



Urban Design Quarterly  
The Journal of the Urban  
Design Group

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Topic:  
**Healthy Cities**

Viewpoints:  
**Re:Urbanism**  
**Diagnosis and Cure**

Research:  
**Out on the Toon!**

Case Study:  
**Liverpool Rope Walks**

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# urban design

# UDAL NEWS

## Urban Design Week 2003

It will take place across the country from 15-21 September, with the theme 'Who makes places?'. A call for events has been issued and details will be posted on the UDAL website. The week is an opportunity for UDAL to launch new initiatives, and includes the annual UDAL conference, to be held in Newcastle, and the UDAL lecture in London.

## Regional initiatives

UDAL was approached to help facilitate a network of urban design professionals in the Milton Keynes area. This will be launched during Urban Design Week. It is hoped that the focus for the first meeting will be British Waterways Board's recently publicised plans for a new canal between Milton Keynes and Bedford, an undertaking that will draw on all the skills represented in the Urban Design Alliance.

## Education

The Urban Design skills schools is to be held in autumn in Birmingham. Watch the website for more details.

## New faces

Amanda Claremont has joined UDAL as coordinator, working with Rob Cowan to provide an effective secretariat. Amanda will become the first point of contact for UDAL, supporting all UDAL's working groups. With a background in publications, events, administration and academic research, Amanda is used to working across disciplinary and professional boundaries. Her experience will be invaluable in establishing collaborative networks and events, and we hope this new role will help to raise UDAL's profile and realise its potential.

Working closely with Amanda is Ewan Willars, Senior Policy Officer at the RICS, who has taken over as Chair of the Communications Group.

## From the Chair

UDAL's Chair Martin Bacon (Civic Trust) emphasises communication as one of three key UDAL themes in 2003, the other two being greater regional collaboration, and an increased focus on education and skills in urban design. In this way UDAL hopes to contribute to the findings of the taskforce recently announced by ODPM and led by Sir John Egan.

## UDAL and government

A particular strength of UDAL's communications strategy is in representing our member professions to government. John Hopkins, UDAL executive member and a landscape architect, recently gave UDAL's evidence to the House of Commons Select Committee Inquiry into the ODPM's Living Spaces report, and called for local authorities to develop public realm strategies. On a different issue, UDAL hopes to submit material for a new ODPM inquiry into social cohesion.

## Teambuilding and collaboration

A newly-formed UDAL working group is looking at successful urban design projects to determine how the collaboration involved in the design process contributes to the final development or project. The group plans to run several seminars across the country, each based on a specific project and focusing on the role of collaborative, interdisciplinary work.

## MAIN CONTRIBUTORS

### Hugh Barton

Reader in Sustainable Settlements and Executive Director of the Healthy Cities Research Centre at UWV

**Elizabeth Burton**, Reader, and **Lynne Mitchell**, Post-doctorate Researcher, both at the Oxford Centre for Sustainable Development, Oxford Brookes University

### Dr Ashley Cooper

Lecturer in the Department of Exercise and Health Sciences at Bristol University

### Professor Colin Fudge

Dean of the Faculty of the Built Environment at UWV, and Royal Professor in Environmental Science (Sweden), and Director of the WHO Healthy Cities Research Centre at UWV

### Marcus Grant

Research Fellow in the Centre for Environment and Planning, Faculty of the Built Environment, UWV

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Research Fellow in the Healthy Cities Research Centre, Faculty of the Built environment, UWV

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Senior associate with Roger Evans Associates, and associate editor of *Urban Morphology*

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### David Wilson

Principal Planning & Transport Consultant at Hyder Consulting Ltd and Chairman of the Urban Design Group Events Committee.

## REGULAR CONTRIBUTORS

### Derek Abbott

Architect and Planner involved in consultancy, writing and teaching.

### John Billingham

Architect and Planner, formerly Director of Design and Development at Milton Keynes Development Corporation.

### Matthew Carmona

Architect and planner, reader in Urban Design at the Bartlett School of Planning, London

### Rob Cowan

Director of the Urban Design Group, head of the UDAL Secretariat and joint project manager of the Placechecks Initiative.

### Bob Jarvis

Course Director for the postgraduate planning programme at South Bank University, London.

### Sebastian Loew

Architect and Planner, writer and consultant, teaching at the Universities of Westminster and Reading.

### Jon Rowland

Architect and Urban Designer, runs Jon Rowland Urban Design.

### Judith Ryser

Researcher, journalist and writer on environmental and design issues.

### Alan Stones

Urban Designer and Chairman of the Urban Design Group.

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The Resource for Urban Design Information (RUDI): [www.rudi.net](http://www.rudi.net)  
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## NEWS AND EVENTS

# Health and Urban Design

Urban design is currently high on the political agenda and urban designers are relatively well accepted as part of planning and regeneration teams. But this has not always been the case and even today the situation is far from solid. We need as many allies as we can get, and robust arguments to justify what we do. Too often urban design is still considered the aesthetic icing on the cake; alternatively it has to put a case based on value measured in economic terms.

It is therefore encouraging to discover that there is a strong movement in the US led by the public health professions, to press for changes in the way cities and towns are designed and managed. The 'liveability' group coordinated from the Centre for Disease Control in Atlanta exchanges information on research, policy and practice linking health and the design of cities, and lobbies on these matters. Participants have forged an alliance between the health professions and urban designers. The UDQ needs to make readers aware of these connections and we are pleased to find a similar group here.

In 19th Century Britain, health problems were one of the main motivators for the emerging housing and planning legislation; and design elements were incorporated from the beginning in this legislation. Our partners need to be reminded of this fact and this issue of UDQ should be a pioneering contribution. The topic deals specifically with matters of health from the cradle to the grave and links them directly to urban design. The contributors are not necessarily designers; they have a science and public health background, they work in collaboration with the World Health Organisation and cannot be accused of aestheticism!

Coincidentally, a number of other articles in this issue also deal directly or indirectly with health related matters, which are much more tangible and accessible than the ill-defined sustainability ones. Health is also something that the majority of the population understands. Next time one of our members is asked what he/she does, the answer could be "I work for healthier cities".

On matters aesthetic, this is the last issue of UDQ in black and white. Our next issue will celebrate the group's 25th anniversary in full Technicolor, and will be the beginning of a new area. #

*Sebastian Loew*

## Director's Column

We are currently up to our elbows in analysing the results of the recent survey of UDG members. Many thanks to everyone who returned a form, providing us with a wealth of information about who our members are and how they see the group's future.

Particularly interesting are the answers to the question: 'Which three people (alive or dead) do you most admire for their positive influence on shaping the urban environment?' We will be releasing the survey results in full shortly, so I will not give them away here. But I can reveal the first eight, in alphabetical order, of those analysed so far. Our heroes are, it seems: Gordon Cullen, Patrick Geddes, Georges-Eugène Haussmann, Ebenezer Howard, Jane Jacobs, Kevin Lynch, Richard Rogers and Francis Tibbalds.

Rather an elderly lot, you might think. Are there no young, modern heroes of urban design who stir the blood? Or has urban design become a collaborative, anonymous activity – a mere process, perhaps – which, like planning and unlike architecture, spawns no heroes?

On a second look, though, that list of the top eight could be said to represent the foundations of contemporary urban design. Gordon Cullen taught us to see townscape, rather than just buildings, and to analyse what made for success. Patrick Geddes showed that urban action has a regional context, and that the process of renewing places must start with the people who live there. Georges-Eugène Haussmann showed how to create a framework for development, and how to implement it. Ebenezer Howard taught us to believe that new urban environments could be created if we dared to get to grips with the economics of land.

Jane Jacobs showed us that such efforts depended on understanding the essential complexity of successful places. Kevin Lynch broke new ground in

designing on the basis of how people experience their urban surroundings. Richard Rogers, through his work with the Urban Task Force, put urban design on the political agenda in the UK for the first time. (Replies to another question in the survey show that it is this, rather than his architecture, that earns Rogers his place.) Francis Tibbalds showed how urban design could be developed in professional practice.

That academy of fame provides a solid basis on which to develop our ideas and practice. A big question remains, though. What should we build on the eight-stranded legacy of these pioneers? A new profession? New ways of practising the existing professions? A new alliance between the professions? A popular movement?

When local authorities and other bodies are being urged to make sure they have access to urban design skills, people will ask: what is an urban designer? In its 25th anniversary year the UDQ should be able to answer that question, particularly for prospective employers. We are in the process of doing this, not by pointing to courses that may or may not go by the name of 'urban design', but by describing the skills that the employer might need to hire.

These skills will include aspects of writing policy; carrying out studies and appraisals; giving design advice; preparing guidance and statements; designing sites and areas; and managing the planning and design process.

Describing them in detail should help employers find the right professionals, whether the person with the required combination of skills happens to call themselves an architect, a planner, a landscape architect, an engineer, an urban designer, or anything else.

Let us remember that Patrick Geddes was a botanist, Haussmann a lawyer, Ebenezer Howard a stenographer and Jane Jacobs a writer. #

*Robert Cowan*



### Impact of Shopping Centre Renewal 19th March 2003, The Gallery

Two speakers in succession presented their views on shopping centres to a more varied audience than is usual at UDG's lectures. Several representatives of the retail industry were there probably for the first time and maybe not for the last. Andrew Ogg, partner of Leslie Jones, was the first speaker; his firm works for the British Council of Shopping Centres (BCSC), an organisation that has commissioned and published research on *Urban Design for the Retail Environment* and on *Managing the Retail Environment for the Future*.

Ogg reviewed some of the past mistakes made by the industry, in particular the development of out of town centres, a cheaper option than difficult town centres. But the situation has now changed and developers realise that town centres are an attractive investment opportunity and that design quality is important. The principles of *By Design* have been accepted and embraced but two additional ones have been added; not surprisingly the first of these is *Value* – a place where the appropriate value can be attained – and the Oracle in Reading is an example of this. The other is *Inclusivity*.

The Retail Agenda outlined by Ogg includes Location, Visibility, Critical Mass, Footplates, Footflow and Access. Urban Management was also given as an essential element for success. This then led to an outline of the proposals for

Business Improvement Districts (BIDS) proposed in the forthcoming planning legislation. A project which includes 30 pilot schemes in different cities is being monitored at present; it has objectives concerning the physical environment, management and marketing.

In conclusion Andrew Ogg stated that retail led development was a key component in the delivery of urban renaissance, and that successful retail is a key to viability and sustainability.

Roger Evans followed by asking the question "Shopping Street or Shopping Centres?" He attacked the 'city roofed' where the natural grain and morphology of a city is destroyed by the insertion of a large shopping centre. Oxford's Westgate and its proposed extension (see illustration) was given as one of the worst examples, but not the only one. Roger suggested that this kind of development, which copied the out of town shopping centre and placed it in town without respect for the local grain, happened because of a combination of policies and vested interests for which the private and the public sectors were both responsible. Amongst the consequences, these centres are introverted and have no active frontages on the street; they are single use; they privatise what should be public space, they lack flexibility and environmental quality and they are based on short term investments. In summary, "the concept of 'shopping centres' is incompatible with urban quality where a centre occupies a large proportion of the town".

Evans outlined the principles that should be taken into account when designing/developing shopping streets. These are mostly sound urban design principles but in addition include the return of civic uses to town centres, opportunities for small shops and services, and public ownership of public land. The possibility of incremental change should be helped by these, as well as by the use of a variety of architects, and by possibly giving subsidies to key users in the same way as they are given in the housing market. Evans concluded by pointing out the difference

between retail, the activity of the private owner, and shopping, the activity of town users. A lively discussion followed indicating the interest of the subject and the different points of view held by members of the audience. The debate has also continued in the Letters pages of Planning magazine, confirming the role of UDG as a forum for up to date exchange of ideas. #

Sebastian Loew

### Visit to Paddington Basin 16 April 2003

A small group of members visited the Paddington Basin development – Paddington Waterside – led by Graham King who, in his role at Westminster City Council, has been involved with all the recent planning issues concerning the area. Graham explained the historical development of Paddington and the background to the work already undertaken by Nick Grimshaw's office; this is still being pursued in studies for areas alongside the edge of the canal behind the easternmost platform of the existing station which will transform its presently enclosed and dark side to the open qualities of the canal. The possibilities for this development, the integration of taxi facilities and a tall office superstructure are still being examined.

The tour then continued into the current development alongside the canal accessible off the end of platform 8. Two blocks of

residential development have almost been completed and together with two office buildings and a metro store are grouped around an amphitheatre space that could almost be considered a good place candidate. Beyond this a podium will initially be constructed to enable tunnelling for Crossrail to be implemented and eventually further development will occur in this location. High quality materials and street furniture and ground level detailing in the first phase of the buildings provide a well designed environment although the space alongside the canal may be difficult to animate. The noise from the A40 is a disincentive to linger although a new foot and cycle bridge across the canal provides the necessary links to Little Venice.

North Wharf Road provides access to the north side of the canal where The Point, Terry Farrell's office for Orange, is located but this does not appear to have any public uses fronting onto the canal. A further new building, Waterside, is being completed which will include a M & S store at canal level. Beyond this lies the Grand Union site which will include blocks up to 30 storeys high by Richard Rogers Partnership containing a mix of offices, residential and retail uses. An existing pedestrian bridge connects the two sides of the canal; on the southern side St Mary's Hospital occupies a major frontage currently used at its lower levels by parking. There is to be major change in the Health Campus and it will need to take a different approach to the relationship to the canal than the



## NEWS AND EVENTS

existing situation, a problem of scale as well as one of institutional use. A substantial amount of new residential buildings has been developed further East on South Wharf Road and a major hotel occupies the eastern end of the site.

At the time of the visit the major part of the basin, a key element in the character of the area, had been drained. Members who were not there should take the opportunity to walk through the area at this stage and do so again at its completion to see how the major pedestrian spaces function as part of the public realm. There is a lot of promise in the area particularly where the canal widens out and an exciting harbourmaster's structure has been designed. It remains to be seen whether the public spaces, people friendly uses and in particular the hospital site, respond to the canal side opportunities. #

John Billingham

### Making places out of spaces London 1st May 2003

This was the 8th Annual Quality Streetscapes Conference, an event organised by Landor, publishers of *New Urban Futures*. It brought together a series of speakers organised around four topics: Government policy and delivery mechanisms, Innovative approaches to design of urban roads, Success stories from home and abroad, and The role of business in improving the streetscape. Rob Cowan chairing the afternoon session stated that the objective of the day was to get as many speakers as possible to present their case; and although he was ironic, the day felt a bit like it. Some time had been allowed for questions but as is all too frequent in these conferences, it was not sufficient for real debate which some delegates were eager to have.

Nevertheless several of the presentations were stimulating and refreshing. It is comforting to hear that the government is committed to improve the public realm, that CABE Space will be charged with championing the quality of urban spaces and that the Department for Transport is setting new standards aimed at making streets more people friendly. Questions remain

however regarding the implementation on the ground of many good ideas and the extent to which joined-up thinking is taking place at all levels of administration. Terry Farrell showed through his analysis of the Marylebone/Euston Road how poor the environment of one of London's main arteries is, and how it could be improved through a series of mini-projects; but for these to be implemented, the participation and commitment of all stakeholders is needed and at the moment this is not happening. Andrew Cameron described Alan Baxter's study *Paving the Way* which *inter alia*, pointed a finger at the barriers to good street design. He then developed these ideas by applying the principles to a particular place in Northampton. This was particularly useful in that it showed the process from ideas to implementation.

The afternoon started with a tour of some European cities led by Peter Piet, who showed good and not so good practice. Refreshingly he criticised some of Barcelona's spaces which have not aged well and were not particularly well designed to start with, but he praised Lyon (giving a hint at where the UDG should travel in the near future) and Copenhagen. He also drew practical lessons from the three cities he had visited. Paddington was given as another example of good practice by Glen Macfarlan of Derek Lovejoy Partnership, and this was followed by a wonderful double act by Allan Creedy & Doug Ross describing their work for Trowbridge where they are gradually – and with the help of Colin Davis who spoke later in the afternoon – making great improvements to their public realm. Commitment, conviction and powers of persuasion came through as their qualities and reason for success. More examples followed, from Scotland with the work of the Lighthouse with local communities. After the final break, papers on the role of BIDS, Birmingham's Bull Ring and the importance of shop front design, related streetscape to businesses, a subject which had been repeatedly referred to during the day.

The day proved that examples of good practice exist up and down the country. If delegates went home

feeling that these need not be exceptions and that they could achieve similar results in their patch, attending the conference will have been worthwhile. #

Sebastian Loew

### Solar Urbanism 14th May The Gallery

At the beginning of his talk, Bill Dunster asked "how can we find a way to get the UK through the next century?" and he spent the rest of the evening describing his contribution to the answer to this question. With a few graphs and statistics, he showed that our way of life is unsustainable. The challenge is to reduce our consumption of resources and in particular of fossil fuels and to achieve it, our life style must change fundamentally.

Bill Dunster's firm Zed factory stands for Zero (fossil) Energy Development, a name that describes what he aims to achieve. He experimented with the idea on Nottingham University's Jubilee Campus, a low energy building which he designed in partnership with Michael Hopkins. He then applied the concept to housing schemes, in particular to a low density, low quality area in South London which had the advantage of being easily accessible by public transport. The scheme, for Peabody Trust, is a mixture of housing and work space, the roofs of the latter providing the gardens of the former; the density is much higher than in the surroundings and each dwelling has some garden space. With a section Dunster showed the

'physics' of his buildings which are super-insulated caves full of sunlight, with a zero-heating specification. Small heating units are provided for hot water and they use local wood chips. All dwellings have south-facing conservatories and every element in the scheme has a reason. The designs are being refined and adapted continuously to make them cheaper to construct and more adaptable to different needs. BedZed's latest scheme is for a tower of 282 flats for key workers, a "carbon neutral urban block" which also uses solar and aeolian energy.

Dunster's discourse is certainly persuasive and with a few tables he shows how much more efficient his schemes are in comparison to conventional ones. Nevertheless he has been fighting to convince local authorities and developers of the merits of his ideas. One of his arguments is that the advantages of his schemes should entitle his clients not to make Section 106 contributions. He feels that planning does not provide a level playing field and that a new use class order should be created for 'sustainable development'. There are urban design questions that need to be resolved as it is fundamental for the energy savings, that his buildings be South facing, which means that perimeter blocks are not possible. The blocks in his Sutton scheme are perpendicular to the street, an issue of debate with the local authority. At the Gallery, an enthusiastic audience was obviously convinced and ready to place Dunster on the side of the angels. #

Sebastian Loew



## UDG Study Tour to Rome 8th to 11th March 2003

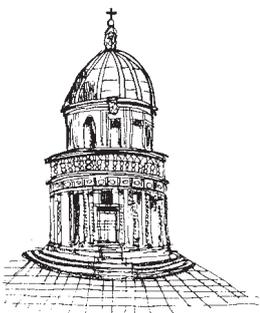
*Go thou to Rome, – at once the  
paradise, the grave, the city, and  
the wilderness.*

*Shelley: Adonais*

A dozen UDG members and friends travelled to Rome in mid March led by Sebastian Loew. The flight was punctual and on landing we were greeted by azure Mediterranean skies. The train swept us in through the flat agricultural landscape of farms and small holdings to central Rome where our hotel was located on a narrow cobbled street.

We started by viewing the city from the Janiculum Hill. Rome, founded in 753 BC, had by AD 100 one million population: it was bigger than any city before and bigger than any other for the next seven hundred years. Today the city has a population of three million approximately. Whereas most Roman cities were planned with a concept of strict order, axial, orthogonal and symmetrical, Rome in contrast, as we could see from the splendid public terraces, grew like topsy, without organisation.

In urban design terms it is cramped, its narrow streets are squeezed between irregular blocks of houses and public buildings. The topography of Rome is hostile to orderly planning: stretching over seven hills it made overall design almost impossible. By the third century BC pressures were so great on space that high density tenement living was commonplace. Imperial Rome is a dramatic statement of abrupt collisions and acute disjunctions with an obelisk from here, a column from there and a range of statues from somewhere else. Rome whether imperial or papal, 1st or 21st century is the antithesis of total design.



From the Janiculum Hill we descended past Bramante's miniature architectural gem, the Tempietto (1502 – 10) at San Pietro in Montorio in High Renaissance style. We continued down through the narrow cobbled streets to the medieval square with its fountain by Carlo Fontana, which is the traditional centre of Trastevere. The area has experienced rapid gentrification with cafes, bars and market stalls spilling onto the streets and fashionable boutiques and apartments to match.

### Imperial Rome



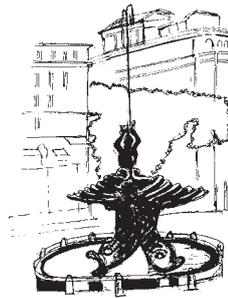
On day two it was "Ecological Sunday" and the centre of Rome, the Piazza Venezia at the south end of the Via del Corso was calm as traffic was banned for the day. We began by climbing the Capitoline hill; the concept of a "capital" city is derived from the Capitol that symbolised Roman authority as *caput mundi*, head of the world. The central square, Piazza del Campidoglio was designed by Michelangelo in the 16th century with geometric paving, and is one of Rome's most beautiful squares.

The view from the Capitoline Hill allowed us to appreciate the confusing patchwork of ruined temples and basilicas of the Roman Forum, before zigzagging down to it. The Forum was the centre of political, commercial and judicial life in ancient Rome. Through the centre runs the *Via Sacra*, the route followed by religious and triumphal processions towards the Capitol. At the other end stands the Colosseum commissioned in AD 72, Rome's greatest amphitheatre where deadly gladiatorial combats and wild animal fights were staged free of charge for the people by the emperor. Modern day Romans dressed as gladiators posed in their

togas outside, enticing tourists to have their photographs taken (not free of charge).

Across from the Colosseum is the *Domus Aurea*, Nero's golden palace that is now submerged underground. The whole complex suffers from dampness that is badly eroding the frescoes. After a healthy buffet brunch we walked along the traffic free Via del Fori Imperiali to the Pantheon built in AD 118-125, a marvel of Roman engineering. The rotunda's height and diameter are equal 43.3m. The hole at the top of the dome, the *oculus*, is 10m. in diameter and provides the only light. The vast domed chamber is one of the greatest achievements of the ancient Romans.

### Baroque Rome



On day three we headed along the Via del Quirinale east to the little church of San Carlo alle Quattro Fontane, a spirited baroque design by Borromini, and to Bernini's equally baroque Sant' Andrea al Quirinale. We visited Santa Maria della Vittoria, an intimate church with one of Bernini's most ambitious sculptural works, the *Ecstasy of St Teresa* (1646) the centrepiece of a miniature theatre. We walked down the Via Barberini past the Fontana del Tritone, Bernini's muscular sea god who has been spouting water skywards for 350 years. We threaded our way through alleyways, past street markets to the Trevi Fountain, Rome's most famous fountain and threw three coins over our shoulders vowing to return.

By the 16th century, the increase in pilgrims was making Rome's already congested medieval layout unbearable. A new triangle of roads was built to help channel the pilgrims from the city's north

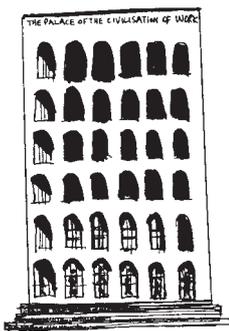
gate, the Porta del Popolo to the various pilgrimage churches and the Vatican. The vast cobbled square, the Piazza del Popolo marks the apex of the triangle of roads known as the trident with a 3,000 year old Egyptian obelisk rising in the centre. At the Spanish Steps we paused and sat by the Fontana della Barcaccia which translates as "a leaking boat fountain" designed by Bernini. Santa Maria del Popolo to the north of the square contains two Caravaggio masterpieces. The group spent some time puzzling over the "Conversion of St Paul", the light and shadows making it difficult to understand what is going on.

We savoured a light lunch before visiting the Vatican museums and Michelangelo's Sistine Chapel created in 1508 to 1512 for Pope Julius II. The main panels in the ceiling include the Creation of the World and Fall of Man surrounded by subjects from the old and new testaments. The artistic ambition of the ceiling is breathtaking. We then walked around to St Peter's through Bernini's superb colonnades into the central square to view the vast Basilica 187m long marble encrusted interior started by Pope Julius II in 1506. From St Peter's we made our way to Piazza Navona, Rome's most beautiful baroque 17th century piazza and had drinks overlooking the Fontana del Quattro Fiumi with its waters splashing from the river gods' figures, as the sky turned from pale blue to pink.

Meanwhile a splinter group went North of Piazza del Popolo to visit the new Auditoria designed by Renzo Piano. There are few contemporary buildings in Rome as every time excavations start, ancient ruins are found and the job has to stop. This was no exception and a series of Roman villas have been unearthed during construction. They have been integrated into Piano's design which includes a small archaeological museum as well as the three impressive auditoria with generous foyer spaces. This is the first of several buildings of what will eventually be a new cultural centre for the city.

## NEWS AND EVENTS

## EUR



On our last day we met Rome's town planners on an historic day as they expected to get approval of their first new Master Plan for the city after 40 years. They gave us generous time and excellent supporting documentation, to explain how this new plan had evolved. The previous rigid 1962 plan resulted in up to one third of the city population being illegally housed, mostly the middle classes who bought sub divided plots of land in the suburbs, to build detached houses with gardens between 1970 and 1985. The new plan aims to restructure these areas, retrofitting infrastructure, and community facilities.

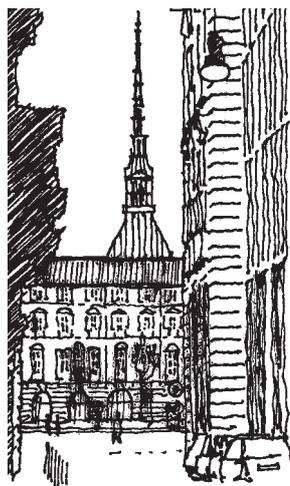
We did a walking tour of the EUR suburb conceived in the 1930s (the acronym stands for *Esposizione universale romana*). The architecture was intended to glorify fascism, and the style of the public buildings is very grand. The eerie shape of "The Palace of the Civilisation of Work", is an unmistakable landmark and is known as the "Square Colosseum". The area was completed in the 1950s. In terms of town planning the scheme has been successful, with people still keen to live and work there. There are grand tree lined boulevards and planting, and a lake looked over by the huge domed Palazzo dello Sport built for the 1960 Olympics.

It was a splendid long weekend under Rome's sunny skies, filled with art, sculpture, ruins, statues, good food, wine and conversation with many different layers of culture, planning, design and history that were fascinating to visit and absorb. #

David Wilson

### UDG Study Tour of Piedmont 24th May – 1st June 2003

Thirty two Urban Design Group members and friends braved the bank-holiday chaos of Waterloo International Station to leave, apparently with thousands of other people, by Eurostar for northern Italy. We were to stay three days in, and get to know, Turin, a city whose elegant and historic centre belies its industrial reputation.



Mole Antonelliana and Palazzo, Turin.

Turin's character was determined by the Treaty of Le Cateau-Cambrésis in 1574 which made Savoy-Piedmont a dukedom, and the dukes, as absolute rulers (they became kings in 1713), turned the medieval town into a perfect baroque capital city. The medieval town, which was based on a surviving Roman grid plan, lent itself admirably to adaptation to the baroque ambitions of the Savoy dukes, and Professor Sergio Pace of the Polytechnic Faculty of Architecture explained to us how architect Ascanio Vitozzi first extended the existing street pattern, then penetrated the medieval grid with new streets, and finally imposed height and design regulations on new building. The result is a remarkably consistent and harmonious urban fabric, with the medieval area discernible by the tighter grain of its street pattern. The grid is differentiated, and streets focus on monuments, squares and the surrounding mountains.

As absolute rulers, the Savoy dukes graced their capital with a most sumptuous royal palace in the city centre, a hunting lodge (actually more of a mini-Versailles) on the edge of town, and a mausoleum on a nearby dominant hill. However, as Italy's fourth city (and an industrial one) funds have not been available for keeping everything spick and span, and the city and its monuments are characterised by a pleasant shabbiness. Whilst the newer streets are lined with arcades fronted by smart shops and genteel Edwardian cafés, the older part is now being colonised by trendy restaurants with outdoor seating.

Due to the need to create jobs for the Torinesi after the departure of the Piedmont government for Rome in 1870, Turin's industrial growth dates from the twentieth rather than the nineteenth century, and its greatest monument, Fiat's Lingotto factory, admired by Le Corbusier for its roof-top test track, has been converted by Renzo Piano into a shopping centre, conference centre, hotel, concert hall, etc. most of which was closed when we visited. We were more impressed by the extraordinary nineteenth century Mole Antonelliana, a vast, mitre-shaped building that now houses the national cinema museum, through the middle of whose cavernous space a vertiginous, unenclosed lift rises to a roof-top viewing platform overlooking the city.



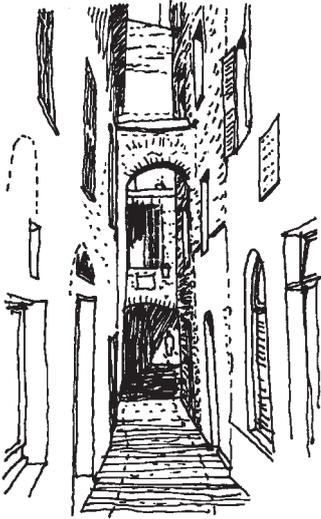
The Bastide of Cherasco.

A team of young lady architects at the city's Urban Centre explained to us how the city's regeneration is being concentrated along a 'backbone' which follows an existing main-line railway which is to be underground. The city's low-lying profile will be shattered by a glass tower by Massimiliano Fuksas, and the city will add a metro and express suburban railway to its existing tram system. All this is being led in the old-fashioned way by the city council without the aid of any urban development corporation or cumbersome partnership structure.

We then travelled on to look at the medieval cities of Asti, Alba and Bra. Asti and Alba, though much redeveloped in the twentieth century, retained many medieval houses and seigneurial towers. In the case of Alba a cluster of these remain untruncated and form an authentic bristling skyline. Alba is also something of a gastronomic capital and its streets are lined with small shops featuring the renowned local food and wines. Bra was destroyed by the French in the 16th century and owes its present townscape to a series of truly individual baroque churches by Bernardo Vittone.

It is not generally known that Piedmont contains many bastides. Though dating, like those in France, from the 13th century, unlike the French ones they owe their foundation to the initiative of independent nearby towns rather than territorial rulers. In some

cases, such as the perfectly preserved Cherasco, they are laid out on a grid plan. In others, such as Montechiaro and Mondovì, the hill-top topography forced an organic layout and limited their extent. Mondovì focuses on a splendid and complex central piazza which would well repay further detailed study.



Carucci, Triora

We completed our tour with a visit to the 'silent towns' of western Liguria, Triora, Dolceacqua, Apricale and Pigna. Their hilltop positions identify a strong defensive role against Corsair marauders. Generally a castle occupies the highest point and the street pattern or 'terra' is a series of roughly radiating semicircles down the hillside. Space saving and defensive needs result in much of the length of these streets, known as 'carucci', running tunnel-like beneath the vaults of houses above. #

Alan Stones

### Launch of the London Authorities Urban Design Forum (LAUDF)

Set up in April 2001, LAUDF is a pan-London urban design information sharing network of around 150 multi-disciplinary Local Authority officers representing all 33 London Boroughs. It has the direct support of Richard Rogers, the Mayor's Chief Advisor on Architecture and Urbanism, and of Sir Stuart Lipton, Chairman of CABE. Members also include officers from the Office of the Deputy Prime Minister (ODPM), the Greater London Authority (GLA), London Development Agency (LDA), the Commission for Architecture and the Built Environment (CABE), English Heritage (EH) and the Association of Local Government (ALG).

LAUDF's Mission Statement is

"To contribute towards the delivery of the Urban Renaissance by raising the standard of urban design across all sectors and promoting citizenship through influence, advocacy and improvement".

And their aims are :

- To increase the profile and importance of good urban design in contributing to economic, social and environmental regeneration;
- To allow for the exchange of best practice in design-led urban regeneration and management of the public realm across London;
- To provide training, guidance and information that will raise the urban design skills of officers and decision-makers; and
- To assist in the development of tailor-made action plans to deliver the urban renaissance within individual London Boroughs.

The Urban Design Group welcomes the Forum which has the potential to be an important partner in the promotion of the

UDG's ideals. It hopes to develop some form of collaboration with it. The UDQ will welcome contributions from LAUDF members.

For further information on LAUDF, contact either the Chair, Ludo Campbell-Reid on 020- 7364 5331, email at ludo\_reid@towerhamlets.gov.uk or the Vice-Chair, Nick Corbett, on 020 7361 2573 or email at nicholas.corbett@rbkc.gov.uk

## Letters

### Suburbs

Congratulations on an excellent edition of the Quarterly (Issue 86) and the fascinating set of articles on suburbs. Readers who are interested in the subject may want to see the report URBED did for the GLA, *A City of Villages* ([www.urbed.com](http://www.urbed.com)).

We used a combination of case studies and spatial analysis to see how well a range of suburbs were doing, and what could be done to make them more sustainable. Unlike some Northern areas, there are no signs that the houses are losing their appeal, but their centres are generally languishing, as a result of increased car use and competition from superstores and larger centres.

Terry Shwarz asks whether any design improvements can make a difference, and how to attract the suburban pioneers. We found that the limited range of housing is restricting their ability to adapt, and that more intensive redevelopment in the areas around the station and centre could enable empty nesters to release under-occupied housing, along with measures such as concentrating new health and community facilities in centres with significant vacant space. However, the real challenge, as John Worthington aptly puts up, is to develop a network of local or neighbourhood centres, with different specialisms, as well as higher standards of access and amenity. We may need to borrow the US term Smart Growth to describe strategies aimed at making areas more sustainable, by taking action to reduce car dependency, and to increase the numbers of people who can use walking or cycling for everyday trips. Smartening up our suburbs might also release some of the energy needed to tackle the large number of small problems, like being able to cross a road easily, or keeping places clean, that destroy the quality of urban life, and drive people to live in the country. #

Nicholas Falk



## Velo-city

Velo-city, the international congress of cycle policy-makers, developers and lobbyists, will take place this year in Paris, from September 23rd to 26th.

Four major themes will be developed by over 100 speakers. The congress will discuss the position of the bicycle in today's world, the role of the bicycle within transport and other public policies, the future directions in which cycling policies should develop and the conditions needed for the serious and stable establishment of cycling. One session will compare the situation of three European capital cities of comparable sizes: London, Paris and Berlin.

A total of 42 workshops will look at case studies whilst eight sub-plenary sessions will take stock of the state of knowledge. In addition there will be stalls, poster sessions, visits and social events. More details are available on the website: [www.velo-city2003.com](http://www.velo-city2003.com)

## ANNUAL GENERAL MEETING

# Annual General Meeting

## Chairman's Report

The year has been characterised by the gradual establishment of roles and relationships between the UDG, UDAL and CABE.

Sometimes UDAL and CABE have seemed to be more focused on urban regeneration than on urban design, and CABE has placed a lot of emphasis on the project commissioning process. We think the opportunity UDAL presents to strengthen inter-professional links is particularly important. The UDG has positioned itself in relation to these other bodies as the campaigning body of people who think of themselves first and foremost as urban designers.

Urban design has continued to be high on the government's urban and planning agenda, but the problem of a shortage of urban design skills has become more apparent. The UDG has responded by becoming a promoter of good practice with a series of ongoing publications: 'Urban Design Guidance' appeared during the year, 'Urban Design in Development Control' and 'Graphics in Urban Design and Planning' will be published shortly. The UDG will also seek to recruit more members in local planning authorities – the recent Sector Groups initiative within the RTP1 showed that urban design was the most popular topic amongst planners.

During the year, the UDG, conscious of the roles of UDAL and CABE, considered whether to reconstitute itself as a professional institute. A survey showed no great enthusiasm for this with either members, students or employers, and instead the UDG will be offering employers recruitment advice on urban design roles and skills.

CABE has recognised the skills shortage problem by making a substantial sum of money

available. UDAL should be in a position to mount a programme to implement this on a number of fronts, but there are worries about UDAL's credibility with CABE due to the lack of commitment by the large institutes. Currently Martin Bacon, the UDAL Chair, and Rob Cowan are putting in a lot of effort to raise UDAL's profile with a forthcoming programme of multi-disciplinary activities. This year will be a make or break year for UDAL, and we have taken on an extra administrator, Amanda Claremont, to free Rob up for our UDAL effort and to assist in our role as provider of UDAL's secretariat. We have the advantage that the UDAL Chair in 2004 will be Marcus Wilshire representing the UDG.

This year is the UDG's twenty fifth anniversary. We are completing a new website, and there will be a special issue of the Quarterly, which will go into colour from now on. There will be a conference in November on urban spaces, a Thames cruise in September, and other social occasions.

There are, however, some crucial issues for the year ahead. Apart from the skills shortage, there are signs of weakening commitment to urban design in some regeneration projects. The government's Pathfinder Programme could also reintroduce slum clearance into industrial towns, with all the disruption to communities and the urban fabric which that implies. Further rounds of cuts seem to be threatening local government, with chief officers being pressed to jettison non-statutory activities, including urban design.

The UDG will need to campaign to capitalise on opportunities to expand and improve the public realm resulting from such initiatives as the Congestion Charge and urban space projects such as that in Glasgow. Following a recent talk by Roger Evans, the UDG took a policy stance in opposition to enclosed shopping centres. We also need to monitor the establishment of the new planning system and to ensure that we, as well as CABE, are consulted on new Planning Policy Guidance. #

*Alan Stones*

## Treasurer's Report

As usual, the main source of income for the year derives from subscriptions from members, practices, local authorities and libraries. This year it amounts to £65,141, which is a healthy increase of about £7,600 on last year, but not yet as high as the £67,500, we received in the year before that, 2000-01. The collection of membership subscriptions and increasing the numbers of members are areas we will need to concentrate on in the coming year.

A major new source of income is Publications, where our Director, Rob Cowan, has been able to attract sponsorship of £18,000 from the private sector for the Urban Design Good Practice Guide, written by Rob, and published on behalf of the Urban Design Group by Telford's. Further income under Publications has come from royalties and from the sale of the Urban Design Sourcebook and Education advertisements.

During the year, Urban Design Services Limited, the non-profit trading arm of the Urban Design Group, has made a trading surplus, and has therefore been able to donate £2,000 to the UDG. This is over £7,000 less than the previous year, mainly due to less surpluses being made on events, study tours and conferences.

A new item of income this year derives from the UDG acting as the Secretariat to the Urban Design Alliance. UDAL has rented from the UDG a workspace at Cowcross Street for £3,760, which however, is immediately passed on to the landlord, Alan Baxter Associates.

In summary, overall income of £96,609, is up by about £27,900 on last year.

On the expenditure side, the cost of publications has increased this year by about £6,100, due partly to increased printing and distribution costs of the UDG, partly to the bi-annual printing of the Sourcebook, and partly because of a subsidy paid to Telford's for the printing of Urban Design Guidance. Publicity,

involving mail drops in Planning, promoting membership of the UDG cost about £1,700 more than last year.

The costs of managing and administering the UDG has increased this year by about £3,600, spread across a number of areas, but particularly, increases in renting office space. The rental of office space is now closer to the market norm than previously. Overall, expenditure for the year of £79,233, is about £11,400 up on the previous year.

The surplus of income over expenditure for the year is £17,376, which is up by about £16,400 on the previous year.

The Balance Sheet shows the UDG's Fixed and Current Assets. The most significant items are the two deposits in the Charities Official Investment Fund, which together total £52,368. This is a very encouraging increase of about £17,200 on the previous year.

The increasing complexity of the UDG's accounts has necessitated the appointment of a new firm of chartered accountants, Andrew Thurburn & Company. They have produced an Independent Examiner's report on the accounts of the UDG to the UDG Trustees, from which the above figures have been taken. #

*John Peverley*

## VIEWPOINT

# Re: Urbanism continued...

This is the last of the excerpts of Campbell and Cowan's book. The authors reach a conclusion and challenge the professions. It is followed by one practitioner's response.

## Cities are victims of unchallenged truths

As the city becomes more complex, new collective properties emerge and new ways of understanding them need to be found. It is the structure of urban networks that we must understand, not their simple truths. Indoctrinated by the scientific method, we pose hypotheses, analyse, apply our new theories, and synthesise. The truth provides an unshakeable basis for practice – until the next theory comes along.

Planning has its unchallenged truths. Central place theory, for example, is at the core of the planning practice and much current thinking about urban design. A reaction to ribbon development, central place theory decries linearity and expounds the virtues of nodality. Each 'node' or centre has its own concentric circles, with its own language. The concentric circle diagram turns up everywhere. Traffic engineers use it to justify their hierarchy of roads. The Urban Task Force used it to justify a new public transport order for cities. But cities are not places that can be so simply represented. They are not, as the architect Christopher Alexander pointed out, trees with roots and branches. Cities are complex networks with infinite inter-relationships, operating in different ways at different times of the day, the week and the year, and needing to be managed in highly responsive ways.

Linearity and nodality are not mutually exclusive. The traditional linear high street, thriving on movement, consists of a series of nodes that respond to points of stopping, crossing and interchange. Unfortunately the rules do not allow a high street to be built today.

The traffic engineer's unchallenged truths are rooted in an obsession to eliminate conflict at all costs. Every problem can be solved in a reductive way. Crossroads have sixteen possible conflict points, whereas T-junctions have only eight, so a T-junction is better than a crossroad. A roundabout (which is usually, in fact, four T-junctions) is the best way of reducing conflict. If everyone is obliged to give way to traffic from the right, no one ever has to say 'after you'. Everything is prearranged.

By eliminating conflict we are robbing the city of its first signs of civic interaction: the chance meeting, the eye contact that establishes a dialogue, the smile and the offer to give way. Good urbanism manages this interaction.

Urban design has its unchallenged truths. Walkability is a favourite concept of urban designers and American new urbanists. But drawing a 400-metre walkband over an area does not make it work as a neighbourhood or support mixed uses. In a city what matters is the total journey from origin to destination – from home to work, for example – not just the walk to the corner shop.

Architecture has its own unchallenged truths. As taught and practised in the UK, it is not primarily a matter of acquiring technical expertise but rather of socialisation into judgements of taste. Architecture is the art of converting cultural capital into economic capital.

Design professionals – and architects in particular – appear to be stuck in a time-warp, a fantasy land. Their self-image is based on a romantic dream of the lone artistic genius, sacrificing himself for his art: misunderstood by society, surviving on the patronage of an enlightened client, and heroically overcoming the barriers of philistinism and bureaucracy. Even for those architects who wave aside such romantic associations, there is still an underlying faith that an architect is primarily an artist, unfettered by constraints. The principle of faith is accepted by every wide-eyed graduate who refuses to see himself or herself as a businessperson, a consultant or even as a mere professional.

## Cities are victims of the rulebook

Good urbanism depends on reclaiming responsibility from the hungry jaws of the instinct to standardise and regulate without considering the impacts of these actions on the greater whole. It claims the right to design places whose form would otherwise be shaped by default. Good urbanism is guided by goals and principles. It recognises that successful places are made by people who insist on the right to choose how these are applied.

Planners, designers and regulators in and of cities are bound by rules many of which, usually unintentionally, help to prevent good urbanism. They offer those who keep to them the comfort of knowing they can not be blamed.

Rules are what we resort to when we lose faith in common sense. Planning standards and highway regulations shape a world in which the exercise of judgement is assumed to be an impossible dream. The more that blanket standards and regulations specify



## VIEWPOINT

how buildings should be developed and roads laid out, the less anyone is obliged to take responsibility.

In our pursuit of rationalism, we seem compelled to turn away from performance criteria and bind ourselves to empirical standards. Privacy, one of the thorniest old issues of development control, is translated into the 2.1-metre back-to-back dimension that is so often applied to in housing development. We have heard it justified as being the closest distance from which a nipple can not be seen from one neighbour's window to another. Yet in older parts of cities we can deal with privacy even in lightwells.

This does not mean that there is no place for being prescriptive. A design code for part of a city can set clear limits and define the conditions where these can be relaxed. It is not deregulation we need, but regulation that is sensitive to place and to the processes of creating good urbanism.

Many of these rules have been replaced with 'advisory' guidelines, but often with little practical effect. For example, although the government guidance document *Places, Streets and Movement* wisely advises designers to consider the place before the car, the outdated *Design Bulletin 32: Design of Residential Roads and Footpaths* remains in force, creating doubt and ambiguity.

A suggestion that a new foodstore should front a road, with the parking behind and with development over the store, will generally be rebuffed by the assertion that the rules of retail will not allow it. Such rules have driven the worst examples of anti-urbanism on the fringes of our cities. Yet there are examples which show that the rules can be broken in the interests of both good urbanism and profit.

Many of the rules for cities are based on erroneous conclusions from looking back. 'We know what our market wants,' the developers say, so that is what they build and that is what sells. 'See?' they say. 'We were right.'

### Cities are victims of one-eyed environmentalism

The environmental lobby has won hearts and minds. Every child seems imbued with the spirit and understanding of environmentalism. Good urbanism, by contrast, makes no such impact. We are far from finding an accessible language to explain and celebrate the city as an ecosystem.

When a planner speaks of sustainability, beware. This monstrously ill-defined, abstract concept is likely to be masking the incompetent application of some half-formed idea vaguely related to the use of resources.

Freedom and justice are noble concepts and useful words. It is just that history teaches us not to accept them at face value. So too can sustainability be a useful concept, and the word can be called into service as a convenient chapter heading. But we are deluded if we believe that there is a simple thing called sustainability that, by merely invoking the word, can be made to infuse a planning policy or development concept with unchallengeable virtue.

With the rise of environmentalism, landscape structure has eclipsed urban structure. But we can not afford to leave urban structure to itself: the need for compactness or proximity makes its own demands. Working with the landscape need not mean abdicating our ability to create new urban form. The case for urbanism needs to be made with the same conviction as for environmentalism. We can go further than that: the environment (which is, after all, inextricably built and natural) depends on good urbanism.

In our pursuit of sustainability we target single environmental issues, and we reward schemes for their success in dealing with a single aspect. The result: the eco-friendly foodstore that conserves energy through its design, but whose location generates excessive numbers of car journeys; the eco-friendly housing whose single-minded orientation towards the sun denies the chance to make successful streets and spaces; and the millennium village whose claim

to be sustainable depends largely on its construction methods but which stands isolated, served by overblown roads and supported only by the eco-friendly superstore sitting in a sea of car parking.

To live in harmony with nature does not require us to live in some approximation of it. On the contrary, cities can be the best means of preserving the countryside. City dwellers are protecting nature every time they tread the city's pavements. Like great urbanism, sustainability is challenging, complex and elusive. It is exactly this complexity that makes it so valuable.

### Cities are victims of the unenlightened client

Good urbanism depends on better-informed and committed civic leadership, capable of making bold, difficult, long-term decisions in the public interest. That in turn depends on building the capacity of local communities and their representatives to understand and participate in the processes of change.

There is no substitute for a talented designer working for an enlightened client. But who is a city's client? Civic leadership has been slow to recover its confidence and to learn how to respond to cities as they actually are. Sometimes the leadership gap has been filled by central government and its agencies. In other circumstances consultation processes help to give the impression that the places are being shaped by the popular will.

A problem is identified. Consultants are brought in to organise the consultation process. Some weeks or months later, just when the people with a personal stake in the area are beginning to understand the process, to see how they might become involved, and to understand the specialists' weird language, the process comes to a halt. It is time for the consultants to write their report or draft the master plan, and to deliver to the client the political fix that is, in the time available, the only practical substitute for civic leadership and a democratic process.

Given time and some help in building their capacity to participate, the local non-specialists might have got to grips with reshaping their part of town. But regeneration projects do not have time. They have deadlines. An urban renaissance can not be built with public involvement in short bursts. The capacity for contributing to processes of change has to be built over time. That applies both to the residents of individual regeneration areas and to the civic leaders whose vision will inspire the future direction – and future form of urbanism – of a local authority's whole area.

The Mayors' Institute in the USA persuades mayors that they are, in effect, their area's chief urban designer. The experience of USA and continental Europe has a clear message for us: an understanding of urbanism can be a key to giving substance to a civic leader's inspirational vision of what a place might become. The civic enterprise of enlightened urbanism depends on a new determination to use language as a means, not of control, but of liberation.

### Cities are victims of the lost street

Good streets create good urbanism; great streets make great cities. Streets are the vital essence of public life. They are too important to be surrendered to those who manipulate them in the interests of solving specific problems with single solutions. The street must be the focus for decisions about remaking cities.

The street has been lost as a central focus for making decisions about cities. It has fallen into the hands of the controllers. Their aims include safety, neatness, order, exclusivity, and best value performance targets, but never good urbanism. They specify the staggered pedestrian crossings on high streets; the guardrails that corral pedestrians in the interests of faster vehicle flow; the ugly, stipply, anti-flyposting paint on street furniture; and the markings, humps, bumps and chicanes that turn streets into adventure playgrounds. Public streets should be just that: public. Every inch of every living street must

be fought for. Claim more, concede nothing.

Every action is intended to solve what is seen as a problem caused by excessive interaction between people and other people, or people and motor traffic. Each is an example of the sort of action that prevents streets doing what they are best at: promoting positive interaction. Each, despite the intention to solve a specific problem, may contribute to making a place less pleasant and less civilised. Professional specialisms focus on the problems. Good urbanism looks beyond them to the place. It is possible that some novel urban element might evolve to structure urban space at the same scale as the street or square. So far, 80 years of modernist experiment has failed to come up with one.

#### **Cities are victims of the wow factor**

Good urbanism derives from the essential order and coherence of the urban fabric and its special buildings, and the way that this adds value to a city's civic, cultural and social life. Uniqueness has special value in relation to the ordinary: not every building and public space has to sing its difference. New design codes for cities could deliver both coherence and counterpoint.

Some of the best new urban architecture, particularly in Ireland and Scotland, is reinventing the traditions of the terrace and the tenement. Designers in the modern idiom are inspired, not intimidated, by the past. The discipline of the street engenders a sense of unity. It is too rare, though. The best of our architecture is often bad urbanism. The buildings are no more than examples of product design, sitting on their sites as though they were on a shelf at IKEA waiting to be taken home and given an appropriate setting.

The architect as mere building designer sees the city as an object to be played with. The architect as urbanist sees it as a subject to be nurtured. Their respective languages reflect this: landmark, skyline and statement on the one hand, legibility, character and

vitality on the other. The former is focused on the product, the latter on the process. Successful cities have a coherence above and beyond the individual expression of particular buildings. The special is complemented by the ordinary, the city's essential fabric.

Architects may complain that the constraints of urbanism compromise their artistic integrity. So why is it that the best designers perform so brilliantly when the brief sets particularly challenging constraints? Subsumed to marketing and branding, architecture offers novelty rather than any challenge to the status quo or any prospects of real change.

We should have the confidence to recognise that design has status. In many ways design can claim to require a broader knowledge and greater intellectual rigour than fine art. We ought to be able to recognise that design has an entirely distinct methodology, different from those of both the fine artist and the engineer. Cities derive their creative energy from their complex interactions. We await a radical new urban architecture that will make that energy its own.

#### **Conclusion**

Re:urbanism points a finger at others and demands change. But we ourselves must be prepared to question our deepest assumptions. No one has been acting with anything but the best of intentions. We have all been caught up in the system for too long.

The garden city movement and CIAM caused fundamental changes in how people thought about and acted on cities. Their passion can inspire us to achieve the same for a new century.

There is certainly much to celebrate: the wider concern for standards of urban design, the development of inclusive processes of design and planning, and the focus on the efficient use of resources, among other things.

Re:urbanism is offered in the hope of sharing in a determination to move up a gear.

# Diagnosis and Cure

## In response to *Re:urbanism*, Karl Kropf considers the health of the urban design profession.

There is a compulsion in architecture and urbanism to periodically pronounce on the health of the profession, to assume the body of work is sick, to engage in diagnosis, and declare a prognosis. Think of Peter Blake, Rob Krier, Lewis Mumford, Manfredo Tafuri, Reyner Banham, David Harvey or Colin Rowe, in no particular order. There is an urge to prod and probe the body or put it on the couch and engage in analysis: so, tell me about your mother... In general, the common assumption is that the ailing or dysfunctional state of the profession is the product of its past. How did we get here, or, how did we get *here!*? The alternative but equally compulsive form of diagnosis is the analysis of the current dysfunctional state of the relations between the professions - which amounts to much the same thing. The architects blame the planners who blame the clients who blame whomever is nearest. Or, as in the case of Tafuri or Harvey, it is the system that is the problem, the whole edifice of the production of the built environment.

All of which is understandable. If there was nothing wrong with the professions, if we were all content with their work and the system there would be little reason to write. The diagnosis and subsequent pursuit of a cure are a necessary part of the overall process, a process that teeters or oscillates between habit and crisis and results in the growth and transformation of the human environment. It is a form of learning, though one that isn't always conscious or directed. It might be more conscious, and it *could* result in a more articulate, accumulated understanding.

In this respect, Kelvin Cambell's and Rob Cowan's *Re:urbanism* is a welcome return to the tradition and to bigger issues.

#### **Triste urbanistique**

An undertone to *Re:urbanism* or perhaps an overarching motivation seems to be a deep discontent with 'urban design' (thus, perhaps *Re:urbanism*). Particularly for those who have been most actively campaigning and struggling over the years to get urban design onto the agenda, there is the sense that it has reached a plateau. We have lots of guidance, lots of documents (you may have worked on the documents) but what is happening on the ground? The fact that urban design is now unequivocally on the agenda seems to be part of the problem. It is now a commercially attractive proposition and people have learned to talk the talk but do they really get it? The increasing prominence also seems to have generated what ought to have been a predictable backlash.

The way the professions were disposed as urban design came to prominence put it in a particular position. It's not the only game in town and is treated by some with a certain amount of scorn - exemplified by Martin Pawley's phrase 'chained to the radiator of participatory urban design'. The birth and growth of urban design have given it a particular complexion and, to a given person, some aspects of that complexion will be more attractive than others.

So, which is worse: to have laboured in good faith on the mistaken assumption that urban design was right or, to agree,

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at least in part, with those you know are wrong? What do you do when you realise right and wrong were not where you thought they were but on different co-ordinates altogether, polarising things in a way that ensures you are never right or wrong, only in between?

urban design is for conservationists  
urbanism is for modernists

urban design is local government  
urbanism is corporate

urban design is right wing  
(conservative)  
urbanism is left wing (liberal)

urban design is small town  
urbanism is metropolitan

urban design is pragmatic  
urbanism is theoretical

urban design is empirical/practical  
urbanism is rational/systematic

urban design is bottom  
up/individualist  
urbanism is top down/patristic

New Urbanism is not about cities  
The Urban Task Force does not talk  
about urban design

urban design is for planners  
urbanism is for architects

This cod, forced dichotomy seems on the verge of developing into a real and more dramatic polarisation along stylistic lines, a symptom developing into a syndrome. But does one have to accept that particular polarisation? Wouldn't it be better to steer clear of such a dysfunctional, co-dependent relationship? A step away from it and the sterile if press-worthy debates is to realise that the language of the individual entailed in personifying professions and treating them as patients creates a potential barrier to finding a cure. Seeing a profession or professions

collectively as a monolithic individual denies both the range of views within the group and, perhaps more importantly, a fundamental feature of the phenomenon in question.

### Singular and plural

Groups, though they might be identified as entities, are not and do not behave like individuals (see, as a start, Charles Mackay, 1841, or more recent ideas on 'power distribution curves' or the dynamics of fashions). The behaviour of a group is an emergent feature of the interaction of individuals in a particular environment. This is not to say the diagnoses have no value, only that one needs to take care where to place the value.

The issue extends into the subject matter itself. Urbanism is not about individuals but groups of individuals. It is not about objects but aggregates. It is about the way different elements, under different kinds of control, work together. Just as groups of people do not behave like individuals, groups of buildings do not work like a single building.

A common idea that stands in the way of fully understanding this point is the HOUSE/CITY analogy. Seeing the city as a big house has a long history. But whether it is an instance of the metaphysics of the microcosm/macrocosm found in Alberti, a post hoc rationalisation of the 'inevitability' of the large or the identification of architecture and urbanism implicit in 'big architecture', the analogy brushes over important features. A city or even a street is no more a big house than a truss or a wall is a little house. Within the 'city' there

are different types of structure at different levels each with different regimes of control and different kinds of activity to accommodate.

It is, however, only when the analogy is taken too literally and similarities are privileged over differences that it works as a barrier. The comparison of house and town entailed in the analogy can also be taken as the initial step in the progressive recognition of a more pervasive, generic structure in the built environment. Between the house and city there are several levels of order – aggregations of parts and aggregations of aggregates – with corresponding levels of activities, control and rates of change. Put another way, the generic structure of the built environment can be simply but accurately described with reference to a hierarchy of levels (an idea voiced in various forms by such disparate groups and individuals as John Habraken, the Metabolists, Saverio Muratori, Aldo Rossi, Christopher Alexander (early and late), Aldo van Eyck and the Smithsons (Team X)). To ignore the distinct levels of order would be to blind oneself to the details of the substance with which one works. It would be akin to attempting to understand plants and animals without reference either to the wider environment – geography, ecology etc. – or molecular biology and biochemistry – chemical metabolism and genetics. To answer the question, why do things work the way they do, you need to look at both context and contents.

### Handling characteristics

So if the professions of the built environment have reached a plateau with regard to the city, if there is plenty of advice – good advice – but only rarely is it embodied on the ground, a step up and onward might be made by articulating the structure of the built environment in more detail. To be able to implement good urban design, we need to be able to describe in detail what we mean. We need to get beyond generalised notions such as 'character' and 'urban grain' and articulate more precisely the specifics – materials, structures, rooms/spaces, buildings, plots,

plot series/blocks, tissues/streets/squares, aggregates of tissues, simple and poly-centric settlements, as well as the corresponding regimes of activities and control.

Nor is such a move necessarily toward increased specialisation and abstraction. Experience working with local communities seeking to describe their village or town shows the idea of levels of scale, if not specialised language, has an intuitive appeal.

If urbanism is 'about' anything it is about the different sorts of structure created by human agents at different levels within human settlements. The particular skill of the urbanist is to understand not only the characteristics of the various levels in use but also the relations between those levels. It is understanding that urban fabric is a material that is subject to manipulation and transformation. To do it well, to work with it and achieve the best, most robust and long lasting results, necessitates understanding the handling characteristics of the material – the way its internal structure relates to the way it can be changed.

It would also help to realise no one profession owns a particular level in the structure. Understanding of the structure is not tied to a profession, school, style or approach. The final diagnosis is that there is no final diagnosis, only better diagnoses and better cures. There is really no disease at all, just oscillations between habit and crisis, which is to say, there will always be a disease. What we call the disease or problem is just a stage in the process that induces us to re-evaluate old habits and establish new ones. The 'constant revolution' of the avant garde is to an extent inevitable but it is the complement of and feeds on the habitual just as the habitual is nourished by invention. The trick is to invent in more focused ways.

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# Healthy Cities



Health and urban design are natural bed-fellows. Early design codes (for by-law housing) originated out of a crisis of poor sanitation, lack of light and fresh air. Yet over the past century institutional arrangements in the UK have separated health and design from each other. Within local authorities environmental health is segregated from planning/design functions; the promotion of “public health” is not the responsibility of local authorities at all, but a subsidiary function of health authorities which ironically focus mainly on the treatment of disease. There is a danger, at the least, that this institutional apartheid creates a lack of understanding and poor co-ordination, compromising health.

The problem is not restricted to the UK. A recent survey of European cities showed that only 25% of city health authorities had regular co-operation with their planning or urban design agencies. Health teams pointed to serious incompatibilities between planning and health principles – particularly in relation to ‘rigid’ design standards. Key policy issues identified were (in order of significance) levels of vehicular traffic, the focus on short-term profits, the lack of attention to citizen’s everyday needs, social segregation, air pollution and the lack of open space<sup>1</sup>.

Urban designers can claim to be on the side of the angels in relation to most of these issues, but could use ‘health’ much more explicitly to build broad constituencies of support for good design. The determinants of health can articulate the human dimension of sustainable development – providing a touchstone for social sustainability. Systematic analysis of the impact of development on health is increasingly advocated by the WHO, government and academic commentators<sup>2</sup>.

For the most part a health analysis bulwarks the arguments for the ‘new’ urban design orthodoxy. Good design can – with its central concern for the quality of the pedestrian realm – increase the propensity to take healthy exercise, foster supportive social networks, improve access to local facilities and create a refreshing non-polluted environment. But a health analysis can also provide a salutary corrective to prevailing fashions: new business/retail/leisure parks on city peripheries, for example, may be beautifully designed but foster car dependence (often 90% + of trips), thus both undermining the habit of walking and effectively excluding those without cars.

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Much more challenging: the principle of pepper-potting social housing runs counter to evidence showing that mental health correlates with social homogeneity rather than diversity<sup>3</sup>.

Such tensions point to the need for a sound evidence-based approach to urban design. The articles in this issue range from research reports to advocacy of innovative design strategies. They point to some of the areas of current or potential crisis in relation to health and the built environment. Here are some of the headline points:

Obesity levels in adults trebled between 1980 and 1998, increasing health risks markedly and driving up healthcare costs (Julie King).

The number of children being driven to school has doubled in a decade, but children's alertness at school seems to be related to whether they walk or not (Ashley Cooper).

Public attitudes and design of the public realm is tending to reinforce adolescents' tendency to become 'bedroom recluses', lacking healthy exercise (Henry Shaftoe).

Aging populations constitute a demographic time-bomb: over the next 25 years around 70 million people in OECD countries will retire to be replaced by just 5 million new workers (Colin Fudge).

The number of frail elderly in the population – including those with dementia – is increasing rapidly. They need safe, predictable, convivial local environments for their well-being (Elizabeth Burton and Lynne Mitchell).

Some deprived outer housing estates have become 'food deserts', reinforcing unhealthy trends towards pre-packaged, convenience foods (Marcus Grant).

The hope must be that under the banners of sustainable development and integrated community strategies there can be a fertile engagement between social and health professionals on the one hand and



designers and planners on the other. If this is to happen, then processes of project assessment need review. The current system of environmental decision tools (Environmental impact analysis, strategic environmental assessment, environmental appraisal) tends often to sideline health issues, but health impact assessment is still not widely practised. Given the overlaps between environmental and health issues, there is a case for an integrated approach. The conceptualisation of urban design would improve. The practice of it would become better informed by actual social outcomes rather than hope, hunch and fashion. #

*Hugh Barton*

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#### Note on the Healthy Cities research centre at Bristol

The Healthy Cities Research Centre at the University of the West of England, which has put together this edition (with the help of friends), is unique in being the only WHO Collaborating Centre in Europe in the built environment field. It is actively promoting research and policy for 'health-integrated' planning and design. Working with a group of municipalities from the European Healthy Cities movement, it has co-authored a special WHO book – Healthy Urban Planning – and recently published a comprehensive, practical guide to neighbourhood design that takes health and sustainability as its starting points (see review on p.42).

Picture above courtesy of Hugh Barton.

Picture on page 15 courtesy of Moss Side & Hulme Partnership.

# Healthy Streets

Julie King suggests that streets should be designed to encourage active travel.

Increasing car use has a major impact on our natural and built environment. It also has an impact on our health. Our transport choices contribute to illness and death from pollution and physical inactivity as well as road accidents. Vehicle emissions are linked to occurrences of respiratory problems and premature death. There are also links between current transport trends, reductions in physical activity and increases in obesity.

## Health information

Obesity affects 20% of the adult population in the UK and increasing numbers of children<sup>1</sup>. The Office of National Statistics Health Survey for England 1998 identified 46% of men and 32% of women as overweight. Obesity levels in adults trebled between 1980 and 1998<sup>2</sup>. Physically inactive people have double the risk of coronary heart disease and diabetes and up to three times the risk of stroke compared to active people<sup>3</sup>. The incidence of type 2 diabetes is inversely related to physical activity<sup>4</sup>.

The 1998 Health Survey for England compiled by the Department of Health identified that 60% of men and 70% of women are not reaching recommended levels of physical activity<sup>5</sup>. Health authorities recommend at least half an hour of physical exercise a day for adults, an hour for children. Health authorities also advise that people are more likely to increase their level of physical activity if they integrate it into their everyday life. Cycling and walking for transport offer ways of doing this and are increasingly encouraged by health authorities.

The 1999 World Health Organisation's Charter on Transport, Environment and Health recognises the key benefits of walking and cycling as transport modes in enhancing health. Public health campaigns are focusing on the opportunities and restrictions to people incorporating physical activity into their daily lifestyles. As people walk and cycle less the health benefits of these types of regular physical activity are lost. Environmental intervention can promote walking and cycling as physical activity by providing perceivably attractive and safe routes that meet everyday travel needs.

Whilst walking is an activity that is widely available to the population, the health benefits of cycling are greater on account of the higher intensity of effort. The Copenhagen Heart Study, which involved 30,000 people, concluded that: "even after adjustment for other risk factors, including leisure time physical activity, those who did not cycle to work experienced a 39% higher mortality rate than those who did"<sup>4</sup>.

## Benefits of activity

There is a need to establish in people's minds the clear links between transport and health and the benefits of both sectors working together. This includes the quantification of health benefits arising from changes in travel behaviour. The National Audit Study on obesity published in 2001 recognised this link and recommended that: "The Department of Health and the Department of the Environment, Transport and the Regions should continue to encourage other potential partners, in particular local authorities and health authorities, to adopt local targets for cycling and walking which provide clear incentives to support healthy modes of travel"<sup>3</sup>.

The health benefits to employers of physically active employees include fewer days off work sick, lower rates of employee turnover and lower healthcare costs. People who walk or cycle to work often report improved alertness, creativity and problem-solving skills. Active journeys to work are often more enjoyable and more sociable, and both of these factors contribute to people's self esteem. Improved physical and mental wellbeing and improved productivity through reduced sick leave benefit employers as well as employees.

Levels of childhood obesity in the UK have doubled between 1984 and 1994<sup>5</sup>. Research indicates that social conditioning of children into the car culture is already evident in children as young as seven and is well established by the time they are thirteen<sup>6</sup>. These changes in children's travel behaviour have left them with less opportunity to develop critical cognitive and social skills, essential for them to develop confidence and competence in their independence. Their 'road sense' is underdeveloped, increasing their vulnerability to road accidents and increasing the danger they pose to other road users. As children learn to negotiate their own way they learn how to manage their time, take personal responsibility, solve problems, make judgements about risk and improve their coordination and sense of direction.

## The Perth experiment

The TravelSmart scheme in South Perth, Australia is undertaken by the Western Australian Department of Transport. It encourages people to make small achievable changes in their travel behaviour, aiming to reduce by 2 or 3 the number of car trips per person per week. The scheme specialises in focusing on small, achievable, individual changes in travel behaviour and targets those individuals that express an interest in changing their travel patterns. The scheme assesses the potential for modal change and the pilot study found that 8% of all car trips by residents were walkable (ie. up to 1km) and 48% were cyclable (ie. up to 5km). The figures for Germany are 10% and 50%<sup>7</sup>. In the UK,

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From left to right:

Recessed cycle tracks are less likely to be obstructed by vehicles emerging from the minor road.

This cycle lane provides separation and protection for cyclists and motorists.

Particular traffic areas can be made to stand out by using a different colour surface.

Lines, symbols and road surfaces help people to understand where to place themselves.



44% of trips are under 2 miles and 70% are under 5 miles<sup>5</sup>. Cycling therefore offers the potential to achieve a greater modal change than walking.

36% of those initially surveyed in the pilot project in South Perth were interested in using alternative travel modes. The results of the pilot project included an almost doubling of cycling trips, a 20% increase in walking and public transport use, a 14% reduction in vehicle kilometres travelled and a shift from longer distance trips to more local trips.

### Encouraging cycling

The National Cycle Network developed by Sustrans and local partners in the UK provides more than 6000 miles of walking and cycle routes. Monitoring the use of the Network at more than 120 sites around the country has revealed that nearly half of all trips would otherwise have been made by car, including a large number of utility journeys<sup>8</sup>. The Network has demonstrated that demand for these forms of travel options exists and that given practical opportunities to use these modes individuals will make changes in their travel choices.

Based on data from travel surveys in Danish towns with more than 10,000 residents, results from modelling show that cyclists constitute 20% of all traffic irrespective of the size of the town. However, for towns with less than 10,000 residents the share of cycle traffic increases with population size. This reflects the greater number of destinations that will be

situated within each town and therefore within cycling distance<sup>9</sup>. Higher land use densities produce shorter distances between homes, workplaces, shops and other destinations. Higher population densities increase the customer base for local services, supporting the availability of local services and reducing the need for longer trips. Improved local facilities, improved environmental amenity and more vibrant street life in turn generate more social connectedness, community engagement and a perceived better quality of life.

### Designs for safer cycling

As the numbers of cyclists increase so too does their visibility and their safety. With increased numbers of cyclists, improvements to the road infrastructure and street design create further improvements in safety and amenity. Signing and road marking, for example, create more awareness of cyclists' presence amongst other road users. The alignment and design of cycle routes can also help cyclists to form a mental map and aid navigation. Changes in direction along cycle routes can make it difficult to maintain orientation, but views of landmarks and continuity in route design help cyclists to know where they are going. Edge lines, bicycle symbols, coloured road surfaces and changes in paving material all help to make it easy for cyclists and other road users to understand where to place themselves on the highway and who has an obligation to give way.

Turning a town's streets and roads into attractive and safe spaces can be

incorporated with the harmonious use of materials and colour. Choice of paving materials and colour can identify different areas for different road users. Particular traffic areas can be made to stand out by using a different colour surface, emphasising give way conditions. Even and well maintained road surfaces help cyclists to maintain their speed and to observe other road users without having to look down at the surface most of the time. More importantly, the avoidance of potholes and deep set drains avoids cyclists having to 'ride-out' into the carriageway to avoid deep holes, often found at the edge of the road.

Cyclists often feel unsafe in traffic. Cycle tracks alongside busy roads can improve safety but present the need to negotiate side roads. Continuous cycle tracks that give cyclists priority can be made more visible with the use of physical measures such as speed reducing platforms across the side roads or recessed cycle tracks that 'bend' into the side road, crossing it 5-7 metres from the junction and ideally across a flat topped hump to raise awareness of the cycle route. The Transport Research Laboratory<sup>10</sup> studied both design options and found that 'bending' a cycle track into side roads to enable continuous priority for cyclists is a more effective design than straight across cycle track crossings that could still be obstructed by vehicles leaving or turning into the minor road, particularly when visibility is restricted.

Narrow road carriageways, often caused by on street parking, can result in vehicle traffic overtaking cyclists with insufficient overtaking width. Some traffic calming measures and central refuges for

# Walk to School

Dr. Ashley Cooper discusses the contribution of the school journey to children's physical activity.



pedestrians also involve narrowing the carriageway and can result in cyclists being squeezed by overtaking vehicles. The Department of Transport Traffic Advisory Leaflet 1/97 specifically considers cyclists at road narrowings. A cycle bypass can usually be easily included and provides physical separation and protection for cyclists. They not only avoid the problem of cyclists getting squeezed but also allow cyclists to maintain their speed through the traffic restriction.

Changes in our environment and technology have encouraged us to lead more sedentary lifestyles. The increased inactivity that results from this denies us the health benefits of regular physical activity. Improved infrastructure for walking and cycling encourages more people to choose more active travel more often. #

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We are in the midst of an alarming epidemic – obesity is increasing dramatically worldwide in both adults and children. In the US the proportion of children and adolescents who are overweight has tripled in the past three decades<sup>1</sup>, and the UK follows closely behind. The prevalence of obesity in children in this country increased 2-3 fold between 1984 and 1994, and the trend appears to be accelerating<sup>2</sup>. Greater body weight is associated with a low health-related quality of life<sup>3</sup>, and predisposes children to many of the medical complications of obesity found in adults that may lead to serious chronic disease<sup>4,5</sup>. One of the major causes of this increase in obesity is believed to be an environment that encourages sedentary behaviour. Public health agencies have begun to implement schemes to try and reverse this trend, and the promotion of active travel to school is one such initiative.

## Environmental change and obesity

Changes in the environment that encourage over-consumption of energy-dense food and physical inactivity are generally accepted to be the root cause of the obesity problem. The relative contribution of these factors is not known, but it is a consistent observation that whilst obesity is increasing, total energy intake and fat consumption are actually falling<sup>6</sup>. At the same time surrogate measures of inactivity – car, TV and computer game ownership, are increasing<sup>7</sup>. Contrary to public perception, the case for TV and computer games as being a major contributor to children's inactivity is not proven. Many studies find no association between amount of TV watched and level of activity – it is possible to be an active child (or adult) and also relax by watching TV<sup>8</sup>.

However although TV may not be as worrisome as we fear, there are serious concerns about increasing car use being a major contributor to physical inactivity in both adults and children. Children are naturally spontaneously active, but parental concerns about the safety of the environment such as heavy traffic and fear of abduction or bullying, mean that more parents are opting to use the car as a form of transport for even short journeys. This is suggested to not only reduce the amount of activity that children get, but also to develop dependency on the car for transport, a behaviour that continues into adulthood. In an attempt to address this issue, the journey to school has been recognised by the Government as an important opportunity for establishing daily physical activity for children and many schemes have been developed to promote active travel to school<sup>9,10</sup>.

## Changes in school travel patterns

Evidence that patterns of car use are changing is found in the National Travel Survey<sup>11</sup>. Between 1985/6 and 1997/9 the number of trips by car increased by 25% for the population as a whole and by 37% for children, so that in children aged 5-16, nearly half of all trips are by car. The average trip distance has also increased, possibly reflecting decentralisation of activities away from the centre of cities. Travel to school has seen similar changes, and the proportion of children walking and cycling to school have fallen markedly in the last 15 years. The National Travel Survey found that in 1985/6 nearly 60% of school journeys made by children (5-16yrs) were on foot, and only 16% were by car, but just over a decade later the proportion of children walking had fallen to 48% while the proportion driven to school had nearly doubled to 30%. Cycling to school is now an unusual activity: during the same period cycling to school fell from 3.5% to less than 1%.

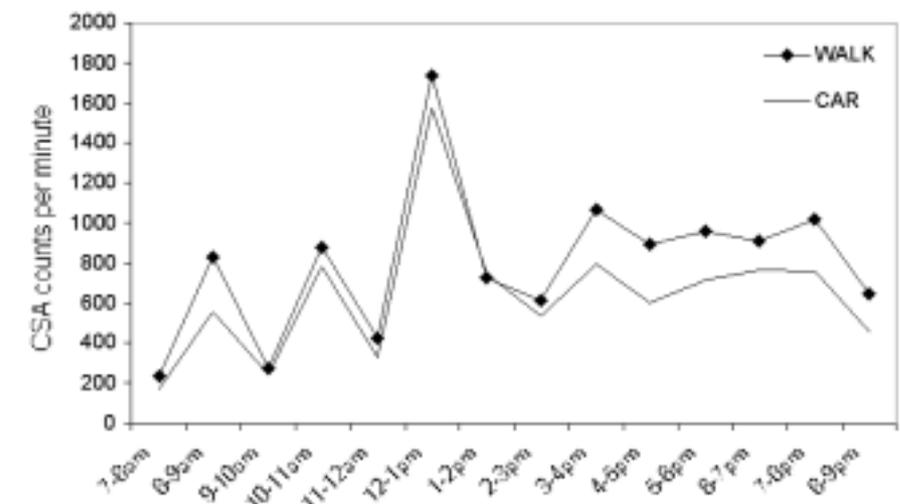
## TOPIC

School location and the surrounding infrastructure can have a major impact on vehicle trips. For example, a study in the US found that the portion of students walking to school in older (pre-1970) schools was far higher than in more modern schools that tended to be located at the urban fringe<sup>12</sup>. In the UK the increase in car travel is thought to be due partly to the increased separation between home and school resulting both from people moving out from the urban centres and from government policy giving greater parental choice of school. This is particularly marked for secondary schools where the mean distance travelled between home and school increased from 2.1 miles in 1985/6 to 3.5 miles in 1997/9<sup>11</sup>. Whilst a journey of 2 miles will take 30 – 40 minutes to walk, a near doubling of this distance makes walking to school – and back again afterwards – an unrealistic prospect for many. The journey to school is still relatively short for primary children (although increasing), with 82% of journeys being less than 1 mile. Not surprisingly a higher proportion of primary age children walk to school than secondary children (53% versus 42%), though this may reflect not only distance from school but also increasing independence.

Cycling to school for secondary children would thus seem to be a better option than walking given the distances involved but the conditions around schools for cycling have worsened due to increased vehicle traffic. At the morning peak (8.50am) almost 20% of cars in urban areas are doing the school run and it is common to see children darting between slow moving cars who are looking for a parking space. This volume of traffic, without dedicated cycle ways or effective traffic management schemes that give pedestrians/cyclists priority, makes cycling unpleasant and potentially dangerous.

#### Why should children use active travel to school?

There are many good reasons to encourage active travel to school. Walking and cycling can help children to learn about their local environment, develop road sense, assess



risk and become more self-reliant, and teachers report that children who walk to school are more alert during the school day<sup>13</sup>. What effect does the mode of travel to school have on overall physical activity? A 1998 White Paper stated that “not walking or cycling to school means that children get much less exercise”, but surprisingly until very recently there have been no studies of the contribution that active commuting to school might make to children’s overall physical activity.<sup>14</sup>

Although intuitively it seems clear that active transport will increase physical activity, it is possible that children who walk to school may be no more active than those who travel by car. The car users may have more playtime due to shorter journeys or the children who walk may be tired and demonstrate compensatory sedentariness. Alternatively the children who choose to walk may be more active than expected through greater social contact or greater independent mobility or licence.

#### Active travel and physical activity patterns

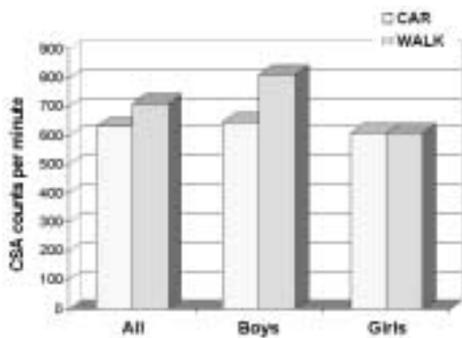
One reason for there being no data about the physical activity benefits of travel to school is the difficulty in measuring activity accurately, particularly given the highly sporadic and varied nature of children’s play. Recently instruments able to measure physical activity each minute over a period of several days or weeks have become available. These instruments measure the

Right: Levels of activity of children who walk to school compared to those who are driven.

Below: Levels of activity of boys are greater in the evening.

acceleration and deceleration of the body when moving, and can allow us to look at the pattern of physical activity in detail for the first time<sup>15</sup>. We have used one such instrument, the CSA accelerometer, to measure children’s physical activity and relate this to their mode of travel to school. The CSA is small, worn around the waist on an elastic belt and has no external controls, and so is excellent for measuring the activity of children.

We measured the activity of 114 children from five urban primary schools for one week using an accelerometer and asked the children to tell us how they usually travelled to school. Two-thirds of the children walked to school, one child cycled, and the remainder travelled by car. The children lived close to their schools with the majority of those who walked or travelled by car having a journey of less than 15 minutes. Despite this short journey we found significant differences in the amount of activity that those who walked to school did, compared with those who were driven, and interestingly this difference was seen only in the boys. To find out when this difference occurred, we plotted the amount of physical activity that the groups of boys did for each hour of the day. The boys who walked to school were more active between 8 and 9am, showing the effect of the journey, but there were no significant differences between the travel groups whilst in school. However after school and during the evening boys who walked to school were consistently more active than those



who travelled by car. The only difference between travel groups in girls was when going to school, with those on foot being more active.

#### What causes differences in activity between travel groups?

How do we explain this result? We were surprised to find the difference between boys and girls, but this may reflect the different types of activity that boys and girls pursue, with boys taking part in more active play than girls, or may arise through girls having less licence to be active due to parental concerns about safety. For the boys, it is possible that the more active boys chose to walk to school, and the higher activity in the evening is nothing to do with the school journey. However no difference in physical activity was found between the walkers and non-walkers at the weekend and in this age group travel decisions are likely to be made by parents. An alternative and intriguing possibility is that active travel home from school may prompt the boys to be more active later in the day.

#### Children's physical activity and health

Just how great are these differences between the children who travel in different ways? National guidelines encourage children to accumulate at least 60 minutes per day of moderate physical activity such as brisk walking, swimming or cycling<sup>16</sup>. In this study the journey to and from school contributed 10-15 minutes per day of moderate activity for those who walked. In addition to this, boys using active travel carried out a further 30 minutes each day of

moderate intensity activity compared to car users. Clearly active travel to school has the potential to substantially contribute to the achievement of physical activity guidelines, but the direct health benefits remain to be demonstrated. We estimate that the energy expended in extra physical activity by the boys is equivalent to approximately 2kg weight per year, all other things being equal. Over the years this difference could significantly contribute to the development of obesity, and even at this young age the boys who used active transport were slightly leaner.

#### Conclusion

These data, suggesting that active travel may encourage higher physical activity in boys, are exciting and we are planning further studies to describe the after school and evening activity of children, and the social and environmental context in which they do these activities. Further data to support the benefit of physically active commuting in children are also beginning to emerge. In Denmark boys who walk or cycle to school are more active during supervised play than those who travel by car, and Filipino adolescents who walk to school have been shown to have greater daily energy expenditure than their peers who travel by car<sup>17</sup>. Norwegian studies have found that children who use active transport to school have greater physical fitness than those who use the bus. This data strongly suggests that we must provide opportunities for children to be active around the school day, and development of an infrastructure that encourages walking and cycling to school must be seen as a key component of that. Integration of safe routes to school such as cycle paths protected from the traffic and walking trails away from roads would be a policy and environmental intervention that could change the way of transportation from a passive to an active journey for large groups of children. #

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# Hanging Out

Henry Shaftoe addresses the use of public space by young people

Young people and, particularly adolescents, are at a very vulnerable and influential developmental stage in their lives. What happens to them during these transitional years will influence their long-term physical and mental health. Repressing their natural inclinations to get out of their homes and learn to playfully socialise, risks displacing their energies into the very things that concerned parents are trying to avoid – drug misuse, self-harm and delinquency. It is ironic that parents who are trying to protect their children by not allowing them to go out and play or socialise on their own may, in many cases be doing more harm than good. They may be able to temporarily repress their offsprings' inclination to engage in risky, anti-social or illegal outdoor activity, but, in so doing, they may turn them into unhealthy “bedroom recluses” cramping both their physical and psychological development in the process.

## Fear of youths

We mostly dislike young people in the United Kingdom. We call them derogatory names (eg: yobbos, vandals, thugs, tearaways) that we wouldn't dare call any other segment of the population. They are often seen as being “guilty before proven innocent”, as in the case of “threatening gangs of youths” gathering in public spaces.

The standard strategic response to groups of young people in public or communal areas is to try to force them out – either by moving them on (by the use of police, security guards and CCTV), threatening them with penalties (the £50 fine for skateboarding in College Green, Bristol), or removing the opportunities for them to gather at all (the removal of seating in the shopping mall above Birmingham New Street Station).

But the phenomenon of young people socialising in groups away from immediate adult supervision is an important developmental stage – moving from the family nest to independent adulthood<sup>1</sup>. We should be enabling this healthy socialisation process to happen by ensuring that there are places and spaces where youngsters can gather and “hang out”. And young people don't want to be shunted in to the margins of neighbourhoods – they usually and rightly demand equal access to the prime sites such as town centres, parks, high streets and malls.

Young people gather in what are seen by adults as inappropriate places because we do not provide *appropriate* places. Where are they meant to gather? Homes have got smaller. Youth Clubs have been cut back. Members of the public call the police if youths gather at bus shelters, in alleyways or outside shops at night.

Adults often worry that if teenagers are allowed to gather with minimum supervision and surveillance, they will engage in risky and illegal activities. This is used as a justification to move young people on, impose curfews and ban them from specific locations. It is true that they will sometimes make fools of themselves, take a few risks, get too boisterous and show off in front of their peers. However, it is better to let them do these things in designated spaces out of harm's way, than to try and repress such activities altogether. At best this merely displaces the problem and it may well lead to other more serious difficulties that could cost dearly in the long term. We can't stop kids indulging in sex, drugs and rock'n'roll; indeed the more we try to ban them, the more attractive they appear to rebellious youth who are determined to kick



Top: Hanging out in York

Middle: Youth café -  
Nairn, Scotland

Above: Dufferin Mall –  
Toronto, Canada

Right top: Youth Shelter,  
courtesy of SMP  
playgrounds Ltd.

Right bottom: Adventure  
playground in Ciaia Park,  
Wrexham.



against the traces of adult censure. We therefore need to take harm reduction and risk management approaches to such activities, to minimise potential damage both to young people and the adults affected by them.

### Case studies

Fortunately, not all our strategies for the use of spaces by young people are aimed at excluding them. Some imaginative solutions to the need for young people to gather and “hang out” include:

**Youth café – Nairn, Scotland.** A top quality high street café run on a non profit basis with counselling and advice on tap but not imposed. The café was set up by a voluntary organisation to provide local young people with somewhere safer and more supportive than the local bus station, which had been the only other available sheltered meeting place in this small town.

**Dufferin Mall – Toronto, Canada.** In response to escalating crime problems, including gang violence in and around this suburban shopping mall, the management, rather than going for an exclusionary approach, embarked on a programme of active community engagement. This included: employing a detached youth worker, introducing play facilities, a literacy programme and educational outreach work with school truants and excludées. Drop-in centres have also been opened in some of the shop units for a number of different advice and counselling services. It is claimed that crime and disorder problems have been reduced and the centre’s popularity increased<sup>2</sup>.



**Youth shelters and sports systems .** These consist of good quality structures where young people can gather without supervision and without causing annoyance to adult residents. Some shelters have been designed and even built by the target group of young people themselves. If young people have been involved in this or other ways, they are more likely to safeguard “their” investment. The location of such shelters is critical – not so close to

## TOPIC



Top: Young men in Harlem colonising an area designed for parents to sit.

Above: Skateboarders in College Green, Bristol.

homes that adults become irritated, but not so isolated that young people are vulnerable to uncontrolled victimisation.

**Adventure playgrounds.** Sadly, these rough, tough and tumble locations have mostly been emasculated by health and safety worries, with the result that many young people have fewer opportunities to experiment and take risks under benign adult supervision. A few proper adventure playgrounds do survive, including an inspiring one in the middle of Ciaia Park, Wrexham – the largest housing estate in North Wales.

### Design and management implications

We need to “design in” the facilities and locations where children and young people can meet, play and socialise in reasonable safety, but without totally removing the excitement and buzz that young people need. On the other hand we must minimise the danger and victimisation that young people all too often experience in public spaces<sup>3</sup>. Finding this balance between adventure and molly-coddling requires an approach that includes design, management and social interventions.

One of the most important strategies is to include young people themselves in the planning, design and management of public spaces<sup>4</sup>. Grown-ups don’t necessarily know best and even if they think they do, the process of involvement is as important as the physical outcome. For example, where young people have been involved in the choice and construction of youth shelters, there have been fewer subsequent problems with their use and maintenance<sup>5</sup>.

We should remind ourselves that young people are citizens just as much as adults are; indeed they represent society’s future. If you ask young people, they will tell you what they want and they will often be keen to get involved in providing services and facilities. It has been said that: “Young people these days – they’ll take anything, especially responsibility”. They are likely to want both structured and unstructured facilities and activities. Different groups and individuals will want different things. One size does not fit all<sup>4</sup>. You cannot just have one youth club open a couple of nights a week until 9 p.m. and one skateboard ramp and assume you have fulfilled your obligations to youth. Young people want to hang out with their own particular clique or gang. Fourteen year-olds will not necessarily want to be in the same places as twelve year-olds – a couple of years make a huge difference at that age. If you just provide one dedicated facility without providing for adaptable use or dedicated locations for other groups, you may find that there is conflict over space and the intended target group is edged out.

Because there is nowhere else for them to meet, young men in Harlem have ended up colonising the area that had been designed for parents to sit while they kept an eye on their children in the adjacent playground.

Location and journey time to facilities for young people are crucial factors. Generally speaking, facilities for pre-teens need to be very close to where they live and need to be closely managed by adults, or, in the case of open play spaces, they need to be visible from parents’ homes. Pocket parks in squares or closes surrounded by housing are safer and likely to be better used than play spaces in the corner of more distant parks and open spaces. By contrast, teenagers prefer locations with lower key supervision that are not immediately overlooked by parents’ homes. However they don’t want to be completely isolated from the general public. Teenagers are concerned for their own safety and rightly so – they are at particularly high risk of being victimised<sup>6</sup>. However, despite the prevailing moral panic about “stranger danger”, it should be pointed out that children and young people are much more likely to be victims at the hands of their peers and family than they are by adult strangers. Concerned parents who won’t let their children go out on their own for fear that they might be abducted by paedophiles and psychopaths, whilst minimising one statistically low risk, increase the risk of cramping the healthy and social development of their offspring.

Although dedicated locations sometimes work, young people should be entitled to equal rights of access to general public space. As part of their development it is valuable that they learn to interact with other citizens. Adults can provide informal social control and supervision and can call on specialist agencies if problems arise. Young people probably feel safer in areas that are also accessible to adults, such as town squares, public car parks, footpaths and parks.

Planners and urban designers may feel deeply frustrated when the area they

# Food and Urban Design

Marcus Grant cooks some health on the hob of urban design.

designed as an outdoor seating area for office workers becomes colonised by skateboarders, as in College Green, Bristol. But is this a disaster, or should we regard public spaces as dynamic, organic and adaptable, rather than fixed single-use?<sup>7</sup>. Significantly, in this Bristol example, office workers still do sit out and seem to be able to co-exist with the skateboarders, despite the Council's disapproval of the latter's presence.

## Conclusion

In the UK we mostly regard young people as potential problems, to be preferably excluded from public space. This repressive approach damages young people's potential for healthy, pro-social development. It just means that they resort to more devious means to "hang out", or even more worryingly, become neurotic bedroom recluses. We need to respond positively, inclusively and creatively to the needs of young people to socialise in public spaces, by involving them in design and provision, and ensuring that what is provided minimises harm and victimisation risk, without removing the frisson that young people enjoy. #

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Food is the ultimate consumer product – we now have food books, food television, food lifestyles, food celebrities, even the actualité – something to fill our bellies. However, there are many different routes by which this most vital of products can reach our plates and palates. Although the meal may look similar, these different routes are not at all equal in terms of their health impact. Urban design has an important role to play in keeping open those routes that can result in healthier food.

Conventional food policy, largely put in place by the 1947 Agriculture Act, developed into a productionist model that focused on the provision of plentiful and cheap food<sup>1</sup>. It did this well but with little regard to meeting wider public policy objectives and it externalised health, environmental and cultural costs. Some of these costs have recently surfaced as food 'health scares'. In the urban design realm 'costs' receiving attention in recent years include food miles and food deserts. Food is a ubiquitous and a cross-cutting issue, but it is easy to ignore the links to spatial planning. Access to locally grown, healthy and safe food is emerging as an important consideration in urban sustainable development. Urban food initiatives have the capacity to tie together disparate parts of the health and sustainability agenda.

## An ecological health model for food policy

The concept of health in conventional food policy is restricted to protection from the economically costly risks associated with 'food scares'. Luckily, it is not only the conventional food policy model that can determine the country's fare. Outside the policy mainstream, there are a number of actors and initiatives showing us an alternative model, a different and healthier route for the food that is served on our plates. This alternative model has been referred to as an 'Ecological Health Model for Food Policy' by some commentators<sup>6,7</sup>. Succinctly phrased, the quote below aptly summarises the new model: "growing, buying and eating the right kinds of foods can reduce the risk of disease and simultaneously promote a sustainable environment"<sup>8</sup>.

Components of the ecological health model are emerging from a number of organisations, including:

- 'Sustain', the alliance for better food and farming, which is promoting the growing of food in cities and towns for regeneration and sustainability,
- Local Government Association, which advocates a new role for allotments in supporting health and social capital,
- WHO Europe, which encourages action for social cohesion and the reduction of health inequalities through local production of food for local consumption,
- Soil Association, which promotes organic farming and foods, and closer links between supplier and producer,
- Federation of City Farms and Community Gardens, which supports strengthening the links between education, local farming and the community.

Examining the recommendations and actions of the above organisations, and others such as the Countryside Agency and numerous local authority food initiatives, many elements of a common agenda can be perceived.

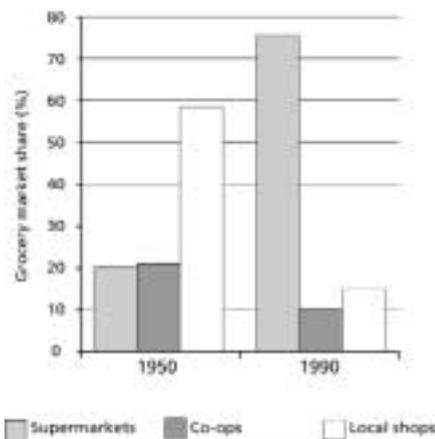
## TOPIC

**Food deserts**

The Social Exclusion Unit found in a survey of 20 unpopular local authority estates that none had a supermarket or a range of shops and that where shops were available they charged above average costs<sup>2</sup>. Many of the most deprived housing estates have become 'food deserts' with few or no shops selling affordable fresh produce<sup>3</sup>.

**Food miles**

The same quantity of food as 15 years ago is now travelling 15% further<sup>4</sup>. The term 'food miles' refers to the distance food travels from where it is grown to where it is consumed, including all intermediate markets and processing centres. 12% of national fuel consumption is spent on the transporting and packaging of food.



The relative decline in local grocery (WHO 1999).

Better health is a strong thread; with recognition that:

- local food production can increase people's access to fresh fruit and vegetables; this has proven links to health such as reducing cancer, heart disease, ulcers and tooth decay.
- food growing projects can provide a form of cheap, productive exercise; this assists a government target to reduce cardio-vascular disease.
- shared activity through allotment growing and city farms can relieve stress and isolation; promote inclusion and, as more formal horticultural therapy, can help those suffering from mental health problems.
- a greener environment can reduce the incidence of pollution related illnesses such as asthma and other bronchial related disorders.

Other benefits, relating to a wider health agenda, are also recognised<sup>9</sup>.

**Environmental regeneration:** Local consumption of food produced locally can reduce transport and minimises the need for protective packaging. Allotments and gardens are often home to a diversity of old, non-commercial varieties of fruit and vegetables – a counter to the monocultural wilderness of many rural agricultural areas.

**Green jobs:** Fulfilling jobs could be created not just in food growing, but in a range of related enterprises, such as processing (preserves, dried and frozen produce, flavoured oils and vinegars, cakes), catering (cafés, restaurants) distribution (food co-ops), and waste management (composting).

**Community pride:** The common experience of growing, cooking and enjoying food can break down barriers across age, ethnicity, class and gender, stimulate a sense of 'ownership' of and pride in the local environment, and galvanise people to co-operate on other issues of social concern.

**Integrative urban design initiatives****Allotments and community orchards**

Allotments can be an important tool in linking urban health and local food. The health benefits extend out from the direct benefits of access to fresh (and sometimes organic) food. Allotments promote recreational activity and social contact, both having documented health benefits. Moreover, the target group for promotion of a more active life to reduce heart disease, the retired, are often well represented on allotments.

Planners and designers can encourage allotment use through increasing their accessibility in regeneration and new build schemes. They can also win support from other agencies by putting allotments at the heart of neighbourhood health by designing in the following;

- sustainable urban drainage; incorporating swales, basins and ponds
- pleasant non-motorised access routes; increasing permeability alongside secure allotment sites
- community recycling and composting; taking residential green and shredded woody waste and supplying composts and mulches for the allotments
- wildlife and biodiversity; providing habitat and migration corridors
- shelter belts; reducing wind speeds thereby helping to cut energy loss in residential areas and creating modified micro-climate for the public realm
- community orchards; see below
- social capacity and inclusion; supporting local management of sites.

The Local Government Association advocates that local councils use allotments to provide an integrated route to service delivery<sup>11</sup>. Allotments could have a seminal role in Community Strategies for the promotion of well-being through a policy delivery that is in

keeping with Best Value<sup>12</sup>. Allotment provision should be incorporated into the current green space debate. The goal should be to have a maximum access distance of 200m from every house to the nearest allotment site.

Community orchards can be successful in urban and rural areas. They provide many opportunities for strengthening community links through sharing knowledge, skills and activities. They can enhance the environment of housing estates, industrial estates, hospitals and schools whilst also increasing biodiversity, through conservation of local fruit varieties. Community orchards can provide endless opportunities for fun events including tree dressing, blossom parties, apple day fairs and apple bobbing. Land requirements are upwards from 0.1ha for about ten trees.

City farms exist at many scales with a range of provision. At the smaller end of the scale (Vauxhall City Farm, London (0.5ha) or New Ark, Peterborough (1.0ha)), a farm is likely to have poultry, goats, pigs, rabbits and sheep with some communal vegetable growing and visitor reception or café. The larger farms, such as City Farm Byker, Newcastle (4ha) or Rice Lane Farm, Liverpool (5ha), will also have room for extensive paddock/pasture for horses and cows, a dairy or other form of food processing and classrooms.

#### Farmers' markets

In terms of promoting health the World Health Organisation wants local authorities to do more to increase the availability of locally grown food<sup>14</sup>. Farmers markets sell locally produced food and food products to local people. The concept is obviously not a new one. It is generally accepted by most farmers' markets that stall holders must have grown, bred, caught, pickled, brewed or baked the goods themselves. The main emphasis is to help local producers and processors to sell their goods direct to the public, near their source of origin, creating benefits to them and the local community. Though for farmers' markets to be part of the solution, the challenge will be to locate them successfully in the urban areas where we find food deserts.

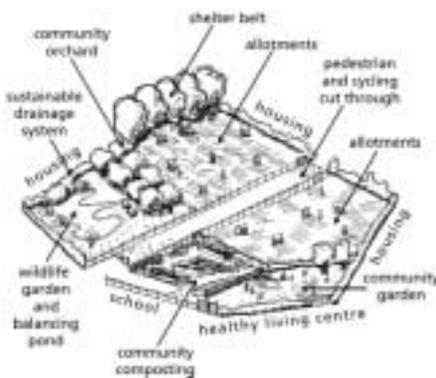
#### City Farms

City farms have an important role to play in urban food health and there is a growing government recognition of their value to local communities. As a major urban resource, all urban residential districts should have access to a city farm. For city dwellers, and especially the young, city farms provide an important connection, through demonstration and learning, to food production. In contrast to allotments the emphasis is on the social and cultural aspects of health:

- production of fresh food and contact with food and food processes,
- provision of productive, creative, safe, high quality open space,
- opportunities for people to learn new skills and abilities, either informally or on formal accredited training courses,
- provision of facilities that can bring people socially together and aid community development,
- fostering community pride and independence through involving local people on management groups.

#### The urban design kitchen

As is evident from the summary above, professionals with a broad urban outlook and remit are needed to transform the new ecological health food model into physical urban reality. Food projects need careful design so that synergy and access is optimised both in new build and regeneration projects. There must also be proper regard to stakeholders and public involvement. The basic principle is to assist communities in making 'local food links', linking growing, buying, cooking and enjoying. Implementing this approach will have an effect on the planning and development of neighbourhoods. Basic tenets are:



Top: The integrated allotment site (Barton, Grant and Guise, 2003<sup>10</sup>)

Above: Kentish Town city farm squeezed into two hectares of railway land (Barton, Grant and Guise, 2003<sup>10</sup>).

## TOPIC

# The Demographic Time Bomb

Professor Colin Fudge discusses the consequences of a longer living population for urban design

- Increase access for local people to food
- Maximise opportunity for local food production
- Increase community links to food

The new integrated approach to the food system is one where economic policy, health policy, environmental policy and social policy all have an important role. Urban designers have a role to play in this new model where sustainability, health and design collide and creativity can be harnessed to provide healthier urban dietary options. #

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EU and OECD countries are witnessing unprecedented increases in the proportion of elderly people among their total population. The social, economic and physical consequences of this major demographic shift will be significant for cities, regions and government. This article examines these demographic changes, their implications, the issues that need to be addressed and the spatial and urban planning, management, governance and design directions that need to be followed. It argues that existing approaches to sustainable cities<sup>1,2,3</sup>, the work of the 6th Environmental Action Programme, the WHO Healthy Cities programme and in the UK recent work on shaping neighbourhoods<sup>4</sup> and Healthy Urban Planning<sup>5</sup>, Implementing Sustainable Futures in Sweden<sup>6,7</sup> and the linking of public health and sustainable development<sup>8</sup>, all provide a contribution to designing for longer life. However, a more focused approach is needed if this issue is to rise on the policy agenda.

## Demographic change – the ageing society

OECD and EU countries are experiencing significant change in their demographic structure. Over the next 25 years around 70 million people in OECD countries will retire to be replaced by just 5 million new workers. This contrasts dramatically with the past period where 45 million new pensioners were replaced in the workforce by 120 million baby boomers. In general, elderly populations will represent more than 20 per cent of the total population (as opposed to 10 per cent in 1960). Demographic trends differ from one country to another and ageing is evolving at different paces.

Ageing arises due to many factors, the most relevant of which are decline in birth rates (OECD and EU) and the increase in life expectancy due to higher standards of living, healthier lifestyles, new medical discoveries and investments in public health and social welfare. In addition, another phenomenon is taking place, sometimes called the 'ageing of the aged', leading to a growing population of people aged over 80 – particularly Northern Europe (200% growth by 2040), US, Australia, Canada (500% growth by 2040), and Japan (1300% growth by 2040). This trend highlights age segmentation among the elderly population with corresponding differential living requirements and policy responses. The 'younger elderly' may well be expected to work longer, be more active and develop different lifestyles and consumer requirements compared to the past. Dependency ratios, after falling in many countries as the baby boomers started work, are currently increasing as a result of life expectancy gains. As people live longer the dependency ratio is projected to rise by 75 per cent between 1995 and 2030. This will result in increased pension funding pressures on the remaining workforce and national governments<sup>9</sup>. These pressures on the workforce are even more significant as labour force participation rates are also expected to decline after 2005 and fall rapidly by 2030 (OECD countries). However, the age dependency issue must be evaluated in relation to birth rates and immigration. Countries with either relatively high birth rates (e.g. Ireland) or large scale immigration may find the ageing processes more manageable<sup>10</sup> (Table 1).

Comparing the problem in Japan, Sweden and the UK it is already clear that the projected dependency ratios in some towns and cities are as high as 40-50% thus giving rise to major concerns over health infrastructure and housing and questions over the future workforce to run the city.<sup>3</sup> The spatial dimension of ageing is likely to cause major impacts on the city region, its economy and the sustainability of cities. Whilst complex, two observations can be made about current migration patterns of the elderly. The concentration of

elderly people in urban or rural areas differs considerably between countries. In countries like Australia and Germany, where internal migration has been linked to industrialisation processes and these have abated, ageing has shifted towards urban areas. In countries where rural-to-urban migration is still in progress – Japan, Spain and Mexico – ageing is a more rural phenomenon. In other countries processes of counter urbanisation around large cities and/or towards coastal or rural localities – parts of UK and Sweden – ageing communities can end up away from supporting infrastructure or demanding that infrastructure should be relocated nearer their homes.

A further spatial observation is that many EU and OECD countries are becoming increasingly culturally and ethnically diversified. An emerging issue from this process is the integration of the younger immigrants with the older EU or OECD populations. This is particularly acute in some contested urban areas where social housing needs to provide for new immigrants and increasing numbers of the elderly suffering from decreased resources.

#### **Emerging governance, spatial planning and design issues**

The demographic trends in relation to ageing outlined above give rise to a number of issues for urban areas. These include:

- Many myths and negative stereotypes cast older people as always being “change resistant”. This may no longer be an accurate picture with older people being less homogenous, more diverse, demanding and ‘younger’ in outlook than in the past.<sup>24</sup>
- Population changes as a result of the ageing of society give rise to major structural concerns in cities, how they need to be planned and how approaches to urban design need to incorporate ‘universal design’.
- There is a generally agreed shift away from large institutional care towards small-scale housing integrated into the

**Table 1. Dependency ratios<sup>1</sup>, 1960-2030**

Percentages	1960	1990	2000	2010	2020	2030
Australia	62.8	49.4	48.9	48.4	54.7	61.8
Austria	51.9	47.9	46.0	44.5	49.0	62.1
Belgium	55.0	49.7	51.0	49.5	56.8	68.0
Canada	69.6	47.0	46.8	45.1	54.8	67.6
Czech Republic	53.3	51.4	43.3	41.0	48.6	50.9
Denmark	55.8	48.4	50.0	52.5	57.3	65.0
Finland	60.3	48.6	49.1	50.1	62.8	69.9
France	61.3	52.1	52.9	50.5	59.0	67.5
Germany	48.8	45.0	45.4	47.3	49.8	62.1
Greece	53.2	49.1	49.5	52.4	56.0	62.7
Hungary	52.4	50.5	46.0	44.2	49.9	51.3
Iceland	74.3	54.9	53.8	51.7	55.0	62.1
Ireland	73.2	63.1	48.2	47.5	55.5	56.8
Italy	51.7	45.3	46.8	49.7	54.4	66.9
Japan	56.1	43.7	46.4	56.0	65.6	67.4
Korea	82.7	44.6	38.9	40.3	41.6	52.5
Luxembourg	47.4	44.9	47.8	49.3	55.0	64.3
Mexico	98.4	74.0	61.0	52.4	48.1	49.1
Netherlands	63.9	45.1	46.6	45.8	54.1	68.5
New Zealand	71.0	52.7	52.4	50.3	53.8	58.9
Norway	58.7	54.5	53.5	51.4	57.7	64.7
Poland	64.6	54.3	46.3	42.8	51.1	54.5
Portugal	59.1	50.6	48.1	49.3	52.1	58.8
Spain	55.4	49.5	46.2	46.9	50.0	60.2
Sweden	51.4	55.6	55.6	55.0	63.3	69.0
Switzerland	80.8	45.4	46.8	47.2	54.5	70.3
Turkey	81.1	64.7	52.2	48.4	45.4	48.5
United Kingdom	53.7	53.5	52.9	51.1	57.5	66.1
United States	66.7	52.2	51.1	48.0	56.2	64.5
OECD	61.6	51.6	49.6	48.9	53.8	60.7

Dependency ratios: population aged 0-14 and 65 and over as a per cent of the working- age population

Source: OECD reproduced from United Nations (1996) medium variant estimates

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urban fabric but this needs to be supported by new technology and flexible care systems integrated with local access to work, public space and transport.

- There may need to be a specific cross sectoral approach that meets the needs of an ageing society in urban areas or city regions. This increasingly large group in society will need a stronger representational voice.
- Two concepts – “active ageing” and “ageing in place” – are central to the future development of urban policies and policies for housing, service provision and transport. These two approaches seek to offer a range of arrangements for individuals through life-cycle analysis of people’s needs and abilities over time.
- Mainstreaming of innovations and practice experiments in cities, in government urban policy and in regeneration needs to take place including: adapting old and new housing, offering a range of well integrated housing options, promoting small accommodation units, promoting greater access to public spaces and public transport, improving home care, rethinking planning for communities to include the elderly at different spatial scales from the city region to the neighbourhood<sup>9,5</sup>.

Distinct features of urban and rural areas and indeed city regions may explain how the above issues take on distinctive locational dimensions. However, the urban and rural are increasingly linked in social, economic and environmental systems. It is therefore useful to develop generic types of the ageing population and place these in a spatial context. Table 2 thus provides a typology that may be useful in thinking through the nature of policies for different groups and locations.

### Urban Design for longer life

This final section of the article develops policy ideas for integrating older people

**Table 2. Generic types of the ageing population in a territorial context**

Type	Reasons	Examples
Inner cities	Migration of non-elderly to suburban areas	Historic core of cities Twilight zones
Depopulated areas	Out-migration of younger leaving behind elderly	Remote rural areas
Old industrial areas	Out-migration of younger leaving behind elderly	Cities and rural regions dependent on mining, heavy industries, etc.
Housing estates (public and private) from the post-war periods	Natural ageing of residents with few new entrants or young couples	Suburbs and expanded villages
Areas where retirement communities are developed	In-migration of elderly persons (Amenity-related migration)	Non-metropolitan cities and rural and coastal areas
Areas where care and other services are better provided	In-migration of elderly persons (Support-related migration)	Both urban and rural areas
Areas where adult children live with their elderly parents	In-migration of elderly persons (Support-related migration)	Mainly urban areas

Source: Adapted from OECD 2003<sup>24</sup>

into the city region. It concentrates on planning, urban design and housing issues. There are, of course, many complementary measures that need to be integrated with the design issues. These include:

- Finance and fiscal issues in relation to pensions, social insurance, tax relief and shelters, employment and the funding of new forms of housing, neighbourhood and the adaptation of the city<sup>11, 12, 24</sup>.
- New technologies and innovation in relation to ICT solutions and new technological possibilities. This significant issue could provide support to the elderly, particularly in terms of access and the use of smart technology in house design and public transport<sup>13, 24</sup>.

### Guidelines for integrating older people into the city region

- One of the most fundamental steps is to overcome pre-existing negative stereotypes of older people and their stigmatisation as being a ‘burden’ and ‘not socially useful’. It is necessary to seek out a more positive contribution of the elderly in society, drawing on their attributes of knowledge, experience, wealth creation and caring. This perception and cultural change is an essential prerequisite for policy and practice development<sup>24</sup>.
- Similar to the above but again complex is the sorting out of the issue of ‘independence’. We have noted earlier the two stages of ageing – the ‘young

old' and the 'older old' and their differing requirements. Throughout the ageing process 'dependency' should not be synonymous with disempowerment and this should underlie policy thinking, policy processes and governance.

- Policy approaches and innovations need to consider how 'ageism' and 'ghettos of the elderly' can be avoided and how intergenerational approaches can be encouraged and stimulated. Practical projects, for example, "The Village of Happiness" in Kobe, Japan are designed specifically for intergenerational activities and actively demonstrate this approach.
- The combination of growing food, sustainable development, health, wealth creation and developing the 'allotment' tradition has been advocated as a way of encouraging active elderly in new forms of development that mixes housing, public space and horticulture in the Dutch "City Fruitful" project<sup>14</sup> and provides them with paid work that is socially useful. This idea comes from older traditions in Japan, China and the UK<sup>15</sup> and more recent publications and policy reports<sup>5,16,17,18,19</sup>.
- Strategic integrated policy frameworks for urban development and spatial planning, developed from holistic thinking, needs to include approaches to planning for the growing population of the elderly as part of the sustainability agenda. Policy thinking on sustainable cities starts to provide an approach that can be adapted to include the elderly and their 'voice' in the planning process<sup>1,2,3</sup>.
- Universal design already contains an inclusive approach for all in the design and adaptation of the interiors and exteriors of buildings, transport and the public realm. Further consideration is now needed to focus attention on the specific needs of a society with a growing percentage of elderly people. There is an opportunity to utilise the growing 'voice' of the elderly to influence and encourage universal design principles and approach.

- More applied research is needed in terms of the planning, design and retrofitting of the town, city and city region, housing, movement systems, as well as consideration of the implications for workforce planning and funding of pensions, healthcare and housing.

### Conclusion

This article has drawn attention to the issue of the growing proportion of elderly people among the general population and specifically in towns and cities. It has raised a number of issues that require adaptation of approaches to governance, planning and design and has started to introduce some broad guidelines to inform how the growing proportion of the elderly in society can be better integrated into the town, city and city region. Comparative research by the author is examining whether this issue has reached the policy agenda in towns and cities. Initial findings suggest that the implications of the demographic time bomb have not been absorbed yet although there are positive signs from Japan and Scandinavia. In the UK we need focussed policy responses from government, the RDAs, CABE and towns and cities to the Urban Renaissance Report<sup>20</sup>, the Urban and Rural White Papers<sup>21,22</sup> and the recent ODPM White Paper: Sustainable Communities: building for the future<sup>23</sup>. #

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# Urban Design for Longevity

Elizabeth Burton and Lynne Mitchell consider designing neighbourhoods friendly to dementia sufferers

## Why consider dementia in urban design?

There is currently substantial interest in the UK in the influence of housing form and urban design on residents' health. This interest stems in part from a new emphasis in policy on 'healthy communities'<sup>1</sup>, but also from debates about sustainable development, which centre on the links between urban environments and human wellbeing<sup>2</sup>. The emphasis in policy is usually on creating environments that promote good health, both mentally and physically, but, especially since the Disability Discrimination Act of 1995, there is an increasing focus on designing environments that accommodate ill health and minimise disabling effects.

One of the greatest challenges facing urban designers now and in the future is to consider the implications of the ageing of our society. The 2001 census has shown that, for the first time, there are more people over the age of 60 than there are children, but the most notable trend is that the greatest increase has been in the numbers of people aged 85 and above<sup>3</sup>. There is a wide range of health problems associated with ageing, but one of the most significant is dementia. There are currently about 750,000 people with dementia in the UK, a figure that is predicted to be over 1.2 million by 2040. While only one person in 50 will have dementia between the ages of 65 and 70, the likelihood of having dementia increases dramatically to one in five over the age of 80<sup>4</sup>.

Around 80% of people with dementia currently live at home<sup>5</sup>. This is partly because, as people age, remaining in a familiar home and neighbourhood becomes increasingly important. This is particularly the case for those with dementia, as removing them from a familiar environment tends to compound their confusion and further reduce their ability to cope<sup>6</sup>. There is also a shortage of alternative accommodation; over the past few years, the number of residential care homes for older people closing down has greatly exceeded the number established. If older people are to remain at home, they need to be able to continue to use the wider environment, including their local neighbourhoods, otherwise they will be effectively trapped inside. Research we are carrying out for the Engineering and Physical Sciences Research Council<sup>7</sup> has found that, despite the many restrictions, a significant number of older people with dementia do venture out of doors on their own, whether through choice or necessity. Many more would be able to do so if the outside environment were more accommodating to their particular needs<sup>8</sup>.

## What are the benefits of dementia-friendly neighbourhoods?

Dementia-friendly neighbourhoods can improve older people's quality of life in many ways. Importantly, they can give older people greater independence, autonomy and self-esteem. The physical, psychological and social benefits of continued functional activity within the local community, whether regular lengthy visits or simply an occasional trip to the local newsagent or a walk around the block, are considerable<sup>9</sup>. People with dementia welcome opportunities to carry out basic daily tasks and take part in routine activities. Accessing the neighbourhood environment may also encourage them to interact socially, meet up with friends and relatives and generally take part in the social life of the community. This has knock-on effects for good mental health.

If neighbourhoods are designed to give people with dementia confidence to go out, then they are more likely to reap the benefits of fresh air and exercise. The

health benefits of getting outdoors and engaging directly with elements of the natural environment have been shown to be psychological as well as physical, relieving stress and improving mood, e.g. combating Seasonal Affective Disorder. Dementia-friendly neighbourhoods also encourage older people to access facilities and public transport, allowing opportunities for recreation. Facilitating ability to access the outdoor environment may also reduce the burden of those caring for older people with dementia.

## What are the requirements of dementia-friendly urban design?

Dementia is not a disease in itself but rather a set of symptoms caused by a number of illnesses with Alzheimer's disease being the most well known. Vascular dementia, Lewy body disease, Pick's disease and frontal lobe dementia are among the other more common types. Although arising from different causes, which create a variety of cognitive limitations and personality changes, 'for design, the differences are not as important as the similarities'<sup>10</sup>. As yet incurable and irreversible, dementia does not result in a sudden global diminution of abilities and memory but rather a gradual and incremental loss over many years. For the majority, major symptoms will be related to cognitive changes including spatial disorientation and short-term memory loss, which, in turn, lead to confusion, agitation and anxiety<sup>11</sup>. The ability to lead a 'normal' life is restricted by the incapacity of the environment to accommodate changing needs, such as cognitive or sensory impairment, reduced perception, increased reaction times, poor mobility or reduced strength and stamina. Our research has identified six requirements of dementia-friendly urban design – it should create places that are:

- Familiar
- Legible
- Distinctive
- Accessible
- Comfortable
- Safe.



Left: The entrances to these houses are hidden and there are no clues as to where the alleyway leads

Below: Facades with distinctive features, forms and colours can help to differentiate one building from another

Bottom: Repetitive form and uniform features offer no cues to orientation



### Familiarity

People with dementia often experience spatial disorientation, confusion and impaired memory, which reduce their ability to understand their surroundings, to plan or follow a route, to recognise when they are lost or to relocate the correct route. Poor short-term memory retrieval increases the likelihood of becoming lost due to a diminishing ability to remember places, alternative routes and previous mistakes, or to remember and use spatial and verbal information<sup>12</sup>. Therefore, a dementia-friendly neighbourhood is one that is familiar to people with dementia – where change is incremental and small scale and wholesale redevelopment is avoided. Dementia-friendly environments should also contain environmental cues that are familiar and easily understood in terms of the signals and messages they deliver. For example, it is helpful for people with dementia if the function of a building is obvious from its style, image and details.

### Legibility

Poor concentration, communication and reasoning skills in people with dementia can further aggravate the problems caused by spatial orientation and memory impairments by creating difficulties in seeking help or following directions<sup>13</sup>. Lynch<sup>14</sup> eloquently describes the psychological effects of being lost or disoriented: 'To become completely lost is perhaps a rather rare experience for most people in the modern city. We are supported by the presence of others and by special wayfinding devices: maps, street numbers, route signs, bus placards. But let the mishap of disorientation once occur, and the sense of anxiety and even terror that accompanies it reveals to us how closely it is linked to our sense of balance and well-being'. For people unable to seek help or to follow directions the psychological effects of spatial disorientation can be even more debilitating. To encourage wayfinding and orientation, dementia-friendly neighbourhoods should be easy to 'read' and understand and should contain

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memorable, orientating features, including landmarks, edges and nodes. To encourage people with dementia to remember routes it is helpful for such features and landmarks to be visually linked.

### Distinctiveness

To further reduce disorientation and aid wayfinding, a dementia-friendly neighbourhood should avoid uniform streets with repetitive architectural styles, features and materials. Distinctive building frontages and gardens with cues such as flowering trees and garden ornaments will help a person with dementia returning from a trip to differentiate their own house from others on the street<sup>15</sup>. The presence of distinctive features throughout neighbourhoods also aids wayfinding. These features may be visually distinctive and accessible landmarks or street furniture (for example, litter bins and public telephone boxes), public art, trees and planted areas. Research into the wayfinding techniques of older people in general in the outdoor environment has found that landmarks of personal or symbolic importance, that have distinctive architectural characteristics, are in natural settings or have direct visual access are the most recognisable, identifiable and meaningful.

### Accessibility

People in their mid-70s have, on average, approximately half the strength and stamina of a 30-year-old. Frailty is generally even greater for people with dementia as cognitive symptoms are accompanied by a gradual and erratic physical deterioration in which the normal effects of the ageing process tend to be exacerbated<sup>16</sup>. People with dementia also have a reduced sense of balance and a shuffling gait. A dementia-friendly neighbourhood therefore must be one that is easily accessible, in particular one that minimises level changes wherever possible, and where level changes are unavoidable, incorporates gentle slopes or steps (imperceptible level changes have been



Above: Excessive information can be confusing



Left: Surfaces with sharp colour contrasts or many patterns can confuse

Bottom: Crossing without taking notice of the dangers

Photographs courtesy of Shibu Raman



found to cause stumbling and steep changes to be dangerous or onerous for frail people).

### Comfort

An abundance of external stimuli can cause agitation and anxiety for people with dementia, which further heightens disorientation and confusion. Sudden, loud sounds often frighten people with dementia while background noise adversely affects their ability to hear effectively<sup>17</sup>. People with dementia may feel confused if there is too much 'clutter'; for example, a jumble of signs, litter bins, advertisement hoardings, bollards, railings and kiosks. Therefore, neighbourhoods that are comfortable for people with dementia are those that limit and control noise, crowding and audio or visual information.

### Safety

There is a high incidence of stumbling and falls among older people with dementia. This is caused by a number of different factors. Older people require between two to five times more lighting than younger adults. Diminishing visual acuity reduces the ability to see obstacles and makes it difficult to focus in areas of glare or when moving between deep shadow and bright light. Impaired depth perception causes people with dementia to misinterpret sharp colour contrasts or patterns in floor coverings as level differences or holes. Busy patterns such as chessboard squares or repetitive lines can cause dizziness or may appear to move while reflective or shiny surfaces will be perceived as wet and slippery<sup>18</sup>. People with dementia often walk with a slow, unsteady, shuffling gait and have difficulty interpreting social signals such as the direction or intention of people coming towards them. There are also dangers presented by traffic. A decreased ability to hear audible warnings, such as ambulance sirens, especially in noisy areas has the potential to be life threatening in the outside environment.

This is compounded by the greater length of time it takes people with dementia to register and react to such signals and their slower, unsteady walking pace. A dementia-friendly neighbourhood therefore needs to include adequate lighting levels, multiple cues at danger points, safe surfaces and traffic systems that minimise the threat of traffic.

### Conclusions

When we devise principles of good urban design, their objective is usually to improve people's quality of life in some way, or to increase users' levels of enjoyment or satisfaction. For people with dementia, however, appropriate urban design can achieve much more than this – it is fundamental to their survival, sense of worth and self-esteem. Indeed, it directly affects whether or not, and how often, they go out. There is a growing need to consider the implications of ageing in urban design. The design for dementia literature concentrates on the internal design of institutions; guidance on the design of the outdoor environment beyond the boundaries of facilities is almost non-existent. The literature, however, suggests that the internal design principles are having a positive effect on the functional and cognitive abilities of residents.

Our research is beginning to show that the outdoor environment can be designed to help older people with dementia to identify and understand where they are, to make appropriate behavioural and wayfinding decisions, to feel safe and comfortable and to access and use their local neighbourhoods. The research focuses on the needs of a relatively small, but rapidly growing, section of society yet the design issues raised are also important for older people in general and for many other people with sensory, cognitive or physical impairments. Furthermore, designing for longevity and creating dementia-friendly neighbourhoods will be of benefit to society as a whole. #

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## RESEARCH

# Out on the Toon!

Tim Townshend investigates the development of gay space in Newcastle upon Tyne

This article explores a phenomenon which has been taking place over the last two to three years west of Newcastle's Central Station. This was an area most Geordies would have associated with car parks, rag-trade sweat shops and second-hand car lots. Adjacent to and on top of this unpromising physical fabric a series of large disconnected public projects have been situated: Newcastle Arena, St James Boulevard and the International Centre for Life (ICFL). These projects, worthy though they are for analysis, have not been the main focus of my research. For me the development of Newcastle's gay area, which coexists in roughly the same geographical space, is far more interesting.

The increasingly visible manifestation of the gay area has developed as a series of bright café-bars sporting hanging baskets, window boxes and aluminium chairs and tables adorn the pavement. On sunny weekend afternoons the public realm becomes populated and animated. The cumulative effect is having as much of a positive impact on the public realm and changing perceptions of the area as the multi-million pound flagship projects. The whole scene could be the physical manifestation of countless urban design schemes; but it isn't. No design professional has had a hand in its creation; it is not something that has been planned. So how did it happen?

Just over a year ago I was awarded a small grant by Newcastle University to help me answer that question.

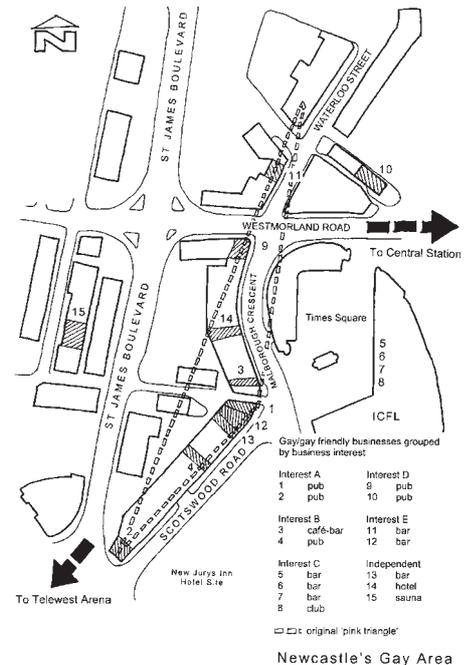
## Theoretical Overview

The research framework grew out of number of influences. Firstly Simon Guy's<sup>1</sup> research on development cultures suggested that too much emphasis was being put on leveraging institutional investment (property companies, UK and overseas based banks and property financiers based in London) into inner-city regeneration in regional UK cities; these institutions were generally disinterested in this type of property. Locally based independent developers, however, had different priorities and were more likely to embrace the challenges presented by marginal locations, translating them into development opportunities. His conclusion was that urban policy should, therefore, focus on encouraging locally based investment.

This I felt was an extremely interesting perspective: given that Newcastle's gay area seems entirely ignored by urban policy (it isn't mentioned in Newcastle's annual development plan) it seemed unlikely that there had been encouragement for it. Thus if local urban policy was not encouraging this type of development how had the area developed and thrived?

In combination with the above it was important to address the substantial body of literature on gay space of the past two decades. Drawing on the work of Knopp<sup>2</sup> and others a number of models of area development might be suggested. The first two are taken from US, Australian and continental European models, 3-5 are based on UK case studies.

- 1) **Social Democracy:** highly successful sexualised gay male culture has become an inherent part of the city's liberal political structure.
- 2) **Infiltration:** power and territorialisation is associated with the infiltration of mainstream economic and political institutions by gay men. Those infiltrating, however, maintain a non-sexual face to those institutions.
- 3) **Resistance:** appropriation of space involving protest and acts of resistance outside of mainstream political and economic institutions.



- 4) **Cooption:** local political support for the growth of the gay village is forthcoming as much as power struggle between local and central government as an inherent interest in gay rights.
- 5) **Oppression:** preconditions for gay space development exist, but powerful homophobic culture prevents it from happening.

## The research.

The overall methodological approach to the study was based on semi-structured interviews. I was most interested in talking to people involved in the running of gay/gay-friendly businesses (those that cater for a mixed gay/straight clientele) within the gay area to understand what was driving their investment decisions. Further interviews were to be carried out with a range of interest groups and voluntary sector organisations to gain a breadth of perspective on the area's development.

Getting the research started was far from straightforward; initially it was difficult to get participants to co-operate. One of the key issues is that there is no gay business 'community' pulling together to develop the gay area in



Above: Animating Times Square.

Newcastle. What there is, is a small number of interests, each with multiple businesses, who generally regard each other as direct competition. This proved crucial in terms of the way in which investment decisions were being made; it also meant that those involved were suspicious of the motives of the research and cautious of the information they divulged.

### Background to Newcastle's gay scene

The emergence of Newcastle's gay area in its present location can be traced back to the late 1970s. Prior to this, in the 1950s and 60s (and probably earlier) a well established network of 'gay-friendly' venues had existed in and around the City's Bigg Market area. This was a secretive world which vanished with the redevelopment of the area around 1970-73. Whether the demise of this 'open secret' was accidental, or deliberately orchestrated by the City Council will be the subject of separate examination. Suffice to say that homosexual activity or at least that associated with alcohol consumption, was limited during the 1970s although premises opened and closed in peripheral locations in the city.

In 1978, a local entrepreneur decided to take the lease on a virtually derelict pub on the corner of Scotswood Road and Marlborough Crescent. The act of establishing this business was vital to establishment of Newcastle's gay scene in this area, but there was no grand plan to do so. The decision was a pure business transaction, based largely on the fact no-one else wanted the premises. The leasing of two other premises nearby, a bar and a club, became the apex of what became known, at least to the gay community as Newcastle's 'Pink Triangle'. There was little significant development during the 1980s, the area was largely ignored by mainstream society and it remained physically cut off from straight clientele.

### Recent Development of the area

The whole area began to change from 1995 onwards because of major investment close to the Pink Triangle. The 10,000 seat Newcastle Arena was developed just to the southwest. This meant that people walking to events passed by several gay premises. Next came the construction of St James Boulevard to the west of the site, though this included the demolition of one gay pub on the edge of the Triangle. Finally the opening of the International Centre for Life millennium project to the East of Westmorland Crescent created a huge new public space, 'Times Square'. This vast internal courtyard was until very recently almost entirely devoid of life. The establishment of gay firms in its business units has been the saviour of the scheme, at least on sunny afternoons and evenings, but an accidental success. The original intention was to lease them for retail purposes; only when no interest was forthcoming were alternative uses considered. Thus it might appear that the ICFL's business units provided an ideal space for the natural expansion of the gay scene, but this was unintentional and there was allegedly some contention about the acceptability of incorporating gay bars to the ICFL.

The development of these projects was concurrent with a transformation of gay businesses in the area. The old style pub frontages and frosted glass were replaced with large windows and interiors were transformed. There was also a large increase in the number of premises: today there are 11 pubs, a nightclub, a café, a guesthouse/restaurant and sauna which describe themselves as either gay, or 'gay friendly'. There is no consensus, however, among the business interests as to the relationship between the public projects and the development of gay space. There is recognition that the developments of the Arena and ICFL have brought more people

into the area, but whether this created change is disputed. The general view is that gay scene businesses would have changed at this time to reflect changes in taste and expectation. Other gay spaces in the UK, for example Manchester's Gay Village, familiar to many of Newcastle gay clientele had already developed along these lines.

While opinion is divided about the importance of flagship projects, there is consensus about the attitude of the City Council which is viewed with suspicion, along with Northumbria Police force, generally regarded as being institutionally homophobic. Any gesture of support they may be making at the present time is viewed as being superficial. There is a sense that the Council is opportunistic and that should market conditions change, the Triangle would be seen as dispensable. As one interviewee put it, "if someone came along to the council with the money for something like that (referring to the New Jury's Hotel development opposite his business) do you think we'd survive? Of course we wouldn't!"

### Conclusions

The Newcastle case study doesn't really fit any of the theoretical models. Clearly in the past oppression has been a part of gay space development. However, for two decades Newcastle gay businesses have managed to set down roots in the present area simply because mainstream society was disinterested. Now the dynamics of the area have changed, the gay businesses seem strong enough to survive, but feel vulnerable because they lack institutional support. Their confidence in the area (and perhaps their future willingness to invest) appears constrained by the local authority's failure to acknowledge their role in city life. Despite the complexity intrinsic in the area's development, now is the time to come up with a strong urban design framework which would demonstrate a level of commitment to it and perhaps alleviate the concerns which exist. Moreover, it could also become a basis for a healthier relationship between the Local Authority and those who should be involved in the area's future. #

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NB. This article is extracted from ongoing research funded by Newcastle University's Arts and Humanities Research Fund.

## CASE STUDY

# Liverpool Rope Walks Partnership Project

Byline here

## Background

In 1997 an initiative was undertaken to provide an Integrated Action Plan for the comprehensive regeneration of an area of Liverpool city centre known as the Duke Street / Bold Street area (now known as Rope Walks). This is a compact and densely developed area (37.3 has) adjacent to the city centre shopping area and in close proximity to key tourist locations such as the Albert Dock and the Cavern Quarter. It is also known as the "creative" quarter – in what is to be Europe's City of Culture - a reflection of the economic base of the area which includes a mix of nightclubs, bars, restaurants, art, music and design studios etc. An estimated 400 businesses and 1000-2000 employees operate from the area.

The Rope Walks area is one of great character and architectural merit. The origins of the area lie in the early 18th Century during the growth of Liverpool associated with Britain's expansion as a colonial trading power and with the early period of the Industrial Revolution. A remarkable amount of the area's built heritage remains intact today. Of the 680 properties that make up the area 95 are listed. The area forms part of Liverpool's "Maritime Mercantile City" World Heritage Site which is currently nominated for inscription.

Despite the area's strong architectural legacy, it has suffered from a lack of systematic and co-ordinated investment especially from the public agencies that operate within Liverpool. Numerous studies had been undertaken and identified the potential of the area, yet none had proved successful as the catalyst for the area's renaissance. As a consequence opportunities were in danger of being lost, not just within the Rope Walks area but within the wider city centre of which Rope Walks is a part.

## Integrated Action Plan

Building Design Partnership (BDP) was commissioned in 1997 to prepare a delivery focused masterplan which would be used to spearhead and co-ordinate the renaissance of the Rope Walks area. This Integrated Action Plan brought together three key strands of activity:

- a development programme which set out a framework for high quality contemporary architectural projects alongside the conservation and restoration of the area's historic fabric,
- an extensive public realm programme, which would transform the area's quality streets and spaces, and improve the area's permeability and usability by creating new focal points and connections, and
- a 'soft' programme of training, business support and employment initiatives which would ensure that the economic benefits of the renaissance of the area were accessible to local residents.

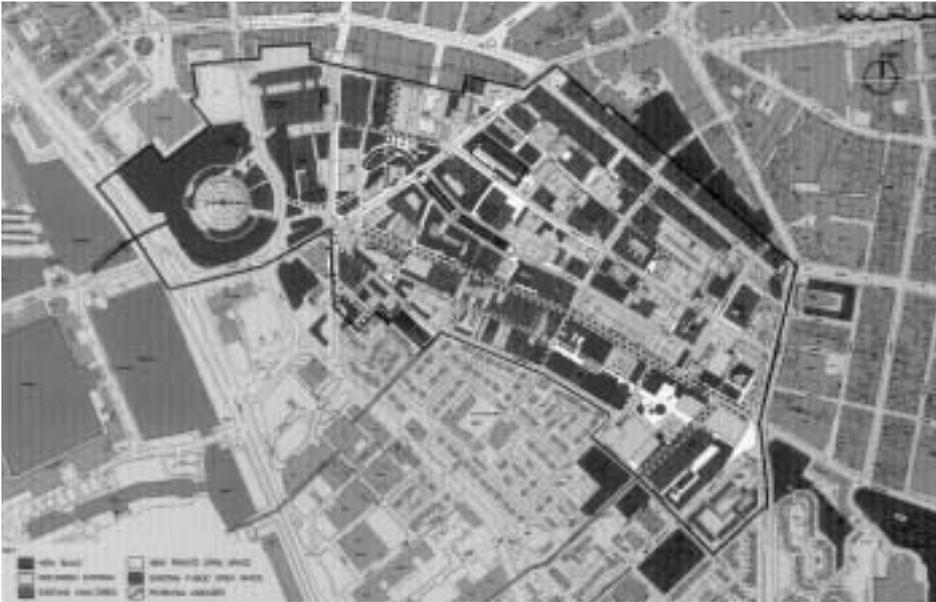
Consultation with the community and other interested bodies in the Rope Walks area was an essential part of the commission. This included an instrumental 'Planning Weekend' which successfully kick started the masterplanning and engagement process.

A £12m programme to design the public aspects of the scheme was then put in place and aimed to underpin the regeneration of Liverpool's 'creative quarter' by providing an urban environment of the highest quality to act as a catalyst for inward



Above and right: Quality furniture and landscape enhance the public realm.

Top right: Liverpool Rope Walks master plan.



using stone flags and setts, integrating innovative lighting, artwork and new semi-mature trees. A blend of soft and hard landscaping and special effect lighting enhances the public realm throughout the area, while improving the local environment to create links and encourage investors, residents and visitors into the cultural quarter. New public open spaces have been created as foci for new development initiatives. This has helped and continues to help to attract investment into the area. It has triggered the regeneration of existing buildings stock. The whole area has a day time population which is now as busy as its night time culture. Building on the success of the Integrated Action Plan, future inward investment goes on under the stewardship of the City Council and the Liverpool Vision Development Corporation.



By any standards, the regeneration of Liverpool Rope Walks has been a major success. Since 1997, approximately £150 million of new investment has been brought into the Rope Walks area, 800 new jobs have been created, 900 new residential units have been created and one of Europe's largest public realm programmes has been completed.

The renaissance of the Rope Walks area has also made a wider contribution to the regeneration of Liverpool – in particular the £700 million retail investment which is being brought forward in the adjoining Paradise Street area by developers Grosvenor. BDP, along with Jones Lang LaSalle have recently been commissioned to appraise the successes of the project to date and to set out a delivery strategy to co-ordinate the ongoing regeneration and management of the Rope Walks area. #

*Phil Moss*

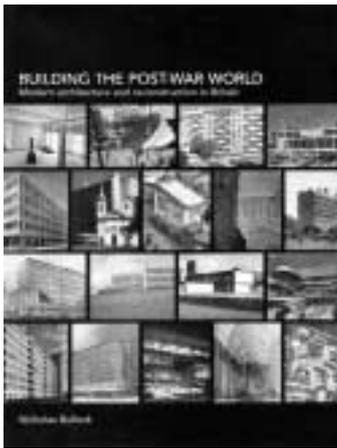
investment and subsequent employment opportunities. These major improvements to the streets, pedestrianisation, new squares and other public spaces helped boost the media, culture and arts, tourism and leisure industries, introduce further residential, retailing and higher education uses and encourage linkages with future transport proposals.

### **Delivery**

The effective management, delivery and monitoring of the Integrated Action Plan was critical to the delivery of outputs and the expenditure of public grant within the programme period. A partnership of agencies including Liverpool City Council, English Partnerships and the broader collection of local interests were drawn

together along with a focused project delivery team to form the Liverpool Rope Walks Partnership. This delivery mechanism took the form of an Executive Board supported by a dedicated team put in place to implement the programme in the Rope Walks area. The official opening of Rope Walks was September 2002. The extremely successful end result now creates a coherent, high quality external environment and a strong local identity and sense of place. The results of this work are aimed at stopping decline, rejuvenating premises for business and creating a vibrant thriving local economy that will attract new residents. Larger floor space is provided for smaller enterprises that have tended to move out on expansion. A comprehensive design guide has been prepared to provide the quality and standard for the implementation of the public realm. Streets have been upgraded and refurbished

## BOOK REVIEWS



**Building the Post-War World**  
**Nicholas Bullock**  
**Routledge, 2002**

The ten years after the second World War were the heydays of modern architecture in Britain. It was a period of experimentation, of debate, of realisations and successes. But most importantly, those years saw modern architecture established and accepted in a way that it had not been before. Bullock recounts the evolution of ideas, the influences, the disagreements of this exciting period and identifies the major players of the time.

He takes two concurrent approaches; one looks mostly at the ideas, quoting extensively from journals such as the *Architectural Review*. Modern architecture had to be adapted to British sensibilities and therefore organic forms and the picturesque were advocated by some. Scandinavian influences were promoted by others, while modernist purists, wanted to remain faithful to the 1930s CIAM ideas. A number of iconic realisations are included in this part, since they fuelled the debates at the time. So for example, there is an in-depth analysis of the gestation of the Royal Festival Hall; the enthusiasm with which the whole of the Festival of Britain was received is also discussed as are Coventry Cathedral, and various housing schemes such as Powell & Moya's Churchill Gardens in Pimlico and the Alton Estate in Roehampton.

The second part of the book is concerned with reconstruction and more specifically with the practicalities of dealing with housing and schools. The title of the chapter 'Housing versus

architecture: London 1940-49' indicates that the objectives of reconstruction did not always match those of the architects. Politicians and valuers wanted "as many dwellings as fast as possible". Others felt that reconstruction offered a unique opportunity to improve the quality of housing.

This is a celebratory book. It tells a fascinating story in great detail and it is obviously based on painstaking research. The text reflects the author's interest and fascination with the subject. But at least for this reviewer something is lacking: there is hardly any hint of what went wrong, of why the modern architecture was only accepted for a short period and then decried and vilified for a much longer time. What happened? Why did the public turn against what was been acclaimed? Bullock's description of discussions shows that the concerns of the time were not just about architectural style and that an international style was not necessarily been imposed everywhere; on the contrary quotes from the AR indicate that the *genius loci* was being considered and local conditions taken into account in 1950. Though 'urban design' was not an expression used, the concept existed. Only in the last chapter a hint is given of the problems to come, for instance when Birmingham's Bull Ring is mentioned. It appears that the mid fifties were the end of the good years. But an analysis of how the decline occurred and public opinion changed is needed. Perhaps Nicholas Bullock should turn his attention to the next part of the story. #

Sebastian Loew

**The Creative City**  
**A Toolkit for Urban Innovators**  
**Charles Landry**  
**Comedia/ Earthscan, 2002**  
**£19.95**

This ambitious book is a vehicle to disseminate the Creative Town Initiative (CTI) of Huddersfield, the first urban strategy project of its kind which won EU Urban Pilot Project status in 1997. Beyond that, the book aims to change the mindset of decision makers and offer a mental toolkit to influence policies,

strategies and actions undertaken in cities. An example is to perceive transport as accessibility instead of mobility, or citizens as potential instead of victims.

Landry defines what he means by creativity: it is value free, only the purpose to which it is put defines value. While scarcity defined value in industrial society, post industrial value lies in abundance. Only new perspectives of understanding can harness this new situation. This leads to a permissive paradigm enhanced by training focused on 'urban software': identity, social development and network dynamics. Alternatively, creativity, imagination and innovation are the tools for context evaluation from which coping capacity can be derived and the *genius loci* released. However, the proposed processes, such as free for all procedures and collective management or open systems and localised power struggles are often contradictory. Traditional leadership rather than talent is still considered essential in resuscitating sense of place and local identity. In fairness there is a caveat that leadership should be depersonalised by becoming a renewable resource with inbuilt stepping down mechanisms. This would make it a building block of civic capacity considered as important an urban infrastructure as roads and sewers.

Throughout the loosely composed book with its many repetitions there is a problem of compatibility between prescriptive tools and unleashing creativity spontaneously. It advocates best practice models, as well as efforts at integrating approaches and blurring boundaries between established disciplines and their engrained assumptions. However, some of the proposed alternatives, such as super fast food paid for by minute of consumption do not strike lovers of a better urban life as palatable. Such examples show that creativity can also have adverse effects on urban quality of life. It is hard to see, for example, how Landry can associate Heseltine's Urban Development Corporation in Liverpool with a creative turnaround of the city, considering that the park along the Mersey is fenced off to protect the public from the methane leaks, the refurbished Albert Docks

are home to empty restaurants and many unlet shops despite the Tate 'anchor', and whole streets of the Georgian town centre are boarded up.

All this shows how difficult it is to shed one's cultural baggage, including training and education, inherited mental models and ways of life. It is alright to criticise accounting systems which focus exclusively on financial capital and to suggest to include measuring of building human capital. But is it not a matter of rethinking the whole system of mechanistic measurements and target setting instead? This would provide greater room for manoeuvre to accommodate the unavoidable failures of experimenting with creative solutions from which precious lessons can be learnt. Even bi-polar thinking, denounced as hindrance to creativity reappears in many of the recipes included in this 'toolkit for urban innovators'. Despite the many fascinating examples of urban improvements, the cultural perspective is as biased as the specific perceptions of social scientists or those working with the physical fabric of the city. For example, London is perceived to have ghettos and an underclass, as well as beneficial clustering of creative production, although the more scientific analysis of *Working Capital* (see reviewed in UDAQ 86) dispels these features unequivocally.

What does the book offer to urban designers besides an extensive bibliography? The cultural perspective of the discussion on public space and city centres focuses on their function as places of commonality. It would be interesting to confront Landry's toolkit with UDAL's placecheck or Campbell and Cowan's *Re:urbanism*. Landry's public realm is conceived as 'neutral territory'. While denouncing the privatisation of public spaces, he does not seem to attribute much place to design quality in their role as innovative or creative milieu. This leaves a window for the creativity of urban designers in a book which tends to attribute the solution to all urban ills to the rather broad brush of creativity and vision. #



Judith Ryser

### Car-free Cities J. H. Crawford International Books

We are all aware of the anti-car movement from newspaper reports of worldwide demonstrations and events from time to time. Are they part of the lunatic fringe? Increasingly their critique goes beyond environmental sustainability arguments and embraces urban design issues, in many cases backed up by in-depth analysis. So, as urban designers, we should take them seriously if not make common cause with them. For example a recent issue of *Car Busters* magazine looked at the medieval medina of Fez, Morocco as a model of the archetypal traffic-free city (see [www.carbusters.ecn.cz](http://www.carbusters.ecn.cz)).

On any assessment, city centres are *the* places that ought to be traffic-free, as densities are high enough to offer practical alternative ways of getting around. Despite the City of Westminster's and the Borough of Kensington and Chelsea's view that traffic is the city's economic lifeblood, most continental cities that have any pretension to be civilised and pleasant, give over considerably less space to traffic than do British cities. The only reason urban designers hanker after retaining traffic, is that cities have evolved in such a way that insufficient pedestrian movement is generated to keep streets and spaces lively.

Both new world and developing world cities have centres that are either gridlocked or low on pedestrian generation, and there is an environmental case that something must be done in the interests of global sustainability. There is therefore justification in examining the implications of taking traffic out of cities on a more extensive scale than has been tried

so far, which is the theme of this book. The author is an American who has always been fascinated by European cities, particularly Venice and Amsterdam, and identifies the main difference with American cities as their lack of reliance on cars. He also catalogues all the problems that stem from reliance on cars. An interesting incidental is that American low density suburbs are not only environmentally unsustainable but also carry a huge bonded infrastructure debt burden.

Inspired by Christopher Alexander, the author advances typologies of all the urban systems and spatial patterns that would be necessary for a city to function without road traffic. Densities and the scope for urban interaction would increase considerably, and as urban designers we would welcome the availability of street space for multiple use, enjoyment and chance encounter instead of vehicular circulation. The typologies are applied to both the creation of an entirely new car-free city and to the partial or total adaptation of existing cities using examples in Lyon, Amsterdam, Manhattan and Los Angeles.

The problem is, of course, that draconian measures would be needed to implement such proposals, particularly in suburbs where the pressing need is not so apparent, and the author is effectively postulating a political sea-change as a result of some future environmental crisis. In current circumstances gradual change is more likely to result from policies such as congestion charging. Nevertheless the book demonstrates methods and mechanisms, even to the extent of non-road-based servicing of buildings, which could be used to make at least parts of cities car-free. #

Alan Stones



### Design Culture in Liverpool 1880 - 1914 The Origins of the Liverpool School of Architecture Christopher Crouch Liverpool University Press £37.99 Hb, £19.99 Pb

This book traces the history of the Liverpool School of Architecture from 1880 to 1914. Seven chapters concluding with a Town Planning Review: Design Ideology and Practice, follow an excellent preface and introduction.

Liverpool was and is quintessentially a 19th Century city, and facing the Atlantic, looked more towards the USA than its English hinterland. Although a very rich port owning one third of all British shipping, considerable differences existed between rich and poor, hence the need for much social housing.

Whilst the origins of the School of Architecture were rooted in the Arts and Crafts movement, it was the appointment of Charles Reilly as head in 1904, that gave the School its national and international reputation. A most charismatic character, Reilly's achievements have been fully documented by Peter Richmond in his book *Marketing Modernisms* (reviewed in UDQ 83)

In chapters one and seven, the origins and evolution of William Lever's company town Port Sunlight is described in detail. The original design dating from 1887 reflected a strong Arts and Crafts influence. The final phase

was redesigned in the then strongly fashionable Beaux-Arts manner by the competition winner, Ernest Prestwick, a third year Liverpool student in 1910. In retrospect, the history of Port Sunlight epitomises the transition of the Liverpool School from the Arts and Crafts origins, to the predominantly Beaux-Arts methodology.

In chapters two to five, Crouch describes the evolution of the School. A major reason for its change of direction is summed up on as: "The policy of educating craft workers and architects together made only a small impact upon the fundamental nature of building practice in the city – the new building technologies made far more". Secondly, the course had simply outlived its time. Nevertheless in the early 20th Century, the Liverpool School had great influence on architectural education, both in Britain and overseas, much enhanced by the establishment of the first Civic Design course in Britain. Reilly saw Paris as his ideal model and used the Beaux-Arts principle of the ground plan as a device for planning.

Crouch mentions the Town Planning Review which acted as a mouthpiece for the School, and during its first five years was edited by Patrick Abercrombie. Initially, the main coverage was Garden Cities and Garden Suburbs, but later it showed more interest in planning schemes in USA and elsewhere. Meanwhile, as early as 1904, the Liverpool

## BOOK REVIEWS

City Engineer John Brodie built Queen's Drive, six miles long and 120 feet wide. Unsurprisingly it needed a series of Parliamentary Acts to allow its construction. Raymond Unwin of Letchworth and Hampstead Garden Suburb fame, was appalled by the scale of this project, which the Liverpool School admired.

Simultaneously, housing projects were going ahead at Wavertree and other villages near Liverpool where most of the housing was still built in the Arts and Crafts tradition. Thus there was considerable overlap between the design of domestic architecture and the highly formalised civic and planning projects.

By 1913, the "monumental design philosophy" in Liverpool was expressed in a competition for "A New Liverpool River Front" of such great scale and even fantasy, the proposals became almost a stage set. Crouch considers that the Liverpool obsession with formalised design concepts, made it easier for Reilly and later Lionel Budden to promote modernism in inter-war Britain. Crouch makes the point that "it was the case that the rationalising technologically-based view of architecture that Reilly inculcated at Liverpool was immediately receptive to the underlying ideology of European Modernism".

Although there is considerable repetition in this book, Crouch gives a penetrating insight into the Liverpool scenario. Moreover, the book is painstakingly researched, and even if not easy to read, well worth the effort. #

*Derek Abbott*



**Earth Summit 2002  
A New Deal  
Felix Dodds (ed.)  
Earthscan, 2002 (revised  
edition) £19.95**

What is of interest to urban designers is that a book on the planet earth which has expanded to include poverty, sustainability, security, health, tourism, transnational corporations and social justice is almost oblivious of the built environment. Only an article by Dieke Peters discusses sustainable transport including aspects of traffic calming and congestion curbing, and Herbert Girardet's article on 'cities and the culture of sustainability' deals with urban aspects of planet earth.

The politics of the problematic Earth Summit 2002 in Johannesburg, explain the broadening of a subject which had already proven extremely vast at the first Earth Summit in Rio de Janeiro in 1992. Considered as a real milestone in global environmental diplomacy, the first summit was high on idealism but low on practicality. It launched Agenda 21 though, and the book reviews its achievements and drawbacks in the first chapter. Jeb Brugman who conceived Agenda 21 discusses the role of local government in implementing local sustainable development, but the focus is at best on local physical infrastructure such as sewage and water supply. None of the many and interesting Agenda 21 programmes carried out in cities are included, besides a healthy house design with focus on energy efficiency and resource

recycling. He shows his disappointment with lack of progress when he describes the hurdles set against the realisation of an ecological infill house in Toronto. None of the bureaucratic obstacles have any chance of being removed, from inadequate prescriptive building regulations to mortgage conditions, although the 'healthy house' provides opportunities to reduce municipal operating costs.

Girardet acknowledges that large cities are becoming the main human habitat of the 21st century. Increasing urbanisation, a fundamentally unsustainable process, stresses the need for addressing the issues of urban sustainability. He reiterates his theses which he has developed in his 'Gaia Atlas of Cities' concerning the ecological footprints of cities and their duty to deal with them more themselves. He states the need of internalising transport costs which would have an immediate effect on the quality of life in cities and a longer term effect on their form. According to him we do not live in a civilisation but a mobilisation of natural resources, people and products. Urban energy and food requirements are drawing on an increasingly broader hinterland. Taking up 2% of land resources, cities consume 75% of the world's resources. The linear metabolism of cities contradicts the circular metabolism of nature until more recycling is introduced. He is convinced that rigorous planning can contain urban sprawl, although it is already in place and building has simply leapfrogged greenbelts. Instead urban agriculture could be introduced, but urban dwellers would have to adapt a more frugal lifestyle and change their attitudes into more spiritual and ethical behaviour to make eco-friendly urban development possible. These are broad brush recommendations and urban design would have to adjust to far more fundamental physical changes than the improvement of the local public realm in cities. However, urban designers should get involved and make a useful contribution to a more sustainable conception of urban living. #

*Judith Ryser*



**Shaping Neighbourhoods,  
A Guide for Health,  
Sustainability and Vitality  
Hugh Barton, Marcus Grant &  
Richard Guise (2003)  
Spon Press £27.50**

This book follows on the heels of a number of other books that Hugh Barton has co-authored (Sustainable Settlements; Sustainable Communities; and Healthy Urban Planning), and in some respects brings together much of the earlier material. It most closely resembles the excellent 'Sustainable Settlements: A Guide for Planners, Designers and Developers', which, like the current volume, was co-authored by Richard Guise, and which has been a valuable source book for student essays and project work ever since its publication in 1995.

Shaping Neighbourhoods, however, promises to usurp the earlier publication from its position, by offering both an overarching theory for shaping settlements in a more sustainable manner, and also a wealth of practical examples of what the ideas actually mean in practice - something often missing from discourses on sustainability. This important feature of the book means that it will be of equal interest to practitioners as to academics and students. This well illustrated book, peppered throughout with invaluable checklists, summaries, case studies, rules of thumb, tools for everyday use and sources of further advice, really lives up to the promise of its subtitle: 'A Guide for Health, Sustainability and Vitality'

If I have a gripe about it, it is with the structure, which although very well signposted throughout, does not seem to share a clear logic like the earlier 'Sustainable Settlements' which was ordered by spatial scale (strategic to local). The new guide by comparison seems less logical, and sections overlap much more. Perhaps this merely reflects the fact that settlements are not logical, but are complex constructions that cannot easily be parcelled up for discussion.

Following basic principles (policy context and the concepts of ecosystems and neighbourhoods), the second chapter offers two checklists that usefully summarise the guide - a community checklist and an investors checklist. Next, the neighbourhood planning process is examined with a valuable stage by stage process offered for creating a community strategy. This is followed by a chapter on providing for local need offering a social context for sustainability policies, before the penultimate chapter examines the question of resources (environmental rather than financial). The final chapter brings some of the preceding material together and provides an urban design synthesis.

Little of what is offered in *Shaping Neighbourhoods* is new as such, but in the way it is presented and in the combination of the practical with the theoretical, this guide has the potential to play an important role in helping to deliver the sustainable communities that is now the stated Government objective. In this regard the publication is extremely timely. On a more prosaic level, I expect to see much of this book again and again (particularly the illustrations) in student essays, projects and dissertations for many years to come. #

*Matthew Carmona*



**The Seaside Debates  
A Critique of New Urbanism  
Todd W. Bressi (ed.)  
Rizzoli International  
Publications Inc  
£22.00**

Picking up the *Seaside Debates* was like picking up an old friend and catching up on the news before going onto the Club for an evening of undemanding bonhomie. The book is billed as a critique of New Urbanism organised by the Seaside Institute. We are all familiar with the aims of the Congress for the New Urbanism (CNU) to change American land-use patterns, suburban development and reinvigorate its cities. The Seaside Institute's mission is to help revive civic life. How much of the book is a critique, and how much a publication by the Club is a moot point.

There is no doubt that New Urbanism has had an important effect on some of our housing developments. The Prince's Foundation and through them English Partnerships have promoted the ideals that essentially reflect those principles of good urban design and lifestyle that we have found so difficult to articulate in the past. Whilst Poundbury may have created dissension through its use of English Nostalgia as a 'style', its principles have not gone unnoticed. New Urbanism has challenged the conventions of volume builders' suburban ideal. Indeed some of the new 'townships' in America, such as Kentlands, show the difference of approach in layout, quality and form. The problem is that if New Urbanism is not to end up an exercise in re-arranging the deckchairs on a sinking Titanic, it has to address

urbanism rather than private sector sub-urbanism. However successful the gated subdivisions, however supportive the urban design community is of such aspects as the Charter, the scepticism within the development professions to the application of such ideas to the complexity of inner area regeneration has exposed fuzziness in CNU's intellectual approach.

The book responds to this issue by illustrating a number of projects that try to resolve the difficulties faced by urban designers attempting to apply CNU principles to urban centres. But first, before we get to that inner sanctum, CNU stalwarts such as Peter Katz, Stefanos Polyzoides and his partner Elizabeth Moule, and the CNU guru Andres Duany emollently greet us. We are presented with the history and charter of the Club. Then two 'gatekeepers' are there to test us - before we are allowed in. Jaquelin Robertson, one-time Dean of Architecture at the University of Virginia explores the aesthetics of nostalgia and collective memories that embody the 'inviting urbanism' of Seaside, which he compares to architecture's WW beetle facing the demons of Detroit. He suggests that the individualism of the culture rather than its communalism has resulted in the poverty of new urban environments

"It is not that Americans were anti-urban but that the cities they sought and imagined were different. Very simply, their houses were their cities, which accounts for much of what is right and wrong today in 'contemporary urbanism'."

Alex Krieger, Professor of Urban Design at Harvard Graduate School of Design, on the other

hand deconstructs the record of New Urbanists accusing them of creating more sub-divisions than towns, and increasingly relying on private management of communities, low densities, demographically homogenous enclaves, better designed sprawl inextricably linked to marketing strategies that evoke a rose-tinted view of the world and the perpetuation of the suburban myth. He suggests that the time is right to bring some of the ideals of New Urbanism into the urban environment.

This intellectual aperitif at the beginning of the book then gives way to the clubby atmosphere of the 'crit' where eight projects are presented and chatted through on the leather Chesterfields of New Urbanism principles. This section is well illustrated - though with nostalgic overtones - and reinforces the idea that New Urbanism is more comfortable with the art of suburban design than the grittiness of hard-core urbanism. It is left to Donlyn Lyndon to bring on the 'apple-pie' when he sums up the role of the CNU. It is to help set up conditions in which other people from the development world can do better work. A bit of a cop-out. I prefer Jaquelin Robertson's pessimistic take:

"...Indeed I fear that Western urbanism will in retrospect be our empire's most toxic and destructive export giving the entire work a built character that is inefficient, unpleasant, unjust and depressingly ugly. Our new cities are not worth copying...our joint challenge is whether we in the West will be able to produce liveable and memorable cities in the coming century."

The book exposes the weakness of the New Urbanists' ideas in tackling the real urbanism. There is still a lot of work to do to transduce these ideas to the city centres - and the suspicion is that we will end up with a reworking of 'Responsive Environments'. So as the idea of a new manifesto on urbanism starts to take shape in this country - there is something we all need to attend to. #

*Jon Rowland*

## PRACTICE INDEX

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**Allen Pyke Associates**

Urban Design, Landscape Architecture,  
Environmental Consultancy  
The Factory 2 Acre Road,  
Kingston upon Thames Surrey KT2 6EF  
Tel: 020 8549 3434  
Fax: 020 8547 1075  
Email: info@allenpyke.co.uk  
Contact: Duncan Ecob

Profile: innovative responsive committed competitive. Process: strategy framework masterplan implement. Priorities: people spaces movement culture.  
Places: regenerate infill extend create

**Arup Scotland**

Scotsoun House, South Queensferry,  
Edinburgh EH30 4SE  
Tel: 0131 331 1999  
Fax: 0131 331 3730  
Email: arup.edinburgh@arup.com  
Website: www.arup.com  
Contact: Gavin Dunnett

Specialisms: Multidisciplinary consulting engineering practice in Aberdeen, Dundee, Edinburgh and Glasgow. Transport and Environmental Planning, Infrastructure Planning and Design, Civil and Building Engineering.

**Atkins plc**

Woodcote Grove, Ashley Road  
Epsom, Surrey KT18 5BW  
Tel: 01372 726140  
Fax: 01372 740055  
Email: atkinsinfo@atkinsglobal.com  
Contact: Nicola Hamill (BA Hons)  
MAUD MLI

Specialisms: Multi-disciplinary practice of urban planners, landscape designers, transport planners, urban designers, architects and environmental planners, specialising in master plans, development frameworks and concepts, development briefs, environmental assessment, environmental improvements, town centre renewal, traffic management and contaminated land.

**Michael Aukett Architects**

Atlantic Court  
77 Kings Road, London SW3 4NX  
Tel: 020 7376 7525  
Fax: 020 7376 5773  
Email: mail@michaelaukett.com  
Website: www.michaelaukett.com  
Contact: David Roden RIBA

Specialisms: Architectural, urban design and masterplanning services. Regeneration and development frameworks for mixed use, commercial, retail, residential, leisure, cultural, transport and business park developments.

**Aukett Associates**

2 Great Eastern Wharf,  
Parkgate Road, London SW11 4NT  
Tel: 020 7924 4949  
Fax: 020 7978 6720  
Email: email@aukett.com  
Contact: Nicholas Sweet

Specialisms: We are a multi-disciplinary design group offering architecture, urban design, engineering, landscape architecture and interiors. We operate through 14 European offices and specialise in large scale commercial, mixed use masterplanning.

**Austin-Smith:Lord**

Architects Designers Planners  
Landscape Architects  
5-6 Bowood Court Calver Road  
Warrington Cheshire WA2 8QZ  
Tel: 01925 654441  
Fax: 01925 414814  
Email: asl@warrington.dial.pipex.com  
Contact: Andy Smith  
Also in London Cardiff & Glasgow

Specialisms: Multi-disciplinary national practice with a specialist urban design unit backed by the landscape and core architectural units. Wide range and scale of projects providing briefing, concept development, masterplanning, design guidance, implementation and management.

**Babtie Group**

School Green, Shinfield,  
Reading, Berks. RG2 9XG  
Tel: 0118 988 1555  
Fax: 0118 988 1666  
Email: urban.design@babtie.com  
Contact: Bettina Kirkham Dip TP BLD MLI  
Paul Townsend BSc (Hons)  
CEng MICE MCIT MIHT

Specialisms: A truly 'one-stop' consultancy of landscape architects, architects, urban designers and planners specialising in town and landscape assessment, urban design frameworks, regeneration visions and strategies, quality public space design, integrated strategies of public consultation.

**Barton Willmore Partnership**

Beansheaf Farmhouse, Bourne Close,  
Calcot, Reading, Berks RG31 7BW  
Tel: 0118 9430000  
Fax: 0118 9430001  
Email: masterplanning@bartonwillmore.co.uk  
Contact: Clive Rand DipTP DipLA MRTPL MLI

Specialisms: Urban design from concept through to implementation. Complex and sensitive sites, comprehensive and innovative Design Guides, Urban Regeneration, Brownfield sites, and Major urban expansions.

**Alan Baxter & Associates**

Consulting Engineers  
70 Cowcross Street, London EC1M 6EJ  
Tel: 020 7250 1555  
Fax: 020 7250 3022  
Email: abaxter@alanbaxter.co.uk  
Website: www.alanbaxter.co.uk  
Contact: Alan Baxter FIStructE  
MICE MConsE

Specialisms: An engineering and urban design practice with wide experience of new and existing buildings and complex urban issues. Particularly concerned with the thoughtful integration of buildings, infrastructure and movement, and the creation of places which are capable of simple and flexible renewal.

**The Beckett Company**

Architecture and Urban Design  
Beauchamp Lodge  
73 Coten End, Warwick CV34 4NU  
Tel: 01926 490220  
Fax: 01926 490660  
Email: beckett.architecture@bfinternet.com  
Contact: Roger Beckett D.Arch, Dip TP, Dip Urban Design or Sarah Grierson BA Hons, Dip LA

Specialisms: Waterside Regeneration and Community Collaboration – our partner led approach to the creation and repair of places turns the vision into a coherent reality.

**The Bell Cornwell Partnership**

Oakview House, Station Road  
Hook, Hampshire RG27 9TP  
Tel: 01256 766673  
Fax: 01256 768490  
Email: savery@bell-cornwell.co.uk  
Website: www.bell-cornwell.co.uk  
Contact: Simon Avery

Specialisms: Specialists in urban and master planning and the coordination of major development proposals. Advisors on development plan representations, planning applications and appeals. Professional witnesses at Public Inquiries.

**Bell Fischer Landscape Architects**

160 Chiltern Drive  
Surbiton, Surrey KT5 8LS  
Tel: 020 8390 6477  
Fax: 020 8399 7903  
Email: landscape@bellfischer.co.uk  
Contact: Gordon Bell DipLA AUI

Specialisms: Landscape architects with specialisms including urban design, urban regeneration and environmental planning throughout the UK and overseas. Quality assured practice.

**bennett urban planning**

One America Street  
London SE1 0NE  
Tel: 020 7208 2082  
Fax: 020 7208 2023  
Email: mlowndes@pbennett.co.uk  
Contact: Mike Lowndes

Specialisms: Development planning, urban design, conservation and masterplanning – making places and adding value through creative, intelligent, progressive, dynamic and joyful exploration.

**Biscoe & Stanton Architects**

Studio 2 10 Bowling Green Lane  
London EC1R 0BQ  
Tel: 020 7490 7919  
Fax: 020 7490 7929  
Email: mail@biscoestanton.co.uk  
Contact: Henry Shepherd

Specialisms: As commercial and residential architects, we are especially interested in meeting the challenges of designing on urban sites, with mixed uses and higher densities; experienced in existing buildings and new construction.

**Blampied & Partners Ltd.**

Areen House 282 King Street,  
London W6 0SJ  
Tel: 020 8563 9175  
Fax: 020 8563 9176  
Email: yvette.newton@blampied.co.uk  
Website: www.blampied.co.uk  
Contact: Clive Naylor

Specialisms: Architectural masterplanning, urban design, tourism, education, commercial expertise United Kingdom and Overseas.

**Chris Blandford Associates**

1 La Gare  
51 Surrey Row, London SE1 0BZ  
Tel: 020 7928 8611  
Fax: 020 7928 1181  
Email: pbonds@cba.uk.net  
Website: www.chris-blandford-assoc.com  
Contact: Chris Blandford and Philip Bonds  
Also at Uckfield

Specialisms: Landscape architecture, environmental assessment, ecology, urban renewal, development economics, town planning, historic landscapes, conservation of cultural heritage.

**Trevor Bridge Associates**

7-9 St Michaels Square  
Ashton-under-Lyne, Lancs OL6 6LF  
Tel: 0161 308 3765  
Fax: 0161 343 3513  
Email: info@tbridgea.co.uk  
Contact: Trevor Bridge Dip LA  
DA FFB MI Hort MLI

Specialisms: Landscape Architecture, Urban Design, Environmental Planning, Ecology, expert witness. Landscape for housing, industry, urban renewal, environmental improvement, visual impact assessment, masterplanning and implementation.

**Broadway Malyan Architects**

3 Weybridge Business Park  
Weybridge, Surrey KT15 2BW  
Tel: 01932 845599  
Fax: 01932 856206  
Email: d.moore@broadwaymalyan.com  
Website: www.broadwaymalyan.com  
Contact: David Moore

Specialisms: A multi-disciplinary practice providing the highest quality services in masterplanning, urban regeneration and funding. Planning, architecture, landscaping, interior design and sustainable energy efficient design. We also have offices in London, Reading, Southampton, Manchester, Lisbon, Madrid and Warsaw.

**Brock Carmichael Architects**

Federation House, Hope Street,  
Liverpool L1 9BS  
Tel: 0151 709 1087  
Fax: 0151 709 6418  
Email: cosser.m@brockcarmichael.co.uk  
Contact: Michael Cosser

Specialisms: Masterplans and development briefs. Mixed-use and brownfield regeneration projects. Design in historic and sensitive settings. Integrated environmental and landscape design skills via BCA Landscape.

**Colin Buchanan & Partners**

Newcombe House,  
45 Notting Hill Gate, London W11 3PB  
Tel: 020 7309 7000  
Fax: 020 7309 0906  
Email: cbp@cbuchanan.co.uk  
Contact: Kevin McGovern BA (Hons) Dip  
TP MRTPI AMTS

Specialisms: Planning, regeneration, urban design, transport and traffic management and market research from offices in London, Edinburgh, Bristol and Manchester. Specialism in area based regeneration, town centres and public realm design.

**Building Design Partnership**

PO Box 4WD 16 Gresse St  
London W1A 4WD  
Tel: 020 7462 8000  
Fax: 020 7462 6342  
Email: rg-saxon@bdp.co.uk  
Contact: Richard Saxon BArch (Hons)  
(L'pool) MCD MBIM RIBA

Specialisms: Planning policy and area regeneration studies. Development frameworks for mixed-use, commercial, residential, sports, leisure, educational and industrial development. Transport and public realm design. International practice with offices in London, Manchester, Sheffield, Glasgow, Belfast, Dublin, Grenoble, Berlin, Frankfurt, Madrid.

**B3 Burgess Partnership Limited**

Castle Buildings, Womanby Street  
Cardiff CF10 1RG  
Tel: 029 20 342688  
Fax: 029 20 384683  
Email: paulvanner@b3.co.uk  
Website: www.b3.co.uk  
Contact: Paul Vanner

Specialisms: Architecture, planning, urban design, site appraisals, master plans, context studies, urban frameworks, development briefs and implementation strategies. Offices in Cardiff, Basingstoke, Newtown and Newcastle upon Tyne.

**Burns + Nice**

70 Cowcross Street  
London EC1M 6EJ  
Tel: 020 7253 0808  
Fax: 020 7253 0909  
Email: bn@burnsnice.com  
Website: www.burnsnice.com  
Contact: Marie Burns BA (Hons) MAUD  
DipLA MLI MIHT FRSA or Stephen  
Nice BA (Hons) MAUD Dip LD MLI  
MIHT

Specialisms: Urban design, landscape architecture, environmental and transport planning. Masterplanning, design and public consultation for community led regeneration including town centres, public open space, transport, infrastructure and commercial development projects.

**Burrell Foley Fischer**

York Central, 70-78 York Way  
London N1 9AG  
Tel: 020 7713 5333  
Fax: 020 7713 5444  
Email: mail@bff-architects.co.uk  
Website: www.bff-architects.co.uk  
Contact: John Burrell MA AADip  
RIBA FRSA

Specialisms: Urban regeneration and Arts and Cultural buildings – Museums, Galleries, Theatres, Cinemas. Redevelopment of Redundant Estate Land, Urban housing. New settlements. New design in Historic Contexts. Waterfront buildings and strategies. Innovative Urban Design and Planning.

**Business Location Services Ltd**

2 Riverside House, Heron Way  
Newham, Truro, Cornwall TR1 2XN  
Tel: 01872 222777  
Fax: 01872 222700  
Email: blsltd@globalnet.co.uk  
Website: www.bls.co.uk  
Contact: Russell Dodge BSc(Hons) MRTPI

Specialisms: BLS provides a multi-disciplinary approach to town planning, urban regeneration, grant funding, economic development and property consultancy.

**Philip Cave Associates**

5 Dryden Street Covent Garden  
London WC2E 9NW  
Tel: 020 7829 8340  
Fax: 020 7240 5800  
Email: principal@philipcave.com  
Website: www.philipcave.com  
Contact: Philip Cave BSc Hons MA (LD) MLI

Specialisms: Design led practice with innovative yet practical solutions to environmental opportunities in urban regeneration, town centre projects, urban parks, community art, public participation. Large scale site/master planning through to small scale detailed design, from studies to constructed projects. Specialist expertise in landscape architecture.

**CDN Planning Ltd**

77 Herbert Street,  
Pontardawe, Swansea SA8 4ED  
Tel: 01792 830238  
Fax: 01792 863895  
Email: cdnplanning@btpenworld.com  
Website: www.cdnplanning.com  
Contact: Kedrick Davies DipTP DipUD(Dist)  
MRTPI

Specialisms: Urban design, planning and development. Integration of land-use planning and urban design. Collaborative and community working to enhance the environment. Feasibility studies and design.

**Chapman Taylor**

96 Kensington High Street  
London W8 4SG  
Tel: 020 7371 3000  
Fax: 020 7371 1949  
Email: ctlondon@chapmantaylor.com  
Website: www.chapmantaylor.com  
Contact: Adrian Griffiths and Paul Truman

Specialisms: Chapman Taylor are an international firm of architects and urban designers specialising in mixed use city centre regeneration projects throughout Europe.

**Civic Design Partnership**

22 Sussex Street  
London SW1V 4RW  
Tel: 020 7233 7419  
Fax: 020 7931 8431  
Contact: Peter J. Heath  
Architect and Town Planner

Specialisms: Led since 1990 by architect and town planner Peter Heath, the practice undertakes all aspects of public realm projects throughout the UK for public and private sectors. Recent London projects include proposals for the setting of Parliament, regeneration in Fulham and pedestrianisation, plans for Trafalgar and Parliament Squares. In addition to the integrated services of planning and design, specialisms include lighting strategies, product design, street furniture manuals and design guides.

**CIVIX**

Exton Street  
London SE1 8UE  
Tel: 020 7620 1589  
Fax: 020 7620 1592  
Email: mail@civix.demon.co.uk  
Website: www.civix.co.uk  
Contact: Daniel Bone MA DipArch RIBA  
MRTPI MAPM

Specialisms: Urban design, development planning and project management devising town centre appraisals, urban design frameworks, site development briefs, design guide-lines, masterplans and management strategies for implementation.

**Clarke Klein & Chaudhuri Architects**

5 Dryden Street, London WC2E 9NW  
Tel: 020 7829 8460  
Fax: 020 7240 5600  
Email: info@ckcarchitects.com  
Contact: Wendy Clarke

Specialisms: Small design-led practice focusing on custom solutions for architectural, planning or urban design projects. Emphasis on research and detailed briefings to explore the potential for appropriate and innovative urban design proposals.

**Richard Coleman Consultancy**

Bridge House, 181 Queen Victoria St  
London EC4V 4DD  
Tel: 020 7329 6622  
Fax: 020 7329 6633  
Email: r.coleman@citydesigner.com  
Contact: Lewis Eldridge

Specialisms: Independent advice on architecture, urban design, conservation, historic buildings, design assessments, commissioning of architects, planning issues and how most effectively to approach the local and national bodies involved in these fields.

**Colvin & Moggridge**

6 Seymour Place, London W1H 6BU  
Tel: 020 7724 2417  
Fax: 020 7724 2757  
Email: london@colmog.co.uk  
Contacts: Martin Bhatia (London) /  
Michael Ibbotson (Glos)  
01367 860225

Specialisms: Long established practice of landscape architects with expertise in full range and complexity of projects including planning and design of public and private space in towns and cities.

**Conroy Crowe Kelly Architects**

65 Merrion Square, Dublin 2, Ireland  
Tel: 00 353 1 661 3990  
Fax: 00 353 1 676 5715  
Email: info@cck.ie  
Website: www.cck.ie  
Contact: Clare Burke B Arch MSc UD MRIAI  
David Wright Dip Arch (Hons) Dip  
UD MRIAI

Specialisms: Architecture, urban design, masterplanning, town village studies, urban frameworks. The practice advocates the design of mixed used residential developments with a strong identity and sense of place

**Conservation Architecture & Planning**

Wey House, Standford Lane  
Headley, Hants GU35 8RH  
Tel: 01420 472830  
Fax: 01420 477346  
Email: cap@capstudios.co.uk  
Contact: Jack Warshaw, BArch Dip TP  
AADipCons ARB RIBA RTPI IHBC

Specialisms: CAP connect urban design and conservation of good places. CAP are government approved. CAP's clients cover all sectors nationwide. CAP accept historic areas, regeneration, topic studies, buildings, settings, new design, conservation solutions and expert witness commissions.

**DEGW plc Architects & Consultants**

8 Crinan St., London N1 9SQ  
Tel: 020 7239 7777  
Fax: 020 7278 3613  
Email: Inicolaou@degw.co.uk  
Website: www.degw.co.uk  
Contact: Lara Nicolau

Specialisms: Development planning and briefing. Masterplanning and urban design. Strategic briefing and space planning. Architecture and interiors.

## PRACTICE INDEX

**DLA Landscape and Urban Design**

Wakefield 41 Business Park  
Wakefield, WF2 0XJ  
Tel: 01924 858 585  
Fax: 01924 858 555  
Email: info@dla-landscape.co.uk  
Website: www.dla-landscape.co.uk  
Contact: Daniel Hartley

Specialisms: Site evaluation, landscape and visual impact assessments, 3d modelling, urban design studies, development frameworks, site planning, landscape design, public consultation, contract documentation, cost advice and landscape management strategies

**DNA Consultancy Ltd**

Dulwich House  
24 North Malvern Road, Malvern  
Worcestershire WR14 4LT  
Tel: 01684 899061  
Email: newey@globalnet.co.uk  
Website: www.marknewey.co.uk  
Contact: Mark Newey

Specialisms: Urban design practice providing a responsive and professional service by experienced urban designers from both landscape and architectural backgrounds.

**DPDS Consulting Group**

Old Bank House, 5 Devizes Road,  
Old Town, Swindon, Wilts SN1 4BJ  
Tel: 01793 610222  
Fax: 01793 512436  
Email: dpds.swindon@dpds.co.uk  
Website: www.dpds.co.uk  
Contact: Les Durrant

Specialisms: Town planning, environmental assessments, architecture, landscape architecture and urban design: innovative solutions in masterplanning, design guidance and development frameworks.

**Melville Dunbar Associates**

The Mill House, Kings Acre, Coggeshall,  
Essex CO6 1NN  
Tel: 01376 562828  
Email: cad@mda-arch.demon.co.uk  
Contact: Alan Stones

Specialisms: Architecture, urban design, planning, master planning, new towns, new neighbourhoods, neighbourhood centres, urban regeneration, conservation studies, design guides, townscape studies, design briefs.

**Eaton Waygood Associates**

8 High Street, Stockport, Cheshire SK1 1EG  
Tel: 0161 476 1060  
Fax: 0161 476 1120  
Email: terry@eatonwaygood  
associates.co.uk  
Contact: Terry Eaton BA (Hons) Dip LD

Specialisms: Environmental artists concerned with the fusion of art and public space in urban regeneration including sculpture, lighting and landscape architecture.

**EDAW Ltd**

Commercial Wharf, 6 Commercial St,  
Manchester M15 4PZ  
Tel: 0161 832 9460  
Fax: 0161 839 0424  
Email: cra@chapmanrobinson.co.uk  
Website: www.chapmanrobinson.co.uk

Specialisms: Involved in the regeneration of Manchester, acting as design team leader for a multi-discipline team implementing the public realm, and advising the City of Liverpool on Urban Design. The practice specialises in Urban Design and Regeneration projects, alongside the conventional architectural services.

**EDAW Planning**

1 Lindsey Street London EC1A 9HP  
also at Glasgow and Colmar, France  
Tel: 020 7700 9500  
Fax: 020 770 9599  
Email: edaweurope@edaw.com  
Contact: Bill Hanway BA M Arch AIA or  
Jason Prior BA Dip LA ALI

Specialisms: Part of the EDAW Group providing urban design, land use planning, environmental planning and landscape architecture services throughout the UK and Europe. Particular expertise in market driven development frameworks, urban regeneration, masterplanning and implementation.

**ENTEC UK Ltd**

Gables House Kenilworth Road  
Leamington Spa Warwicks CV32 6JX  
Tel: 01926 439 000  
Fax: 01926 439 010  
Email: marketing@entecuk.co.uk  
Website: www.entecuk.co.uk  
Contact: Nick Brant or Roger Mayblin

Specialisms: Urban design, landscape architecture and development planning combined with broad based multi-disciplinary environmental and engineering consultancy. Related expertise in sustainable development, ecology, archaeology, urban capacity studies, transportation, risk assessment, contaminated land remediation, air and noise quality assessment.

**Roger Evans Associates**

59-63 High Street  
Kidlington Oxford OX5 2DN  
Tel: 01865 377 030  
Fax: 01865 377 050  
Email: design@rogerevans.com  
Contact: Roger Evans MA (UD) RIBA MRTPI

Specialisms: A specialist urban design practice providing services throughout the UK and abroad. Expertise in urban regeneration, quarter frameworks and design briefs, town centre strategies, movement in towns, master planning and development economics.

**Farmingham McCreadie Partnership**

65 York Place, Edinburgh EH1 3JD  
Tel: 0131 525 8400  
Fax: 0131 525 8484  
Email: mail@fmp.co.uk  
Contact: Donald McCreadie

Specialisms: Fully integrated multi-disciplinary practice which specialises in delivering a high quality service in Masterplanning, Urban Design, Landscape Design, Development Planning, Architecture, Sustainable Design and Energy Efficient Buildings and transportation – from inception through to implementation and management.

**Terry Farrell and Partners**

7 Hatton Street London NW8 8PL  
Tel: 020 7258 3433  
Fax: 020 7273 7059  
Email: tfarrell@terryfarrell.co.uk  
Website: www.terryfarrell.com  
Contact: Maggie Jones

Specialisms: Architectural, urban design, planning and masterplanning services. New buildings, refurbishment, conference/exhibition centres, art galleries, museums, studios, theatres and visitor attractions: offices, retail, housing, industry, railway infrastructure and development.

**Faulkner Browns**

Dobson House Northumbrian Way  
Newcastle upon Tyne NE12 0QW  
Tel: 0191 268 3007  
Fax: 0191 268 5227  
Email: info@faulknerbrowns.co.uk  
Contact: Andrew Macdonald BA(Hons) Dip  
Arch (Dist) RIBA

Specialisms: Architectural design services from inception to completion: Stages A-M RIBA Plan of Work. Expertise in transport, urban design, masterplanning, commercial and leisure projects. Interior and furniture design. CDM: planning supervisors.

**Faulks Perry Culley and Reich**

Lockington Hall, Lockington,  
Derby DE74 2RH  
Tel: 01509 672772  
Fax: 01509 674565  
Email: tim.jackson@fpcr.co.uk  
Website: www.fpcr.co.uk  
Contact: Tim Jackson

Specialisms: Integrated design and environmental practice of architects, landscape architects, urban designers and ecologists. Specialists in masterplanning, urban and mixed use regeneration, development frameworks, EIA's and public inquiries. 45 years experience of working extensively throughout the UK and overseas.

**FIRA Landscape Ltd.**

Jewellery Business Centre,  
95 Spencer Street, Birmingham B18 6DA  
Tel: 0121 523 1033  
Fax: 0121 523 1034  
Email: sue.radley@fira-la.com  
Contact: Sue Radley

Specialisms: The practice, formed in 1976, has a tradition of quality and excellence. Specialisations include urban design and townscape improvements, healthcare projects including landscape therapy, major office headquarters and light rail transportation.

**Fitzroy Robinson Ltd**

14 Devonshire Place, London, W1G 7AE  
Tel: 020 7636 8033  
Fax: 020 7580 3996  
Email: london@fitzroyrobinson.com  
Contact: Alison Roennfeldt

Specialism: Fitzroy Robinson is an internationally established firm of architects who work primarily, though not exclusively, in the workplace, retail, hospitality, residential and masterplanning sectors.

**4D Landscape Design**

PO Box 554, Bristol, BS99 2AX  
Tel: 0117 942 7943  
Fax: 0117 914 6038  
Email: 4DL@4DL.com  
Contact: Michelle Lavelle

Specialisms: Our design decisions are not based on any systematised approach, rather a considered response to the client, brief, site and budget. We endeavour to create spaces that make people feel special.

**Framework Architecture and Urban Design**

140 Burton Road  
Lincoln LN1 3LW  
Tel: 01522 535383  
Fax: 01522 535363  
Email: fworkarch@yahoo.co.uk  
Contact: Gregg Wilson

Specialisms: Architecture and urban design. The fundamental approach of the practice is characterised by its commitment to the broader built environment. Work is born out of an interest in the particular dynamic of a place and the design opportunities presented.

**Gillespies**

Environment by Design  
GLASGOW  
Tel: 0141 332 6742  
Fax: 0141 332 3538  
Email: mail.glasgow@gillespies.co.uk  
Contact: Brian M Evans  
MANCHESTER  
Tel: 0161 928 7715  
Fax: 0161 927 7680  
Email: manchester@gillespies.co.uk  
Contact: Fraser Teal  
OXFORD  
Tel: 01865 326789  
Fax: 01865 327070  
Email: oxford@gillespies.co.uk  
Contact: Paul F Taylor

Specialisms: Urban design, landscape architecture, architecture, planning, environmental assessment, planning supervisors and project management.

**GMW Architects**

PO Box 1613, 239 Kensington High Street,  
London W8 6SL  
Tel: 020 7937 8020  
Fax: 020 7937 5815  
Email: info@gmw.co.uk  
Website: www.gmw-architects.com  
Contact: Terry Brown

Specialisms: Land development appraisals. Urban planning and regeneration strategies. Formulation of development and design briefs including packaging to suit appropriate funding strategies. Master plan design studies. Architecture and design management skills relevant to project partnering, framework agreements and multi-disciplinary teamwork.

**Greater London Consultants**

127 Beulah Road,  
Thornton Heath, Surrey CR7 8JJ  
Tel: 020 8768 1417  
Fax: 020 8771 9384  
Email: jpa@btinternet.com  
Contact: Dr John Parker Dip Arch ARIBA  
DipTP FRTP FRSA

Specialisms: Town planning, architecture, urban design and conservation related to: traffic schemes, pedestrians, townscape, security, town centres, master plans, marina development and environmental impact assessment.

**Halcrow Group Ltd**

44 Brook Green  
Hammersmith, London W6 7BY  
Tel: 020 7603 1618  
Fax: 020 7603 5783  
Email: shaheed@halcrow.com  
Website: www.halcrow.com  
Contact: Asad A Shaheed BA Arch MArch

Specialisms: Award winning urban design consultancy, integrating planning, transport and environment. Full development cycle covering feasibility, concept, design and implementation.

**Halpern Partnership**

The Royle Studios, 41 Wenlock Road,  
London N1 7SG  
Tel: 020 7251 0781  
Fax: 020 7251 9204  
Email: info@halpern.co.uk  
Website: www.halpern.co.uk  
Contact: Greg Cooper DipTP DipUD MRTPI

Specialisms: Multi-disciplinary practice focussed on producing urban design, planning and architectural solutions for the metropolitan areas.

**Hankinson Duckett Associates**

Landscape Studio, Reading Road  
Lower Basildon, Reading RG8 9NE  
Tel: 01491 872185  
Fax: 01491 874109  
Email: [consult@hda-enviro.co.uk](mailto:consult@hda-enviro.co.uk)  
Contact: Ian Hankinson Dip Arch  
Moira Hankinson B Sc(Hons) DipLD FLI  
Brian Duckett B Sc(Hons) M Phil MLI

Specialisms: An environmental planning consultancy with landscape architects, architects and ecologists, providing a comprehensive approach which adds value through innovative solutions. Development planning, new settlements, environmental assessment, re-use of redundant buildings.

**GL Hearn Planning**

Leonard House, 5-7 Marshalsea Road,  
London SE1 1EP  
Tel: 020 7450 4000  
Fax: 020 7450 4010  
Email: [david\\_b Beardmore@glhearn.com](mailto:david_b Beardmore@glhearn.com)  
Contact: David Beardmore

Specialisms: Masterplans and development briefs for new communities and brownfield sites; urban design framework studies; fine grain studies addressing public realm design and improvement. Specialists in retail and economic regeneration.

**Hepher Dixon**

100 Temple Chambers, Temple Avenue  
London, EC4Y 0HP  
Tel: 0207 353 0202  
Fax: 0207 353 1818  
Email: [david.maddox@hepherdixon.co.uk](mailto:david.maddox@hepherdixon.co.uk)  
Website: [www.hepherdixon.co.uk](http://www.hepherdixon.co.uk)

Specialisms: Helper Dixon offers a full range of town planning and urban design services. These include housing capacity studies, masterplan work and development briefs.

**Holmes Partnership**

89 Minerva Street, Glasgow G3 8LE  
Tel: 0141 204 2080  
Fax: 0141 204 2082  
Email: [glasgow@holmespartnership.com](mailto:glasgow@holmespartnership.com)  
Contact: Harry Phillips

Specialisms: Urban design, planning, renewal, development and feasibility studies. Sustainability and energy efficiency. Commercial, industrial, residential, health care, education, leisure, conservation and restoration.

**Huntingdon Associates Ltd**

50 Huntingdon Road, London N2 9DU  
Tel: 020 8444 8925  
Fax: 020 8444 9610  
Email: [huntman@globalnet.co.uk](mailto:huntman@globalnet.co.uk)  
Contact: Neil Parkyn MA Dip Arch RIBA  
Dip TP (Dist) MRTPI FRSA

Specialisms: Civic Design, public realm planning, feasibility studies, development briefs, masterplanning, site assessment and technical reports, backed by 30 years of experience in 15 countries.

**David Huskisson Associates**

17 Upper Grosvenor Road  
Tunbridge Wells, Kent TN1 2DU  
Tel: 01892 527828  
Fax: 01892 510619  
Email: [dha@dha-landscape.co.uk](mailto:dha@dha-landscape.co.uk)  
Contact: Rupert Lovell

Specialisms: Landscape consultancy offering master planning, streetscape and urban park design, landscape design and implementation, estate restoration, environmental impact assessments and expert witness. Quality assured practice.

**Hyder Consulting Ltd**

29 Bressenden Place  
Victoria London SW1E 5DZ  
Tel: 020 7316 6000  
Fax: 020 7316 6138  
Email: [david.wilson@hyder-con.co.uk](mailto:david.wilson@hyder-con.co.uk)  
Contact: David Wilson

Specialisms: Urban design and regeneration expertise within a multi-disciplinary infrastructure engineering consultancy. Specialists in strategic plans, streetscape and public open space design and implementation, impact assessments, consultation and action planning. 80 offices in 23 countries.

**Hyland Edgar Driver**

Furzehall Farm, Wickham Road, Fareham,  
Hants, PO16 7JH  
Tel: 01329 826616  
Fax: 01329 826138  
Email: [hed@heduk.com](mailto:hed@heduk.com)  
Website: [www.heduk.com](http://www.heduk.com)  
Contact: John Hyland

Specialisms: Hyland Edgar Driver offers innovative problem solving, driven by cost efficiency and sustainability, combined with imagination and coherent aesthetic of the highest quality.

**Intelligent Space**

68 Great Eastern Street, London EC2A 3JT  
Tel: 020 7739 9729  
Fax: 020 7739 9547  
Email: [eduxbury@intelligentspace.com](mailto:eduxbury@intelligentspace.com)  
Contact: Elspeth Duxbury

Specialisms: Planning analysis and support, pedestrian modelling, GIS and specialists in retail and urban masterplanning.

**Koetter, Kim & Associates (UK) Ltd**

71 Kingsway, London WC2B 6ST  
Tel: 020 7404 3377  
Fax: 020 7404 3388  
Email: [dchapman@kka.co.uk](mailto:dchapman@kka.co.uk)  
Website: [www.koetterkim.com](http://www.koetterkim.com)  
Contact: David Chapman

Specialisms: KKA is pre-eminent in the planning movement of new urbanism, which seeks to enhance the sense of place, historical context and cultural continuity in the city.

**KPF**

13 Langley Street, London WC2H 9JG  
Tel: 020 7836 6668  
Fax: 020 7497 1175  
Email: [info@kpf.co.uk](mailto:info@kpf.co.uk)  
Website: [www.kpf.co.uk](http://www.kpf.co.uk)  
Contact: Marjorie Rodney

Specialisms: Architecture, urban planning, space planning, programming, building analysis, interior design, graphic design.

**Landscape Design Associates**

17 Minster Precincts  
Peterborough PE1 1XX  
Tel: 01733 310471  
Fax: 01733 53661  
Email: [info@lda-peterborough.co.uk](mailto:info@lda-peterborough.co.uk)  
Contact: Robert Tregay  
OXFORD  
Tel: 01865 887050  
Fax: 01865 887055  
Email: [info@lda-oxford.co.uk](mailto:info@lda-oxford.co.uk)  
Contact: Roger Greenwood  
EXETER  
Tel: 01392 411 300  
Fax: 01392 411 308  
Email: [mail@lda-exeter.co.uk](mailto:mail@lda-exeter.co.uk)

Specialisms: Urban design, urban regeneration, development masterplanning, public realm strategies and town centre appraisals, development briefing, design guidance, design enabling and community initiatives.

**Land Use Consultants**

43 Chalton Street, London NW1 1JD  
Tel: 020 7383 5784  
Fax: 020 7383 4798  
Email: [Luc@London.landuse.co.uk](mailto:Luc@London.landuse.co.uk)  
Website: [www.landuse.co.uk](http://www.landuse.co.uk)  
Contact: Mark Intell

Specialisms: Urban regeneration, landscape design, masterplanning, sustainable development, land use planning, EIA, SEA in UK and overseas. Offices in London, Glasgow, Bristol.

**Latham Architects**

St. Michael's Queen St  
Derby DE1 3SU  
Tel: 01332 365777  
Fax: 01332 290314  
Email: [enquiries@lathamarchitects.co.uk](mailto:enquiries@lathamarchitects.co.uk)  
Contact: Derek Latham Dip Arch RIBA Dip TP MRTPI Dip LD MLI IHBC IHI FRSA

Specialisms: The creative reuse of land and buildings. Planning, landscape and architectural expertise. Town and city centres, national parks, conservation areas, listed buildings, combining the new with the old. Master planning, development proposals, EIAs.

**Levitt Bernstein Associates Ltd**

1 Kingsland Passage, London  
Tel: 020 7275 7676  
Fax: 020 7275 9348  
Email: [post@levittbernstein.co.uk](mailto:post@levittbernstein.co.uk)  
Website: [www.levittbernstein.co.uk](http://www.levittbernstein.co.uk)  
Contact: Patrick Hammill

Specialisms: Levitt Bernstein are acknowledged leaders in the fields of urban renewal, housing and buildings for the arts and winners of many awards. Services offered include Urban Design, Master Planning, Full Architectural Service, Lottery Grant Bid Advice, Interior Design, Urban Renewal Consultancy and Landscape Design.

**LHC Urban Design**

Design Studio, Emperor Way  
Exeter Business Park, Exeter,  
Devon, EX1 3QS  
Tel: 01392 444 334  
Fax: 01392 445 080  
Email: [jbaulch@ex.lhc.net](mailto:jbaulch@ex.lhc.net)  
Contact: John Baulch

Specialisms: Urban design analysis and frameworks. Masterplanning of greenfield and brownfield regeneration sites. Home zones: new build and retrofit. Visual impact studies

**Nathaniel Lichfield & Partners Ltd**

14 Regent's Wharf, All Saints St  
London N1 9RL  
Tel: 020 7837 4477  
Fax: 020 7837 2277  
Email: [nthompson@lichfields.co.uk](mailto:nthompson@lichfields.co.uk)  
(also Newcastle upon Tyne & Cardiff)  
Contact: Nick Thompson BA BPI MA (UrbDes) MRTPI

Specialisms: Independent planning consultancy, analytical and creative. masterplans, heritage/conservation studies, visual appraisal, urban regeneration, residential, town centres, sunlight/daylight studies.

**Liz Lake Associates**

William Robinson Buildings  
Woodfield Terrace  
Stansted Mountfitchet, Essex  
CM24 8AJ  
Tel: 01279 647 044  
Fax: 01279 813 566  
Email: [office@lizlake.com](mailto:office@lizlake.com)  
Website: [www.lizlake.com](http://www.lizlake.com)  
Contact: Matt Lee

Specialism: Urban fringe/brownfield sites where we can provide an holistic approach to urban design, landscape, and ecological issues to provide robust design solutions.

**Arnold Linden:****Chartered Architect**

54 Upper Montagu St, London W1H 1FP  
Tel: 020 7723 7772  
Fax: 020 7723 7774  
Contact: Arnold Linden RIBA  
Dip Arch Dip TP

Specialisms: Integrated regeneration, through the participation in the creative process of the community and the public at large, of streets, buildings and places.

**Livingston Eyre Associates**

35-42 Charlotte Road,  
London EC2A 3PD  
Tel: 020 7739 1445  
Fax: 020 77729 2986  
Email: [lea@livingstoneyre.co.uk](mailto:lea@livingstoneyre.co.uk)  
Contact: Laura Stone

Specialisms: Landscape architecture, urban design, public housing, health, education, heritage, sports.

**Llewelyn-Davies**

Brook House 2 Torrington Place  
London WC1E 7HN  
Tel: 020 7637 0181  
Fax: 020 7637 8740  
Email: [info@llewelyn-davies-ltd.com](mailto:info@llewelyn-davies-ltd.com)  
Contact: Simon Gray

Specialisms: Architecture, planning, urban design, development and masterplanning; urban regeneration, town centre and conservation studies; urban design briefs, landscape and public realm strategies.

**David Lock Associates Ltd**

50 North Thirteenth Street Central Milton  
Keynes Milton Keynes MK9 3BP  
Tel: 01908 666276  
Fax: 01908 605747  
Email: [dla@dlamk.co.uk](mailto:dla@dlamk.co.uk)  
Contact: Will Cousins DipArch  
DipUD RIBA

Specialisms: Planning, urban design, architecture, land use and transportation planning. Urban regeneration, urban and suburban mixed use projects including town and city centres, urban expansion areas, new settlements and historic districts. Strategic planning studies, area development frameworks, development briefs, design guidelines, masterplanning, implementation strategies, environmental statements and public inquiries.

**Derek Lovejoy Partnership**

8-11 Denbigh Mews, London SW1V 2HQ  
Tel: 020 7628 6392  
Fax: 020 7620 6958  
Also in Edinburgh  
Tel: 0131 226 3939  
and Birmingham  
Tel: 0121 329 7976  
Email: [J.Hammond@DLP-plc.co.uk](mailto:J.Hammond@DLP-plc.co.uk)  
Contact: Jo Hammond

Specialisms: Specialist international masterplanning, planning, landscape architecture and urban design practice, creating value by offering a comprehensive, imaginative and sustainable approach to public and private urban regeneration projects.

## PRACTICE INDEX

**Lyons + Sleeman + Hoare**

Nero Brewery, Cricket Green  
Hartley Wintney, Hook, Hampshire RG27  
8QA  
Tel: 01252 844144  
Fax: 01252 844800  
Email: colindarby@lsharch.co.uk  
Contact: Colin Darby BSc DipTP  
Dip Urban Design MRTPI

Specialisms: Architecture, planning, master planning, urban design – commercial practice covering broad spectrum of work – particularly design of buildings and spaces in urban and historic contexts.

**MacCormac Jamieson Prichard**

9 Heneage Street,  
Spitalfields, London E1 5LJ  
Tel: 020 7377 9262  
Fax: 020 7247 7854  
Email: mip@mjparchitects.co.uk  
Website: www.mjparchitects.co.uk  
Contact: David Prichard DipArch (Lond)  
RIBA

Specialisms: Range from major masterplans to small bespoke buildings. We have designed acclaimed contemporary buildings for historic centres of London, Cambridge, Oxford, Bristol and Durham. In Dublin, our Ballymun Regeneration masterplan won the Irish Planning Institute's Planning Achievement Award.

**Macgregor Smith**

The Malthouse, Sydney Buildings  
Bath BA2 6BZ  
Tel: 01225 464690  
Fax: 01225 429962  
Email: jan@macgregorsmith.co.uk  
Contact: Jan Webb, Practice Manager

Specialisms: A broad based landscape/urban design practice with considerable experience of masterplanning, detail design for construction, EIA work and urban regeneration studies, with particular emphasis on high quality prestige landscape schemes.

**Andrew Martin Associates**

Croxton's Mill Little Waltham  
Chelmsford Essex CM3 3PJ  
Tel: 01245 361611  
Fax: 01245 362423  
Email: ama@amaplanning.com  
Website: www.amaplanning.com  
Contact: Andrew Martin  
Richard Hall

Specialisms: Strategic, local and masterplanning, urban design, project coordination and implementation, development briefs and detailed studies, historic buildings, conservation and urban regeneration and all forms of environmental impact assessment.

**Mason Richards Planning**

155 Aztec West Almondsbury  
Bristol BS32 4NG  
Tel: 01454 853000  
Fax: 01454 858029  
Email: planning@bristol.mrp.co.uk  
Website: www.masonrichards  
planning.co.uk  
Contact: Roger Ayton

Specialisms: Sustainable strategies for residential and commercial development: brownfield regeneration, site promotion, development frameworks: detail design and implementation: development guides, design statements and planning enquiries for public and private sector.

**Matrix Partnership**

70 Cowcross Street,  
London, EC1M 6EJ  
Tel: 020 7250 3945  
Fax: 020 7336 0467  
Email: m.lally@matrixpartnership.co.uk  
Contact: Matt Lally

Specialism: Matrix Partnership provides a fully integrated approach to urban design – combining planning, architecture and landscape. Work is focused on masterplans, regeneration strategies, development briefs, site appraisals, urban capacity studies, design guides, building codes and concept visualisations.

**Tony Meadows Associates**

40-42 Newman Street London W1P 3PA  
Tel: 020 7436 0361  
Fax: 020 7436 0261  
Email: tma@tma1.demon.co.uk  
Contact: Tony Meadows

Specialisms: TMA specialise in resolving the urban design implications of transport infrastructure projects, enhancing the existing and integrating the new in an appropriate and contemporary way.

**Miller Hughes Associates Ltd**

Old Post Office Mews, South Pallant,  
Chichester, West Sussex PO19 1XP  
Tel: 01243 774748  
Fax: 01243 532214  
Email: mha@miller-hughes.co.uk  
Website: www.miller-hughes.co.uk  
Contact: David Aplin

Specialisms: We are committed to the delivery of urban solutions which recognise cultural diversity and maximise social and economic benefits within a connected community.

**Willie Miller Urban Design & Planning**

20 Victoria Crescent Road  
Glasgow G12 9DD  
Tel: 0141 339 5228  
Fax: 0141 357 4642  
Email: mail@williemiller.com  
Contact: Willie Miller Dip TP Dip UD MRTPI

Specialisms: Conceptual, strategic and development work in urban design, masterplanning, urban regeneration, environmental strategies, design and development briefs, townscape audits and public realm studies.

**Mono Consultants**

32-34 Great Titchfield Street  
London W1W 8BG  
Tel: 020 7462 6940  
Fax: 020 7462 6941  
Contact: Simon Chapman  
Email: simon.chapman@  
monoconsultants.com

Specialisms: Planning consultancy; economic development and regeneration strategies. Provision of funding advice and application to a range of sources; environmental consultancy and advice including EIA.

**Moore Piet + Brookes**

33 Warple Mews  
Warple Way London W3 ORX  
Tel: 020 8735 2990  
Fax: 0208 735 2991  
Email: mpb@moorepietandbrookes.co.uk  
Contact: Peter Piet

Specialisms: Regenerating the public realm environment to enhance the quality of people's lives: strategies, masterplans, community participation, design guides, imaging and legibility. Implementation of town centre, streetscape, park, waterway, environmental and business area improvements.

**Murray O'Laoire Architects**

Fumbally Court, Fumbally Lane, Dublin 8  
Tel: 00 353 1 453 7300  
Fax: 00 353 1 453 4062  
Email: mail@dublin.murrayolaoire.com  
Website: www.murrayolaoire.com  
Contact: Sean O'Laoire

Specialisms: TRANSFORM is Murray O'Laoire Architects' urban design and planning unit. This multi-disciplinary unit synthesises planning, urban design, architecture and graphic design to produce innovative solutions in comprehensive master planning, urban regeneration, strategic planning and sustainable development.

**MWA Partnership**

Tweskard Mews, 313 Belmont Road  
Belfast BT4 2NE  
Tel: 028 9076 8827  
Fax: 028 9076 8400  
Email: post@mwapartnership.co.uk  
Contact: John Eggleston

Specialisms: The planning and design of the external environment from feasibility stage through to detail design, implementation and future management.

**Nicholas de Jong Associates**

39 Sydenham Villas Road, Cheltenham  
GL52 6EE  
Tel: 01242 511071  
Fax: 01242 226351  
Email: nic@dejong.uk.com  
Website: www.dejong.uk.com  
Contact: Nicholas de Jong DIPLA, MLI, DipUD

Specialisms: Established practice specialising in urban design and masterplanning, town centre regeneration, public realm design, pedestrian priority initiatives, and community involvement, throughout Britain and overseas. Offices in Cheltenham and Limerick.

**NJBA Architects & Urban Designers**

4 Molesworth Place, Dublin 2  
Tel: 00 353 1 678 8068  
Fax: 00 353 1 678 8066  
Email: njbarchitects@eircom.net  
Website: http://homepage.eircom.net/~njbrady1  
Contact: Noel J Brady Dip Arch SMArchS  
MRIAI

Specialisms: Integrated landscapes, urban design, town centres and squares, strategic design and planning.

**NOVO Architects**

2 Meard Street, London W1V 3HR  
Tel: 020 7734 5558  
Fax: 020 7734 8889  
Contact: Tim Poulson

Specialisms: Urban design and masterplanning, creative and innovative design solutions for brownfield and other complex sites to realise single or mixed use development opportunities.

**Parkman Limited**

Mountbarrow House  
6-20 Elizabeth Street  
London  
SW1W 9RB  
Tel: 02077611400  
Fax: 0207761410  
Email: pjliandroos@parkman.co.uk  
Website: www.parkman.co.uk  
Contact: Peter Lindroos

**PMP**

Wellington House, 8 Upper St. Martins  
Lane, London WC2H 9DL  
Tel: 020 7836 9932  
Fax: 020 7497 5689  
Email: mail@pmp-arch.co.uk  
Contact: Tessa O'Neill

Specialisms: Medium sized practice specialising in retail and urban architecture, interior design and project management.

**Pollard Thomas & Edwards Architects**

Diespeker Wharf 38, Graham Street,  
London N1 8JX  
Tel: 020 7336 7777  
Fax: 020 7336 0770  
Email: stephen.chance@ptea.co.uk  
Website: www.ptea.co.uk  
Contact: Stephen Chance

Specialisms: Masterplanners, urban designers, developers, architects, listed building and conservation area designers; specialising in inner city mixed-use high density regeneration.

**Pringle Brandon**

10 Bonhill Street, London EC2A 4QJ  
Tel: 020 7466 1000  
Fax: 020 7466 1050  
Email: post@pringle-brandon.co.uk  
Contact: Alison Anslow

Specialisms: Offices, hotels, workplace design.

**The Project Centre**

Saffron Court, 14b St Cross Street  
London EC1N 8XA  
Tel: 020 7421 8222  
Fax: 020 7421 8199  
Email: info@theprojectcentre.com  
Website: www.theprojectcentre.com  
Contact: Mark Templeton

Specialisms: Multi-disciplinary consultancy providing quality services including landscape architecture, urban design, urban regeneration, street lighting design, planning supervision, traffic and transportation, parking, highway design, traffic signal design and road safety audits.

**PRP Architects**

Ferry Works Summer Rd  
Thames Ditton Surrey KT7 0QJ  
Tel: 020 8339 3600  
Fax: 020 8339 3636  
Email: prp@prparchitects.co.uk  
Contact: Peter Phippen

Specialisms: Multi-disciplinary practice of architects, planners, urban designers and landscape architects, specialising in housing, urban regeneration, health, special needs, education and leisure projects.

**Quartet Design**

The Exchange  
Lillingstone Dayrell Bucks MK18 5AP  
Tel: 01280 860 500  
Fax: 01280 860 468  
Email: quartet@qdl.co.uk  
Contact: David Newman

Specialisms: Landscape Architects, architects and urban designers with wide experience of masterplanning, hard landscape projects in urban areas and achieving environmental sustainability objectives.

**Randall Thorp**

105/7 Princess St. Manchester M1 6DD  
Tel: 0161 228 7721  
Fax: 0161 236 9839  
Email: rt@rt-landscape.co.uk  
Contact: Pauline Randall

Specialisms: Masterplanning for new developments and settlements, infrastructure design for new developments and urban renewal, design guides and design briefing, public participation and public inquiries.

**Random Greenway Architects**

3a Godstone Road,  
Caterham, Surrey CR3 6RE  
Tel: 01883 346 441  
Fax: 01883 346 936  
Email: rg@randomgreenwayarchitects.co.uk  
Contact: R Greenway

Specialisms: Architecture, planning and urban design. New build, regeneration, refurbishment and restoration.

**Anthony Reddy Associates**

Dartry Mills, Dartry Road  
Dublin 6  
Tel: 00 353 1 498 7000  
Fax: 00 353 1 498 7001  
Email: info@anthonyreddy.com  
Website: www.anthonyreddy.com  
Contact: Tony Reddy / Brian O'Neill

Specialisms: Architecture, planning, urban design, project management.  
Masterplanning, Development Frameworks, Urban Regeneration, Town Centre Renewal, Residential, and Mixed Use Development.

**RMJM**

83 Paul Street, London EC2A 4NQ  
Tel: 020 7251 5588  
Fax: 020 7250 3131  
Email: london@rmjm.com  
Website: www.rmjm.com  
Contact: Bill Grimwade

Specialisms: International architects and urban designers with a strong track record in the masterplanning, design and implementation of major developments and individual buildings.

**John Rose Associates**

The Old Pump House, Middlewood Road,  
Poynton, Cheshire SK12 1SH  
Tel: 01625 873356  
Fax: 01625 859459  
Email: admin@johnroseassociates.co.uk  
Contact: Colin Parry

Specialisms: We have an enviable record of success including: development appraisals and strategies. Development plan representation and review. Planning appeals, enforcement and negotiation. Urban design, master planning and conservation. Urban capacity studies.

**Jon Rowland Urban Design**

65 Hurst Rise Road, Oxford OX2 9HE  
Tel: 01865 863642  
Fax: 01865 863502  
Email: jonrowland@jrud.demon.co.uk  
Website: www.jrud.co.uk  
Contact: Jon Rowland AADipl MA RIBA

Specialisms: Urban design, urban regeneration, development frameworks, site appraisals, town centre studies, design guidance, public participation and master planning.

**RPS Planning Transport & Environment**

118 Southwark Street  
London, SE1 OSW  
Tel: 0207 928 1400  
Fax: 0207 928 5631  
Email: pullanc@rpsplc.co.uk  
Contact: Colin Pullan

71 Milton Park, Abingdon  
Oxon, OX14 4RX  
Tel: 01235 838 200  
Fax: 01235 838 225  
Email: dixonj@rpsplc.co.uk  
Contact: Jonathan Dixon

Fairwater House, 1 High St,  
Wroughton, Swindon, SN4 9JX  
Tel: 01793 814 800  
Fax: 01793 814 818  
Email: carrm@rpsplc.co.uk  
Contact: Mike Carr

Part of the RPS Group providing a wide range of urban design services including masterplanning, regeneration, architecture, and environmental planning throughout the UK and Ireland

**RTKL-UK Ltd**

22 Torrington Place  
London WC1E 7HP  
Tel: 020 7306 0404  
Fax: 020 7306 0405  
Email: gyager@rtkl.com  
Website: www.rtkl.com  
Contact: Gregory A Yager

Specialisms: Multidisciplinary practice of urban designers, planners, architects and environmental designers with expertise in urban regeneration, mixed use development, urban residential design, master and corporate masterplanning.

**Scott Brownrigg & Turner**

Langton Priory Portsmouth Road  
Guildford Surrey GU2 5WA  
Tel: 01483 568686  
Fax: 01483 575830  
Email: architects@sbtguildford.com  
Website: www.sbt.co.uk  
Contact: Stephen Marriott

Specialisms: Providing an integrated service of architecture, urban design, planning, masterplanning, interior architecture and technical services, SBT is involved in several major mixed-use schemes regenerating inner city and brownfield sites.

**Scott Wilson**

3 Foxcombe Court, Wyndyke Furlong,  
Abingdon Oxfordshire, OX14 1DZ  
Tel: 01235 849 710  
Email: louise.thomas@scottwilson.com  
Contact: Louise Thomas / Ken Jores

International multidisciplinary consultancy, also in London, Edinburgh, with 12 offices in UK. Integrated design services- masterplanning, urban design, landscape architecture, architecture, town and environmental planning, tourism and leisure, plus transportation, railways, airports, ports environment and cad flythrough.

**Sheils Flynn Ltd**

Bank House High Street, Docking,  
Kings Lynn PE31 8NH  
Tel: 01485 518304  
Fax: 01485 518303  
Email: uk@sheilsflynn.com  
Contact: Eoghan Sheils

Specialisms: Creative urban design taken from conception to implementation. Award winning town centre regeneration schemes, urban strategies and design guidance. Specialists in community consultation and team facilitation.

**Shepherd Epstein and Hunter**

Phoenix Yard 65 King's Road  
London WC1X 9LN  
Tel: 020 7841 7500  
Fax: 020 7841 7575  
Email: architecture@seh.co.uk  
Contact: George Georgiou

Specialisms: The provision of services related to architecture, planning, landscape architecture and the CDM regulations.

**Sheppard Robson**

77 Parkway  
Camden Town, London NW1 7PU  
Tel: 020 7504 1700  
Fax: 020 7504 1701  
Email: sally.upton@sheppardrobson.com  
Website: www.sheppardrobson.com  
Contact: Nick Spall

Specialisms: Planners, urban designers and architects. Strategic planning, urban regeneration, development planning, town centre renewal, public realm planning, new settlement planning, tourism development. Associated offices across USA.

**Skidmore, Owings & Merrill Inc.**

30 Millbank  
London SW1P 3SD  
Tel: 020 7798 1000  
Fax: 020 7798 1100  
Email: somlondon@som.com  
Contact: Roger Kallman  
Also Chicago, New York, Washington, San Francisco, LA, Hong Kong

Specialisms: International multi-disciplinary practice. Master Planning, Landscape Architecture, Civil Engineering and Urban Design. Urban regeneration schemes, business park master plans, university campus, transportation planning. Associated services: environmental impact assessments, design guidelines, infrastructure strategies.

**Smith Scott Mullan Associates**

378 Leith Walk  
Edinburgh EH7 4PF  
Tel: 0131 555 1414  
Fax: 0131 555 1448  
Email: e.mullan@smith-scott-mullan.co.uk  
Contact: Eugene Mullan BSc Hons Dip Arch ARIAS RIBA MSc UD

Specialisms: Architects and urban designers dedicated to producing high quality design solutions for our clients. Particular experience of working with communities in the analysis, design and improvement of their urban environment.

**Soltys: Brewster Consulting**

87 Glebe Street, Penarth  
Vale of Glamorgan CF64 1EF  
Tel: 029 2040 8476  
Fax: 029 2040 8482  
Email: enquiry@soltysbrewster.co.uk  
Website: www.soltysbrewster.co.uk  
Contact: Mr Simon Brewster

Specialisms: Assessment: design: planning, UK & Ireland. Expertise includes urban design, master plans, design strategies, visual impact, environmental assessment, regeneration of urban space, landscape design and project management. Award winning design and innovation.

**Space Syntax**

11 Riverside Studios  
28 Park St, London SE1 9EQ  
Tel: 020 7940 0000  
Fax: 020 7940 0005  
Email: t.stonor@spacesyntax.com  
Contact: Tim Stonor MSc DipArch RIBA

Specialisms: Spatial masterplanning and research-based design; movement, connectivity, integration, regeneration, safety and interaction. Strategic design and option appraisal to detailed design and in-use audits.

**Taylor Young Urban Design**

Chadsworth House  
Wilmslow Road  
Handforth Cheshire SK9 3HP  
Tel: 01625 542200  
Fax: 01625 542250  
Email: stephingleave@tayloryoung.co.uk  
Contact: Stephen Gleave MA DipTP (Dist) DipUD MRTPI

Specialisms: Urban Design, Planning and Development. Public and Private Sectors. Town studies, housing, commercial, distribution, health and transportation are current projects. Specialist in Urban Design Training.

**Terence O'Rourke**

Everdene House  
Wessex Fields Deansleigh Road  
Bournemouth BH7 7DU  
Tel: 01202 421142  
Fax: 01202 430055  
Email: maildesk@torltd.co.uk  
Contact: Terence O'Rourke  
DipArch DipTP RIBA MRTPI

Specialisms: Town planning, masterplanning, urban design, architecture, landscape architecture, ecology and environmental assessment. Urban regeneration, town centre studies, new settlements and complex urban design problems.

**Tetlow King Group**

Lone Barn Studios, Stanbridge Lane,  
Romsey, Hants SO51 OHE  
Tel: 01794 517333  
Fax: 01794 515517  
Email: melvyn@tetlowking.co.uk  
Contact: Melvyn King MA (Urban Design) MSAI MCIOR FRSA

Specialisms: Multi disciplinary practice incorporating urban design, architecture, town planning and landscape. Specialising in urban design strategies in Master Planning and Development Frameworks for both new development areas and urban regeneration.

**WynThomasGordonLewis Ltd**

21 Park Place  
Cardiff CF10 3DQ  
Tel: 029 2039 8681  
Fax: 029 2039 5965  
Email: glewis@wtgl.co.uk  
Contact: Gordon Lewis

Specialisms: Urban design, town planning, economic development, architecture and landscape architecture for public and private sector clients. Regeneration and development strategies, public realm studies, economic development planning, master planning for urban and rural locations and brownfield land redevelopment.

**John Thompson and Partners**

70 Cowcross Street, London EC1M 6EJ  
Tel: 020 7251 5135  
Fax: 020 7251 5136  
Email: jtpon@jtp.co.uk  
Contact: John Thompson MA DipArch RIBA

Specialisms: Multidisciplinary practice, working throughout the UK and Europe, specialising in architecture, urban design and masterplanning, urban regeneration, new settlements and community consultation; addressing the problems of physical, social and economic regeneration through collaborative interdisciplinary community based planning.

**Tibbalds TM2**

Long Lane Studios, 142-152 Long Lane,  
London SE1 4BS  
Tel: 020 7407 8811  
Fax: 020 7407 8822  
Email: tm@tibbaldstm2.co.uk  
Contact: Andrew Karski BA (Hons) MSc (Econ) FRTP

Specialisms: Multi-disciplinary practice of architects, planners, urban designers, landscape designers, tourism specialists and interior architects. The firm provides consultancy services to institutional, public sector and corporate clients.

## PRACTICE INDEX

**Todd Architects & Planners**

41-43 Hill Street, Belfast BT1 2PB  
 Tel: 028 9024 5587  
 Fax: 028 9023 3363  
 Email: postmaster@toddach.co.uk  
 Contact: Mrs Paula Gibson

Specialisms: Architecture, urban design, project management, interior design, planning supervision

**Turnbull Jeffrey Partnership**

Sandeman House 55 High Street Edinburgh EH1 1SR  
 Tel: 0131 557 5050  
 Fax: 0131 557 5064  
 Email: tjp@tjp.co.uk  
 Contact: Geoff Whitten BA(Hons) MLI, Karen Esslemont BA(Hons) MLI Dip UD

Specialisms: Award winning design led Landscape Architect practice. Expertise: Landscape architecture, urban design, masterplanning. Landscape design and implementation; environmental/visual impact assessment; urban regeneration; environmental strategies

**Stuart Turner Associates**

12 Ledbury Great Linford Milton Keynes MK14 5DS  
 Tel: 01908 678672  
 Fax: 01908 678715  
 Email: st@studiost.demon.co.uk  
 Website: www.studiost.demon.co.uk  
 Contact: Stuart Turner Dip Arch (Oxford) Dip UD (PCL) RIBA

Specialisms: Architecture, urban design and environmental planning, the design of new settlements, urban regeneration and site development studies for commercial and housing uses.

**Tweed Nuttall Warburton**

Chapel House City Road Chester CH1 3AE  
 Tel: 01244 310388  
 Fax: 01244 325643  
 Email: entasis@tnw-architecture.co.uk  
 Contact: John Tweed B Arch RIBA FRSA

Specialisms: Architecture and Urban Design, Masterplanning. Urban waterside environments. Community teamwork enablers. Design guidance and support for rural village appraisals. Visual impact assessments and design solutions within delicate conservation environments.

**Urban Design Futures**

97c West Bow Edinburgh EH1 2JP  
 Tel: 0131 226 4505  
 Fax: 0131 226 4515  
 Email: info@urbandesignfutures.co.uk  
 Website: www.urbandesignfutures.co.uk  
 Contact: Selby Richardson DipArch DipTP MSc ARIAS MRTPI

Specialisms: Innovative urban design, planning and landscape practice specialising in masterplanning, new settlements, urban regeneration, town and village studies, public space design, environmental improvements, design guidelines, community involvement, landscape design and management.

**Urban Initiatives**

35 Heddon Street London W1B 4BP  
 Tel: 020 7287 3644  
 Fax: 020 7287 9489  
 Email: m.adran@urbaninitiatives.co.uk  
 Website: www.urbaninitiatives.co.uk  
 Contact: Kelvin Campbell BArch RIBA MRTPI MCIT FRSA

Specialisms: Urban design, transportation, regeneration, development planning.

**Urban Innovations**

1st Floor Wellington Buildings 2 Wellington Street, Belfast BT16HT  
 Tel: 028 9043 5060  
 Fax: 028 9032 1980  
 Email: ui@urbaninnovations.co.uk  
 Contact: Tony Stevens and Agnes Brown

Urban Innovations provides specialised urban and building design services to a limited range of top quality clients who need confidential, creative and lateral thinking applied to their projects. The partnership provides not only feasibility studies and assists in site assembly for complex projects but also provides full architectural services for major projects. The breadth of service provided includes keen commercial awareness, which is essential to achieving creative solutions and for balancing design quality with market requirements.

**Urban Practitioners**

70 Cowcross Street, London EC1M 6EJ  
 Tel: 020 7253 2223  
 Fax: 020 7253 2227  
 Email: antony.rifkin@towncentres.ltd.uk  
 Contact: Antony Rifkin

Specialisms: Specialist competition winning urban regeneration practice combining economic and urban design skills. Projects include W. Ealing Neighbourhood Regeneration Strategy, Plymouth East End Renewal Masterplan, Walthamstow Urban Design Strategy.

**Urban Splash Projects Ltd**

56 Wood Street Liverpool L1 4AQ  
 Tel: 0151 707 1493  
 Fax: 0151 798 0479  
 Email: design@urbansplash.co.uk  
 Contact: Jonathan Falkingham Bill Maynard

Specialisms: Property development and investment. Project management, implementation and construction. Architecture, interior design and graphic design. Multi-discipline urban regeneration specialists concentrating on brownfield regeneration projects.

**URBED (The Urban and Economic Development Group)**

10 Little Lever Street Manchester M1 1HR  
 Tel: 0161 200 5500  
 Email: urbed@urbed.co.uk  
 Contact: David Rudlin BA MSc  
 Website: www.urbed.com  
 Also at:  
 19 Store Street, London WC1E 7DH  
 Tel: 020 7436 8050

Specialisms: Urban design and guidance, masterplanning, sustainability, consultation and capacity building, housing, town centres and urban regeneration.

**Vincent and Gorbng Ltd**

Sterling Court Norton Road Stevenage Hertfordshire SG1 2JY  
 Tel: 01438 316331  
 Fax: 01438 722035  
 Email: urban.designers@vincent-gorbng.co.uk  
 Website: www.vincent-gorbng.co.uk  
 Contact: Richard Lewis BA MRTPI

Specialisms: Multi-disciplinary practice offering architecture, town planning and urban design services for private and public sector clients. Masterplanning, design statements, character assessments, development briefs, residential layouts and urban capacity exercises.

**West & Partners**

Isambard House 60 Weston Street, London SE1 3QJ  
 Tel: 020 7403 1726  
 Fax: 020 7403 6279  
 Email: Westandpartners@btinternet.com  
 Contact: Michael West

Specialisms: Masterplanning for achievable development within (and sometimes beyond) the creative interpretation of socio-economic, physical and political urban parameters: retail, leisure, commercial, residential, listed buildings, expert witness evidence, statutory development plan advice.

**White Consultants**

Studio 1 Mill Lane Studios, 10 Mill Lane Cardiff CF10 1FL  
 Tel: 029 2064 0971  
 Fax: 029 2066 4362  
 Email: sw@whiteconsultants.prestel.co.uk  
 Contact: Simon White MAUD Dip UD (Dist) (Oxford Brookes) Dip LA MLI

Specialisms: A qualified urban design practice offering a holistic approach to urban regeneration, design guidance, public realm and open space strategies and town centre studies for the public, private and community sectors.

**Whitelaw Turkington Landscape Architects**

354 Kennington Road London SE11 4LD  
 Tel: 020 7820 0388  
 Fax: 020 7587 3839  
 Email: post@wflondon.com  
 Contact: Ms L Oliver-Whitelaw

Specialisms: Award winning, design led practice specialising in urban regeneration, streetscape design, public space, high quality residential and corporate landscapes. Facilitators in public participation and community action planning events.

**Denis Wilson Partnership**

Windsor House 37 Windsor Street Chertsey Surrey KT16 8AT  
 Tel: 01932 569566  
 Fax: 01932 569531  
 Email: leslie.rivers@deniswilson.co.uk  
 Contact: Les Rivers

Specialisms: DWP provides a comprehensive transport and infrastructure consultancy service through all stages of development progression, from project conception, through planning, to implementation and operation. Transport solutions for development.

## CORPORATE INDEX

**Broxap Limited**

Rowhurst Industrial Estate Chesterton Newcastle-under-Lyme Staffs ST5 6BD  
 Tel: 01782 564411  
 Fax: 01782 565357  
 Email: sales@broxap.com  
 Contact: Mr R Lee

Specialisms: The design and manufacture of street furniture, cycle and motorcycle storage solutions and decorative architectural metalwork in cast iron, mild steel, stainless steel, concrete, timber, Duracast™ polyurethane, plastic and recycled plastic.

**Island Development Committee**

PO Box 43 St. Peter Port Guernsey GY1 1FH Channel Islands  
 Tel: 01481 717000  
 Fax: 01481 717099  
 Email: idc@gov.gg  
 Contact: W Lockwood

Specialisms: The Island Development Committee plays a similar role to a local authority planning department in the UK.

**NEP Lighting Consultancy**

6 Leopold Buildings Upper Hedgemead Road Bath BA1 5NY  
 Tel: 01225 338 937  
 Fax: 01225 338 937  
 Email: NEP\_lighting@compuserve.com  
 Contact: Nigel Pollard

Specialisms: Lighting strategies and detailed designs which co-ordinate street and architectural lighting to achieve cohesive urban nightscapes. 'NEP' brings together the art and science of lighting.

**St George North London Ltd**

81 High Street Potters Bar Hertfordshire EN6 5AS  
 Tel: 01707 664000  
 Fax: 01707 660006  
 Contact: Stephen Wood

Specialisms: London's leading residential developer.

## EDUCATION INDEX

**University of the West of England, Bristol**

Faculty of the Built Environment  
Frenchay Campus  
Coldharbour Lane Bristol BS16 1QY  
Tel: 0117 965 6261 x3206  
Fax: 0117 976 3895  
Contact: Richard Guise

MA/Postgraduate Diploma course in Urban Design. Part time 2 days per fortnight for 2 years, or individual programme of study. Project based course addressing urban design issues, abilities and environments.

**Edinburgh College of Art/ Heriot Watt University**

School of Architecture  
Lauriston Place Edinburgh EH3 9DF  
Tel: 0131 221 6175/6072  
Fax: 0131 221 6154/6006  
Contact: Leslie Forsyth

Diploma in Architecture and Urban Design 9 months full-time. Diploma in Urban Design 9 months full time or 21 months part-time. MSc in Urban Design 12 months full-time or 36 months part-time. MPhil and PhD by research full and part-time on and off-campus.

**University of Greenwich**

School of Architecture and Landscape  
Oakfield Lane Dartford DA1 2SZ  
Tel: 020 8316 9100  
Fax: 020 8316 9105  
Contact: Richard Hayward

MA in Urban Design for postgraduate architecture and landscape students, full time and part time with credit accumulation transfer system.

**Leeds Metropolitan University**

School of Art, Architecture and Design  
Brunswick Terrace Leeds LS2 8BU  
Tel: 0113 283 2600  
Fax: 0113 283 3190  
Contact: Edwin Knighton

Master of Arts in Urban Design consists of 1 year full time or 2 years part time or individual programme of study. Shorter programmes lead to Post Graduate Diploma/Certificate. Project based course focusing on the creation of sustainable environments through interdisciplinary design.

**University College London**

Development Planning Unit  
The Bartlett 9 Endsleigh Gardens,  
London WC1H 0ED  
Tel: 020 7388 7581  
Fax: 020 7387 4541  
Contact: Babar Mumtaz

M Sc in Building and Urban Design in Development. Innovative, participatory and responsive design in development and upgrading of urban areas through socially and culturally acceptable, economically viable and environmentally sustainable interventions.

**London School of Economics**

Cities Programme, Houghton Street,  
London WC2A 2AE  
Tel: 0207 955 6828  
Fax: 0207 955 7697  
Contact: Michelle Langan

We run a MSc in City Design and Social Science which can be studied full time over a 1 year period or part-time over 2 years. The course is designed for social scientists, engineers and architects.

**University of Newcastle upon Tyne**

Department of Architecture  
Claremont Tower, University of Newcastle  
Newcastle upon Tyne NE1 7RU  
Tel: 0191 222 7802  
Fax: 0191 222 8811  
Contact: Tim Townshend

MA/Diploma in Urban Design. Joint programme in Dept of Architecture and Dept of Town and Country Planning. Full time or part time, integrating knowledge and skills from town planning, architecture, landscape.

**Oxford Brookes University**

Joint Centre for Urban Design  
Headington Oxford OX3 0BP  
Tel: 01865 483403  
Fax: 01865 483298  
Contact: Jon Cooper

Diploma in Urban Design 6 months full time or 18 months part time. MA in Urban Design 1 year full time or 3 years part time. MPhil/PhD by research (full time and part time).

**Sheffield Hallam University**

School of Environment and Development  
City Campus Howard St.  
Sheffield S1 1WB  
Tel: 0114 225 2837  
Fax: 0114 225 3179  
Contact: Debbie French

MA/PGD/PGC Urban Design full and part-time. A professional and academic programme to improve the built environment, enabling a higher quality of life and economic growth by sustainable development.

**South Bank University**

London  
Faculty of the Built Environment  
Wandsworth Road London SW8 2JZ  
Tel: 020 7815 7353  
Fax: 020 7815 7398  
Contact: Dr Bob Jarvis

PG Cert (Design and Physical Planning) a one year part-time project based urban design programme in a planning context. Includes European based project. Flexible timescale for CPD. Can be extended to PGDip or MA in town planning (RTPI accredited).

**University of Strathclyde**

Dept of Architecture and Building Science  
Urban Design Studies Unit  
131 Rottenrow Glasgow G4 0NG  
Tel: 0141 552 4400 ext 3011  
Fax: 0141 552 3997  
Contact: Dr Hildebrand W Frey

Urban Design Studies Unit offers its Postgraduate Course in Urban Design in CPD, Diploma and MSc modes. Topics range from the influence of the city's form and structure to the design of public spaces.

**University of Westminster**

35 Marylebone Road, London NW1 5LS  
Tel: 020 7911 5000 x3106  
Fax: 020 7911 5171  
Contact: Marion Roberts

MA or Diploma Course in Urban Design for postgraduate architects, town planners, landscape architects and related disciplines. 1 year full time or 2 years part time.

## ENDPIECE: BOB JARVIS

# In your dreams

It's over a year since I sent my "evidence" to the RTPI's "Education Commission" arguing that at the core of "town planning" must be a fundamental competence in urban space design, on the basis that it is through the day to day engagement with the laying out of urban areas and the immediate quality of the physical environment of people's everyday lives that "town planning" is ultimately manifested. The rise of "urban design" as a separate quasi profession almost exactly matches the decline of planners' competence in this area. Design is integral with town planning whether you subscribe to the views of Thomas Sharp, whose own evidence to the Schuster Committee in 1950 made the case for the planner as designer, or to design theorists of the 1970's such as Chris Jones that the socially grounded activities we call "town planning" are a long and complex first stage of a design process.

Now "design and the realisation of place" is up there alongside social science, the economics of development, environmental challenges and legal frameworks as one of the five reference points for planning education at the head of the Commission's Indicative Guidance. I doubt that this will mean an overnight doubling of urban in planning courses across the nation, but it puts urban design in much stronger position than its present position in the current Guidelines, tucked away and hedged around so much that there have been some members of our validation panels who questioned whether planners should be trained to be or think of themselves as designers.

What is far less clear is how this will be achieved. A new one year postgraduate entry route will hardly be able to provide sufficient grounding in all the skills and knowledge that planners need – including "design and the realisation of place". Postgraduates come into planning from a wide range of first degrees and few have much design background: for some to be allowed to use photographs in an essay is a major paradigm shift, let alone master the basics of reading a scale drawing – yet the Commission's proposals would halve the length of postgraduate courses.

Meanwhile the undergraduate entry is to be lengthened from a BA/BSc + Pg Dip to a BA/BSc + MA (an extra four units in academic currency and a further fee in real money loans). But its attractiveness seems doubtful. Why commit yourself to such a dull subject as planning (there nearly was a dissertation called "Why is planning so boring?") when you could have fun doing English or Film and Photography (subjects which have produced some excellent design students) and become a town planner just as quickly?

In an alternative history the RTPI wouldn't have needed the rhetoric of its latest piece of its "New Vision" to try and make the profession relevant and attractive. If they had taken up Thomas Sharp's ideas in the 1950's, the independent (from social science as well as architecture) land use base that Ian Melville and others argued for in the 1960's against the RIBA and the Radical Institute Group, and really had minded the gap that Francis Tibbalds pointed out in the 1980's then town planners today might have been capable of doing what the public think they do – plan towns. Then the RTPI wouldn't be in this mess – and we wouldn't have needed the UDG, either.

Bob Jarvis, April 2003.

(This is an abbreviated and revised version of an article written for Urban Design Update)

DIARY OF EVENTS

Unless otherwise indicated, all LONDON events are held at The Gallery, 70 Cowcross Street, London EC1 at 6.30pm. All tickets purchased at the door from 6.00pm £4.00 non-members, £2.00 members, £1.00 students.

**Friday 11 July**

Annual Urban Design Lecture  
**The Ecological Design of Large Buildings and Sites**  
Dr Ken Yeang, Hamzah & Yeang, Malaysia

**Wednesday 17 September**

**25th Anniversary Boat Cruise on the 'Golden Salamander'**  
departing Embankment pier @ 6.30pm  
booking form as insert in UDG

**Wednesday 15 October**

**25 Years of the Urban Design Group**  
Terry Farrell

**Wednesday 19 November**

**Speaker and title to be announced in October UDG**

**Saturday 22 November**

Annual Conference in London  
**Urban Design: The First 25 Years and the Next 25 Years**  
Anniversary Dinner

**Wednesday 3 December**

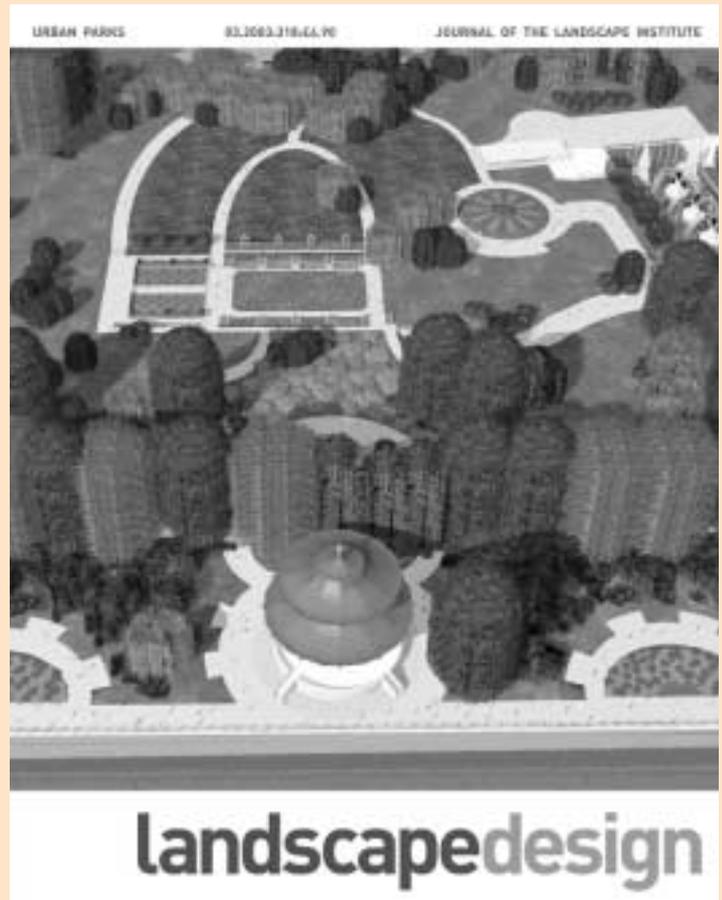
**Christmas Party**  
Ivor Samuels will speak on the 'Death and Life of the Urban Block' before the Christmas Party.

STUDY TOURS

**11-14 September 2003**

**'Wonderful Copenhagen'**  
Booking form enclosed  
For further details contact the Tour Leader,  
John Billingham on 01235 202202  
or Susie on 01235 833797

# Landscape Design Journal: urban regeneration focus



The September 2003 issue of **Landscape Design**, the official journal of the Landscape Institute, will be entirely dedicated to Urban Regeneration. Bringing you the latest news coverage and comment from leading landscape, planning and urban professionals, this special issue will focus on the schemes, theories and policies surrounding the key topic of regenerating the urban landscape.

Thanks to a joint initiative between the Urban Design Group and Landscape Design Trust, publisher of **Landscape Design**, members of the UDG are entitled to a free copy of this highly relevant issue — subject to availability. For your copy email <subs@landscape.co.uk> putting 'UDG Offer' in the subject line, or fax 01737 224 206 before 1 August 2003.

**Landscape Design** is published 10 times a year by Landscape Design Trust and is the ideal way to keep in touch with all that's new in landscape. The Trust's mission is the promotion of awareness and understanding of landscape for the benefit of the environment and the community. For more details on all the Trust's activities including the opportunity to subscribe to its publications visit the website: <www.landscape.co.uk>.

