

MIXED USE STREETS



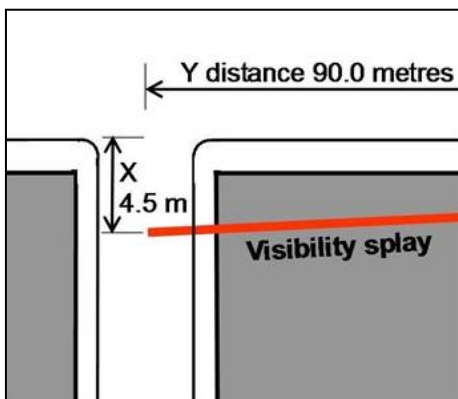
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VISIBILITY SPLAYS

How the application of flexible visibility splays can produce new places with the same rich diversity of historic towns for people to enjoy.

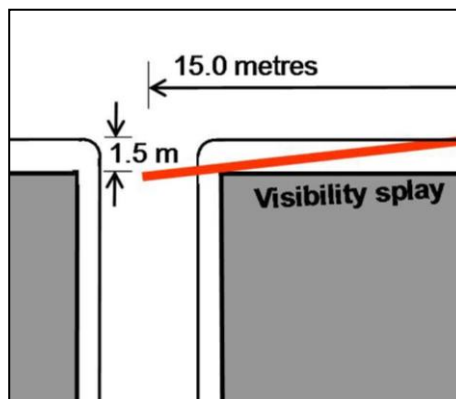


Standard visibility splays produce spacious, park-like places



The standard visibility splay passes through the buildings in historic streets.

When new buildings are set back behind the splay a pedestrian friendly, tight urban character cannot be reproduced.



The actual visibility splay of a historic town centre is far less than the DMRB and are safe.

Drivers will adapt their driving to the tighter urban fabric and people in it and so reduce their speeds.



Gently does it. Where speeds and volumes are low, drivers can safely negotiate a tight junction

VISIBILITY SPLAYS & TOWNSCAPE

We look for character, interest and variety in townscape. We appreciate built up areas and spacious low rise, park-like places. We enjoy the change of scale when travelling from one to another.

Despite our appreciation of tightly packed historic town centres, new build areas rarely have these qualities.

Principles of visibility splays determine the distances of buildings to kerbs and prevent designers re-creating places with historic small scale charm.

The recommended visibility splay for new developments gives car drivers ample viewing distance but does not allow a variety of scale and character.

VISIBILITY SPLAY CALCULATION

Visibility splays are designed on the basis of a sightline from a distance back from the kerb (**X**) and the distance along a road towards oncoming vehicles (**Y**).

According to the standards in the Government's, *Design Manual for Roads and Bridges* (DMRB), a road with a 30mph speed limit, should have **X** = 4.5m and **Y** = 90m.

The diagrams on the left show that these standards are not met in many streets in historic towns and villages. In practice they are 1.5m and 15m.

A MORE FLEXIBLE APPROACH

The DfT's, *Manual for Streets* recommends a more flexible approach. It suggests, the **X** dimension is reduced to suit the desired local conditions.

A driver emerging from the road on the right of this picture would have to slow and creep forward to see it is safe to join the road. In a busy town centre vibrant with people enjoying pavement cafes, shops and cars parked along the kerb, blocking the view, he would have to do so naturally. The key factors are volumes and speed of traffic. Highway authorities can of course decide for themselves.