Design governance

"State-sanctioned intervention in the means and processes of designing the built environment in order to shape both processes and outcomes in a defined public interest"

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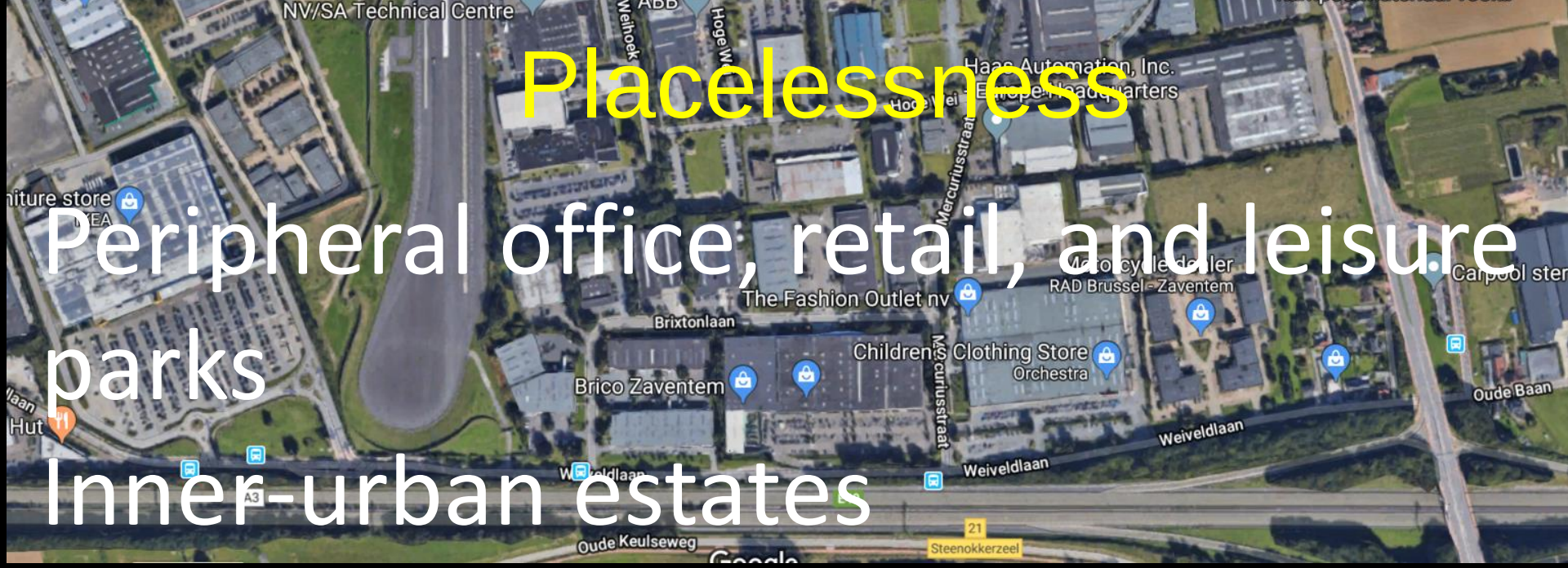
Since ancient times

Our motivations

Welfare
Functional
Economic
Projection
Fairness

Protection
Societal
Environmental
Aesthetic



Placelessness

Peripheral office, retail, and leisure parks

Inner-urban estates

Residential sprawl

Urban arterial corridors and ring roads

New towns

Regulation as a substitute for design

Table DG1: General geometry of residential roads

	Type of internal development road	
	Residential access road	Residential access way
Type of use	Mainly vehicles	Mainly pedestrians and cyclists. Not normally acceptable for use on a bus route
Normal dwelling limits	400 Normally no more than 150 from a single point of access[a]	50 Normally no more than 25 from a single point of access[a]
Access to schools[b]	Yes, but not as a cul-de-sac	No
85th %ile design speed	20 mph	15mph
Shared surface	No	Yes[c]
Widths for two-way traffic. Note: Where a road is to be narrowed, to help control vehicle speeds, for example, the minimum *carriageway* width (kerb to kerb) = 3.7m. Minimum *lane* width at a restriction, such as pedestrian refuge in the middle of the road = 3.2m.	Carriageway width[d][f] 4.8m up to 50 dwellings 5.5m 50 to 400 dwellings Except on a bus route where the carriageway should be a minimum of 6m wide (subject to tracking assessment) or on a road serving a school where the carriageway should be 6.75m wide in all cases.	Overall corridor width[e][f] 7.5m
Centre-line radius	Defined by tracking[g]	
Crossfall	1:40	
Longitudinal gradient	Flexible surfacing minimum: 1:100 Block surfacing minimum: 1:80 In all cases maximum: 1:20[h] In all cases, at junctions: not to exceed 1:30 for first 10m of the si	
Vertical curves	See paragraph 3.22	
Visibility distance at junctions, bends and vertical crests	45m[i]	23m[i]
Verges	Grassed verges minimum 1m wide, minimum area 10sqm. Hard paving otherwise	
Steps	Not normally acceptable in areas to be adopted as public highway unless a suitable alternative ramp is provided for those unable to climb steps	

Limited, technical. generic

The power of regulation

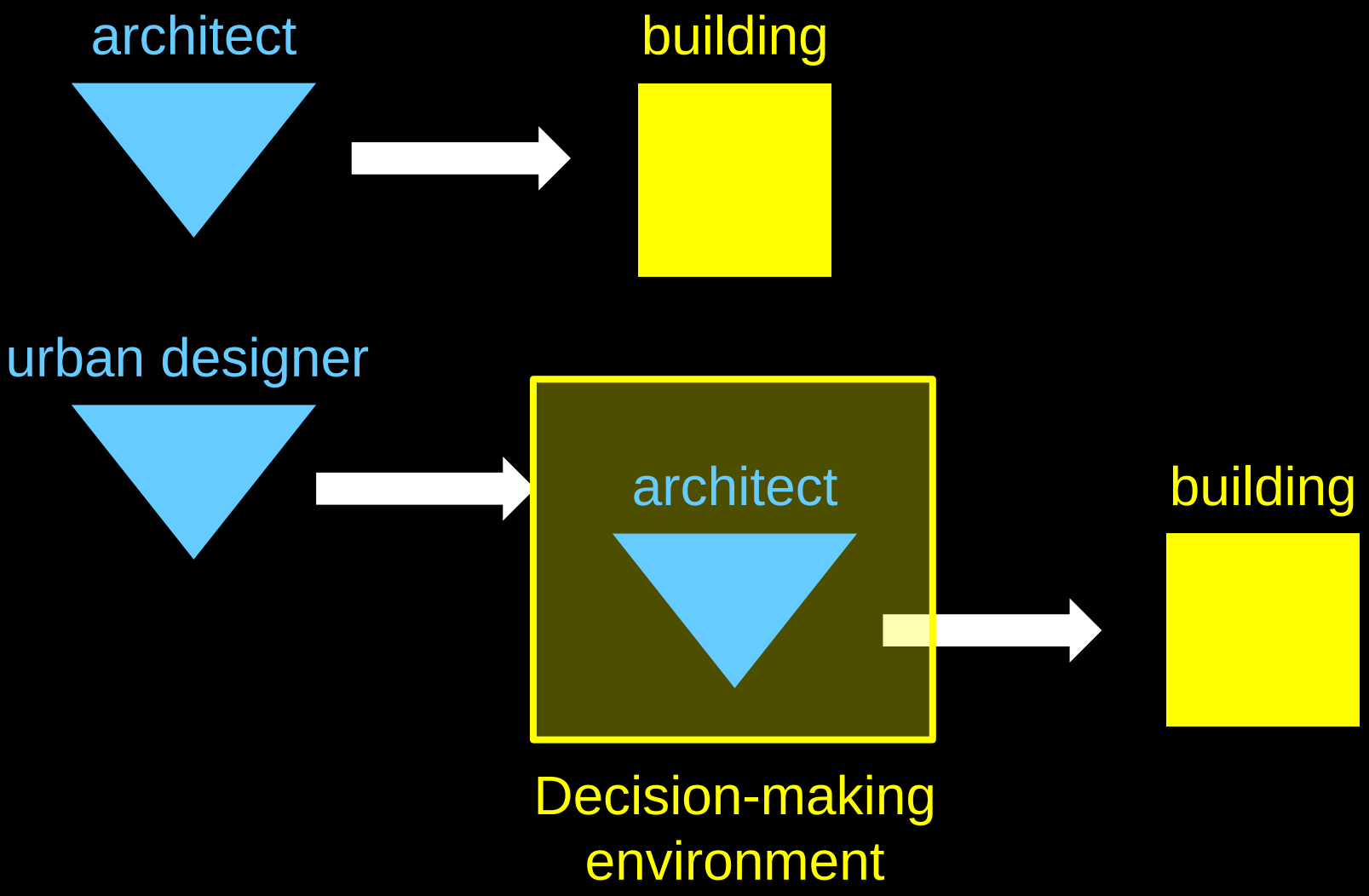
Design quality

Comfortable
Engaging
Safe
Social
Efficient
Sustainable
Etc. etc. etc.

The design governance conundrum

CAN STATE INTERVENTION IN PROCESSES OF DESIGNING THE BUILT ENVIRONMENT POSITIVELY SHAPE DESIGN PROCESSES AND OUTCOMES, AND IF SO, HOW?

The decision-making environment

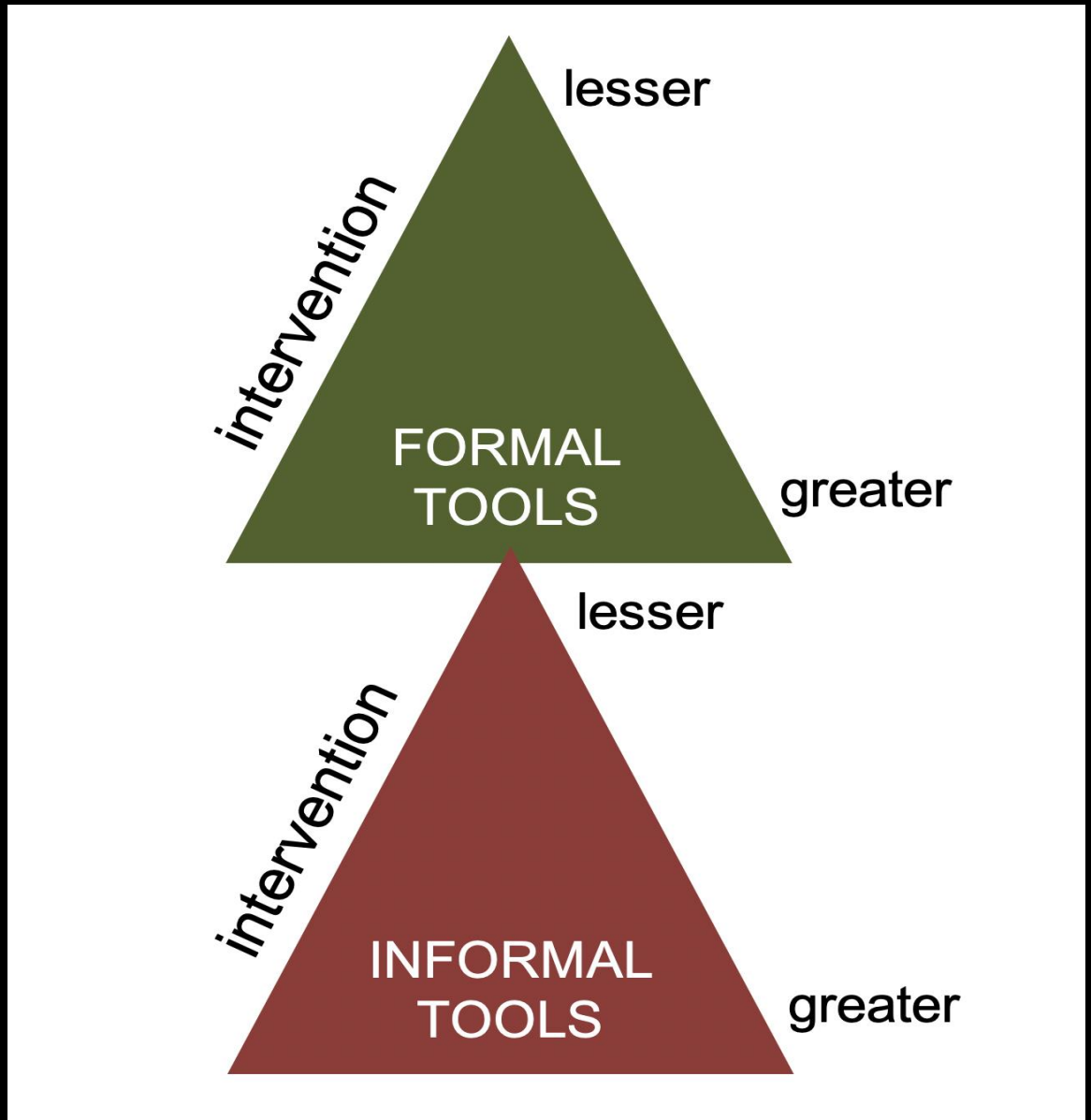


The tools of government

THE MEANS RATHER THAN THE ENDS

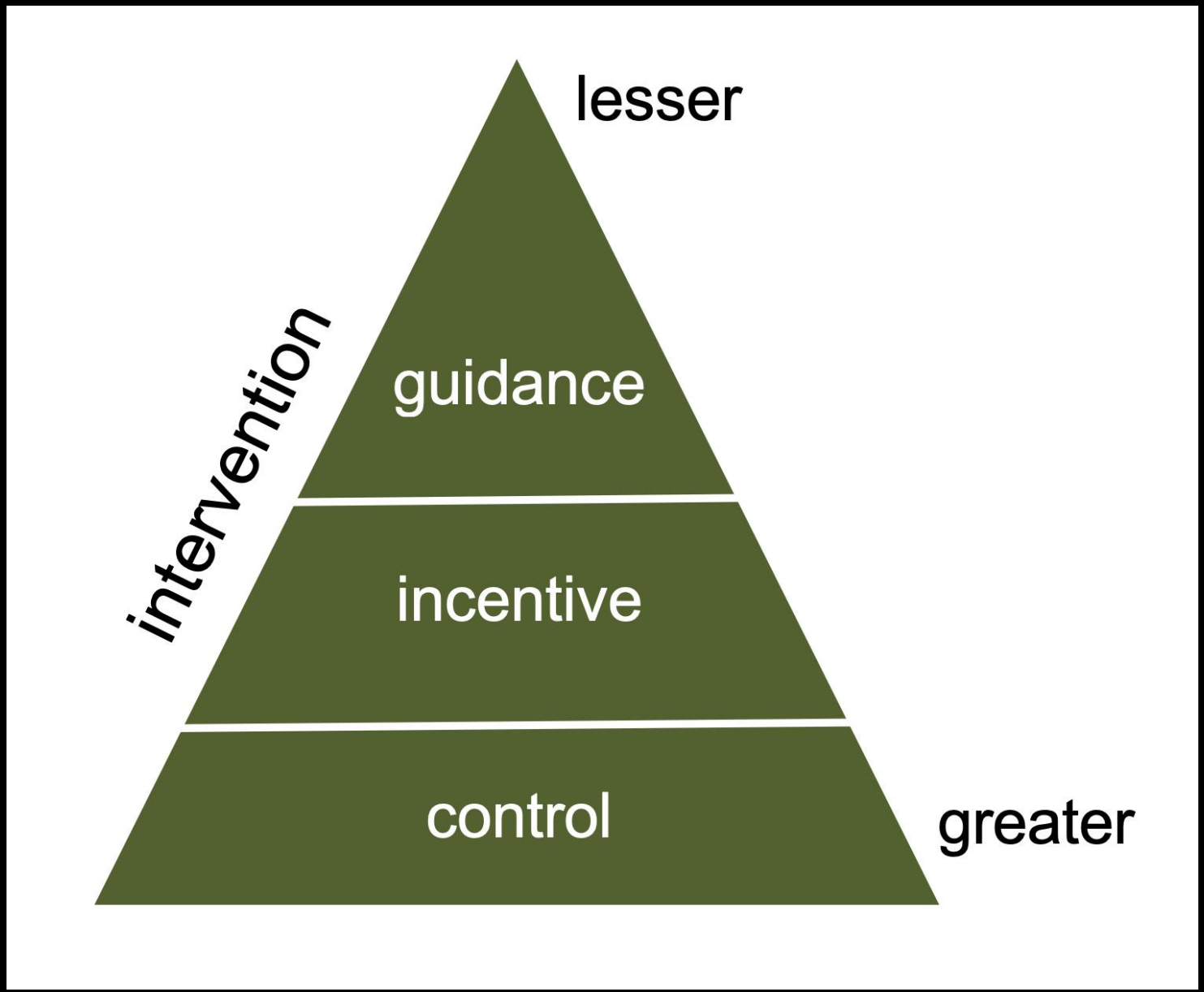
Formal / informal

A multi-levelled typology



The tried and tested approach

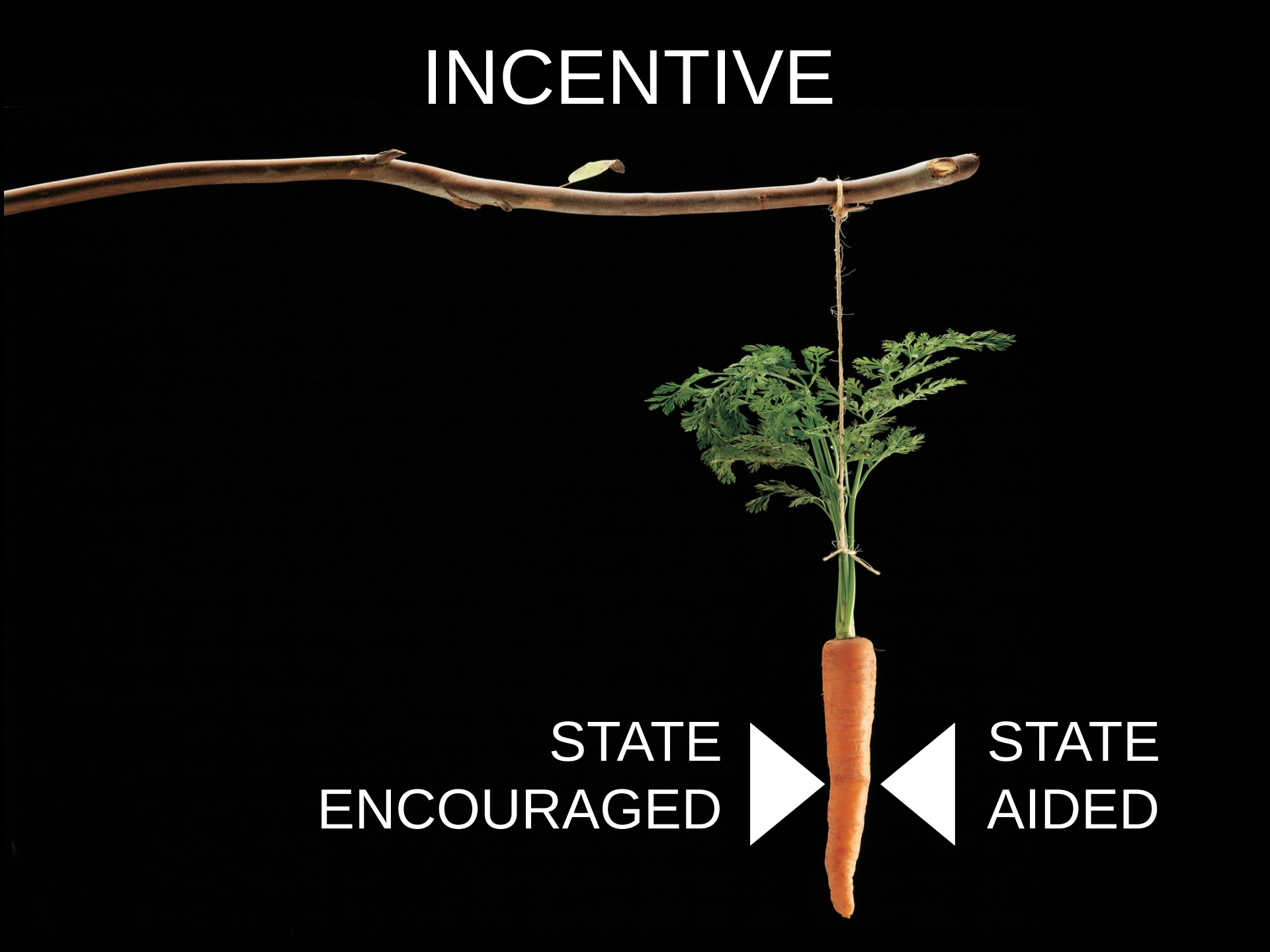
The formal tools



GUIDANCE

Regulations
Standards
Codes
Policies
Parameters
Guidelines
Plans
Zoning

INCENTIVE



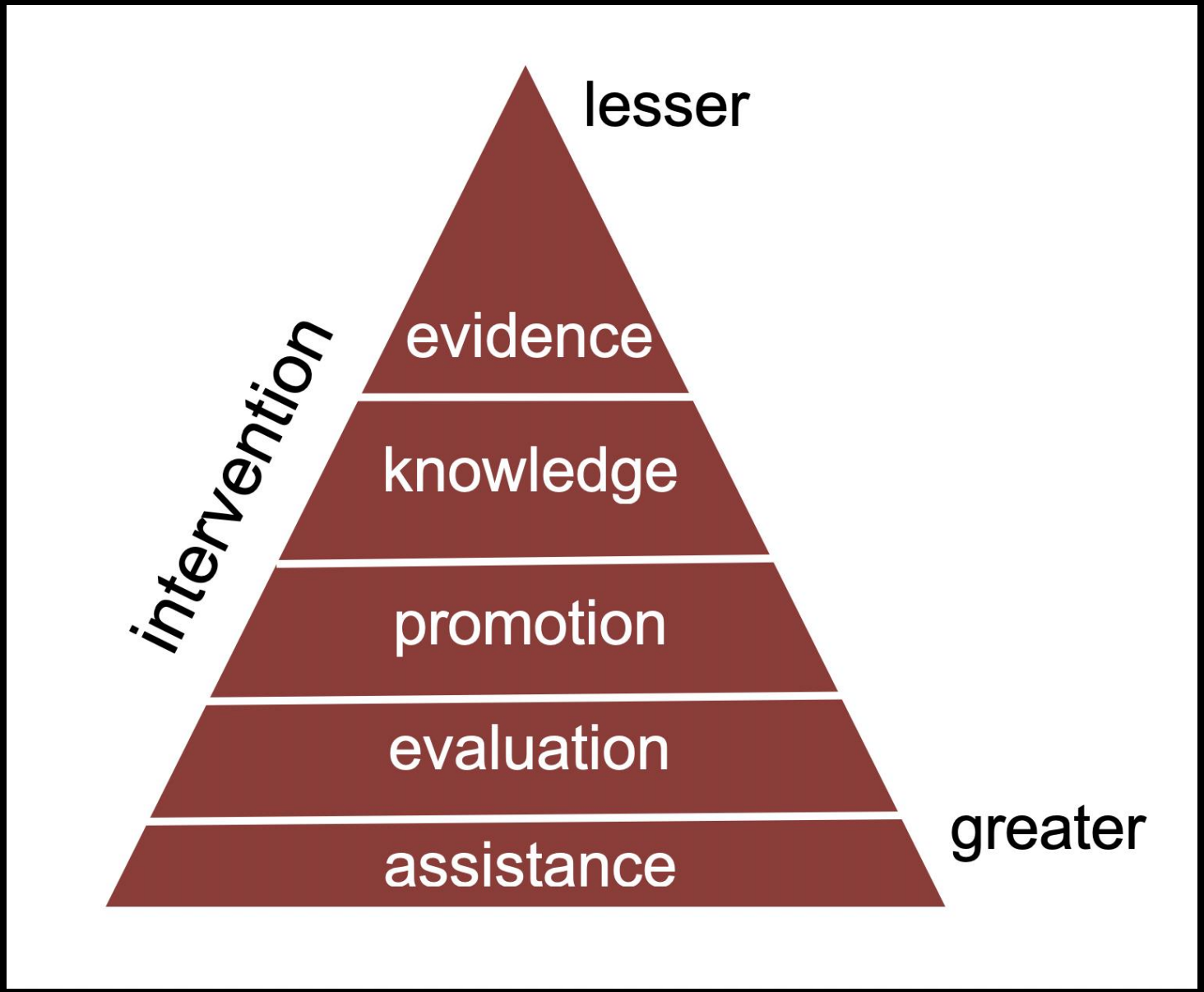
CONTROL

For complex policy problems

The CABE experiment

CABE

Classifying the informal tools



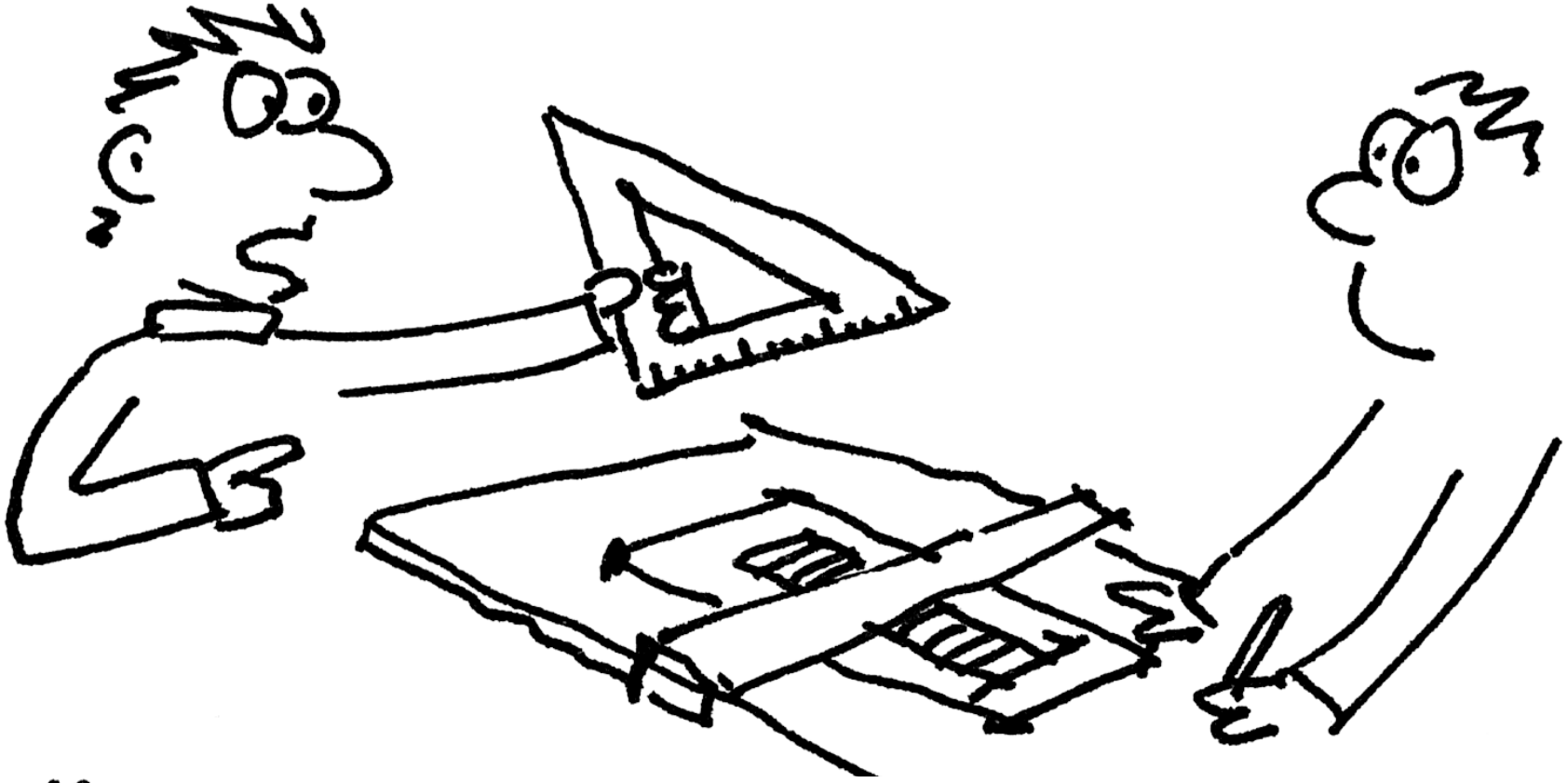
EVIDENCE

Research

Audit

KNOWLEDGE

Practices guides, Case studies, Education/training



PROMOTION

Awards

Campaigning

Advocacy

Partnerships

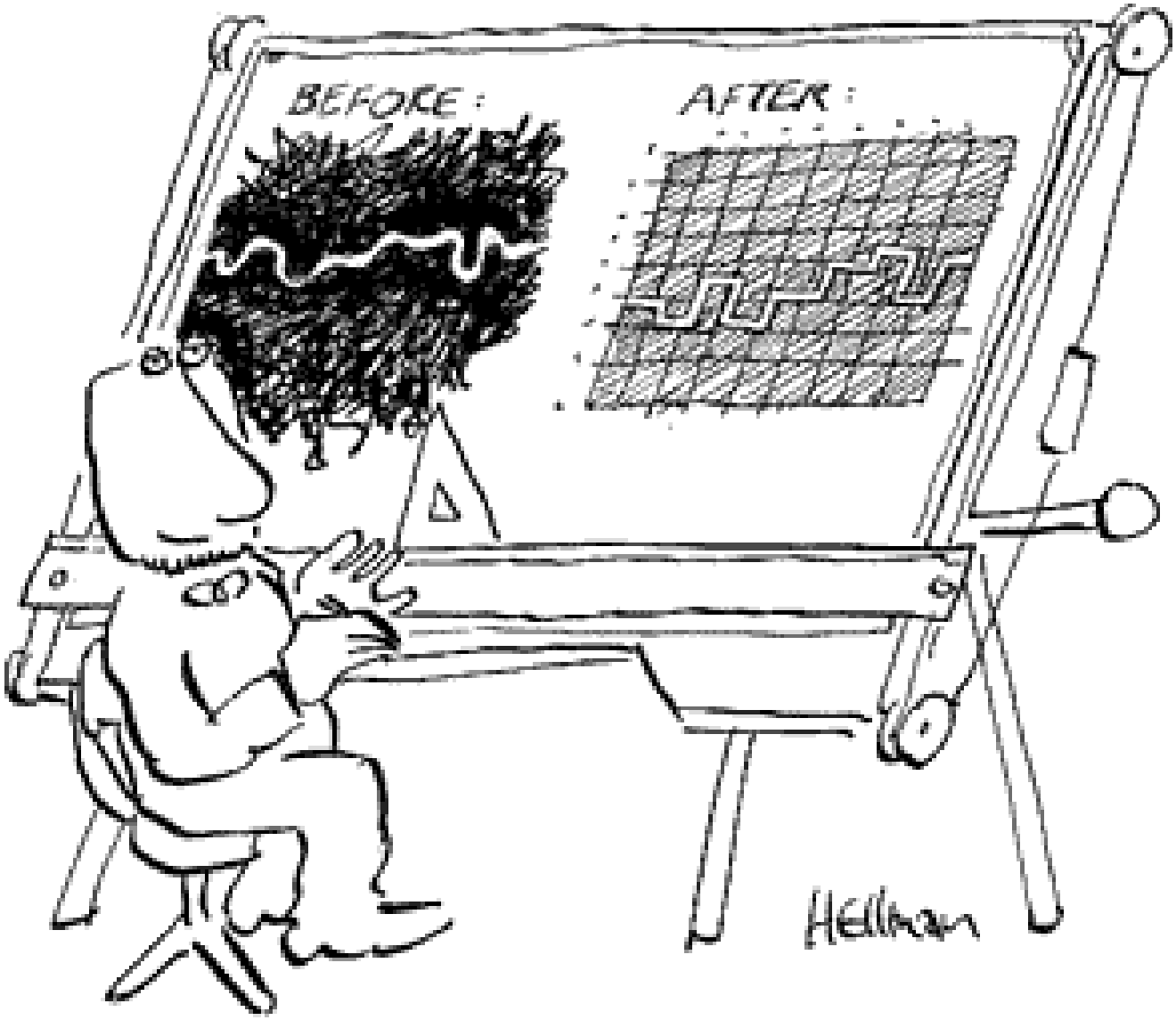
EVALUATION

Indicators, Design review, Certification, Competitions

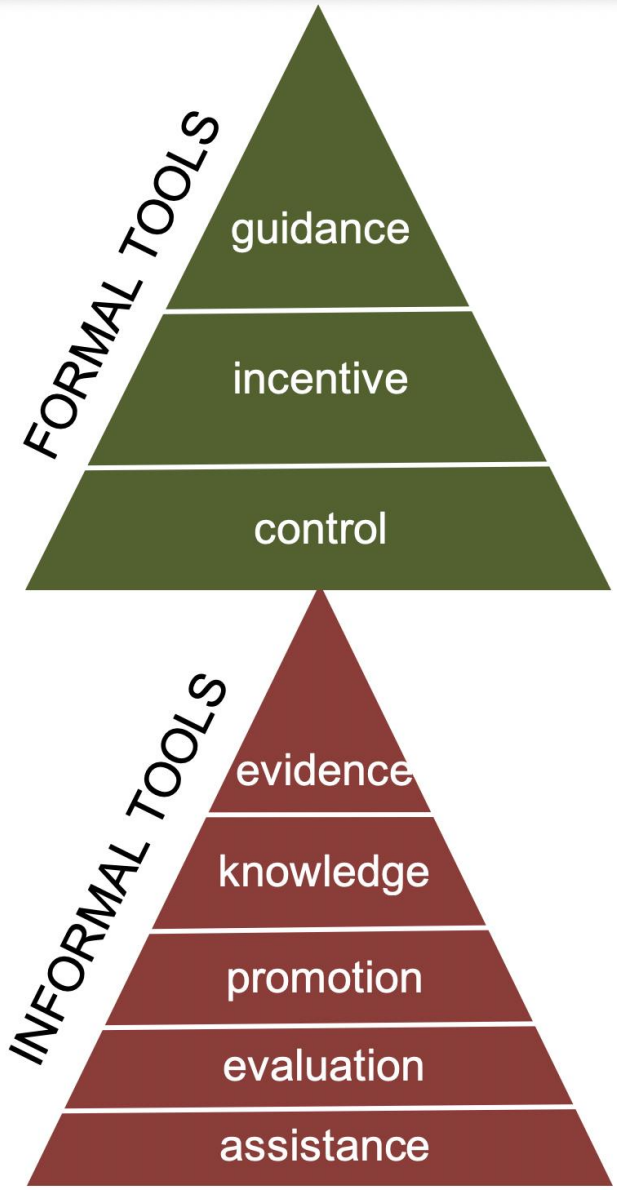
ASSISTANCE

Financial assistance

Enabling



Urban Maestro



THE TOOLBOX

design standards, design coding, design policy, design frameworks

subsidy, direct investment, process management, bonuses

developer contributions, adoption, development consent, warranting

research, audit

practice guides, case studies, education / training

awards, campaigns, advocacy, partnerships

indicators, design review (informal), certification, competitions

financial assistance, enabling

Thank you

“you may be the architect but the pharaoh doesn’t like it!”

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