



As well as providing access to buildings and the services to them, streets are our most important public spaces. Streets serve many functions, not only the circulation of traffic, but walking, cycling, play and meeting people. The spaces defined by buildings frame the street.

Streets are multi-functional spaces and there is always the risk of conflict between uses. The key is to design for all the uses and users.

4.4.1 STREET TYPES

Define street types by capacity and character

The types of street to be included in a scheme are the key to its overall character. The conventional engineering-led approach to street classification is based solely on vehicular capacity. This regards streets as traffic conduits and ignores their multi-functional role. A new terminology is required to describe all the roles that streets can play in making successful places.

The classification of street types in Table 4.2 considers the street in terms of:

- **Capacity:** how movement of every kind can be accommodated safely.
- **Character:** the role of the street in the urban realm and the types of building and landscape that line it (which is also influenced by enclosure – see 5.1.3).

Table 4.2 Street types that combine capacity and character

Conventional capacity-based terminology	Streets that combine capacity and character
Primary distributor	Main road Routes providing connections across the city
District distributor	Avenue or Boulevard Formal, generous landscaping
Local distributor	High Street Mixed uses, active frontages
Access road	Street or Square Mainly residential, building lines encouraging traffic calming
Cul-de-sac	Mews / Courtyard Shared space for parking and other uses

4.4.2 MAIN ROUTES

Make the route go through

Through routes give life - they are the city's arteries. Determine the main route through the scheme, its relationship to the centre, and its links into the grid.

Pedestrian and vehicular through-movement are an opportunity to create lively, viable mixed-use, rather than a problem to be re-routed. Only where traffic levels threaten environmental quality (noise, fumes etc.) is remedial action necessary.