



# STREETS

## trends in design – how are we doing?

THE WAY TO A BETTER FUTURE



# The perfect street

- Architectural control or urban design control?
- *How do we move from rigid determinism to truly responsive environments?*
- Make best use of public sector land
- *Complete streets*
- Design a good street and you design a good city
- *Our towns and cities are full of standardised roads*

# This means:

- Coherence of materials, spaces, widths, heights, lengths of views etc
- Need to create intentional relationships between everything
- What has been happening? Too much credence given to functional aspects of streets – the anywhere street



# Elegant street

An urban design  
street or an  
architectural street?

Tree spacing – 10m

6m carriageway

Note path - unequal  
location on each side  
of street

Q's.  
what's the parking  
ratio?



# Frontage control

Front yard  
sufficient

Good height ratio  
to street width

Doors clearly  
articulated

Note parking  
arrangement - an  
act of  
compromise



# design principles

Carriageway built  
for amenity

Economical berm  
width but effective

Building height to  
street width ratio  
good



# Rear lane development

Good principles used here:

Not dead straight

Space for good border vegetation

Open decks and windows over looking the space

Architectural controls like colour textures and variability create value

Feels safe place



# Shared street





# Cute is good

The most important element of this street is the most dominant

Take the character from this street and implant elsewhere



# A study in good parking



# Landscaping conflicts -is there a better way?



# Latest trend

Standard  
berm width  
but path  
against  
boundary

Is this better  
for  
pedestrians?



# alignment



# Straight versus curved

Curve softens regularity of buildings



Straightness emphasises length - leads to severe looking street

# Advantages of height



# Examples of “designed streets”

Straightness integrated with building height and frontage space

Integration of curve with trees



# Waikanae

Treats all road  
water

What do you  
think of depth?



# Pegasus



# The Banks

House discharge to sump system

Kerbless road - grass berms for treatment, many benefits

Less stormwater infrastructure

easy to mow streets -residents do maintenance



# The Banks



# Street performance

- *This study indicates a clear relationship between accident frequency and street width and curvature. The findings support the theory that narrower, so called "skinny" streets, are safer than standard width residential streets.*
- *Further, since posted parking did not have statistical significance in a/m/y, accident mitigation should include narrower streets and on-street parking.*
- *It also appears that a greater number of accidents occur on straight, rather than curvilinear streets.*
- *This indicates that more accidents occur on wide streets that have low daily volumes.*

(Peter Swift, Sierra Club)

# How many on street parks?

# Great streets

