Opportunities for public realm and green landscaping enhancement within City Deal delivery
or...

making great streets
The persistent street
Streets are the glue that hold our urban areas together
Copenhagen: a constant street pattern
Street layout + dimensions remain constant over many centuries
Newark market place 1774
Public realm and street pattern, a constant
Buildings are changed more often
Build streets not roads
Edinburgh New Town; streets designed for vehicles
The advent of the motor age
Manual for Streets 1 and 2; a change in thinking
Movement and Place
Road: divides communities
Streets help create communities
Human scale
Not a human scale
Not a human scale
Birmingham transformation
Taunton, place and movement
Quality Streets

…and how to allocate space
Upton, Northampton, new main street with trees
Marlborough High Street, historic wide street
London Road, Newark, plenty of room for movement and place
Oxford, plenty of room for movement and place
Greening of a major city arterial
Upton, Northampton, SUDS as part of the street
Upton, Northampton, SUDS as part of the street
Small scale SUDS
High Street Kensington, rationalisation of space
High Street Kensington, a green street
Walworth Road, ease of pedestrian movement
Walworth Road, ease of pedestrian movement
The Strand, ease of pedestrian movement
New Malden, good concept with poor detailing
Frankfurter Strasse, Hennef, Germany
Less is more when it comes to detail
Copenhagen: do the best thing, not necessarily the ‘maximum’
Stockholm, narrow cycle lane helps deliver median
Rome, two way cycle lane and median zone
Sharing the street
Queen Mother Square, Poundbury, a news shared space
Ashford, transformation of a high speed 1960’s ring road
Highway features that are not over ‘engineered’
Copenhagen, pedestrians first
Poynton, a traffic dominated ‘heart’ to the town
Now, a human place
Courtesy crossings
Bilbao, celebration of transit
Queen Street, pedestrian oriented design
In summary

A great opportunity to improve mobility along key routes and in city centre locations for pedestrians, cyclists and bus users.

But, this must be balanced with the human desire to create attractive places and streets that will enhance the experience for residents and visitors in Cambridge.