



STREETS FOR ALL

NORTH WEST



## STREETS FOR ALL North West

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# Principles of good practice

## Ground Surfaces:

Relate ground surfaces to their surrounding streetscape context

Avoid small paving modules laid in arbitrary colours and patterns

When assessing costs, use sustainable accounting methods and consider life cycle costing

Respect the subtle proportional relationship between the footways, buildings and carriageway

Maintain and restore historic paving where it survives

Respect local designs and details

Retain or reinstate setted edges, cobbles and grass verges, taking into account the needs of all

Avoid the unnecessary introduction of kerbs in rural areas

Use road markings sparingly in sensitive areas, consistent with safety standards

Consult local disability organisations on detailed designs and consider using access consultants

## Street Furniture:

Identify and remove superfluous or redundant items

Reduce new furniture to a minimum by good design

Co-ordinate style, colour and siting of street furniture

Compile an inventory of historic street furniture and make plans for their maintenance

Consider recasting local designs, ensuring details are accurate and authentic

Locate signs on buildings or at the back edge of pavements

Avoid placing signs on new posts which add to clutter

Avoid large backing panels and yellow backing boards

Consider street lighting in conjunction with other light sources, shop windows and floodlit buildings

Eliminate the need for bollards through higher quality kerb definition and good design

Retain traditional telephone kiosks and post boxes

## Traffic Management:

A traffic management strategy should be part of a wider townscape management plan. It should be based on a careful urban design analysis of the character of the area

Adopt a minimalist approach. Physical measures should involve visual interference with the established street scene. Keep signs and other street furniture to a minimum

Adopt devices which are easily integrated into the existing townscape. They include: Stone setted surfaces, which may help to reduce traffic speed, and are traditional elements in many streets; rumble strips of stone setts laid slightly above the level of the existing carriageway at entry points or other locations; entry treatments which reinforce the character of existing gateways into an area using traditional designs based on local materials and planting

## Environmental Improvements:

Pedestrianisation schemes require particular sensitivity

Wall-to-wall surfaces should be avoided in historic areas, with a clear definition maintained between the footway and the carriageway to provide a plinth for the adjacent buildings

Promote public art in order to maintain evolving visual stimulation

Select and locate trees in relation to the overall townscape with specialist advice

Consider the potential for trade-off between floodlighting and streetlighting

Consult local access groups or disability organisations