Street Network

The Framework proposes a network of streets which readdress the balance between all users. Walking and cycling in particular would be encouraged, to create a liveable streetscape where the social function of the street as a public place should take precedence over the multitude of movement requirements. Streets should be treated as places in their own right, not just routes from one destination to another. Whilst vehicular traffic is facilitated to allow for local access, parking and servicing, through traffic, in particular for heavy good vehicles, should be discouraged to improve the environmental quality of the streetscape.

Reduced carriageway widths and lack of segregation between modes will encourage traffic speeds below 20mph for the primary and secondary networks within the site. The creation of shared spaces, where applicable on the tertiary network, facilitates interaction and play, to reduce vehicular speeds to around walking speed. In addition to psychological traffic calming measures, traditional traffic calming measure should be considered to create a self-enforcing traffic environment.

Informal crossing arrangements to facilitate all desire lines should be considered, for the Forest Road corridor a median strip is proposed to facilitate the increase in pedestrian movements whilst retaining a signalised crossing at the junction for blind, partially sighted and other vulnerable users.

The indicative street sections on the following pages have been developed to determine corridor widths, block depths and height-to-width ratios. They should be used to inform the street design process and provide a range of solutions for on-street parking, footways and shared carriageways, which can be combined to suit the individual requirements.
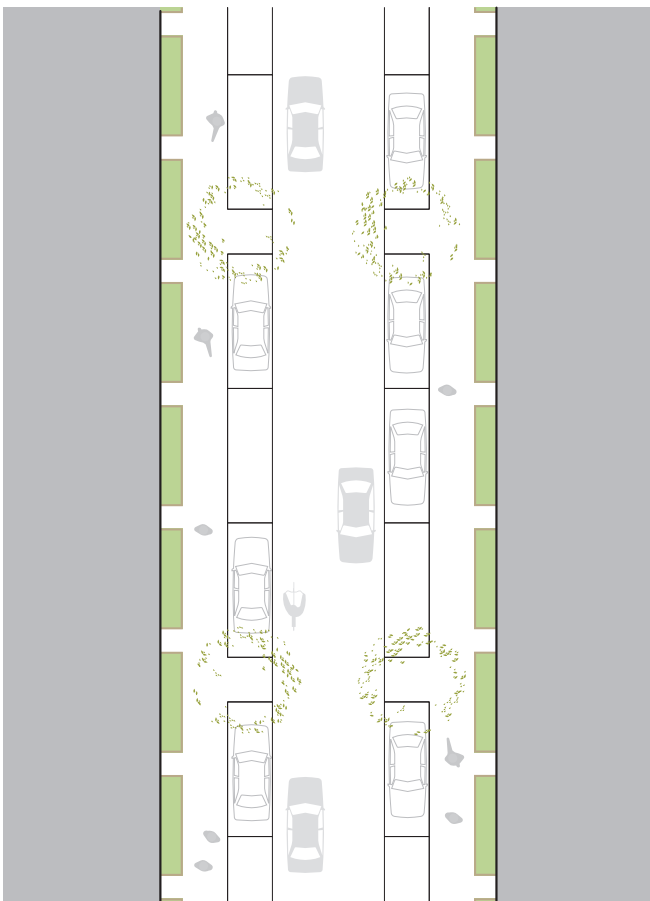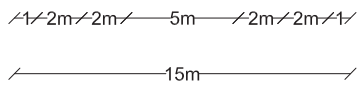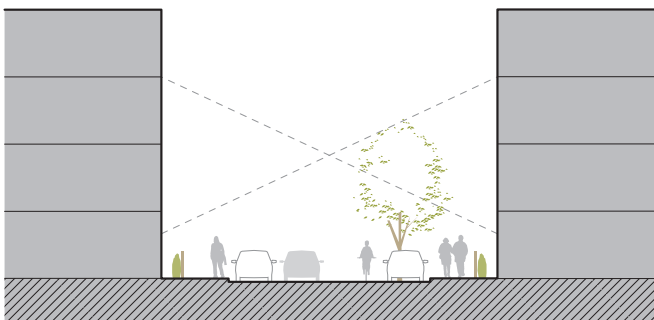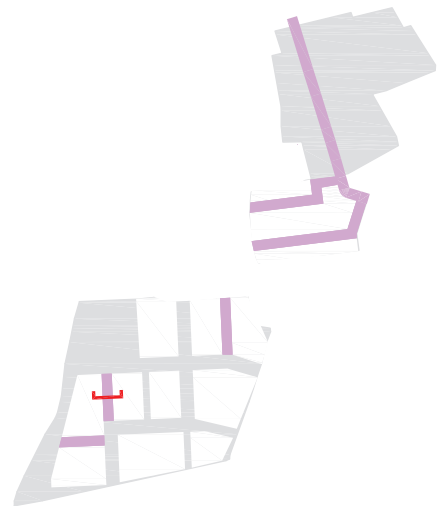
Primary Street

Primary streets should be formal and urban in character and be defined by buildings of 3-6 storeys. Parking occurs within the public realm creating street life and animation without dominating the street scene. Building plinths should be activated with a mix of residential, commercial and appropriate industrial programme. Trees, lighting and other elements help reinforce the urban character.

min 3.5m

1.5 2m 2m   6m   5m   3.5m

20m
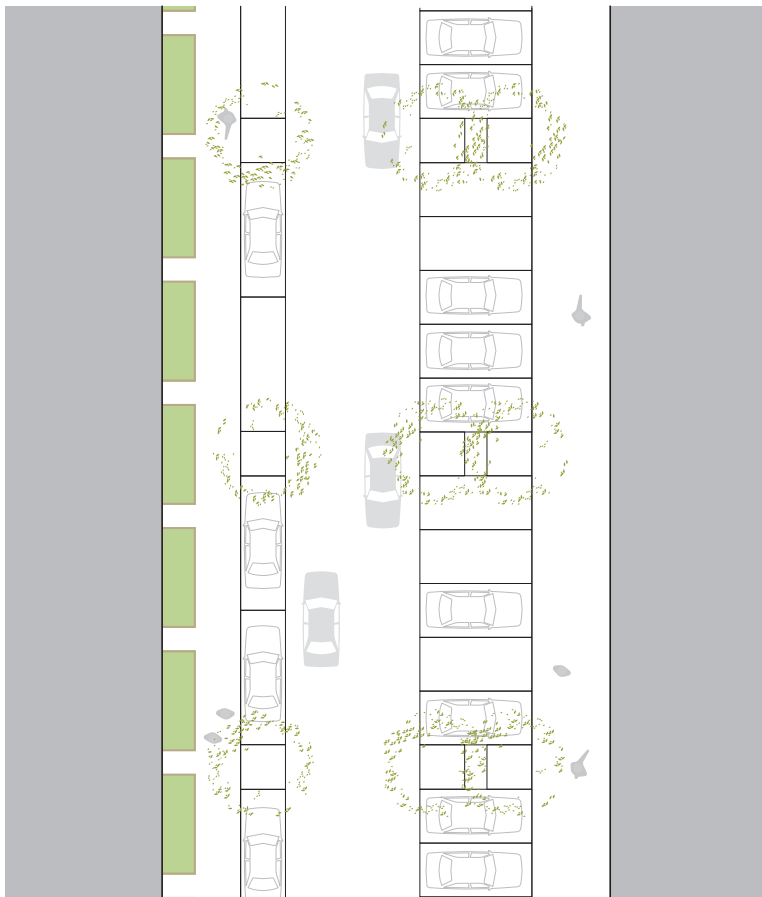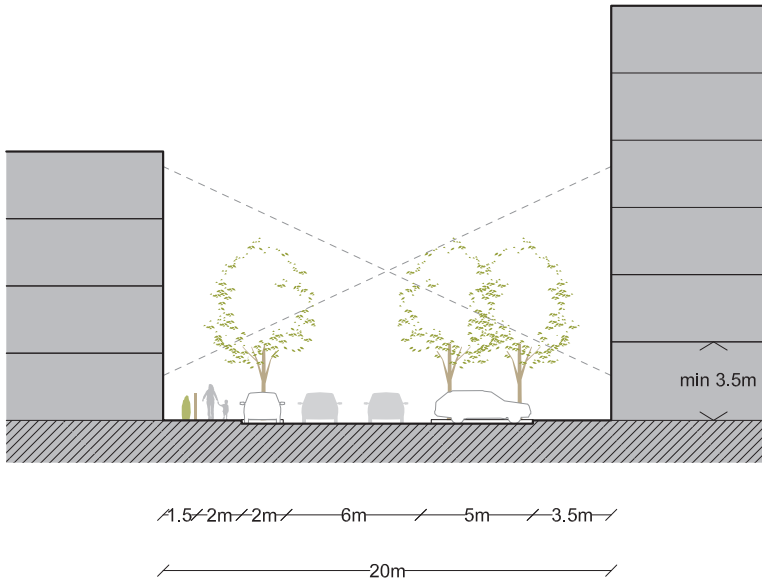
Formal tree planting, wide pavements and active building plinths

Secondary Street

Secondary streets should be urban in character and contribute to an integrated pedestrian priority network. Buildings of 4-6 storeys define streets with activation achieved by predominantly residential ground floors. Parking occurs within the public realm. Elements within the public realm should be appropriately scaled to reflect the **character of the street.**

1 / 2m / 2m / 5m / 2m / 2m / 1

15m

Urban streets with a residential character which prioritise pedestrians

Tertiary Street

Tertiary streets are hard landscape shared surfaces defined by predominantly residential **buildings of 3-4 storeys on the interior of the development sites with the potential for higher buildings near the corner of Blackhorse Lane and Forest Road.** Subtle changes in texture, material and patternation should help guide people in how to use these spaces.
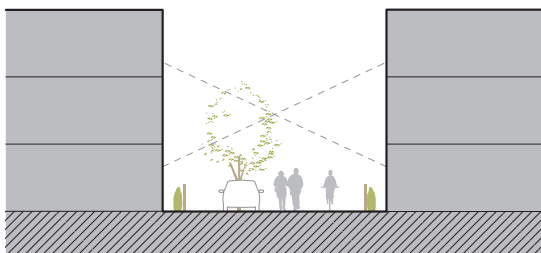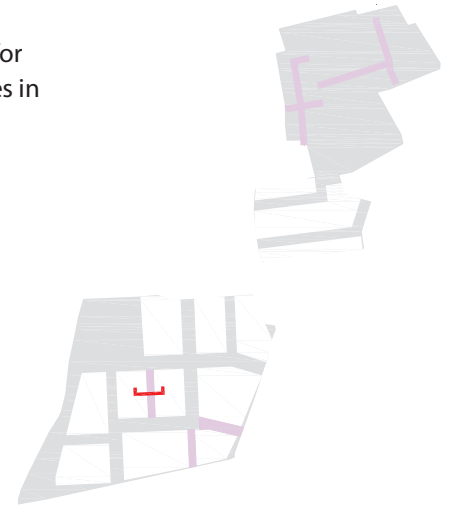

.8 1.8 2m 4.5m .8

10m
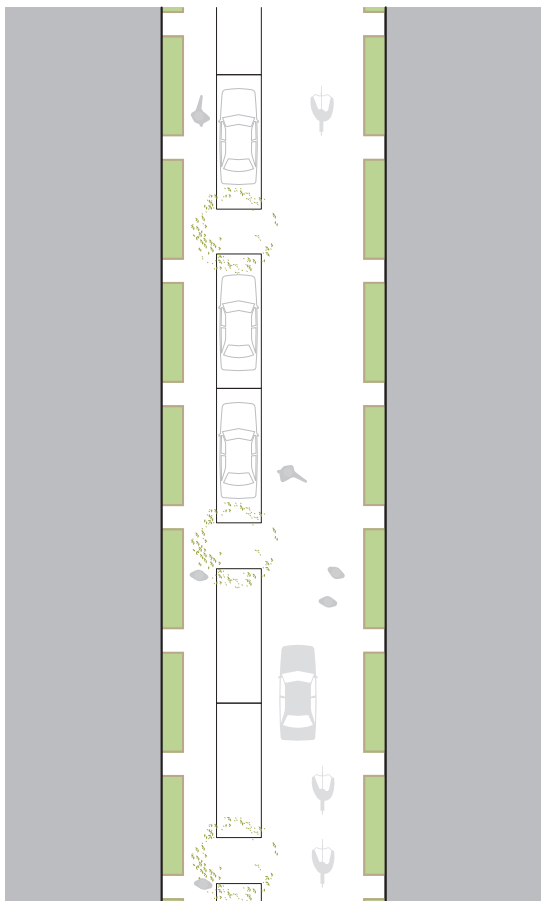
Hard landscape streets and changes in material and texture define tertiary residential streets

Park Street

The park street should be formal and urban in character. There should be subtle changes in landscape treatment along the park length to acknowledge the changing context from the Lea Valley, through the new development and across to existing neighbourhoods at Blackhorse Lane. The incorporation of wildlife rich planting and possibly a pond as part of a Sustainable Urban Drainage Systems (SUDS) should extend the natural environment of the Lea Valley. A variety of recreation and play spaces should accommodate different age groups. Residential facades should be active at ground level and parking provided within the public realm to ensure activation and overlooking of the park.

7m   5m   6m   2m 1m

21m
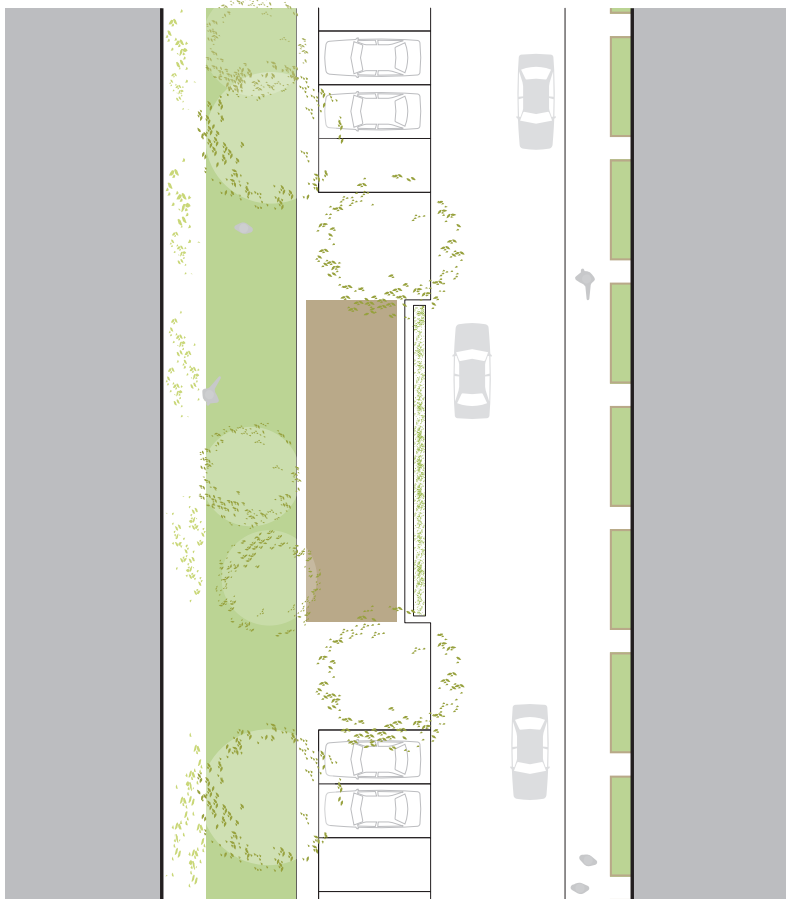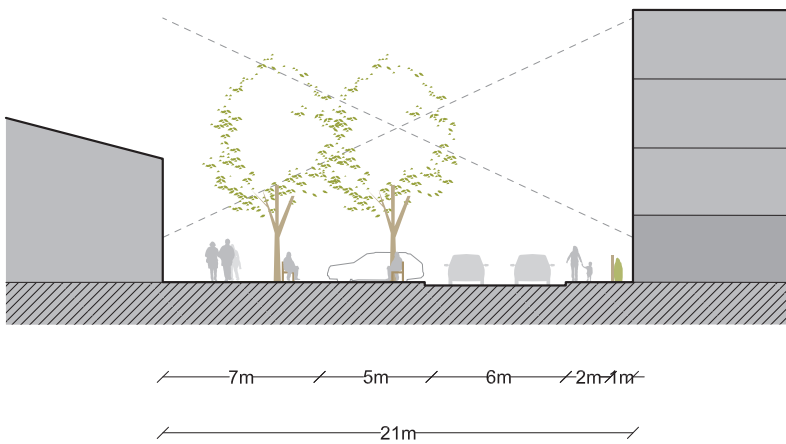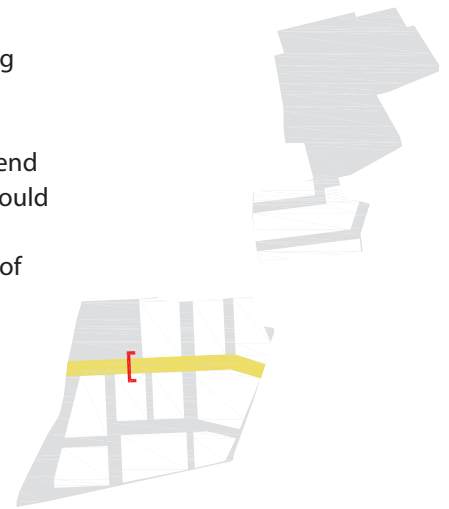
Informal play integrated into the streetscape