**Design Manual for Urban Roads and Streets**

**Street Design Audit**

**Prepared in respect of:** *[Insert project description]*

**Prepared by:** *[Insert company/organisation names]*

***Date:*** *[Insert date]*

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| **Connectivity**  |
| **Key Issues** | **Key DMURS Reference*.*** | **Design Response** |
| Strategic routes/major desire lines been identified and are clearly incorporated into the design.  | 3.1 – Integrated Street Network3.2.1 – Movement Function3.3.1 – Street layouts3.3.4 - Wayfinding |  |
| Multiple points of access are provided to the site/place, in particular for sustainable modes.  | 3.3.1 – Street Layouts3.3.3 – Retrofitting[[1]](#footnote-1) |  |
| Accessibility throughout the site is maximised for pedestrians and cyclists, ensuring route choice.  | 3.3.1 – Street Layouts3.3.2 – Block Sizes3.4.1 – Vehicle Permeability |  |
| Through movements by private vehicles on local streets are discouraged by an appropriate level of traffic calming measures.  | 3.2.1 – Movement Function3.2.3 – Place Context3.4.1 – Vehicle Permeability |  |

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| **Self-Regulating Street Environment** |
| **Key Issues** | **Key DMURS Reference*.*** | **Design Response** |
| A suitable range of design speeds have been applied with regard to context and function. | 3.2.1 – Movement Function.3.2.3 – Place Context.4.1.1 – A Balanced Approach to Speed[[2]](#footnote-2) |  |
| The street environment will facilitate the creation of a traffic clamed environment via the use of ‘softer’ or passive measures.[[3]](#footnote-3) | 4.2.1 – Building Height and Street Width4.2.2 – Street Trees4.2.3 – Active Street Edges4.2.4 – Signage and Line Marking4.2.7 – Planting 4.4.2 – Carriageway Surfaces4.4.9 - On-Street ParkingAdvice Note 1 – Transitions and Gateways |  |
| A suitable range of design standards/measures have been applied that are consistent with the applied design speeds.  | 4.4.1 - Carriageway Widths4.4.4 – Forward Visibility4.4.5 – Visibility Splays4.4.6 – Alignment and curvature4.4.7 – Horizontal and Vertical DeflectionsAdvice Note 1 – Transitions and Gateways |  |
| **Pedestrian and Cycling Environment** |
| **Key Issues** | **Key DMURS Reference*.*** | **Design Response** |
| The built environment contributes to the creation of a safe and comfortable pedestrian environment. | 4.2.1 – Building Height and Street Width4.2.3 – Active Street Edges4.2.5 – Street Furniture4.4.9 - On-Street parking |  |
| Junctions been designed to ensure the needs of pedestrians and cyclists are prioritised[[4]](#footnote-4). | 4.3.2 - Pedestrian Crossings4.3.3 – Corner Radii4.4.3 - Junction Design4.4.7 - Horizontal and Vertical Deflections |  |
| Footpaths are continuous and wide enough to cater for the anticipated number of pedestrian movements.  | 3.2.1 – Movement Function.3.2.3 – Place Context.4.2.5 – Street Furniture4.3.1 - Footways, Verges and Strips 4.3.2 - Pedestrian Crossings |  |

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| **Pedestrian and Cycling Environment (cont)** |
| **Key Issues** | **Key DMURS Reference*.*** | **Response** |
| The particular needs of visually and mobility impaired users been identified and incorporated in the design.  | 4.2.5 - Street Furniture4.3.1 - Footways, Verges and Strips 4.2.5 - Street Furniture4.3.2 - Pedestrian Crossings4.3.4 - Pedestrianised and Shared Surfaces |  |
| Cycling facilities will cater for cyclists of all ages and abilities.[[5]](#footnote-5) | 3.2.1 – Movement Function.3.2.3 – Place Context.4.3.5 - Cycle facilities. |  |

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| **Visual Quality** |
| **Key Issues**  | **Key Considerations and DMURS Ref:** | **Design Response** |
| The landscape plan responds to the street hierarchy and the value of the place.  | 3.2.1 – Movement Function.3.2.3 – Place Context.4.2.2 – Street Trees4.2.7 – PlantingAdvice Note 1 – Transitions and Gateways |  |
| Street furniture is orderly placed.  | 3.2.1 – Movement Function.3.2.3 – Place Context.4.2.5 - Street Furniture.4.3.1 Footways, Verges and Strips  |  |
| The use of signage and line marking has been minimised. | 3.2.1 – Movement Function.3.2.3 – Place Context.4.2.4 - Signage and Line Marking. |  |
| Materials and finishes used throughout the scheme have been selected from a limited palette and respond to the value of the place? | 3.2.1 – Movement Function.3.2.3 – Place Context.4.2.6 – Materials and Finishes4.2.8 – Historic Contexts.4.3.2 – Pedestrian Crossings4.4.2 – Carriageway SurfacesAdvice Note 2 – Materials and Specifications |  |
| **Additional Comments**  |
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| **Personnel Information** |  |
|  | **Name** | **Date** | **Signature** |
| **Report Prepared By:** |  |  |  |
| **Principle Designers** |  |  |  |

1. *When connecting with existing communities a detailed analysis and extensive community consultation should be carried out to identify the optimal location for connections (refer also to the NTA Permeability in Existing Urban Areas: Best Practice Guide).* [↑](#footnote-ref-1)
2. *Refer also to the National Speed Limit Guidelines*  [↑](#footnote-ref-2)
3. *In retrofit situations a detailed analysis should be carried out to establish what measures exist, what their likely effectiveness is and level of intervention required to achieve the designed design speed.* [↑](#footnote-ref-3)
4. *Refer also to the National Cycle Manual (2011)* [↑](#footnote-ref-4)
5. *Refer also to the National Cycle Manual (2011)* [↑](#footnote-ref-5)