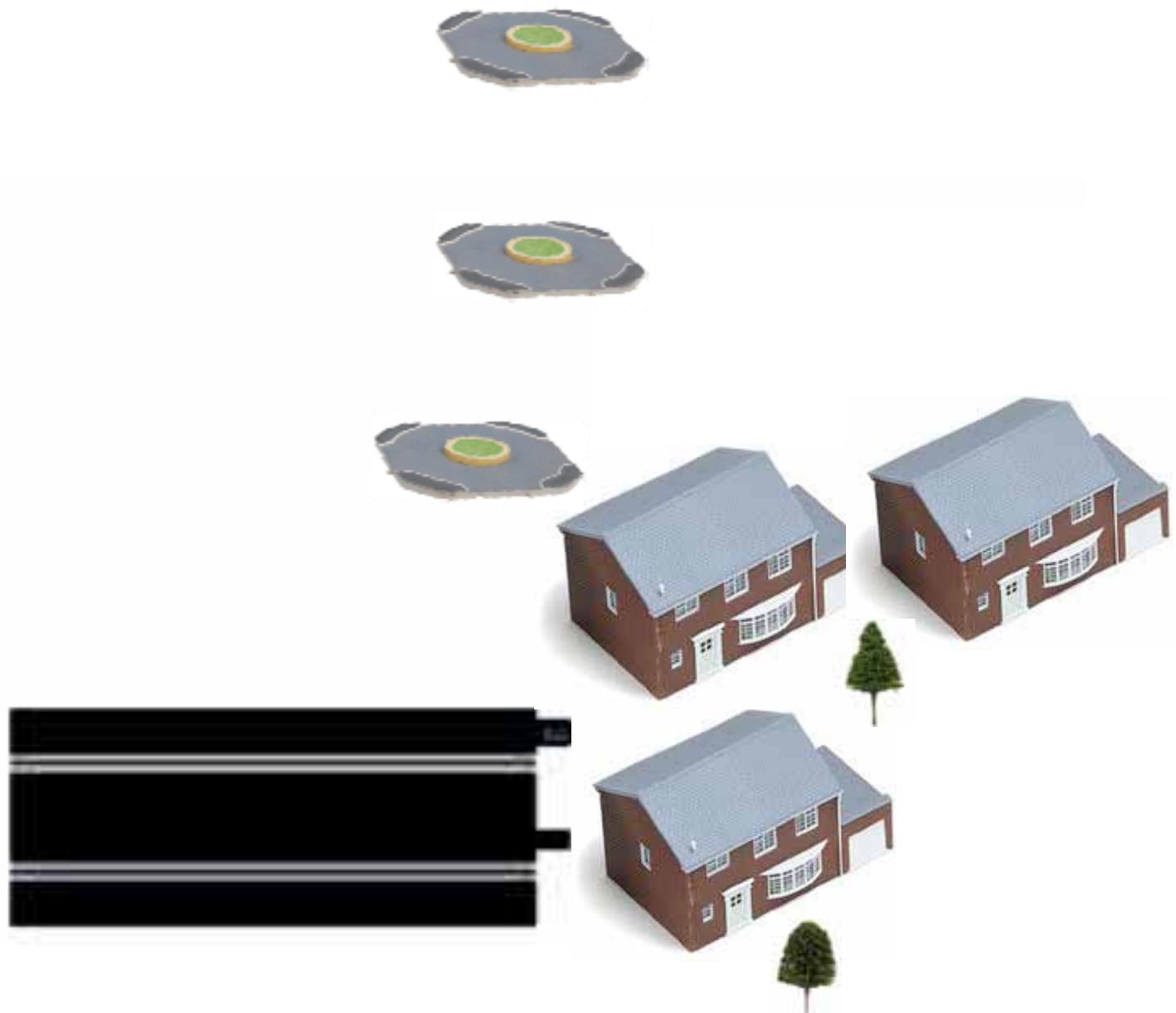




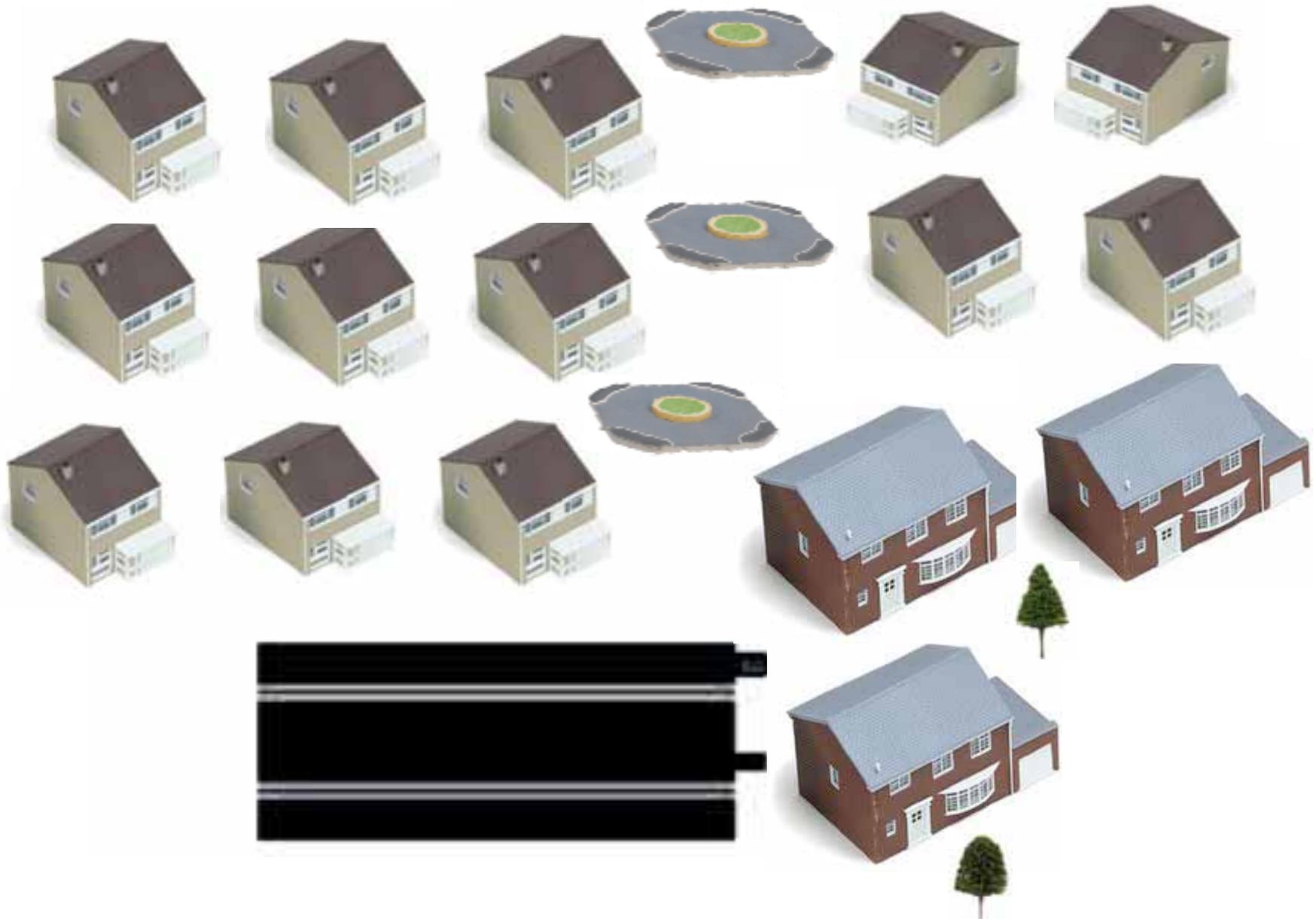
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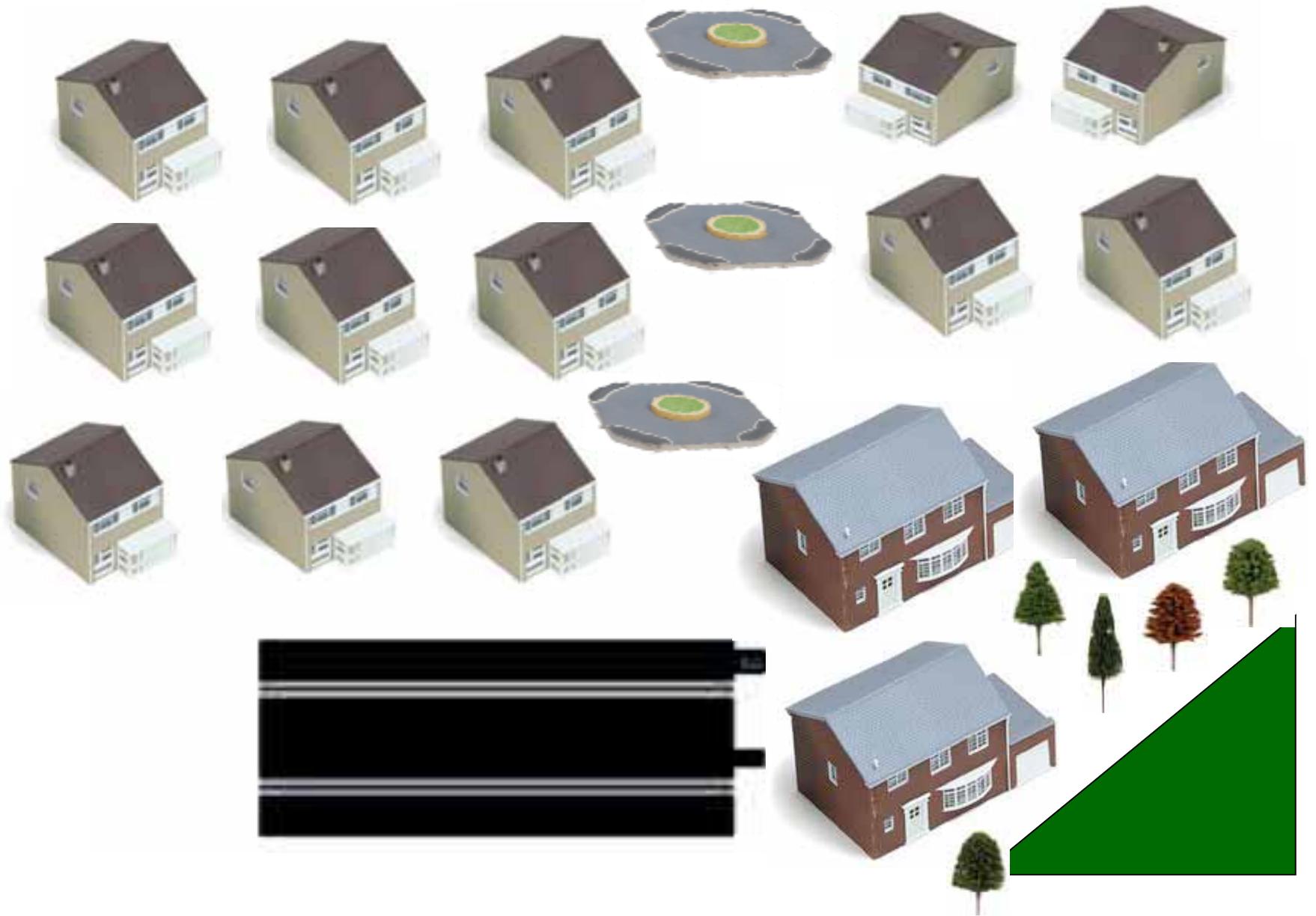
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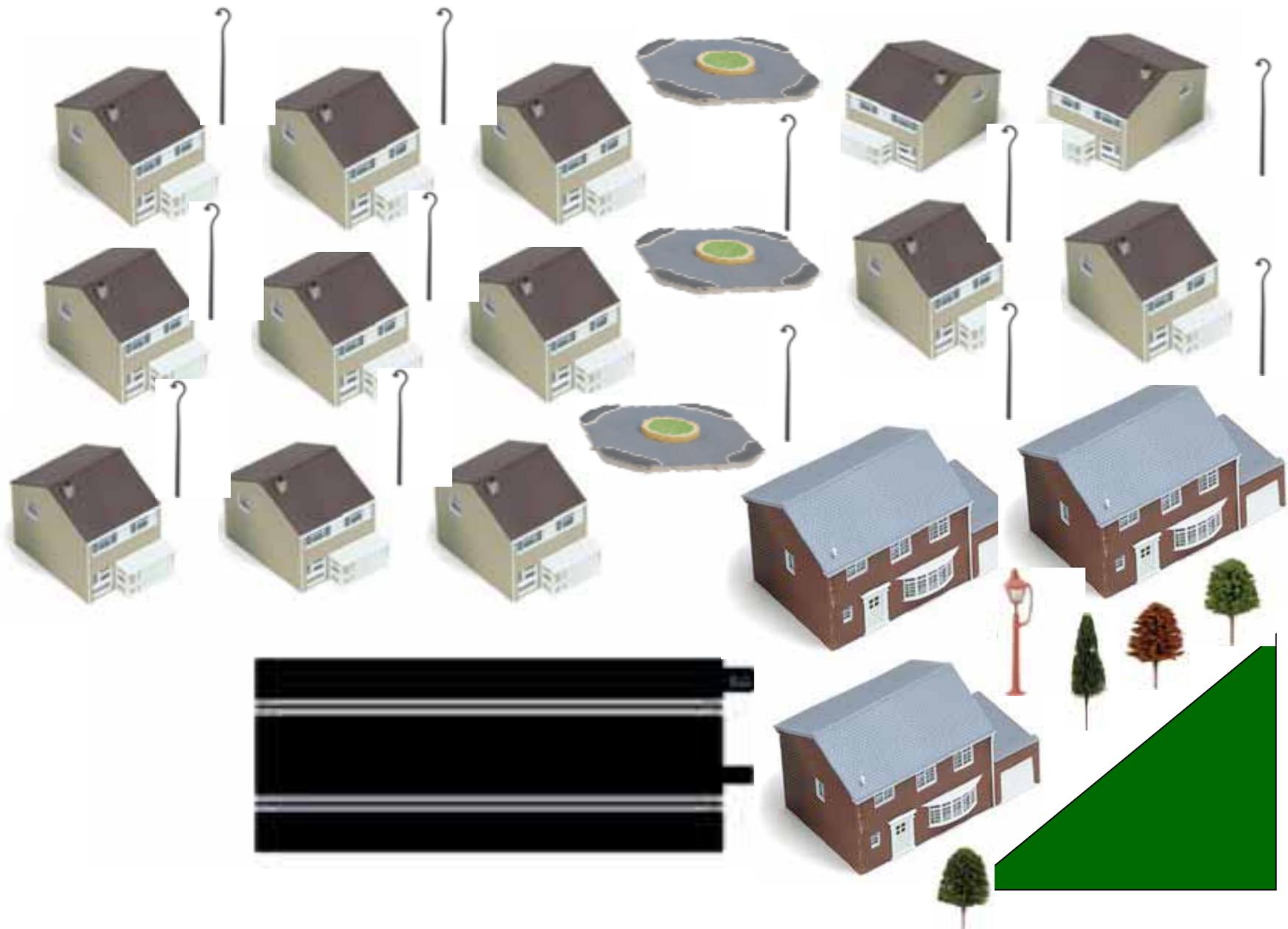
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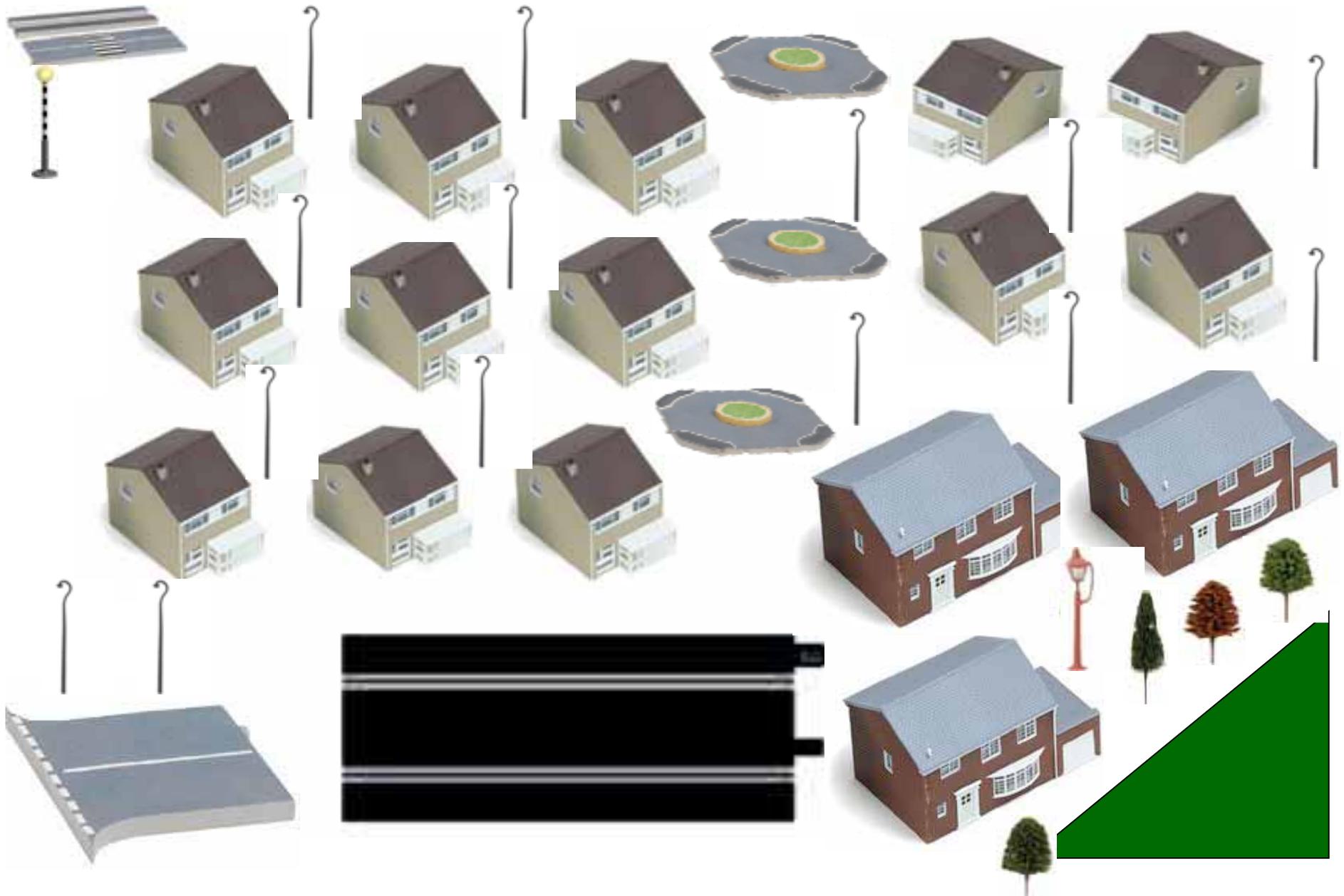
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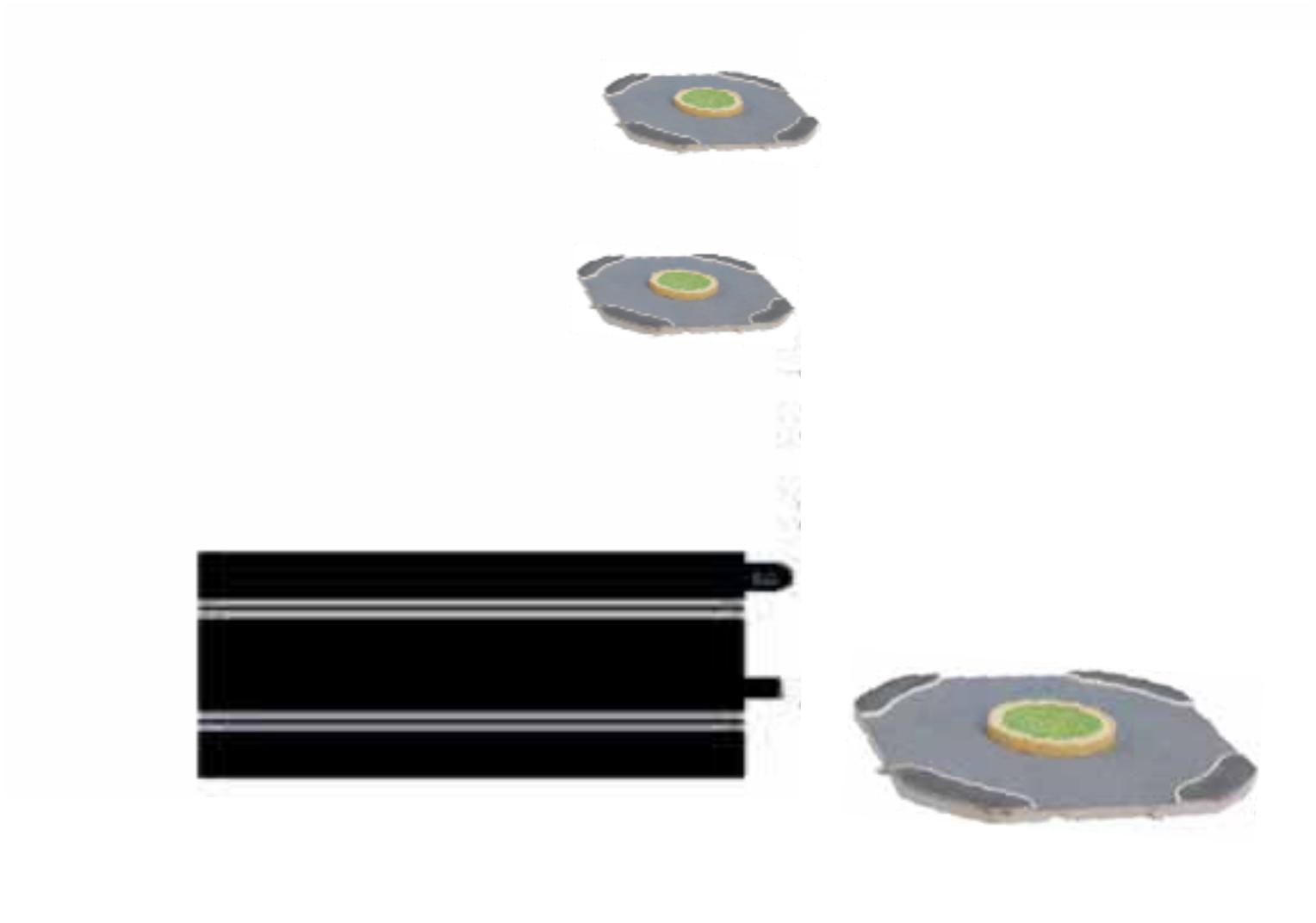


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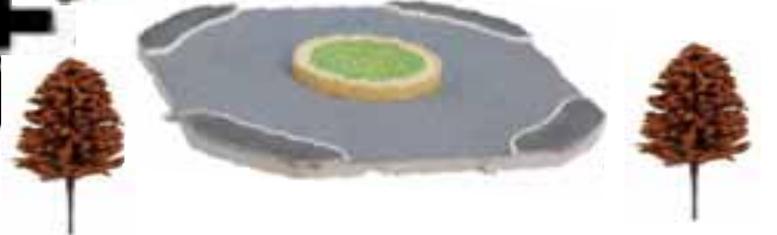
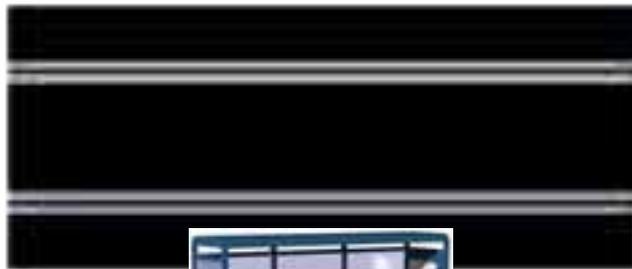
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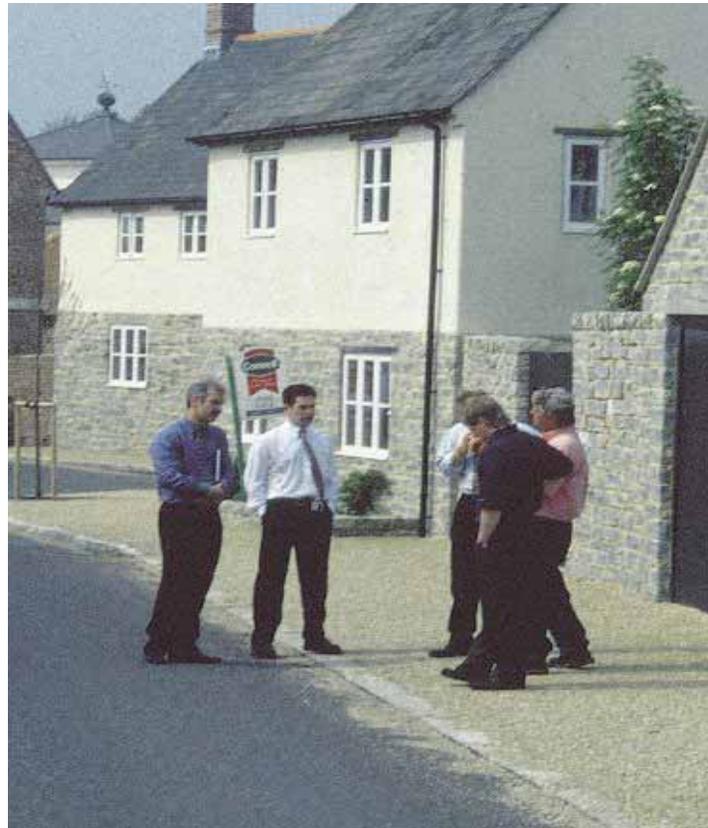


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no more **SCALEXTRIC** !



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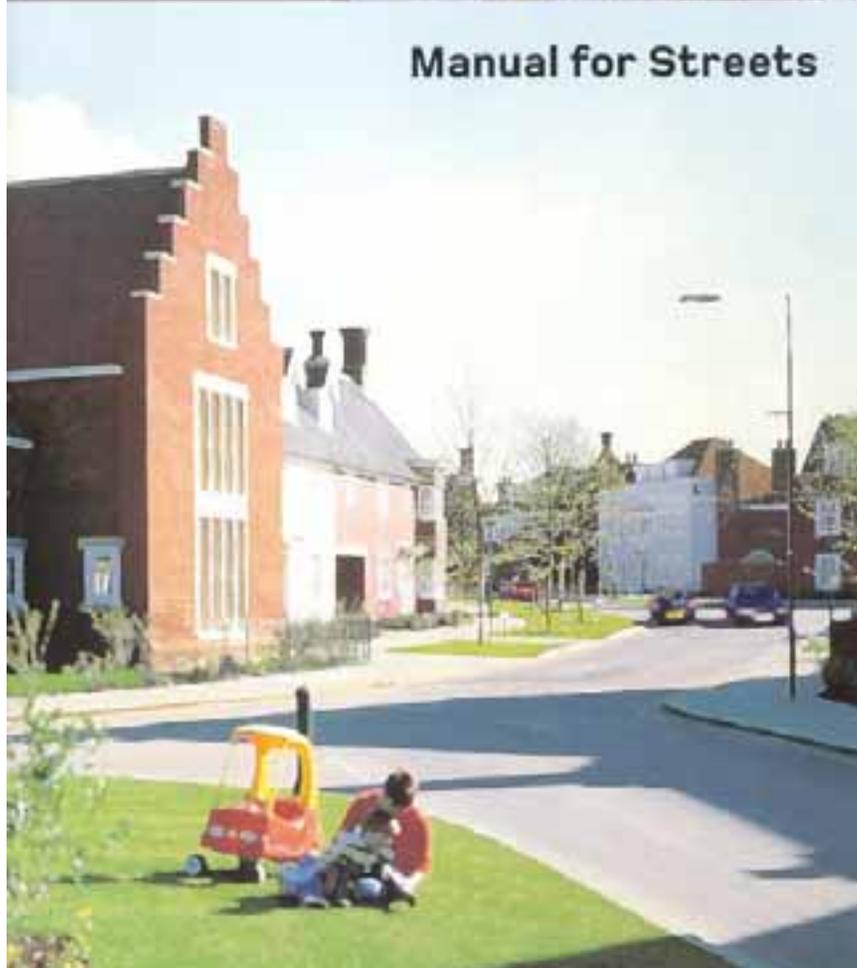




Department for  
**Transport**



## Manual for Streets



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# Issues and Options Consultations

LPA / LHA / LAP



Impact assessments



Landscape Character Assessment

LCA

LPA / AONB / DCC

Townscape Character Assessment

TCA

LPA / AONB ? DCC

Urban Character Assessment

UCA

LPA / AONB / DCC

Conservation Area Appraisal

LPA

Historic Towns Survey

DCC / EH



## Transport Assessments

LPA / LHA / Dev



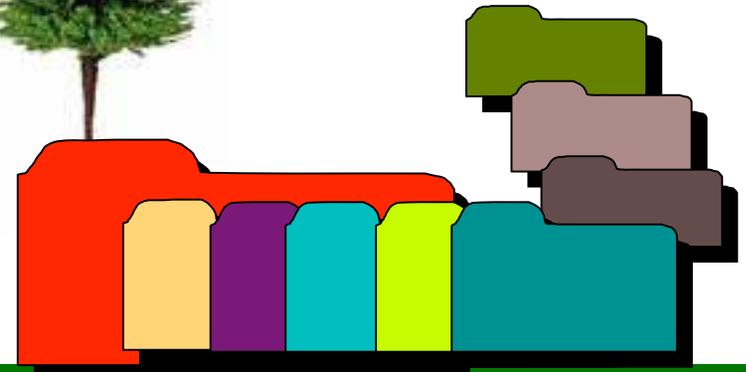
## Framework Plan & Design Brief

LPA / LHA / Dev

## Local Supplementary Planning Document

# SPD

LPA / LHA



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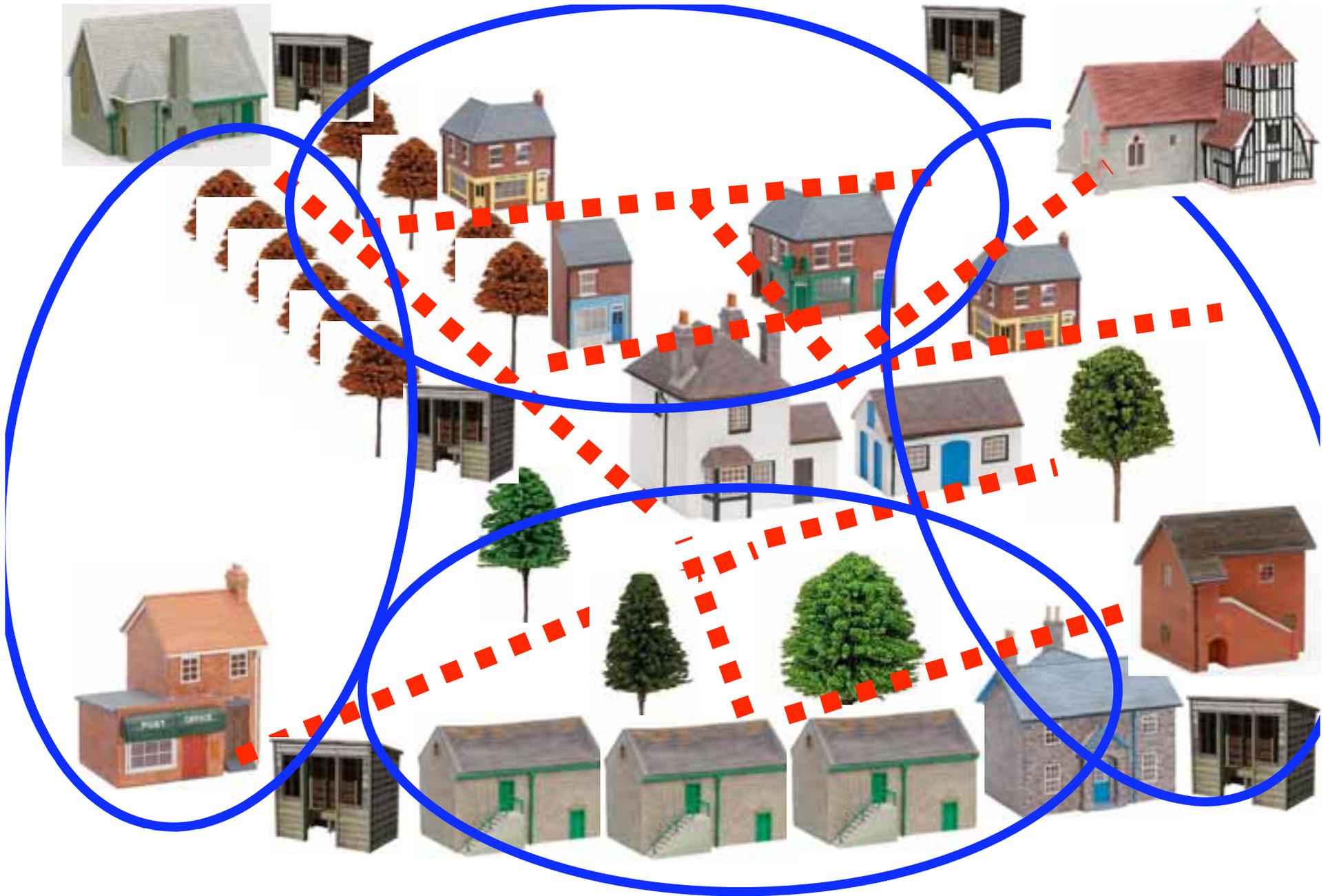




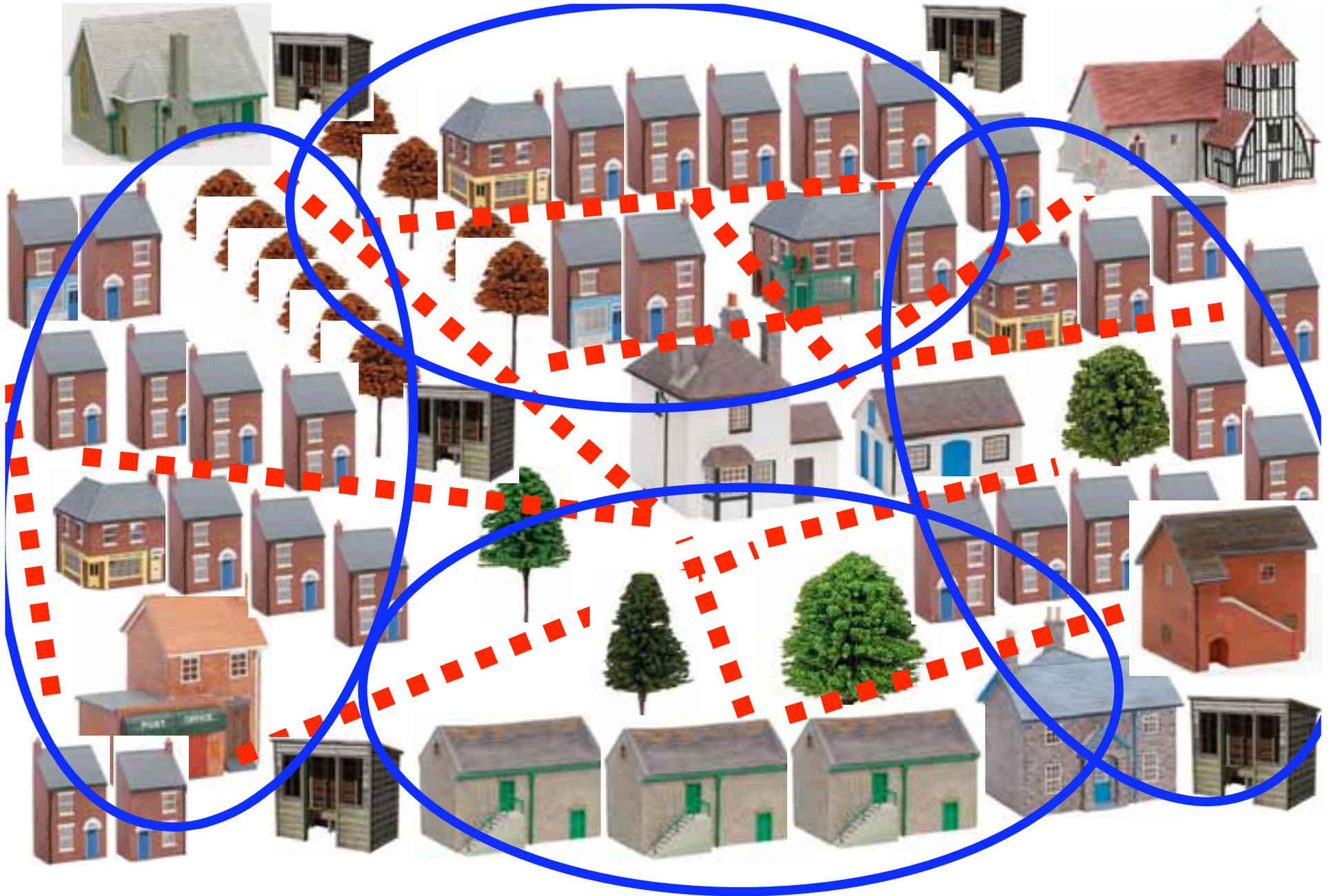
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# WEST DORSET DISTRICT COUNCIL



## RTPINNEWS

The RTPIN news pages are available online on the website, see: [www.westdorset.gov.uk](http://www.westdorset.gov.uk) or call 01308 821111. For more information, see: [www.westdorset.gov.uk](http://www.westdorset.gov.uk)

### Positive planning – breaking the mould of housing developments

Achieving high-density, mixed-use developments that are attractive and enjoyable for all is the key to positive planning. David Evans



February 2004: Aerial view of the new development in Dorchester.

West Dorset District Council

Protecting and enhancing the quality of the built environment

Beacon Council scheme 2003-04

## Protecting and enhancing the quality of the built environment

### Beacon Council scheme 2003-04

Looking after local character...  
Development briefs and village design statements can be powerful tools in helping to preserve local distinctiveness and identity.

Beacon Council 2003-2004  
Quality of the Built Environment

West Dorset is a beautiful place...

# Abbotsbury



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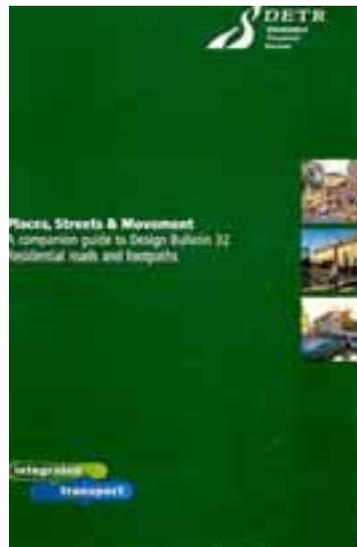
# Abbotsbury



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# Abbotsbury



"Removing the Roadblocks" 14<sup>th</sup> November 2007



# Abbotsbury



*Phil Jones Associates Ltd*  
Transport Planning Consultants



Highway Guidance for Estate Roads



Winter 2002

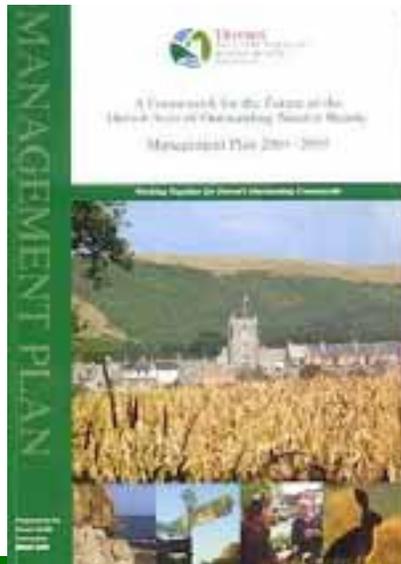
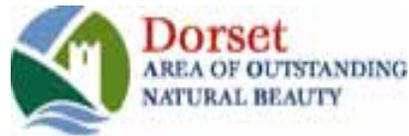
Improving the quality of life for people in Dorset, now and for the future



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# Abbotsbury



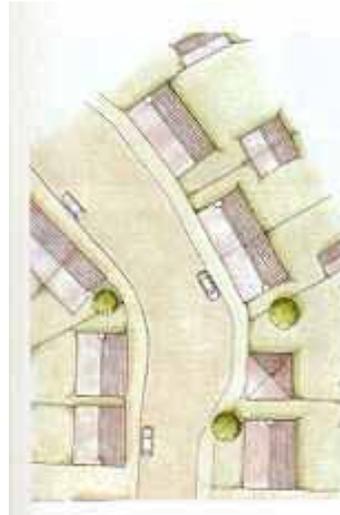
Natural Beauty and Heritage  
Built Environment



"Removing the Roadblocks" 14<sup>th</sup> November 2007



# Broadwindsor



At Broadwindsor in Dorset the whole street between building frontages has been adopted. Some car parking takes place on the adopted street.



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# Poundbury, Dorchester



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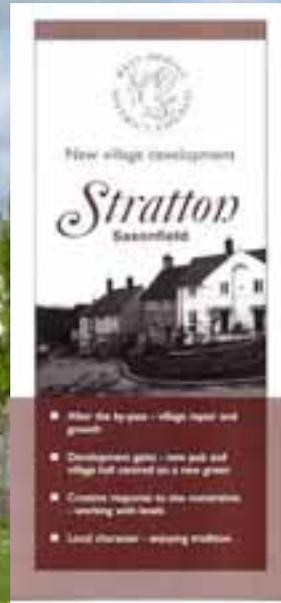


# Bradford Peverell



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# Stratton



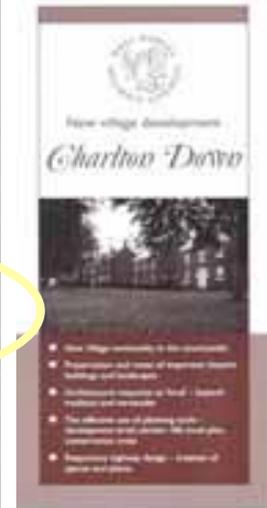
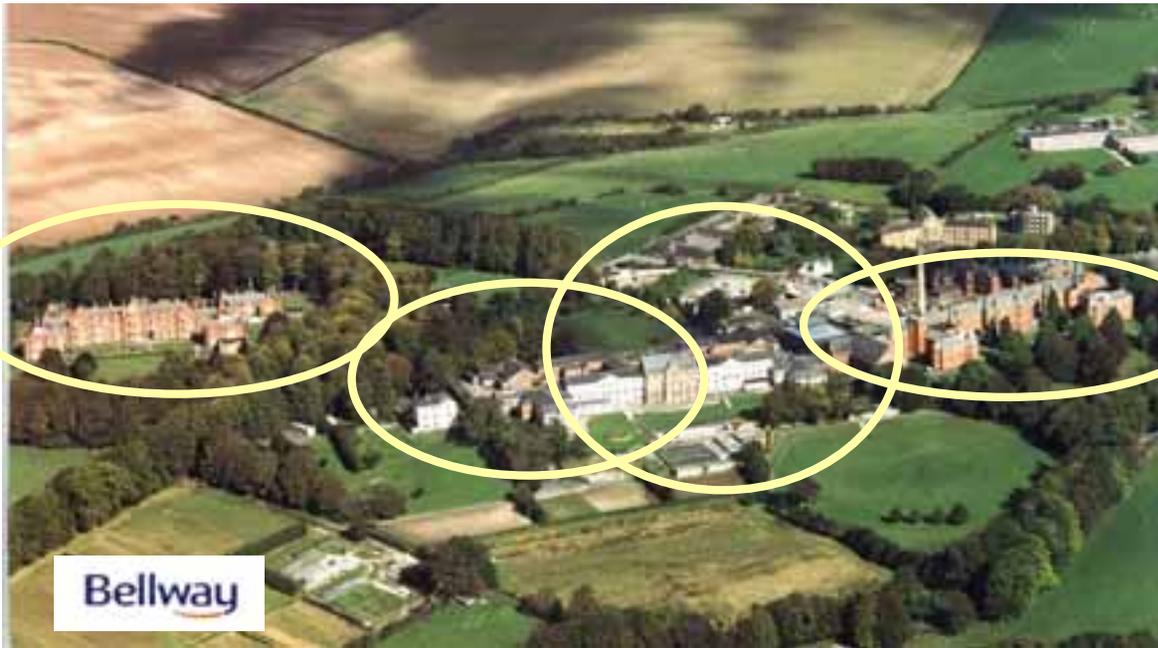
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# Charlton Down



## Herrison Hospital (1863), Dorset.



# Charlton Down



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# Charlton Down



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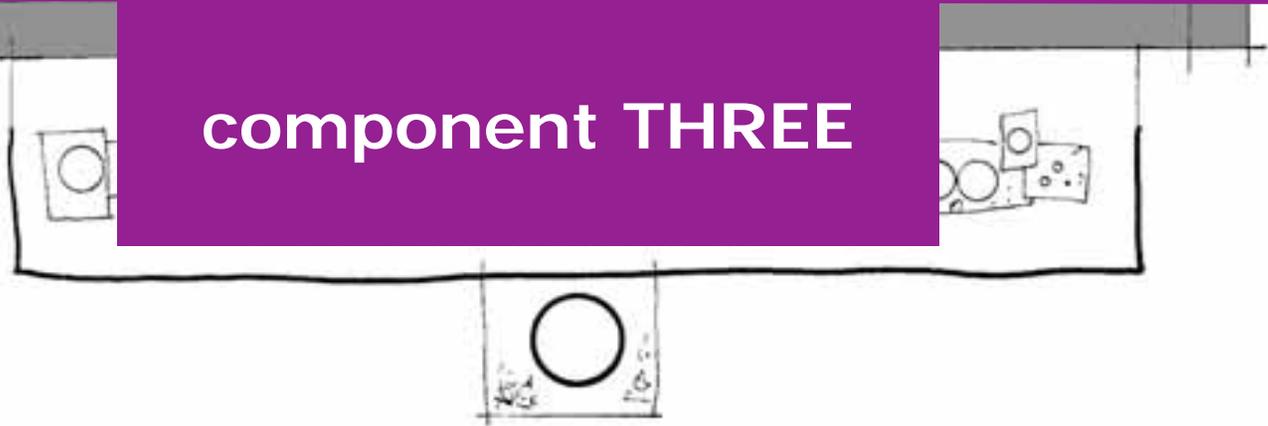




local context....

in 3D

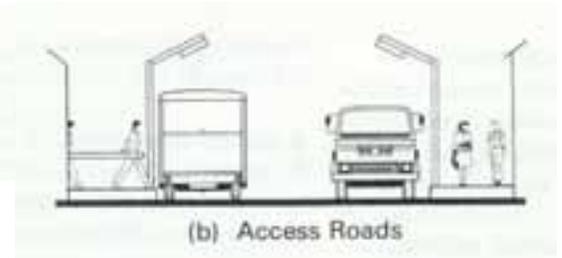
component THREE



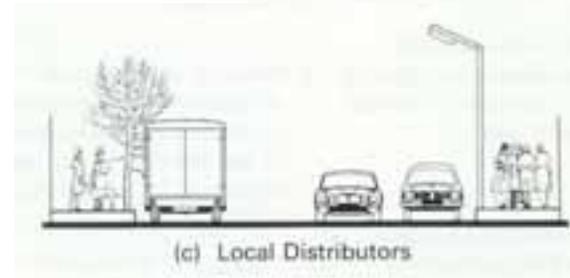
# Achieving Quality Streetscapes STATUTORY DESIGN GUIDANCE



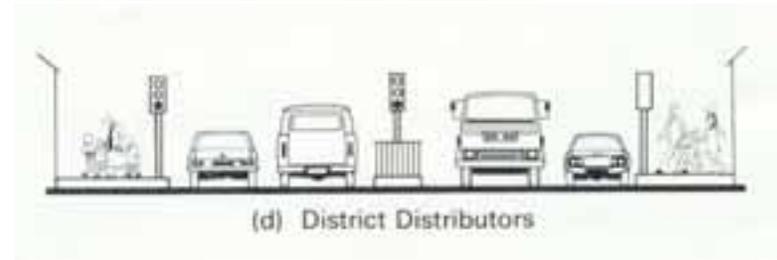
(a) Pedestrianised Streets



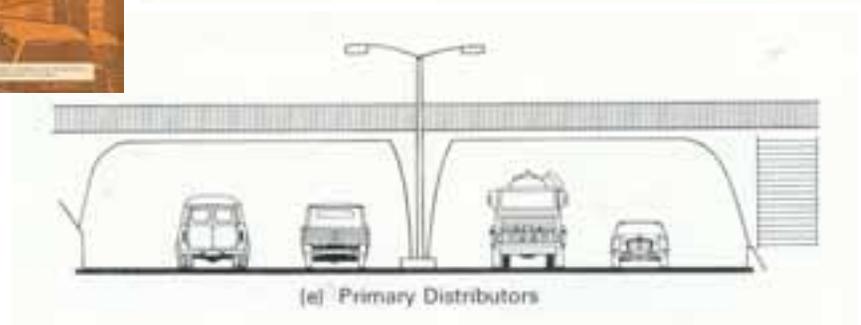
(b) Access Roads



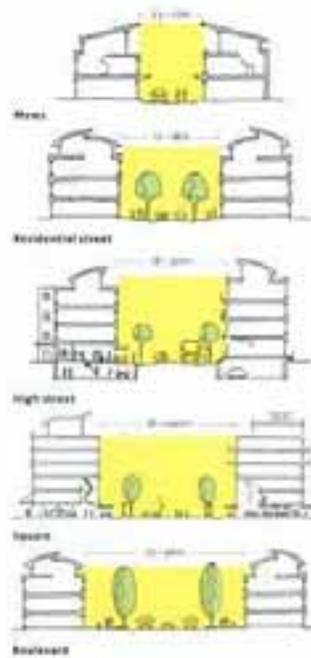
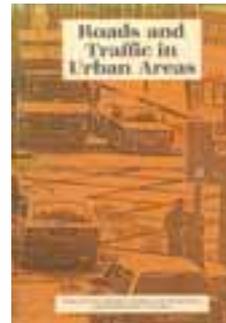
(c) Local Distributors

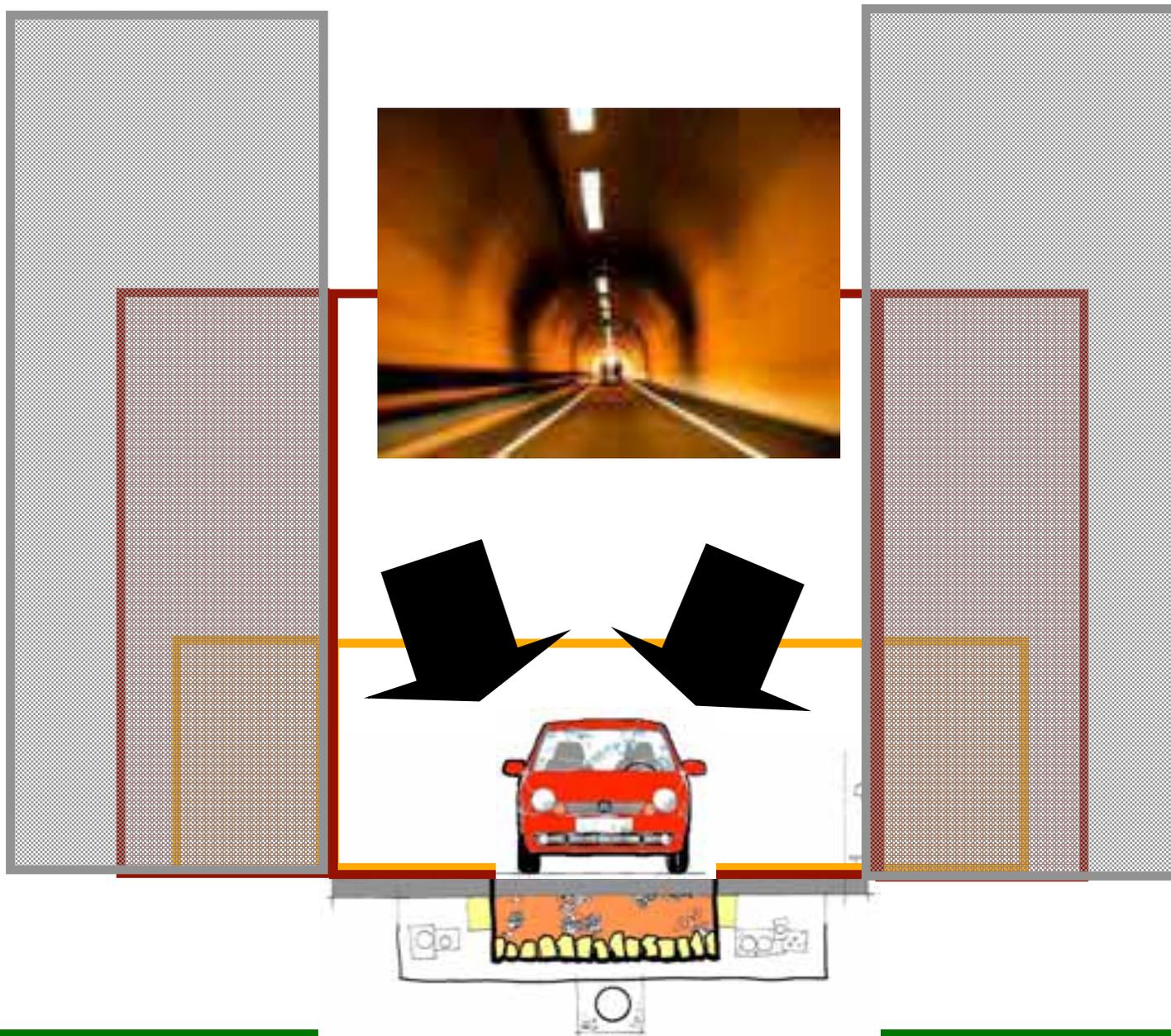


(d) District Distributors



(e) Primary Distributors



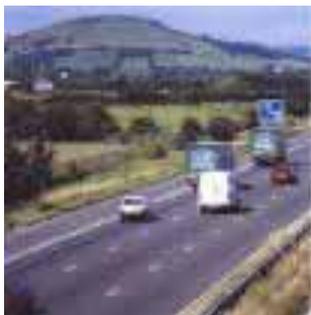


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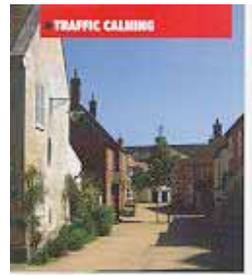
**TRAFFIC CALMING**

# Pushing the boundaries



Highways are an integral part of the built environment. Consequently as **Stephen Paul Hardy** explains, the structures that confine them have a natural calming influence on driver behaviour.

It is the way that the built environment is designed that can have a significant influence on driver behaviour. The way that buildings are designed and the way that they are used can have a significant influence on driver behaviour. The way that buildings are designed and the way that they are used can have a significant influence on driver behaviour.



At night, the streetlights create a different atmosphere. The way that buildings are designed and the way that they are used can have a significant influence on driver behaviour.

**TRAFFIC CALMING**



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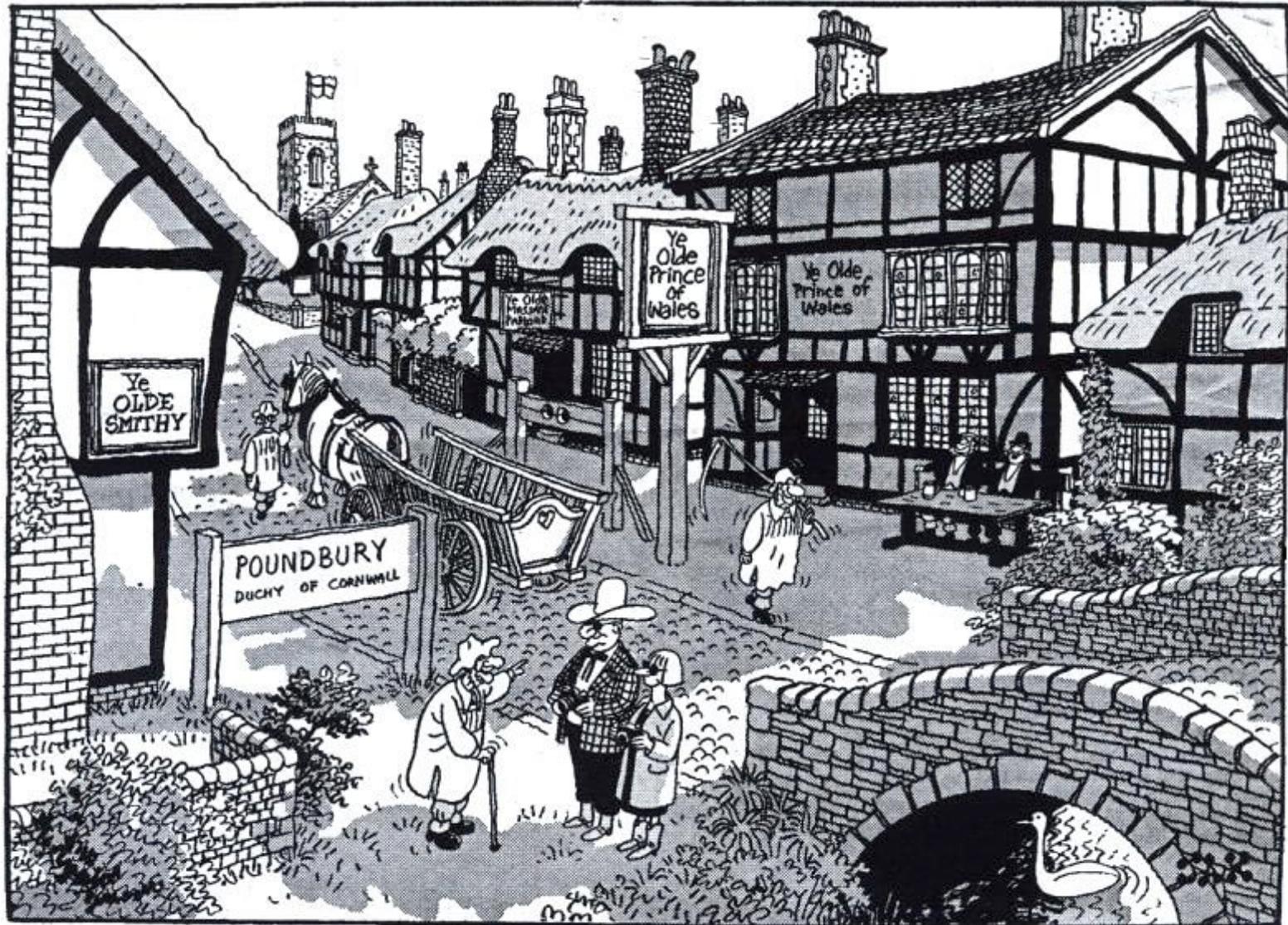
While built form and form of top are only from what a street becomes...

...the way that buildings are designed and the way that they are used can have a significant influence on driver behaviour. The way that buildings are designed and the way that they are used can have a significant influence on driver behaviour.

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with 500 years of architecture crammed into the last 10 years...



'... and the pub dates all the way back to last Monday!'

the scene is now set for the next decade.....

REMOVING THE ROADBLOCKS 11 NOVEMBER 2007



ENGLISH HERITAGE



Women's Institute



### Paving and road surfaces:

These form the immediate environment for all of us as we negotiate our way along a street.

*Rural traditions:* These define the basic geometry of the street. Deep paving marks to create a natural entry and a pivot for the buildings.

Use local materials where possible but to proper specifications.

Avoid discordant colours of paving and road marking.

Retain historic paving and details such as kerbs, curbsides, and various methods of drains - keep 'em all on feet.

Avoid arbitrary pavement treatments which break the surface.



### Traffic management

Traffic calming measures should be designed to fit seamlessly into the wider street-scene, as though they are a natural part of the overall townscape.



Each traffic calming measure should be designed and sited to the overall layout of the existing buildings and highway.

The minimum number of physical measures should be used to calm traffic.

Signs and street furniture should be consistent with the context of the design and their number and impact minimised.

Traditional materials such as cobble or setts can be used for slow speed traffic in historic streets. Other sets, such as granite, later types of kerbs and curbs can be retained and renewed.

Setts need not cover a whole street. A narrow strip or bands of setts can be used and are also effective.

Street measures such as narrowing the road or the approach to a bridge can slow traffic as effectively as traffic signs/signs or a cluster of bollards and parking stanchions.



# True or False ?

A standard response from councils to complaints about street clutter is that signs, bollards and guardrails are required for safety regulations. In fact very little is dictated by law.



BRITAIN HAS THE SAFEST STREETS IN EUROPE

**FALSE:** It can be very successful in reducing accidents for drivers and car passengers. But this has been at a cost to other street users. Our record for child safety is particularly poor, and we have discouraged cyclists and pedestrians from using our streets. Beautiful legible streets mean safer streets for all.

TRAFFIC LIGHTS ARE ESSENTIAL FOR ROAD SAFETY AND REDUCING CONGESTION AT BUSY JUNCTIONS

**FALSE:** Traffic lights are only necessary where streets are designed for vehicle speeds above 30 mph. They do not necessarily reduce accidents. Uncontrolled junctions encourage slower speeds and greater caution, and can reduce delays to vehicles and pedestrians. Across Europe, many traffic lights are being removed at busy intersections with positive results.

UNPAVED OBJECTS IN THE MIDDLE OF STREETS ARE A HAZARDOUS OBSTACLE

**FALSE:** Trees, fountains, and other landmarks can enhance road safety by emphasizing the unique identity of each place and forging a psychological link between the driver and his or her surroundings.

STANDARDISED ROAD SIGNS AND MARKINGS ARE ESSENTIAL

**FALSE:** Standardised signs may be appropriate for trunk roads and motorways. In built up areas, often they have little effect on driver behaviour. Legible streets with their distinctive identity and sense of place enhance safety through enhancing driver concentration.



THE ONLY WAY TO TACKLE POOR DRIVING BEHAVIOUR, OR BAD BEHAVIOUR IS TO HAVE MORE SIGNS AND MARKINGS

**FALSE:** Signs and markings have little effect on driver behaviour. Signs and markings are only necessary where streets are designed for vehicle speeds above 30 mph. They do not necessarily reduce accidents. Uncontrolled junctions encourage slower speeds and greater caution, and can reduce delays to vehicles and pedestrians. Across Europe, many traffic lights are being removed at busy intersections with positive results.

GUARDRAILS ARE ESSENTIAL TO PREVENT ACCIDENTS AND IMPROVE ROAD SAFETY

**FALSE:** Signs between buildings and traffic can encourage faster speeds and generate a false sense of security. They reduce visibility for children and people in wheelchairs and impair the view of pedestrians. There is little evidence to suggest they improve legibility either.

THE ONLY WAY TO CONTROL PARKING IS TO USE YELLOW LINES

**FALSE:** Yellow lines are not the only way to control parking. Signs and markings have little effect on driver behaviour. Signs and markings are only necessary where streets are designed for vehicle speeds above 30 mph. They do not necessarily reduce accidents. Uncontrolled junctions encourage slower speeds and greater caution, and can reduce delays to vehicles and pedestrians. Across Europe, many traffic lights are being removed at busy intersections with positive results.

WHITE CONTRAST PAINTINGS ARE NECESSARY ON ALL BUT THE TOP ROADS TO HELP PREVENT COLLISIONS

**FALSE:** White contrast paintings are not necessary on all roads. They have little effect on driver behaviour. Signs and markings are only necessary where streets are designed for vehicle speeds above 30 mph. They do not necessarily reduce accidents. Uncontrolled junctions encourage slower speeds and greater caution, and can reduce delays to vehicles and pedestrians. Across Europe, many traffic lights are being removed at busy intersections with positive results.

“.....good design can entail minimising sign clutter or rearranging street furniture without necessarily compromising road safety.”



**Tony McNulty MP - Minister for Transport**

speaking at the “Streets for People” Urban Design Summit , 16th March 2004, London

“..It’s early days in the journey away from over design and I appreciate making decisions about minimum requirements may need careful research. But I’m confident specialists from different fields can work together to achieve broader benefits than those possible through working in isolation.”



**Tony McNulty MP - Minister for Transport**

speaking at the “Streets for People” Urban Design Summit , 16th March 2004, London

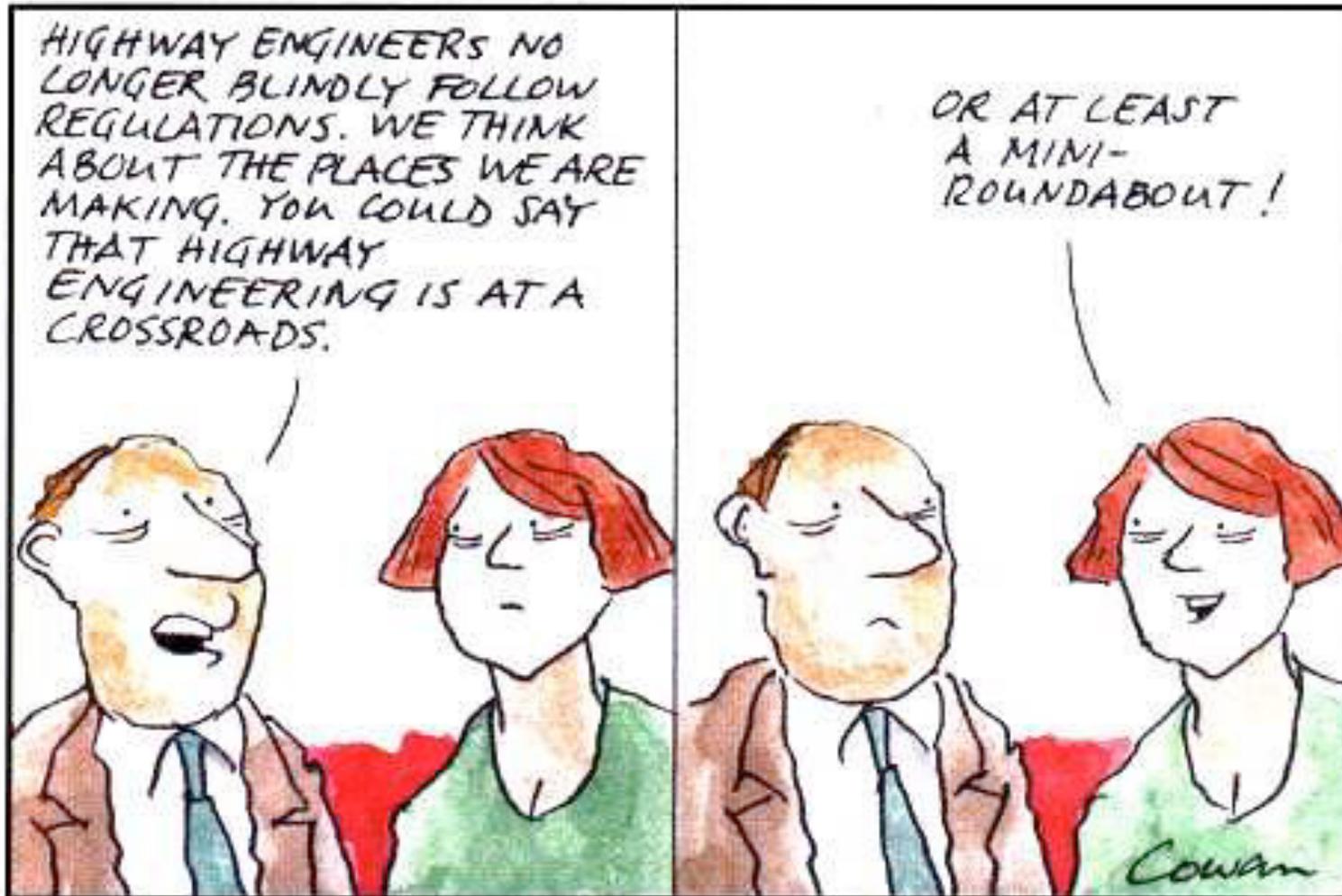
“.....schemes should be about creating successful places, not about tackling single issues.”



**Tony McNulty MP - Minister for Transport**

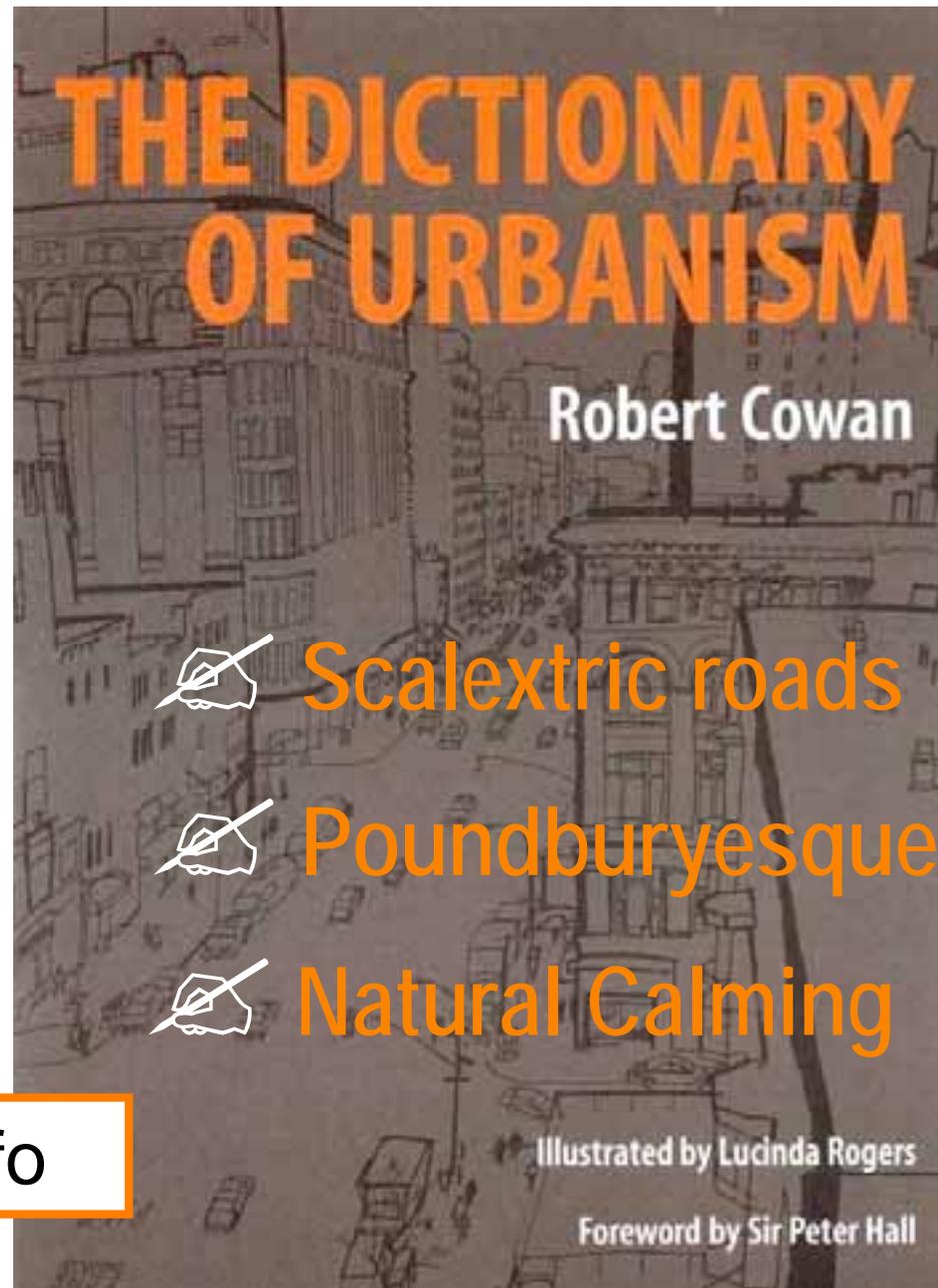
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# Planning matters by Cowan



9 SEPTEMBER 2005

"Removing the Roadblocks" 14<sup>th</sup> November 2007



[www.urbanwords.info](http://www.urbanwords.info)

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# sharing perceptions & aspirations



"Removing the Roadblocks" 14<sup>th</sup> November 2007

and sharing experience !



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**HIGHWAYS MAKES A SPLASH !!!**

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# The End...



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