

147 URBAN DESIGN

Summer 2018
Urban Design Group Journal
ISSN 1750 712X

STREETScape



**URBAN
DESIGN
GROUP**



1

COLLABORATION FOR DESIGN QUALITY

Recently, the Urban Design Group (UDG) hosted a collaborative event along with Place Alliance, inviting speakers from nine organisations to co-ordinate a response to the emerging government policy on design.

What started as a discussion between UDG's Director Robert Huxford and me over a pint of beer in a local tavern, quickly developed into an entertaining evening debate, fuelled by quick-fire presentations given by some of urban design's most progressive leaders. The underlying issue

was design quality, not so much the need for it, but how to deliver it. After some 10 years of austerity, designers are very thin on the ground, as is highlighted by the the local authorities' design skills survey carried out by Matthew Carmona's team for the UDG and Place Alliance.

Even if there is a design resource, there are no funds to pay for it. It's not that good quality design is particularly expensive, it's just that it is seemingly way down on the list of financial priorities for local government, somewhere below pothole repairs but above the annual fete. We, at the UDG, want this to change. The new norm is to accept poor design on the understanding that in a few years' time, we can start again anyway. This may be good news for architects, but it is bad news for anyone trying to create, or live in something a little more long-lasting.

By my current counting, Canary Wharf is going through its third rebuilding in some 30 years, and probably its 30th masterplan. I'm also pretty sure that someone is already thinking that the pointy bit at the top of the Shard is a waste of valuable real estate, and is drafting plans for something more ambitious.

I digress. What was especially delightful about the UDG's debate was the sense of unity amongst the speakers, which included our special guest, and president of Civic Voice. Griff Rhys Jones (his talk is on Urban Nous, please watch it and share). Of course, the UDG is a broad church: we welcome the medical profession with open arms for they understand the consequences of loneliness in society; and we always have space for traffic/highway engineers, near the exit (only joking) as they have a much under-appreciated role in successful urban design. But to be able to welcome a world-famous comedian who has a significant public voice, is a first! As it happens Griff is a mixed use developer and has been a resident of Clerkenwell for many years; who could be more qualified to represent Civic Voice and, as it happens, the Victorian Society? Incidentally talking of loneliness, the latest wheeze to address this issue, and to tackle the housing crisis (always a crisis, never a problem) is to convert student dorms into 'shared community living'. Now, I can remember my student dorm days and it was a rite of passage to share a kitchen and toilet with 14 others. Today's single bedrooms may be en-suite, but they are very cramped. Is this really the way forward?

But I digress, again. What do pubs, Clerkenwell, meetings and making a difference have in common? Well, the Crown Tavern in Clerkenwell is where Lenin and Trotsky allegedly first met in 1905, and we know what changes soon followed. Not that we are looking for revolution, but change can be a great thing; to quote Margaret Mead 'never doubt that a small group of thoughtful committed citizens can change the world; indeed, it's the only thing that ever has'.

Time to join the UDG! ●

Colin Pullan, Chair of Urban Design Group and Director of Urban Design at Lichfields

1 The Clerkenwell pub where Lenin and Trotsky met and urban designers discussed design quality.

DIARY OF EVENTS

Please check the UDG website www.udg.org.uk for the latest events.

NATIONAL URBAN DESIGN CONFERENCE 2018

Hold the date: **Friday 21 September** with Urban Design Fest Thursday evening and urban design walk Saturday morning.

Winchester Guildhall, followed by the Annual Dinner at the Cathedral. To contribute a paper or for sponsorship opportunities, please contact administration@udg.org.uk.



Urban Design Group

CHAIR Colin Pullan

PATRONS Irena Bauman, Alan Baxter,
Dickon Robinson, Lindsey Whitelaw and
John Worthington

Office

Urban Design Group
70 Cowcross Street
London EC1M 6EJ
Tel 020 7250 0892
Email administration@udg.org.uk
Website www.udg.org.uk

Editorial Board

Matthew Carmona, Richard Cole,
Tim Hagyard, Joe Holyoak,
Sebastian Loew, Daniela Lucchese,
Jane Manning, Chris Martin,
Malcolm Moor, Geoff Noble,
Judith Ryser, Louise Thomas

Editors

Sebastian Loew (this issue)
sebastianloew@btinternet.com
Louise Thomas
louisethomas@tdrc.co.uk

Book Review Editor

Jane Manning

Research Editors

Pablo Newberry and
Christopher Howells

Design

Claudia Schenk

[trockenbrot](http://trockenbrot.com)

www.trockenbrot.com

Printing Henry Ling Ltd

© Urban Design Group ISSN 1750 712X

Advertising enquiries

Please contact the UDG office

Contents

This issue has been kindly sponsored
by Urban Movement

COVER

Vitoria Gasteiz: the river bordered by a
nature corridor. Photograph by Eduardo Rojo
Fraile

UPDATE

- 3 — Nottingham's Urban Room
- 3 — Shaping Better Places Together
- 4 — London's Public Realm
- 4 — The Draft NPPF – Consultation Meeting
- 5 — Design Quality Conference – Achieving Well-designed Places
- 6 — The National Urban Design Awards 2018
- 8 — UDG Study Tour Stockholm
- 10 — Urban Design Library #26, New Lives, New Landscapes, Nan Fairbrother
- 11 — My Favourite Plan: Andy Ward

TOPIC: STREETSCAPES

- 12 — Street Design and Transport – International Perspectives, Tim Pharaoh
- 15 — Shared Space: Helping to Create Better Places, Pieter de Haan
- 18 — The Role of Connective Space in Regeneration, Tanja Congiu and Alessandro Plaisant
- 21 — Paris: Working with its Inhabitants, Anne Faure
- 24 — Reinventing Cities: From Urban Highway to Living Space, Paul Lecroart

CONTRIBUTIONS TO THE JOURNAL

If you are interested in contributing to the journal, please contact the editors Louise Thomas and Sebastian Loew (email addresses on the left) with a very short summary of your proposal. We will advise you on its suitability, best format, length and timing for publication. The topics for the next issues of *Urban Design* are listed above, but contributions do not necessarily have to relate to these, as other regular features, such as Viewpoints, address different issues.

- 28 — Why Distributor Roads?, Graham Smith
- 31 — Zürich: Synergies of Transport Policy and Public Space, Willi Hüsler with Simon Jakob
- 34 — The Renovation of Avenida Gasteiz, Eduardo Rojo Fraile
- 37 — Reclaiming Historic City Centres from Automobiles, Michelle DeRobertis and Maurizio Tira
- 40 — A Pedestrian Pioneer: Florida Street in Buenos Aires, Sebastian Loew
- 43 — Impressions from China, Tim Pharaoh
- 46 — Making Streets Better, John Dales and Christopher Martin

BOOK REVIEWS

- 49 — *Beyond Mobility – Planning Cities for People and Places*, Robert Cervero, Erik Guerra and Stevan Al
- 49 — *China's Urban Revolution – Understanding Chinese Eco-Cities*, Austin Williams

50 — PRACTICE INDEX

56 — EDUCATION INDEX

ENDPIECE

- 57 — Obtaining Closure, Joe Holyoak

FUTURE ISSUES

- UD148 — *The Value of Design Review*
- UD149 — *Climate Change*
- UD150 — *Western Europe*

The Editorial Board meets on a quarterly basis and plans the forthcoming topics about a year in advance. If you would like to suggest a future topic, please contact the editors with an indication of the issues to be addressed and likely contributors of articles.

The choice of topics and articles is at the discretion of the editors, and is based on readers' interest, relevance to urban design, and how recently they have been featured in the publication.

Learning from Abroad

The day before the start of a Urban Design Group study tour to Stockholm (see p.8), the British Ministry of Housing and Local Government had organised the first conference on design quality in living memory, in which it placed 'place' design (sorry!) firmly at the core of its housing policy: in his opening speech, the minister suggested that the British development industry could learn lessons from other countries, a rare admission by a British high-ranking politician, and he mentioned Sweden specifically.

Serendipity did not end there. Earlier, the government had published a draft of the new NPPF and called for feedback from interested parties. The UDG hosted a debate together with a number of sister organisations, in order to respond to this call. The contributions to the NPPF debate and those to the Design Quality conference were either very similar or complementary, and so were the conclusions, particularly the need for more resources for local authorities (skilled staff and land), the failure of the market to provide good quality housing and the importance of 'place making' rather than house building.

Stockholm offered particularly good examples of the latter, perhaps not surprisingly in view of the fact that the city owns 70 per cent of the land and creates and manages the new neighbourhoods it develops, always starting by laying out the infrastructure. Tim Pharoah, who participated in the tour, is the editor of this issue's topic and has assembled a varied and very international set of

articles on street design, that exemplifies how much can be learned from abroad. Most articles deal with reclaiming the street from the car and giving more space to other modes of transport, for the benefit of the whole urban population and the environment. Examples vary in type and scale, from the demolition of elevated motorways to the redesign of streets or squares but they all – with the exception of China – reflect a change in culture and attitude. The results are 'places' that are liveable, well-connected and encourage healthy living.

So we ask, why can't we do it in the UK? Why are we not prioritising pedestrian and cyclists? Why do we build disconnected housing developments rather than places which are not dependent on the car? John Dales and Chris Martin's article shows that it can be done, albeit in London. Will the new NPPF address these issues and will the government's avowed interest in design be reflected by more resources to achieve these goals? We can only hope. ●

Sebastian Loew, architect and planner, writer and consultant

HOW TO JOIN

To join the Urban Design Group, visit www.udg.org.uk and see the benefits of taking out an annual membership.

Individual (UK and international) £55
UK student / concession £35
Recognised Practitioner in Urban Design £88
Small practice (<5 professional staff) £275
Large practice (>5 professional staff) £495
Education £275
Local Authority £100
UK Library £90
International Library £120

Nottingham's Urban Room

9 March 2018, 38 Carrington Street, Nottingham

Four years after the National Urban Design Conference in Nottingham, the initial discussions that took place then about setting up an Urban Room finally became a reality. Nottingham's Urban Room opened to the public in March 2018 with the 2017 RIBA President's medals exhibition, featuring the work of architecture students around the world, including Bronze Medal winner Kangli Zheng from the University of Nottingham

Since the summer of 2017, partners across Nottingham have been working intensively to create the Urban Room, both physical and digital 'where the people of Nottingham go to understand, debate and get involved in the past, present and future of where they live and work'. Contributors to the vision include Nottingham City Council, RIBA, the University of Nottingham, Nottingham Trent University, Nottingham and Derby Society of Architects, the Urban Design Group, Place Alliance, Historic England, and local architects, surveyors and social enterprises.

Located in a historic building that is part of a regeneration area linking the railway station with major retail zones, the premises offer a ground floor space for exhibitions and events, and a basement with flexible space available to hire for workshops, meetings and events. The opening event was a celebration of local leadership and the capacity to work in partnership to deliver a shared vision. RIBA President, Ben Derbyshire, expressed his admiration for the commitment and hard work of the many partners that have contributed to the project offering their time, skills and products.

The Urban Room will open to the public with exhibitions, fun activities and training programmes that can help the general public and those engaged in place-making to meet, network regularly and grow their place governance capacity together. The partnership has joined the Place Alliance to share knowledge and experience, and is currently working to consolidate a management strategy and to organise the curation and delivery of a long-term programme. The team would appreciate any input and ideas and is seeking sponsors and public sector partners for the Urban Room.

Following the Urban Room ethos, the UDG East Midlands and akliki CIC voluntarily engaged with primary schools in the Nottinghamshire area for science week. Schools



participated in the programme designed to inspire young children and showcase the multiple facets and wide range of careers in the built environment. The children enjoyed a two-hour class packed with fun activities where they learned about the roles of those involved in designing and delivering the built environment. As junior architects, they enrolled in a competition to resolve layout puzzles; junior engineers designed a structure with spaghetti and marshmallows, and junior architectural technicians tested and specified the most appropriate biscuits for a Hansel and Gretel house's external wall. ●

Laura Alvarez, UDG East Midlands
For more information please email:
udgeastmidlands@googlemail.com

Shaping Better Places Together

25 April 2018, JTP Offices, London, jointly organised by JTP, the University of Dundee, the UDG and the Academy of Urbanism

Some 50 participants gathered for this hands-on workshop to debate questions raised by research on public participation supported by the Scottish government and carried out by the University of Dundee in collaboration with Eclipse Research and Kevin Murray Associates.

AlWaer presented the findings of the research into the facilitation of participatory place-making: *Shaping Better Places Together* (<http://uod.ac.uk/shaping-better-places>) seems to be the first in-depth study of the process of participation, its efficiency and effectiveness. Based on real cases, it focuses on the role of the facilitator(s), usually outsiders who are hired at some considerable cost to the stakeholders, and explores what skills they should have. The research concluded that they had to come from the built environment professions, as still much of such participatory place-making concentrates on physical transformations. It was not possible for the participants to absorb

all of the complex content of the report summary made available. Thus, during the interactive discussions, most focused on two questions: 'What do you see as the critical ingredients or qualities of facilitation in community-led planning and design?', and 'What are the key next steps (and risks) in supporting more effective community involvement in participatory planning and design?'

Regarding the report's most significant findings, participants decided on the need of trust building, and in terms of further research, they suggested more longer term monitoring of the impact of participatory planning by a pre-established group, including key stakeholders, local authorities and the communities concerned.

It was interesting to note that some of the issues raised about group dynamics when trying to involve the entire local community, played out at the feedback session when a few vocal people dominated the floor. This was seen as a critical limitation of genuine participation, whereby self-appointed groups and individuals are not necessarily representing the silent minorities who are very hard to bring to the table and who would need active encouragement to voice their opinions. The fact that professional views are still considered more relevant than those of the community, may be the critical obstacle to genuine participation.

The researched process seemed to be longer, albeit not engaging the community in



setting the development brief, and spreading over three phases with feedback loops. However, implementation of any outcomes of such interactive *charrettes* is usually delayed due to inherent inertia of the development process. If the communities are to have a genuine impact on what is eventually realised, they would have to be involved earlier and during the whole process. This raises another systemic problem of community participation, namely 'exhaustion'. Often a strong and motivated leader will take on the brunt of voluntary work necessary for such a process, and most of the time the community is not sharing this load. This may become the major obstacle for genuine and sustained community participation. ●

Judith Ryser, researcher, journalist, writer and urban affairs consultant to Fundacion Metropoli, Madrid



London's Public Realm

23 May 2018, The Gallery, London

Introducing a discussion around the past, present, and future of London's public realm, David Harrison of Living Streets called for a rebalancing of streets in favour of pedestrians, and presented their work, from campaigning for large scale changes to pushing for a reduction in the little frustrations of walking.

Peter Murray of New London Architecture suggested what London's councils should do to improve the public realm for walking and cycling: 'embrace healthy streets', 'support active travel', 'radical walking strategies', and 'enliven smaller streets'. He showed various examples and raised concern that there was no strategy, as there was in Melbourne's Lanes Project. He told the Mayor

Sadiq Khan and Will Norman to 'get on with it!', suggesting that projects need to start happening, and that councillors should 'use the propensity to cycle tool' to target areas for improvement, a message reinforced by a call to 'get good data', 'integrate landscape' in infrastructure works, 'get to grips with new tech' and imagine how this will change landscapes, as well as the importance of 'using the temporary to prove your point'.

Iain Simmons delivered the first of the Borough Briefings, where officers discussed recent successes and spoke about what to expect next. Iain mentioned his first years at the City of London Corporation, from tackling walkways in the sky to looking at Bank junction. The tragic 1993 IRA bombing had greatly affected the City, and one effect was that fewer vehicles were using the streets, offering up opportunities to reshape the public realm. The successful story of Bank junction was central to his theme, and by September the decision will be made as to whether the scheme can be made permanent, alongside a policy of a 50 per cent reduction in traffic across the whole of the City.

Next, Tim Meluish introduced Live West Ealing, a project that plans to get more people to walk and cycle rather than drive. He highlighted the advantages in having political support and continuity through elections to deliver the best scheme for the area.

Amy Priestley (pictured) introduced Waltham Forest's work on the 'space

between engineering and urban design', showing the success of professions coming together to deliver projects. She described the Walthamstow Village programme to calm neighbourhoods and create places for people. Dan Kelly brought another perspective to Waltham Forest: as a volunteer he spoke about working behind the scenes, and the importance of involving people and local groups. Wrapping up the Borough Briefings, Adrian McWhinnie discussed Hackney's success with Leonard Circus. He explained how the site was calling out for improvement in a dynamic part of the city, with more people walking and cycling than driving.

Closing the evening, Christopher Martin from Urban Movement, reminded designers that they still had work to do and spoke about why and how they could create enjoyable cities, streets, and public spaces. He called for them to remember how important cities are to people and people to cities. When considering the public realm, they should design a piece of the city, rather than a street. He highlighted that the way people use cities currently is simply a result of how the environment has invited them to act. To change the way people experience cities, we should change the environment. ●

Chris Martin, Urban Designer and Planner,
Urban Movement



The Draft NPPF – Consultation Meeting

11 May 2018, The Gallery, London

This rare joint event convened by the UDG brought together the Town and Country Planning Association (TCPA), the Academy of Urbanism, Place Alliance, Civic Voice, the Institute of Historic Building Conservation, the Woodland Trust, the Transport Planning Society and Transport for New Homes. The objective was to discuss the recently published new draft version of the NPPF and attempt to reach a common response to it, which would be drafted by Matthew Carmona.

The UDG's chairman Colin Pullan gave a

brief background of the revised NPPF. The focus is on housing delivery, strengthening the plan-led approach and making the best use of land. The chapter that interests us in particular is chapter 12, Achieving well designed places, though several other points in the document make positive noises on issues close to urban designers' hearts. Chapters worth noting deal with Conserving and enhancing the historic environment, Making effective use of land, Promoting sustainable transport, Promoting healthy and safe communities, and Meeting the challenge of climate change. Some of these introduce new approaches or return to ones that had been abandoned in previous documents.

Max Farrell started by reminding the audience that it was four years ago that the government commissioned the Farrell Review on Architecture and the Built Environment. He summarised this document and its proposals, suggesting *inter alia* combining work places and residential uses on new sites in London.

Roger Evans, representing the UDG, echoed the opinions of many in emphasising the need to change the approach to house building. Roger started by describing how local authorities designate sites for development: following a call for sites, they choose the least harmful (less likely to be opposed)

and end up with poorly-connected areas; as a result, the most important urban design decisions are already taken. He emphasised the need to think of town building and not house building. Furthermore, local plans must include an urban design strategy dealing with topography, connectivity and neighbourhood structure, and having the flexibility to evolve. On delivery, he emphasised the importance of the role of the local authority. 'Achieving good urban form' should be a fundamental requirement for any new development.

TCPA's Katy Lock (pictured) was concerned with the way that the viability test had benefited landowners to the detriment of the wider public interest, resulting in inflated land values. She hoped the new NPPF would redress the balance. The TCPA had set up eight tests for the NPPF relating to *inter alia* sustainability, garden city principles, health and well being, housing affordability, and the above mentioned viability; but the draft document failed on all but one of the tests. She regretted the abandonment of the obligation to produce detailed local plans. Predictably, the TCPA wants the reinstatement of a commitment to garden cities which has been deleted (apparently by mistake) from the current draft document.

For the Transport Planning Society, Keith Buchan started by stating the obvious: the

purpose of transport planning is to create connections between places and people. But connections need not always be through physical travel, and the impact of transport is often greater on non-users than on users. Therefore transport planners need to minimise the need to travel. Getting the right location for development would ensure its sustainable accessibility. The following discussion emphasised the importance of planning and explored how good planning and quality design could be achieved, in view of the numerous existing barriers.

In the second half of the event, Steve Bee of the Academy of Urbanism, objected to the use of ill-defined terms (such as 'design' and 'harm') in the draft NPPF, and to the expectation that the market would meet housing needs. Other methods should be found to capture land values, such as development corporations. He mentioned existing sources of guidance, from the UK and from abroad and asked for more education of officers,

councillors and the community at large; he also supported design review and that should be extended to 'place' review.

Place Alliance's Peter Karpinski, explained that together with the UDG, it has undertaken research on design skills in local authorities and on design review in London. He acknowledged that the government seems to have a renewed interest in design quality but regretted that the draft NPPF had dropped some previous comments that supported this. He asked the government to show leadership in making good design a top priority.

For the Institute of Historic Building Conservation (IHBC), James Cairn complained that developers saw the historic environment as a problem, not as an opportunity. Heritage should be an integral component of sustainable development and economic regeneration. Richard Barnes from the Woodland Trust regretted that the draft NPPF made no reference to the protection of ancient urban trees and to green

infrastructure. Transport for New Homes' Jenny Raggett reiterated some of the other speakers' comments: new homes must be close to places of work to reduce the need to travel by car and encourage healthier living. She criticised so-called garden villages which are dominated by roads and parked cars and not accessible by public transport.

Finally, the President of Civic Voice, comedian Griff Rhys Jones gave a polemical and entertaining talk covering a wide range of issues, including conservation, developers contributions, NIMBYs, the housing market, and more. Like some previous speakers, he emphasised that every place is different and simplistic solutions do not work. More debate with the audience took place at the end. A joint response will be sent to the Ministry of Housing and Local Government. We hope that it will take notice! ●

Sebastian Loew, architect and planner, writer and consultant

Design Quality Conference – Achieving Well-designed Places

25 April 2018, The Institute of Engineering and Technology, London

This full-day conference organised by the Ministry of Housing, Communities and Local Government was aimed at reinforcing the government housing policy with a commitment to design quality. Acknowledging that 300,000 new dwellings will be needed by the mid-2020s, and that large parts of the country oppose new housing schemes in their areas, ministers hope that good design may help transform NIMBYs into BIMBYs. The new draft NPPF has already reintroduced design on the agenda. This conference reinforced the message.

The day started with a keynote speech by the Housing Minister, Dominic Raab, who stated very clearly that good design means less opposition against new schemes. It was difficult to gauge whether he believed all he said, but he certainly used all the right words: good design doesn't mean higher costs, place-making is not primarily about aesthetics, well-designed social housing helps to eliminate the stigma, green spaces are important particularly in high density areas.

A first panel discussion on Design Quality Challenge, chaired by Ben Derbyshire (RIBA President), introduced themes that were to be repeated throughout the day: communities' involvement, infrastructure deficit, the lack of urban design skills in local authorities,

and maintenance issues. Graham Thomas of Essex County Council confirmed that poor quality is one of the reasons that communities resist new developments. He complained that local authorities lacked skilled urban designers. Tony Pidgeley (Berkeley Group) used many sound bites to show that Berkeley Homes do everything wonderfully, and blamed planning for what goes wrong, albeit in an ambiguous way: 'if you want to improve the quality of design you've got to reduce the bureaucracy and change the culture of planning. More planning officers, please'. Helen Gordon (Grainger) gave the seldom heard point of view about the long-term rental market, which invests in good design quality and in the well-being of its tenants.

The second panel discussion, on Ingredients for Successful Places, was chaired by James Scott (Urban & Civic) who recommended the use of several phases of consultation starting with the big picture and gradually reconciling different objectives. Jo Negrini (London Borough of Croydon) emphasised the importance of urban design to create identity; the Borough has a dedicated urban design team, and has created its own development company to develop small sites. Sue Chalkely (Hastoe) gave examples from rural areas where high standards of design resulted in people wanting more housing. Linda Thiel (White Arkitekter) mentioned the importance of the public realm as a catalyst for successful places.

After lunch, Heather Topel (North West Cambridge Development) described the process to develop Eddington, the Cambridge extension being built at the moment. This was followed by a couple of breakout sessions on community engagement, innovation, tools, and new directions and young people,

A final panel discussion on design quality and reflection on policy was chaired



by Sarah Weir (Design Council Cobe). Her organisation has just signed a memorandum of understanding with Homes England, represented here by Louise Wyman, to promote design quality in new developments. The importance of public land, skills, good infrastructure, community involvement, and attention to context were again emphasised; Mary Parsons (Places for People) pleaded for the reintroduction of garden cities in the text of the NPPF, and Emily Gee (Historic England) emphasised the importance of context.

The most enthusiastic and stimulating speaker of the day was Lord Taylor of Goss. His message reinforced everything that had been said during the day, but added the importance of the long-term view in contrast to short-term benefits ('Good places last forever'), place-making rather than house-building, and the intelligent use of land and its value.

The then Secretary of State, Sajid Javid, closed the day recommending collaboration between all professionals. He said 'in shaping homes we're also shaping lives; we owe it to generations to come to build a place that lifts the human spirit'. The question is: will the government live up to this conference's promises? ●

Sebastian Loew



1

The National Urban Design Awards 2018

8 March 2018, Browns, St Martin's Lane, London

For the tenth year of the National Urban Design Awards, the ceremony was held in a new venue, appropriately the Judge's Courtroom in what used to be Westminster County Court, and now part of Brown's restaurant in central London. The intimate room was packed with some 100 attendees that came to celebrate what is best in urban design and eager to know who the winners of this year's awards were. The atmosphere was informal, as is usual in UDG events but the venue did not allow for much informal networking, and the sound system was not satisfactory. On the other hand, the pre-ordained *placement* of participants – necessary in view of the pre-ordered menus – was an advantage avoiding the need for people to scramble to find a suitably congenial table. Another advantage over the past two years was that dinner (which was very good) was served at the table and not as a buffet.

Formal procedures were introduced by UDG chairman Colin Pullan who pointed out that this year the UDG celebrates its 40th anniversary, the awards were ten years old and Francis Tibbalds's seminal book *Making People's Friendly Towns* was published just over 25 years ago. Colin summarised some

of the group's achievements before handing over to Janet Tibbalds who said some thoughtful words about her late husband, who was a founder member of the UDG and highly influential in the establishment of urban design in this country.

Two special awards were presented by Marcus Wilshire: the Lifetime Achievement award went to John Thorp, Leeds Civic Architect for many years (the last to have that title) and largely responsible for his city's renaissance. His impact can be seen all over the city. The Outstanding Contribution to Urban Design award went to writer and influential journalist Rowan Moore. In his acceptance speech, he remarked that the bad image of planning had been improved by masterplanning. He also pointed out that there was plenty of space to build housing in this country, and various ways of fitting more of it in, but the way it was designed made all the difference between overdevelopment (bad) and vibrancy (good). Collaboration between planners and architects was therefore fundamental, and that was what urban design was all about, but this collaboration had to start right at the beginning of the process.

For the rest of the evening Amanda Reynolds, wearing a silly judge's wig to suit the venue, was the Master of Ceremonies. Next, the Book award was presented by Professor Georgia Butina Watson. She outlined the four criteria that the judges used to shortlist the many books received and then choose the winner:

- Challenge: does the book challenge orthodoxies or offer something new or interesting?

- Argument: does it present its case well?
- Design: Is the structure clear, concise, logical? Is it graphically excellent?
- Impact: what is the likely impact of the book on the practice and theory of urban design?

Two books were runners-up: Peter Bishop and Lesley Williams's *Planning Politics and City Making, A Case Study of King's Cross*, and Alexander Garvin's *What Makes a Great City*. The winner was Kate Henderson, Katy Lock and Hugh Ellis's *The Art of Building a Garden City, Designing new communities for the 21st Century*, published by RIBA Publishing and obviously very topical.

Next came the Student award which carries a £600 prize given by the Tibbalds Trust. Four projects had been shortlisted from 16 submitted, and the winners were Chris Wiseman and Marc Miller from the University of Strathclyde for *Milton: Back from the Edge* with their strategy, masterplan and urban code for Milton in Glasgow, aiming to connect that neighbourhood to the core of the city. The project chosen was shown in a short, but very clear video and Janet Tibbalds presented the award.

A pause followed during which dessert and coffee were served, and attendees were able to mingle and network. Then came the Public Sector award given to local authorities or public sector agencies; the three shortlisted schemes were presented in short videos, showing the diversity in the entries received. The London Legacy Development Corporation showed their masterplan for



2



3



4



5



6

1 Overall view of the event
 2 Marcus Wilshere and Rowan Moore
 3 Georgia Butina Wilson and the winners of the Book award
 4 Janet Tibbalds handing their prize to students Chris Wiseman and Marc Miller
 5 Janet Tibbalds with Practice award winners Andrew Mackay, Sabine Beuscher-Mackay, Chapman Taylor
 6 Paul McGrath, Sudipta Ghosh, Councillor Tom Munro, Bolsover District Council

a new neighbourhood centre for Hackney Wick in northeast London. Bolsover District Council presented an innovative approach to regeneration for the whole district, achieved through individual frameworks for each of their four towns and a number of fairly modest but important schemes, combining high aspirations and realism within a context of limited resources

The winner, chosen by the UDG's membership, was the City of London Corporation and their scheme for Aldgate East where a new public space has been created following the redesign of what was previously a roundabout. The much improved public realm created a setting for one of the City's oldest churches, St. Botolph's.

Perhaps the most eagerly awaited award is the Practice Project award, where members choose the scheme that best fulfils the criteria of high urban design quality and aspirations, is clearly communicated, follows a rigorous process, and draws lessons from it. Four practices' schemes had been shortlisted, all of them interesting and of good quality: PRP for the regeneration of a 1960s estate, renamed Portobello Square; Tibbalds Planning and Urban Design for the design code for Northstowe Phase 2, part of a new town in Cambridgeshire; JTP for a major regeneration scheme in Southall, Ealing in West London, connected to a new Crossrail station.

The winner was Chapman Taylor for the creation of a new neighbourhood in Aachen, Germany, the Altstadtquartier Büchel. The design had to respond with sensitivity to the historic character of the city whilst

providing new housing, a mix of uses and a quality public realm, within strict parameters. The scheme achieves these aims and is rooted in the town's history. Noticeable in the team's submission was the way that they drew lessons from resolving the problems they faced. Again Janet Tibbalds presented the Award together with a £1,000 prize to be spent on one of the UDG's study tours or the equivalent.

Finally Colin Pullan closed the formal procedures by thanking those who participated by submitting their schemes, books or projects, those who attended the event, those who voted for their preferred submissions and all those that helped to make the Awards possible, particularly the members of the judging panel and the generous support of the Francis Tibbalds Trust.

Don't forget to enter for the 2019 awards!

SHORTLISTED BOOKS

- *City of Well-being, A radical guide to planning*, Hugh Barton, 2016
- *Designing Cities with Children and Young People, Beyond Playground and Skate Parks*, Kate Bishop and Linda Corkery, eds., 2017
- *Planning, Politics and City Making, A Case Study of King's Cross*, Peter Bishop and Lesley Williams, 2016
- *Design Governance: The CABE Experiment*, Matthew Carmona, Claudio de Magalhaes and Lucy Natarajan, 2017
- *What Makes a Great City*, Alexander Garvin, 2016
- *The Art of Building a Garden City:*

Designing new communities for the 21st Century, Katie Henderson, Katy Lock and Hugh Ellis, 2017

- *Global Street Design Guide*, Global Designing Cities Initiative, 2016
- *Seeing the Better City: How to explore, observe and improve urban space*, Charles R. Wolfe, 2017

SHORTLISTED STUDENT ENTRIES

- *Dialogue with Nature*, Moonfier Li, Jonathan Long Hei Chow, Hei Lau, Hermion Yuenyau Au and Ekaterina Proskurina
- *Milton: Back from the Edge*, Chris Wiseman and Marc Miller
- *The Role of the Past in Waterfront Regeneration*, Yue Peng
- *Stratford Boulevard*, James Egginton, Anna Vincent, Faye Beaumont, Charlie Perkins and Hugh Canning Gibbs.

SHORTLISTED PUBLIC SECTOR ENTRIES

- *Sharing Bolsover*, Bolsover District Council
- *Aldgate East*, City of London Corporation
- *Hackney Wick Central Masterplan*, London Legacy Development Corporation

SHORTLISTED PRACTICE PROJECTS

- *Altstadtquartier Buchel*, Aachen, Chapman Taylor
- *South Waterside*, London, JTP
- *Portobello Square*, London PRP
- *Northstowe Phase 2 Design Code*, Tibbalds Planning and Urban Design ●

Sebastian Loew



UDG Study Tour Stockholm

26 – 29 April 2018

‘...Many small dishes make a great feast....’ So said a label in the Nordiska Museet in Stockholm’s Djurgården. To me, that just about sums up both Stockholm and our recent visit to the city. What follows is a personal note from one who went to those who did not. It is not a formal urban design view, but an expanded postcard home. In preparing this note I have also had help from Tim Haggard.

HORS D’OEUVRE

Gatwick was the early morning gathering place for the majority of the group led by Sebastian Loew. Twenty-seven of us boarded the sparkling new Norwegian airlines plane for Arlanda Airport. We followed in the wake of Brian Quinn and were ahead of David Bevan, who had been delayed by the congested M25. Arrival at Arlanda was clean and simple, and our journey in the quiet luxury of the Arlanda Express was a contrast to the so-called Gatwick Express. At Stockholm Central we had our first encounter with the Swedish plastic economy: this was not quite as rigid as I feared, as cash could still be used to buy the 72-hour travel-pass that was to give us the opportunity to use a range of the public transport modes serving the city. At the station we had our first experience with a Hulot-like practice that involved us of going down one escalator only to go up another, then down another in order to find the right platform. Our first stop was Oldenplan and our hotel.

After a short break, we all gathered for our stroll round Stockholm’s old town. This is based on the islet of Gamla Stan. Here, narrow lanes and tenement like blocks dominated the rounded form of the island. Each

block was identified by a classical deity as well as a street name, a tradition we were later to discover still continues today. All the marks of the invasion of tourists that flood the area when cruise ships visit the city were there, but in spite of the veneer of posh tourist tat, tiny ‘dishes’ of detailed care showed through, and the domestic scale of the lanes made for a comfortable environment. There were only slight signs of this being a place for living in, and it seemed that locals might have been forced out by the pressures of tourism. The area is not all narrow high-density streets: regular glimpses can be had of the surrounding harbour with its glistening water and bustling boats. In the north-eastern corner, the Kungliga Slottet (Royal Palace) overlooks a collection of formal spaces marred now by the seemingly inevitable concrete security blocks. It was amusing to note that human security was provided by a lone uniformed guard, a sign of manpower cutbacks. The palace itself is undergoing a major programme of restoration. The space behind the palace is now unfortunately cut off from the Norrström inlet by a major road.

Back in the heart of Gamla Stan is the Swedish Academy building, formerly the Stock Exchange, and now home of arguments about Nobel literature prizes. The public space was dominated by an intriguing structure that, we eventually discovered, was a pendulum water pump. Our stroll over, the weather broke and people scattered to find places to eat; my group was drenched by rain and frozen by hail. An enforced shelter meant we were able to view one of the typical early 1900s brick and stone buildings that are scattered throughout the city, marked by small details; one more small dish to delight our day. Eventually we found the old market hall, a fine brick building, currently being refurbished; the food hall has been relocated into one of the best temporary buildings I have seen, on the former market square and capable of being dismantled and moved elsewhere. There, we had a great meal in great surroundings and

far from being chivvied out on finishing our meal, we were invited to just sit and chat. What a contrast to UK restaurants!

THE MAIN COURSE

Friday brought an early start and an easy bus ride to the Stockholm city planning office for presentations by members of the city planning team. In impeccable English, Anette Scheibe Lorentzi and Thomas Stoll told us about their target to be fossil-fuel free by 2040. Already 70 per cent of the city’s 950,000 inhabitants use public transport, no doubt encouraged by a congestion charge. The city plans to deliver 140,00 new homes during the period 2010-2030 and is on target to do so. This contrasts with previous policies which essentially considered the city full. The population growth has been stimulated by inward migration both from other parts of Sweden and from abroad. The expansion will be achieved by increasing densities and by the redevelopment of four large brownfield areas: Hammarby Sjöstad, Hagastaden, the old meat-packing area, which was presented by Soroor Notash, and the former Royal Seaport. The presentations were followed by a walk through the central area to the city’s cultural centre, the Kulturhuset which houses a fine model of the city and allows citizens to have an immediate bird’s eye view of it. The building looks over Stockholm’s main civic space, Sergels Torg with its distinctive paving and street theatre and dance.

Our first encounter with one of the development areas was at Hammarby Sjöstad. In the distinctive Glass House visitors centre, the sustainability credentials of the development were explained to us by Stellan Fryxell of Tengbom, who had worked on the scheme. Particular focus was on the recycling of waste and its use for energy production, the reduction of car usage, the creation of a quiet environment and the fostering of an inclusive society. The manifestation of the concern with waste and energy production did not appear to impact on the broad urban design context. It has introduced a new element of street furniture: the trio of vacuum tubes that feed sorted waste to the remote incinerator power plant or compost. These were quite large and intrusive, and in some instances did not seem able to cope with the volume of waste being fed into them. The reduction in car usage was achieved by a very low level of car parking, coupled with good public transport links. This required a fairly wide transport corridor to accommodate footpaths, tree planting, cycle paths, roadways and a tramline. There were few cars and they travelled slowly and quietly.

Typically, two four-storey housing blocks flanked an irregularly-shaped public space whose form was intended both to give a sense of place and protection from noise. On the main frontages, the ground floor was limited to non-residential use. There seemed to be no conscious effort to create a hierarchy of public spaces, but we observed that the



2

large green area fronting the ferry terminal functioned as the centre. Whilst displaying many of the standard characteristics of 21st century developments, Hammarby did seem to be an entirely liveable place.

On returning to Odenplan, several of us took the opportunity to visit Asplund's iconic library (1928) and admired its range of delightful small dishes, in the form of details, to add to our feast.

DESSERT

Our next course took us to the Royal Seaport development area. Not only was this a port area, but it had been the site of a refinery and old gas works. The amazingly detailed brick-covered gas cylinders are to remain in situ and one is to be a theatre.

In this area, the housing followed the pattern set by Hammarby, but somehow the quality of space seemed even more comfortable. It was perhaps due to the proximity of water and parkland, or perhaps the range of materials used, which included weathered timber and surprisingly, Corten steel. A particular delight was the living willow play tunnel in one of the courtyard areas, another dish to add to our feast.

Next was the Hagastaden area where a higher density and stronger commercial presence have created a much less humane environment. The slight bending of the housing blocks, so successful at Hammarby, became almost threatening here. It is early days to judge this development, but at the moment it is a little disappointing.

It was only a short metro ride to one of the seminal pieces of post-war urban planning, the new town of Vällångby. Started in the 1950s, it was to inspire the designers of Stevenage. As is the case there, public transport arrives in the heart of the town. Here however, the centre is still fresh and a relatively new canopy unifies the expanded shopping area. One of Vällångby's strengths is its strong underlying topography. The tree-covered hills and grassy valleys allow the separation of housing areas, yet tie the areas

together. Vällångby has aged with dignity.

Dignity is the watchword for Asplund's cemetery and garden (Skogskyrkogården); after 103 years, this splendid blending of elegant building and calm landscape is still a moving place to visit.

POST PRANDIAL

Our final day was the time for members to go their own ways. Some went to the outer parts of the city. The intemperate weather meant that a boat trip on the archipelago was not an attractive idea. Part of the group took a bus to the old fishing village of Vaxholm to get an impression of a connection between the city and the sea. I chose to visit the warship Vasa museum. The building is disappointingly lumpy, but the display of the warship is excellent. The walk back to the city centre is also a fine urban experience: elegant buildings and a fine esplanade overlooking the sound, make it an attractive route. A splendid finale was provided by the flush of cherry blossom in the Kungsträdgården. Locals and visitors alike were delighting in this feast of spring. ●

Richard Cole architect and planner, formerly Director of Planning and Architecture of the Commission for New Towns



3



4

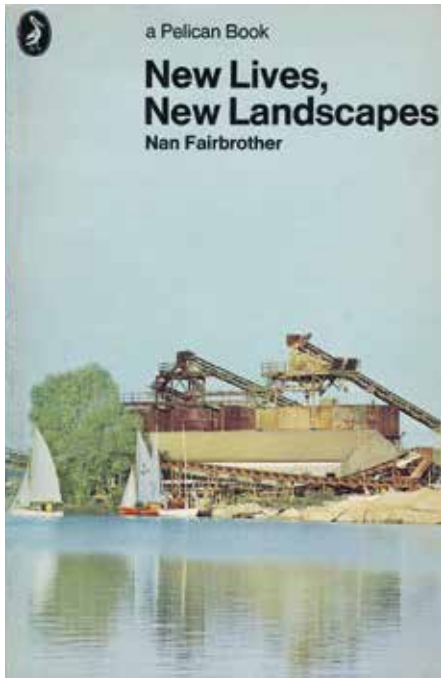


5



6

- 1 Gunnar Asplund's 1928 Public Library
- 2 UDG members admiring the design of Hammarby-Sjöstad
- 3 The willow tunnel in a housing development in the Royal Seaport
- 4 Gamla Stan main square; the pendulum pump
- 5 Royal Seaport: the magnificently restored gasworks building
- 6 Recycling rubbish vacuum tubes in residential buildings



Urban Design Library #26

New Lives, New Landscapes, Nan Fairbrother, Architectural Press, 1970 and Penguin (Pelican) Books, 1972

A sign of the times is that a book I purchased in January 1974 can now be had for a penny on Amazon!

New Lives, New Landscapes indeed.

This seminal book, published in paperback a year after the death of its author, was one of a number of works that reached beyond the professions to a wider audience. It addressed profound environmental concerns and marked the transition from a post-war to a contemporary society.

Nan (Nancy) Fairbrother was born in 1913 and qualified as a landscape architect but drew on a wider background as an English graduate, physiotherapist and writer. Fairbrother was also one of a group of important female contributors in an otherwise male-dominated built environment world, and in this light she can be regarded alongside Sylvia Crowe, Elizabeth Denby, Jane Drew and Jane Jacobs.

An abiding theme of the book is the concern for the way that people lived, alongside an almost Arts and Crafts preoccupation for what contemporary living required. The New Towns movement, reaching its apogee at the time of writing with the delivery of Milton Keynes and Cumbernauld, was under scrutiny.

Fairbrother was reacting to the degradation of places across the country which in the mid-1950s had led another outsider, Ian Nairn, to warn of the perils of unrestricted and ill-planned development.

Perhaps because of her wider experience, having lived in London and Buckinghamshire, raised a family and written a variety of books before taking up landscape architecture, Fairbrother's comments take on a different, wittier and more engaging tone than that of other commentators of the early 1960s. Initial publication by the influential Architectural Press was widened by Penguin's reissue through its Pelican series on planning (edited by Peter Hall), bringing it into the company of Colin Buchanan's *Traffic in Towns* and Herbert Gans' *People & Plans*. Fairbrother thereby reached a wider readership, which had been her aim.

The book came out at a time of growing environmental and ecological concerns about the impact of industry on human society. Dereliction and destruction both by physical as well as managerial actions or inactions are continuing themes of the book, but the author goes beyond another treatise on the environment to clearly set out a public policy agenda.

The cover of the Pelican edition shows a gravel quarry with dinghies sailing in the newly formed lakes, making the point about marginal, *rururban* land and the need for continual management of the landscape and nurturing of new relationships between places and people.

Its publication was also when the professions were realising that their separate skills in architecture, planning, engineering and landscape needed to be better related. The 1964 Planning Advisory Group report had called time on the UK's still incomplete coverage of Development Plans which had started in 1947. Planning legislation in 1968 introduced a strategic approach, as well as a new emphasis on housing improvement and conservation. General Improvement Areas were introduced in 1969, in an all-too-slow response to housing conditions, and the admission that the 1957 *Public Health Act* powers on clearance and new house building were not going to solve the housing crises. All these initiatives made her broader approach in tune with the times and *New Lives* remains invaluable as a commentary on its author's time and ours.

A thorough bibliography of 106 entries from John Evelyn to Lynch, Nairn and Jacobs, as well as all the key reports of the era, demonstrate the range and depth of her studies.

Although not avowedly political, *New Lives* is a book of its time and offers practical proposals to address the issues the author has raised. They are reflected in her notion of 'landscapes for an Industrial democracy' and a four-point plan based on the landscape concepts of organisation, pattern, material and texture.

These considerations are fully set out in the book as how to improve the management and development of such a new industrial landscape to create new landscapes for new lives.

Looking back at this work, it is striking

that there is a real sense of optimism as to how this will be achieved:

'By the goodwill of an industrial population, by the public ownership of land inevitable in an industrial economy, by the management of the increasing areas for which industry provides no ground-use, by planning controls in the cause of amenity – this would be to solve our landscape problems, as they must be solved, not in terms of a vanishing past but of the new industrial economy which has itself produced them.'

Read today that concluding paragraph could easily invoke cheers, rage, laughter, tears or indeed all of the above, as we are still challenged by those concepts and see how far we have yet to travel.

However in the preceding paragraph Fairbrother sensibly states:

'The proposals suggested in this book have been an attempt to translate accepted land use policy into appropriate landscape by simple general principles. Even if incompletely applied these could do nothing but good.'

Whilst being a book very much of its time and place, Nan Fairbrother has given us very wise guidance, and remains a source of practical advice and a justification of why her themes still matter. ●

Graham King, Head of Strategic Planning,
Westminster City Council

READ ON

Minton Anna, 2012, *Ground Control, Fear and happiness in the twenty-first century city*, Penguin

Nairn, Ian, 1959, *Outrage: On the Disfigurement of Town and Countryside*, Architectural Review



Taunton Vision, New Masterplan

My Favourite Plan: Andy Ward

Taunton Vision 2005

WHY I LIKE IT...

My favourite plan sets out a vision for how the town centre of Taunton could expand from the retail high street in the south to connect with the railway station in the north.

The vision was developed in partnership with the District and County Councils, Environment Agency, the Regional Development Agency and many local stakeholders. I was the urban designer in the team of consultants which produced the vision documents, running into hundreds of pages and covering a range of issues. The challenge was to summarise the vision in a memorable way, easily accessible, focussing on key principles and the potential for change.

We chose a double sided A1 plan (one side is shown here). Orange and salmon colours were used for the network of streets and spaces highlighting the importance of public realm and connectivity. This contrasts with the blue and green of the River Tone corridor to emphasise the idea that the river should become the heart of the town.

A hand-drawn cartoon layout gives enough detail to indicate the level of thought and proving put into the plan, without the impression of 'fix' that CAD might infer. A selection of 3D views and sections are arranged around the plan to draw out character and particular features.

The reverse side can be downloaded from the website www.newmasterplanning.com under 'strategic projects'. It sets out the thinking behind the plan, the principles and approach to delivery. The bit I like most is the way that the plan folds up into an easily

portable A4 square. When open, each key message occupies one of the six squares.

Despite the downturn in 2008, the plan has helped to deliver new river crossings and link streets to improve pedestrian priority in the town centre, new squares, enhanced parks and gardens along the river and major flood alleviation. Crucially, it convinced Somerset Cricket Club not to move out next to the motorway but to stay and become part of the town centre, with new mixed uses and housing overlooking the river and into the ground.

Twelve months of engagement in 2004 and the quality of the ideas generated means the plan is still robust today. The proposed block structure is flexible to accommodate a range of uses, even where the plan intended large scale offices near the station.

WHAT TO LEARN FROM IT...

It is unfortunate that the decision-makers changed due to reorganisation and public sector funding cuts. This, combined with a reliance on large corporate development partners who reduce risk and listen only to the market, has resulted in the depreciation of the vision. For example, public money was used to turn a small surface car park next to the museum into a square of little regeneration value. In terms of priority, maybe the investment should have gone into opening up the strong pedestrian desire line from the station to the river, to encourage key sites to come forward earlier.

Summarising a vision onto one fold-out plan forces you to think hard about the clarity of your messages. Not only do ideas and strategies have to be strong, but a successful plan combines punchy graphic design and the ability to be used in marketing and delivery. But ultimately it's the continuity of the people involved and the process that deliver the plan. ●



Current Position

Founding Director, NEW masterplanning Ltd

Experience

Led urban design and masterplanning team at Terence O'Rourke City Centre Urban Designer, Birmingham City Council
Young architect, Phil Pryse Associates in Oxford and Broadway Malyan in London

Education

BA in Architecture and Diploma in Urban Design, Oxford Polytechnic
Diploma in Town Planning, UCE Birmingham

Specialisations

No boundaries.....I just enjoy all aspects of urban design

Ambitions

As a trustee of The Poole Communities Trust, I look forward to delivering much needed community centres in deprived areas of our town



Annual demonstration on motorway in Montreuil that is to be converted in boulevard with tram. Image by Paul Lecroart IAU

Street Design and Transport – International Perspectives

What presents itself in any particular street or place is not there by chance; it will be a reflection of the city in its widest possible sense, and the design of public streets and spaces always has a transport context. The opportunities in any particular situation are strongly influenced by how many motor vehicles there are, both moving and parked. That in turn will be an outcome of whatever transport policies have been in place – traffic restraint, parking controls, provision of railways, bus services, cycle networks and so on. In turn, all of these will be both a product and a determinant of the structure of development, whether sprawling or compact, high or low density, etc. More widely, both transport and built environment are bound up with the economy, social attitudes, history and culture of a place.

Now, increasingly, the question is being asked: to what extent can it work the other way round? If we design streets and places to make the most of what they have to offer in terms of urban life, how will transport adapt to fit round that? Alternatively, can it be made to do so? A common thread running through the articles here is the experience of doing just that. While many cities have developed trying to accommodate the motor car, a body of experience from around the world demonstrates not only that those efforts have proved futile, but also that they can be undone to the great benefit of city life. All of the authors have a positive message regarding future street design.

Reclaiming space from the car (and other motor vehicles) is not a new idea, as Sebastian Loew demonstrates in his story from Buenos Aires, which is home to perhaps the world's oldest pedestrianisation scheme. Michelle deRobertis and Maurizio Tira describe how more than 300 historic city centres in Italy have been rescued

from the 'damage caused by the overwhelming presence of cars'. In Paris we learn from Anne Faure about the ambitious reconstruction of seven major *grandes places* to transform traffic roundabout mayhem into civilised city spaces. John Dales and Chris Martin provide us with an insight into a scheme that typifies and influences contemporary best practice in London and the wider UK. Their Clapham example shows that it is not just in highly populated or prestigious city centres that action needs to be taken to reclaim space from motor vehicles.

Paul Lecroart looks at an altogether bigger scale of urban reconstruction. Although based in Paris, he takes us on a world tour of projects that reclaim whole swathes or corridors of a city, by tearing down massive highway infrastructure from the era of modernism. He focuses in particular on the re-humanisation of major corridors in San Francisco, Seoul, and Birmingham, but mentions many other major cities where similarly bold actions have been taken.

A common theme in the articles that follow is the enhancement, or creation, or revival of a 'place' function, rather than the street being simply a conduit for movement. Transport for London recently held a seminar on the topic *Hard Working Streets*, those which deliver a lot for their users, perhaps because of the sheer volumes of people, but more importantly because of the range of different and often conflicting activities. People on foot require safety, interest and space, which is difficult to provide when there are large volumes of people (and goods) in vehicles. Certain users bring their own distinctive challenges, notably cyclists, public transport services, and goods vehicles and deliveries. The notion of hard working streets also carries the implication that some streets have little to do, or even are lazy.

14 TOPIC

The former might be quiet with little activity, the latter might be streets that cater for only one kind of user without due regard for others. The heavily engineered car-dominated streets created in the 1960s and 1970s would fit that description. Or rather, those who promoted such urban disasters were guilty of narrow or lazy thinking. Much of the narrative of the following articles is about the removal of 'lazy streets' and the reconfiguring and redesigning of streets and public spaces to address the needs of all users. This includes prioritising people on foot and sustainable modes of travel (walking, cycling and public transport), as well as the use of streets and spaces for sojourn rather than just movement.

Several of our authors describe the specific design of particular city streets. The London (Clapham) and Buenos Aires articles have already been mentioned. Eduardo Rojo Fraile brings us a perspective of holistic design from Vitoria-Gasteiz in the northern part of the Spanish peninsula. His inspiring example is a major avenue that has been transformed to enhance the social and economic value to its local community by introducing greenery and a waterway, as well as the integrating provision for sustainable transport modes.

Tanja Congiu and Alessandro Plaisant present a scheme for a peripheral neighbourhood of Cagliari, the capital of Sardinia, which brings together landscape, regeneration and connectivity measures. They rightly argue that street regeneration should not always be about city centres; many suburbs are in dire need of attention.

Some contributions focus on generic aspects of good street design: the continuation of the footway across the mouth of side streets described by John Dales and Chris Martin is now part of the designer's template for good street reconstruction, at least in London (this was inspired by practice in Denmark).

Graham Smith shows the merits of careful boulevard design in the Netherlands, and contrasts this with the UK, where bad practice lingers in the shape of soulless distributor roads,

which continue to divide communities and make walking difficult and dangerous.

Willi Hüsler and Simon Jakob remind us that 'public space is a cultural achievement', requiring some form of planning and control. They point to African informal settlements where an absence of such control means that public space is almost impossible to achieve. They demonstrate some interesting approaches to the management of transport in public spaces in the city of Zürich that have proved successful. Interestingly, some of these run counter to the prevailing thinking in other European countries. They conclude by lamenting the lack of action to improve conditions in the low-density outskirts of the city, a theme mentioned in other contributions.

The 'shared space' concept has generated some controversy in the UK to the point where many are abandoning its use. Pieter de Haan provides us with a view from the Netherlands where it all began, and reassures us that research from that country shows that de-cluttered designs which remove priority from motor vehicles present no threat to safety, provided they are carefully thought out, speeds are kept low, and courtesies are observed. He notes that this chimes with the recent Chartered Institution of Highways and Transportation review of shared space.

In contrast, my own contribution is a glimpse of practice in central China, where the provision and design of streets is heading in the opposite direction. There, the pace and vast scale of urban growth provides little scope for careful planning and design, especially as a large enough body of expertise to tackle the issue has yet to develop there. Change is infrastructure-led and pursuing a vision for motor-oriented cities increasingly rejected in the West.

I hope that the schemes and insights presented here will inspire and inform, so that more effort will go into the reclamation of urban spaces and urban life, even in motor-oriented places. This is a worldwide challenge; let's hope we are up to it. ●

Tim Pharoah, independent transport and urban planning consultant, and winner of the UDG Lifetime Achievement Award 2017

Shared Space: Helping to Create Better Places

Pieter de Haan advocates the use of shared spaces under certain conditions



The concept and reality of shared space has attracted some controversy in the UK. However, the view from the Netherlands, where the idea first blossomed, is that discussion on shared space needs to continue. The recent Chartered Institution of Highways and Transportation's (CIHT) review does this. This article adds to the discussion on the basis of history, experience, research and evaluative studies. After 20 years of research (initially at the Dutch Shared Space Institute in Drachten with finance from the EU, and later at Noordelijke Hogeschool, Leeuwarden – Stenden University) we now can say that shared space is becoming part of the urban designer's toolkit and has become acceptable in many places throughout the world.

In the 19th century when in Amsterdam more and more canals were being filled in, a famous Dutch painter (Jan Veth) wrote about 'town rape':

'Future cities will just consist of loads of repositories, warehouses and offices... Towns in which people's interest is not in living but in working; towns in which streets are not free places for lingering and passing of a happy nation, but drains for discharging a tortured slavery.'

After this, the infilling of canals stopped. A heritage organisation was formed, monuments were kept and renovated, and now millions of tourists come to see Amsterdam's canals. The concern was to retain the humanity and heritage of public places.

SUPPORT FOR SHARED SPACE

More recently, Enrique Peñalosa said: 'A city can be friendly to people or it can be friendly to cars, but it can't be both.' (Cited in *Happy City*, Charles Montgomery, 2013). The CIHT report reviewing shared space, tries to combine both. In my opinion it is possible when we treat cars like people and as long as their drivers behave like other people. The report concludes that there is no definition of shared space that makes it easier to assess the outcomes and guidelines for it: 'Shared space is clearly not a 'one size fits all' concept'. Hans Monderman already mentioned this as the defining character of shared space.

In the 20th century there were 30 million fatal traffic casualties worldwide. In the second decade of that century regulation started and the first traffic signs were erected as a consequence of the arrival of cars and the fear of the 'high' speeds of the first cars. Streets became

¹ Laweiplein shared space, Drachten, The Netherlands



2

roads, giving priority to cars over the other road users, and the consequences can be summarised as follows:

- rules and regulations
- separation of cars, cyclists and pedestrians
- more legislation
- more signs
- more control
- more police
- more examination and testing
- more education
- severe fines and penalties

where will this end?

A sort of cascade and accumulation of measures ended up ruling and influencing behaviour, and the public space became a dangerous place instead of a pleasant place. Streets were widened, asphalt was better for cars, speeds increased and so did the difference in speed between pedestrians and cyclists; as a result, accidents between them became more and more serious.

From our experience at the Knowledge Center Shared Space, we can identify conditions and characteristics. Although we don't yet have all the knowledge, our studies indicate that shared space is possible under certain conditions, and we can identify the main features that define a shared space.

CONDITIONS REQUIRED

1. There should always be more functions in the public space than just moving from A to B: schools, offices, businesses, public transport stops, restaurants, other people-attracting services, and housing. These functions create a living place: a place to be in as well as to go to and come from, a place with a mixture of traffic and many types of movement.
2. There should be an alternative route or network of streets with a 50km/h speed limit that can be reached within about three to five minutes at a maximum speed of 30km/h, a distance of around 2 kilometres. This will ensure that people will not become impatient with driving at a slow speed for a short time.
3. Our studies haven't yet established what the maximum number of vehicles can be in a shared space. Of the projects

A sort of cascade and accumulation of measures ended up ruling and influencing behaviour, and the public space became a dangerous place instead of a pleasant place

we could do or evaluate, or are known by the Knowledge Center Shared Space, we are still finding schemes with higher vehicle volumes, and we haven't yet found the maximum workable volume. *Manual for Streets* reports that: 'people will treat a street as a space to be occupied and not a road to be crossed when traffic flows are not more than about 100 vehicles per hour'. We have found shared space locations that have far more than 100 vehicles and still work quite well. What is more important is that there should be a more or less equal number of different road users.

4. Variety in the context of the space is important: building façades varied in height, in texture and at ground level. These attract the attention of road users and slow down their speeds. Variation in the greenery and landscaping of the space and its surroundings is also welcome. A choice of facilities will encourage people to stay longer in a space. These characteristics give a place an identity and are attractive to people.
5. A place is 'made' or 'designed' and formed by its users. They contribute the most to giving it an identity. So the process of designing a shared space is

2 Shared space at the new Friesland Museum Leeuwarden

critical: users should not only be involved from the beginning, but should lead the process. Engineers and designers have a role as advisers.

THE FEATURES OF A SHARED SPACE

These can be described as:

- An urban space of higher quality: instead of a traffic space, it becomes a human space. This aesthetic aspect is confirmed by the users of the space in post-construction evaluations.
- Through increased uncertainty (for example as to who has priority), behaviour will be safer. There is much debate about this, especially in relation to the safety of more vulnerable users. In the Netherlands we worked with the Royal Visio, a specialised and hi-tech institute for the blind and visually impaired. Our research concluded that experimental shared space areas felt no more unsafe than ordinary places. In one of the three comparisons, orientation posed a problem. This led to the conclusion that its design could be better. As a result of this experiment and other evaluations, we developed (together with the organisation for blind and visually impaired people) a guidance document on how to design for better accessibility of shared spaces. As the CIHT report says: ‘the building line is the best form of guidance (for cane users)’. In too many cases we see tactile guidance paving blocked or absent. Blind people also use resonance for information, and street furniture can help them providing it is well placed and built with robust materials. A small groove within the pavement can also serve as guidance.
- Communication between street users is the key issue for successful shared spaces. Communication in shared spaces is two-way. In signed and regulated traffic, communication is one-way: people communicate with the system of signs, lights and lines, rather than with each other. Research by the University of Groningen found that users in shared spaces indicated more of what they meant to do than in traditional traffic situations. Shared space invokes the need for communication, because not everything seems clear.
- In shared space personal responsibility is key, users can no longer blame the situation: what counts is their own behaviour and attitude in relation to others.
- Information comes from the context and from other road users.
- Speeds are harmonised and pedestrianised. The design of the place makes road users adapt their speed to that situation. There is no need for maximum speed measures and enforcement. Social control and influence appear to work better.
- Shared spaces encourage people to stay longer than just moving from one place to another. There is more lingering and people meeting each other.
- As a result shops are likely to have a higher turnover than when road users are just moving. However more research is needed on this, specifically on shared spaces and on the long-term effects.
- A shared space consumes less urban space than most traffic-oriented designs. For example a standard roundabout covers more area than a crossing designed as a shared space. Shared space solutions can also be cheaper, certainly in terms of annual costs when compared to traffic lights, even though the initial investment may be higher.

CONCLUSION

The primary aim of shared space is not greater traffic safety, but the creation of better places – a public space more human than a traffic place. After 20 years of working on shared spaces we can also say that they are safer.

A recent article states that places like Kensington High Street, Ipswich, Drachten and others in the Netherlands show drastic reductions in accidents, and certainly in incidents with the most vulnerable road users, the pedestrians.

Users of shared spaces report that the quality of the public realm is much better, and more liveable than before the reconstruction.



3



4



5

After years of involvement with traffic and transportation studies at Nottingham Trent University, I can conclude that traffic in the UK is not different from other western countries. From my own observations and from contacts with experts, it seems that the UK is particularly suitable for shared spaces because people already act more politely to each other than on the Continent. So shared space, as the CIHT review says, can make better places. ●

Pieter de Haan, Consultant and Researcher at Knowledge Center Shared Space, www.vox.com/2017/11/24/16693628/shared-space-design

References

Creating better streets – Inclusive and accessible places: Reviewing shared space, Chartered Institution of Highways and transportation (CIHT), 2018

- 3 Informal residential street, Friesland
- 4 Shared space at Beuversplein, Leewarden
- 5 Shared space at Hogeschool, Leewarden



1

The Role of Connective Space in Regeneration

Tanja Congiu and Alessandro Plaisant explain the role of connections in the regeneration of a Sardinian neighbourhood

1 Sant'Avendrace district, Cagliari: the proposed masterplan with the new housing development, park and redesigned street network

The urban regeneration project of the Sant'Avendrace neighbourhood in Cagliari is designed to emphasise the role played by the accessibility system in creating connected spaces and reviving the character of marginal areas in the city. Sant'Avendrace is a district of about 7,000 inhabitants located at the periphery of Cagliari, the capital of Sardinia. In 2016 the Municipality of Cagliari took part in a national competition promoted and funded by the Italian Office of the Prime Minister aimed at launching and financing the regeneration of peripheral urban areas.

The project for Sant'Avendrace neighbourhood ranked 23rd out of 120 with a proposal focused on new urban functions and land uses, together with different levels of accessibility and connectivity. Indeed, the neighbourhood is characterised by a mixed medium density urban fabric with low quality buildings, a lack of public spaces and several abandoned sites awaiting renewal. A number of busy transport routes (the railway line, the freeway, the neighbourhood's main road) cross the district providing both access and physical fragmentation. At the same time, its geographical position, the presence of metropolitan and regional level functions in the southern part of the district, together with two important features of the landscape system (the Santa Gilla Lagoon, and Tuvixeddu Hill which houses perhaps the largest Punic necropolis in the Mediterranean) make for an interesting area with significant potential.

The current condition of Sant'Avendrace with a high level of spatial fragmentation and land use segregation suggests that the focus of attention should be on physical and functional accessibility and the integration of spaces and land uses. The concept of accessibility here is intended in its widest sense, including the physical connection of elements and the possibility to access a rich variety of destinations and urban opportunities. The project therefore combines the improvement of physical connections with the introduction of new land uses and services, and the reconfiguration of public spaces, together with policy actions to promote and support urban services and a better quality of life.

NEIGHBOURHOOD STRUCTURE

The district has an incoherent urban structure with predominantly residential uses mixed with urban and local scale services and derelict areas. The transport network traverses the neighbourhood, ensuring on the one hand a high level of accessibility by different modes at the urban and metropolitan scale but, on the other hand, producing longitudinal fragmentation and the isolation of built-up areas. For instance, although the railway line and the SS195 highway directly connect the city of Cagliari with its suburbs, they present a physical barrier between the urban fabric and the lagoon.

To the north, Via Po, a traffic corridor serving the city with wide lanes and no



2

relationship between the carriageway and its surroundings, acts as a physical and functional break in the urban fabric. In the middle of the district, running from south to north, Viale Sant'Avendrace is both a neighbourhood main street and an urban arterial road. It channels high volumes of through traffic to the nearby adjacent districts as well as accommodating neighbourhood services which generate pedestrian movement, buses and high car parking turnover. However, the congestion and poor quality of the spaces alongside the road do not attract people to linger.

The sense of place is generally lacking even in the minor transversal streets, which are characterised by a monotonous layout with ordinary residential frontages, continuous rows of parked cars on both sides and no trees or furniture. These east-west streets also represent potential links with the two environmental and cultural landmarks of the wider area (the lagoon and Tuvixeddu Hill), but their perception as such is often negated by physical and visual barriers.

Such an unfriendly character becomes more evident as one moves to the north-west of the district, where the urban structure reflects its former function, with inward-looking big blocks bounded by blank walls containing disused industrial plants (a slaughterhouse, pasta factory, fuel storage, and railway warehouses). However, in recent decades, the location of these sites at the entrance to the city, and their proximity to main transport corridors has continued to attract activities that need large sites, such as the postal service headquarters, or the legal and illegal use of the San Paolo area for dumping, railway yards, the storage of boats, and occasional circus performances.

THE PROPOSAL

The contrasting nature and neglected quality of Sant'Avendrace has a negative impact on how people experience the area. It is mainly a district where people pass by rather than decide to spend their time.

Accordingly, the project aims to radically change the face of the neighbourhood physically, functionally and experientially, starting with repairing and reconnecting the most fragmented and dilapidated parts and establishing new roles and new relationships among its elements. To achieve this, the proposal includes an integrated schedule of carefully combined interventions at three different scales: micro, urban and metropolitan.

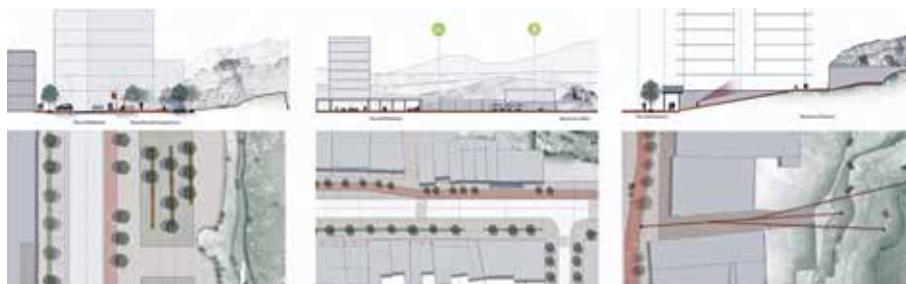
The project consists of three main actions:

1. A new social housing development located in the former slaughterhouse of Via Po
2. A new sports and educational park in the neglected area of San Paolo
3. The redesign of the street network including the main Viale Sant'Avendrace and the conversion of its transversal streets into safe and inviting places to live in, walk and rest.

Each action has been developed to consider the benefits at each of the different scales:

- At the local level, the new network of walkable spaces connects the different parts of the neighbourhood, making a permeable living environment. Areas of new urban development will be linked with the dominant environmental elements, thus helping to revitalise those parts that are currently ignored and marginalised.

2 Impressions of the existing situation, with traffic dominated streets and abandoned sites in relation to the lagoon and hill



The transport networks, designed as a system of connected public spaces, underpin the whole project, making the different parts accessible and reinforcing the relationships between the existing neighbourhood and the renovated components

- At the urban scale, a recognisable and comfortable network of non-motorised paths and lanes will connect with the adjacent districts, making north-south travel in Cagliari continuous and pleasant for walking or cycling. The efficient public transport routes will run alongside these paths ensuring the integration of modes and the linkage with other more distant urban areas.
- At the metropolitan scale, the provision of a new large area equipped with sport, educational and leisure facilities, next to the lagoon and at the entrance of the city, and well connected with the outskirts by a train line and fast thoroughfares, represents an opportunity for the whole metropolitan area of 450,000 inhabitants. The same principle applies to the new social housing complex with public spaces and innovative and varied services, which will benefit not only local residents but the whole population of Cagliari.

It becomes clear that the transport networks, designed as a system of connected public spaces, underpin the whole project, making the different parts accessible and reinforcing the relationships between the existing neighbourhood and the renovated components. The project reverses the usual hierarchy of transport modes by prioritising sustainable forms of mobility. The new street layouts, intended as the three-dimensional spaces between building envelopes, convert important areas currently devoted to cars (moving or parked) into new public spaces for walking, cycling, resting and meeting people. It is intended that new inhabitants and new social activities will be attracted by the improved conditions.

Within the system of connections, the axis Viale Sant'Avendrace – Via Po acts as a spine for the neighbourhood that both gives access to and connects the various elements. The new spatial configuration, which entails new land uses and supports new functions within the urban space, responds to different needs:

1. To keep its role as a traffic artery which handles flows at the city level
2. To give back to the axis its original character of urban avenue, enhancing its relational and social nature, with activities and collective spaces, at local and urban level, overlooking the

road, and the lagoon and the hill acting as dramatic settings

3. To increase the permeability of minor streets in order to reduce the longitudinal segregation of the district.

Throughout the spine, continuous, safe and comfortable walking and cycling paths will join the core of the neighbourhood with the new council housing at Via Po and the metropolitan park of San Paolo. The spatial quality of these paths will produce a vibrant living environment, connecting commercial activities, residential uses and renovated open spaces. Streetscape interventions will convert the sequence of spaces along the axis, currently undifferentiated and underutilised, into a linear system of attractive environments. A system of micro-connections will climb up the hill to the east, re-establishing a physical and visual relationship with the archaeological site, while some of the cross streets will provide a visual connection with the lagoon and the whole Gulf of Cagliari to the west.

The scenery will change radically at the intersection between Viale Sant'Avendrace and Via Po, giving place to a new urban boulevard, with generous tree planting, and large sidewalks that become medium and large squares in front of the new and regenerated blocks. This urban setting will undergo the most radical transformation and the redesign of the streetscape will lead the regeneration process. Together with the conversion of the brownfield sites on both sides of the road, the redesign of the connective spaces will contribute to the transformation of the urban fabric, by establishing new relationships between outer and inner areas. A sequence of spaces, diverse in size, shape and function, open and covered, narrow and wide, public, semi-public and private, suitable to be crossed or as destinations, conducive to play, meeting friends, exercising, trading, resting or studying, will pervade the area creating a continuum from the street to the centre of the blocks.

With these specific actions, the accessibility structure supports and drives the neighbourhood transformation. It binds and gives coherence to the individual interventions. Thus, the system of connections will provide a new spatial and functional order that supports a better quality of life in the neighbourhood. ●

3 Viale S. Avendrace: examples of proposed street profile with landscaping and integrated cycleway
4 Examples of proposed integration of streets with landscape, with views across to the lagoon

Tanja Congiou civil engineer, research fellow in Urban Planning and Environment, Department of Architecture, Design and Urban Planning, University of Sassari
Alessandro Plaisant Associate Professor of Urban Planning in Land Engineering, Department of Architecture, Design and Urban Planning, University of Sassari, Sardinia, Italy

Paris: Working with its Inhabitants

Anne Faure describes a participatory approach to the redesign of emblematic spaces in the French capital



had been defined by the Paris Council: ‘The project is an answer to four objectives for the design of public space:

- Giving a better balance in the use of public space in favour of pedestrians
- Answering users’ new demands
- Answering ecological constraints
- Renewing and bringing innovation.’

A process of consultation of inhabitants was organised for the seven sites and lasted about a year. People were asked to explain their demands, to send sketches or projects, and then to discuss them, on the basis of a synthesis, during several meetings organised for each square. The city of Paris has approved a budget of €30 million for these projects, to be shared among the different squares.

The consultation documents, available to anyone interested in participating, contained very good information explaining the situation and the proposals: a short historical context, aerial photos, and a range of detailed maps about public transport, density of pedestrian presence, shops (type and floorspace), sun exposure, vegetation and water, time taken to cross the space, and car traffic.

The meetings were very well attended. The squares are generally black spots: noisy, polluted, impossible to cross as a pedestrian, dangerous for the cyclist, and congested for drivers. Everybody wanted things to change, but the desired balance between friendly modes and cars was not the same for everyone. Nevertheless, the schemes proposed by the City Council at the end of the process were well received.

The result of the workshops was a series of guidelines for the seven squares:

- To bring an end to congestion, and give more space to a diversity of uses
- To reduce the space dedicated to motor traffic
- To increase the number of cycle lanes and footpaths and make them more user-friendly, with single-stage crossings
- To ease access to public transport and facilitate interchanges
- To increase vegetation, and create people-friendly green spaces
- To value the architecture and history of the squares
- To facilitate sport, cultural and art

1

‘Giving more space to those who want to live in a more peaceful city, with fewer cars and less stress’

Anne Hidalgo, Mayor of Paris

Paris is changing: more space for cyclists, walkers, young people, and fewer cars. Also, more participation. Each year, the inhabitants are invited to suggest improvements for their neighbourhood, which can be financed by a small part of the city budget.

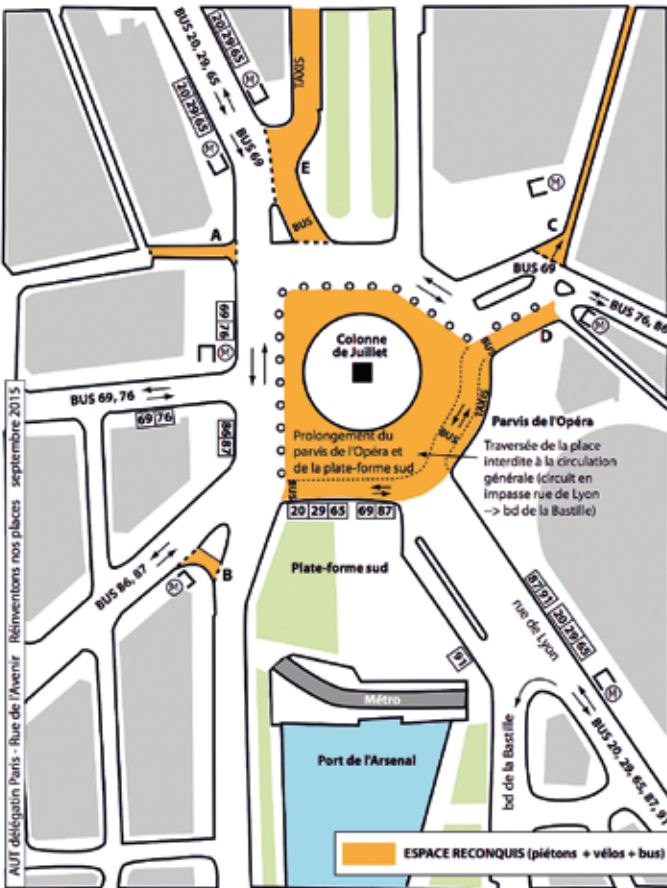
Among the numerous projects which are being studied by the city authorities, some are not readily accepted, like the ‘reconquest’ of the banks of the River Seine for walkers and cyclists instead of cars; or rejected, like building new bridges with shops over the Seine. Others however, attract much enthusiasm, including the refurbishing of seven emblematic squares of the capital: Place de la Bastille, Place de la Nation, Place d’Italie, place Gambetta, Place du Pantheon, Place des Fêtes, and Place de la Madeleine.

Some years ago, significant improvements were implemented on the famous Place de la République. The result was very positive: the new layout was adopted by inhabitants as soon as it opened. This positive outcome was partly due to the long and extensive consultation, which lasted two years and included many categories of users, inhabitants, shopkeepers, people working in the area, and people of different ages. Taking advantage of this success, the mayor of Paris launched the project *Réinventons nos places* on 20th June 2015. The targets and goals

1 The city of Paris and the seven squares



2



3

activities, and to install innovative urban furniture
 ● To open the squares to users and to neighbourhood life.

After defining the intended outcomes, the next step was to produce a detailed master plan, which could be more controversial. Further dialogue with stakeholders was therefore organised in a different way. For every project, a team of architects, landscape designers and planners was chosen to work in the project area itself, and so be available for members of the public to drop in to discuss their work.

PLACE DE LA BASTILLE: THE MOST EMBLEMATIC
 The most emblematic of the seven squares is Place de la Bastille (29,100 m²), due to its historical importance: the storming of

the Bastille prison is the symbol of the French revolution of 1789, and political meetings and celebrations are often organised there. As a result, and because of the inefficient traffic and permanent congestion, 350 individuals participated in the workshops.

The project consists of enlarging the centre of the square, to give more space to pedestrians and cyclists; to plant new trees; and to cut the traffic roundabout by attaching the centre to a planted area on one side. This first phase will be launched in 2018. A contribution sent by two civic associations (Fédération Nationale des Associations d'Usagers des Transports and Rue de l'Avenir) was more ambitious: their proposal was to join the existing planted area with the central area but also to create a more impressive setting for the Opera House, merging the two in a large pedestrian zone.

A second phase will open a link with the River Seine through the existing dock, the *Bassin de l'Arsenal*. This will be more difficult because of the difference in level between the square and the quays, and by the integration of a Metro station in the project. A large stairway will be built under the Metro line.

PLACE DE LA NATION: THE MOST IMPRESSIVE

The most impressive project is Place de la Nation (49,800 m²), where works will begin in 2018. This former toll gate on the east of Paris is a circular square with a huge area dedicated to cars. Crossing it is very dangerous and access to the green in the centre is not possible. The paths dedicated to pedestrians are neither legible nor easy to use. The footways adjacent to the buildings are narrow.

Since March 2017, a shipping container converted into an office has allowed the team of planners to meet

2 CGI of Place de la Bastille and the adjacent dock
 3 Place de la Bastille proposal: instead of a roundabout, the space becomes a square with two roads on two sides



4



5

people locally. The new shape of the public space has been represented on the ground by a temporary layout. In spring 2017, the inhabitants held a party to demolish the hard surface and plant the parts of the carriageway which will be changed into a garden. People can understand the project better when it is simulated on the ground than on a map. They enjoy participating, planting and meeting other inhabitants. They more readily accept changes in their environment, which can often be traumatic. In addition the simulation is useful to check the relevance of the project.

Eight traffic lanes will be reduced to four, the green in the centre will be enlarged, the gardens near the buildings will be enlarged, and in some cases merged; footpaths will be enlarged into meeting zones; and a large number of trees will be planted. This new design gives the inhabitants a larger green area (4,285 m²), makes crossing the reduced carriageway safer, gives more space to cycle lanes and pedestrian areas (52 per cent more space for pedestrians), offers more opportunities for children to play and for neighbourhood events to happen. Because of its large size, the square is to become a park – very useful in an area where there is a lack of gardens.

THE OTHER SQUARES

The objectives emerging from the public consultations will be applied to the other squares, but adjusted to respond to specific constraints and problems.

Place d’Italie is presently quite similar to Place de la Nation: a huge circular space with more than 50 per cent dedicated to cars, a green in the centre which it is impossible to reach, etc. The project is designed on the same principles: reducing car space and expanding green areas in the centre and on the edges.

Place Gambetta, another circular space, is smaller but almost entirely dedicated to motor traffic and the many buses that terminate there. These will be relocated in a nearby street and the space available will be used for planting.

The problems of the Place des Fêtes have been discussed for a long time. Several projects have been implemented since high buildings were built in the 1970s. The existing layout with a fountain and a market does not allow space for neighbourhood life. The market will therefore be moved to a street close to the square.

On Place de la Madeleine, the church and its surroundings provide an impressive architectural context. Valuing the heritage is an important goal, but the proposal has to deal with different problems: little space for walking and cycling combined with the constraints of an historical area.

The evolution of Place du Panthéon was the most controversial: the objective was to remove the parking which covered the square. At the beginning, inhabitants and elected representatives were strongly opposed to the project.

The results of the dialogue with the users made clear that an important part of the population no longer wants to suffer the pressures created by traffic

A NEW WAY OF WORKING ON PUBLIC SPACE IN PARIS

For the first time in Paris, a programme of change included the very important part of ‘co-building’ with the users of public space. This method consisted of working with people at the beginning of the process and not after the project had been defined, as is so often the case. Different tools have been used including meetings, walks, internet platforms, questionnaires and registers in the districts’ town halls. Altogether some 2,000 people were involved in the process. The crowds attending the meetings and the number of suggestions sent into the dedicated website suggest that Parisians have been waiting a long time to express themselves about their environment. The results of the dialogue with users made it clear that an important part of the population no longer wants to suffer the pressures created by traffic. The desire for facilities for walking and cycling has been proven.

This new way of working is an experiment. The cost of such a process makes it difficult to reproduce for every proposal for public space improvements, but it has been useful and could be justified by the sensitive character of these emblematic squares. The benefits will be a better life for residents and a more attractive image of the city for visitors. ●

4 Place de la Nation: People enjoy planting and participating in the remodelling of the space

5 Place de la Nation: the scheme reclaims space from cars to create extended green areas and pedestrian spaces

Anne Faure, city and transport planner, and President of civic association Rue de l’Avenir

Reinventing Cities: From Urban Highway to Living Space

Paul Lecroart shows the many benefits of transforming urban highways into people-friendly boulevards



1

In 1974 Portland replaced its Harbor Drive with a waterfront park; in 1991 the Embarcadero Freeway in San Francisco was dismantled; in 2001 New York rebuilt the 12th Avenue where an elevated highway had stood; in 2005 the Cheonggyecheon Expressway in Seoul made way for the river hidden underneath; and between 2013 and 2017 Paris pedestrianised the Seine riverbank highway. Now Paris Metropolitan Region is launching an international design competition to rethink the *Périphérique* and the *Grand Paris* motorway network.

So will segregated highways become a thing of the past in the post-car and carbon city? Research by the Planning Agency for the Paris Region (IAU) suggests that converting stretches of highways into multi-use boulevards and public spaces may open up new avenues for rethinking our cities in terms of liveability, mobility and resilience.

HIGHWAY-TO-BOULEVARD CASE STUDIES

Functionalist thinking and post-war planning have left many large cities, including London and Paris, with extensive, yet unfinished networks of urban highways. As they were built they were used, and still have a role in moving people and goods

within metropolitan areas. However, these limited-access grade-separated roads create physical barriers, tend to devitalise centres, neighbourhoods and waterfronts, and hinder regeneration. The high levels of traffic they support generate noise, dust and air pollution, raising health and social justice issues. By providing seemingly easy access for cars, extensive highways networks tend to encourage car-centric lifestyles, urban sprawl, and more traffic congestion.

In the last decades, many cities have successfully started tearing down obsolete urban highways and replacing them with multi-use boulevards lined with mixed use new development, or new linear parks. Why are they doing that? What happens with the traffic? What are the benefits and costs? Are these projects backed by public support?

1 Seoul: the Cheonggyecheon River, formerly a highway carrying 168,000 cars a day; removal of the viaduct and restoration of the river significantly reduced traffic. Image by Paul Lecroart iAU

To find answers to these questions and others, I have looked into over 20 highway-to-boulevard experiences either fully completed or planned in cities worldwide. Of these, nine cases were studied in depth on-site with reports published (in French): Seoul (Cheonggyecheon Expressway), Portland (Harbor Drive), San Francisco (Embarcadero, Octavia), New York (West Side, Sheridan), Milwaukee (Park East), Montreal (Bonaventure), and Vancouver (Northern False Creek Viaducts).

Most of these cases involve fairly central stretches of highways supporting heavy traffic volumes (in the range of 50,000 to 150,000+ vehicles per day), before being replaced by a boulevard and/or a linear park. This research is reference material to inform highway transformation strategies and projects in the Paris Region.

WHY DO CITIES GET RID OF URBAN HIGHWAYS?

Depending on the physical context and circumstances, city authorities decide to remove highway stretches for quite a pragmatic combination of reasons, including:

- **Aging infrastructure and rebuilding costs.** In San Francisco, Seoul, New York (West Side), or Toronto (East Gardiner), it appeared cheaper to dismantle crumbling elevated highways than to rebuild or bury them. Recycling viaducts into pedestrian connections can also give a new life to obsolete infrastructure cheaply, as in Seoul (Seoulo 7017) and Paris (La Défense Boulevard).

- **Revitalising blighted areas and unlocking redevelopment opportunities.** This is a main driver for change in Vancouver, Milwaukee, Montreal, Birmingham (Inner Ring Road), Lyons (A43 Mermoz), and Oakland (I-980).

- **Reclaiming the waterfront.** Transport engineers enjoyed building highways along river or seafronts, but these created barriers and therefore suppressed real estate values. Reconnecting cities with their historic setting and ‘giving the waterfront back to the people’, residents and visitors alike, often means converting the highways, such as in Portland, Seoul, New York and Paris.

- **Reducing through traffic and related nuisances.** This is central to the strategy supporting the Seoul, Paris, Lyons (A6/A7 Confluence), and Strasbourg (A35) reconstructions.

These context-specific goals are usually part of wider urban intensification policies, eco-friendly transport plans and economic strategies. However, many highway removal projects were accidental: both the Embarcadero and Central Freeway viaducts in San Francisco were closed after being damaged by the Loma Prieta earthquake in 1989, and New York’s West Side elevated highway collapsed when a maintenance truck went through the viaduct in 1973!

DOES HIGHWAY TRANSFORMATION REALLY HELP REGENERATE CITIES?

Evidence from research shows that redesigning highway corridors can be a powerful driver for regenerating blighted or abandoned parts of cities, with a lasting positive impact on the city as a whole. Removing visual barriers, reconnecting streets, and improving the quality of the environment has changed the face of Portland, San Francisco, Seoul, Milwaukee and Birmingham. Replacing interchanges and ramps by straightforward crossroads unlocks vast pieces of land that can be reconverted into denser mixed use districts and parks.

WHERE DO THE CARS GO?

To many traffic engineers’ surprise, closing highways does not usually create traffic chaos beyond initial adjustments. Where spare road capacity did exist in some of the cases studied (Seoul, San Francisco, New York), car traffic switched to local street networks. Traffic thus gets distributed more evenly on a larger number of streets. Congestion remained limited and less than forecast.



2

3

Average daily traffic in the road corridor may decrease dramatically after removal – from 20 per cent in Portland to up to 82 per cent in Seoul. When accounting for trips diverted to alternative roads or to public transport, a significant share of earlier traffic appears to have simply evaporated, typically in the range of 10-25 per cent in the cases studied. Faced with a reduction of road capacity and speed, a proportion of motorists change their routes, time of travel, trip frequency or activity programme, while others switch to alternative modes. Changing conditions makes car drivers think twice, leading some to change destination or give up less essential trips.

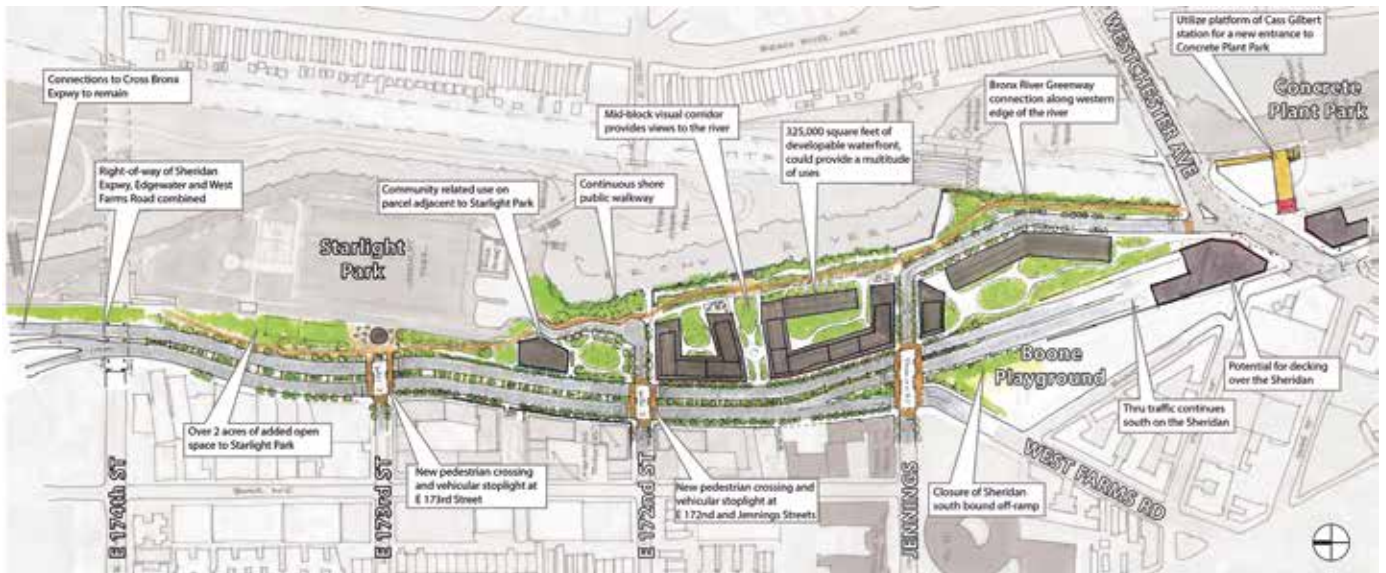
INCREASED CONNECTIVITY FOR EVERYONE

Some cities back up removal projects with specific alternative transport and travel management strategies. While reducing road supply on the Cheonggyecheon corridor, Seoul increased metro and express bus services, and discouraged solo car use through infrastructure tolls and parking policy. Local accessibility often improves with the removal of detours. A decrease of vehicular trips may mean increased accessibility for people as a whole.

Pedestrian and cycle mobility and static uses of public space for enjoyment increase sharply. However, more people on streets with still heavy car-traffic

2 San Francisco: Embarcadero Freeway in the 1960s, photo Tim Pharoah

3 The same area after the removal of the Freeway gave back the Bayfront to the people. Image by Paul Lecroart IAU



citizen participation, and political will play key roles. Convincing car-users and business interests requires lots of data, meetings and leadership. While controversial to begin with, these projects often win over the public during the process... or not, as in the case of Seattle (Alaskan Way). Just as in the 1970s, extensive highway plans were defeated by public opinion in San Francisco, London and other cities, many smart grass-roots coalitions are pressing governments today to remove existing highways and flyovers in cities including Paris, New York, Denver, Dallas and Sao Paulo.

SYMBOLIC ACTIONS OR PARADIGM SHIFTS?

Highway transformation projects have a strong symbolic impact because they affect objects traditionally connected with the idea of freedom and modernity. They bring us back to some of the fundamentals of city development, such as nature, heritage, parcels and streets, and into a more holistic way of thinking.

LEARNING FROM INTERNATIONAL EXPERIENCE

From an urban planner and designer's perspective, the main lessons can be summarised in four points:

- Transforming urban highways into boulevards encourages people to change their travel patterns: less essential car trips tend to disappear and eco-friendly transport modes tend to increase. This can free-up road capacity for other needs, such as higher added value car trips or goods distribution. Improving local accessibility is not detrimental to longer-distance metropolitan or regional trips.
- An integrated boulevard offers a comprehensive metropolitan level of services connecting people and activities, moving as many people, if not more, than a highway, but at a slower, smoother speed. Boulevards enable social and cultural interactions to take place, ultimately the

levels (80,000 vehicles a day on New York's 12th Avenue today) may result in more car-pedestrian or car-cyclist collisions: the careful design of multi-lane boulevards is critical to their overall success. Ultimately, what we may see is a shift from a system providing off-peak fast travel for some (the motorists) to a 24/7 system of slower accessibility for all.

ENVIRONMENTAL EFFECTS

A reduction in the volume of motorised traffic and distances travelled tends to reduce fuel consumption, as well as CO2 and fine particle emissions. Perceptions of noise levels decrease, even when actual levels remain high. Some highway-to-boulevard projects providing more greening may have a positive impact on the local climate: in Seoul, summer temperatures along the former highway corridor are now a welcome 5°C lower than on other arterial roads.

A FAVOURABLE COST-BENEFIT RATIO?

Transforming highways has a cost: in the cases studied, capital investment was in the range of €35-70 million (about £30-60 million) per kilometre. In view of the costs of maintaining or rebuilding infrastructure nearing the end of its life, transformation often proves cheaper. It may be a more affordable and longer-term solution than capping or tunnelling. Land freed for redevelopment can contribute to meet the costs.

COMPLEX PROCESSES, PUBLIC SUPPORT?

Redesigning a highway into a boulevard is always a lengthy, complex, and uncertain process in which open technical expertise,

4 New York: plan for the Sheridan Expressway in the South Bronx. Highway-to-boulevard projects can help deprived neighbourhoods while maintaining road capacity. Image by New York City Department of City Planning-ARR
 5 New York: the boulevard replacing the Westside Freeway (2001): spectacular growth in bike and pedestrian traffic. Image by Paul Lecroart IAU



6



7

raison d'être of cities and a key to their economic performance.

- Replacing a highway with a well-connected high-quality multi-use boulevard creates value and can unlock the mixed use regeneration of deprived urban spaces and improve the liveability of the city as a whole.

- As a tool in the sustainable planner's kit, highway conversion can be used pragmatically, for instance to leverage the revitalisation of a specific area. Successful tactical action on a short stretch where the highway is easy and cheap to change rapidly will help garner support for the transformation of longer stretches in the future. This is the strategy chosen by New York City for the Sheridan Expressway (by the Bronx River). In the United States, the country of the automobile *par excellence*, the success of removal projects stimulates many other cities to redesign obsolete highways. Seoul has removed 16 flyovers since 2005.

International successes in highway-to-boulevard transformation offer food for a wider rethinking of the functions, uses and status of urban highways in city regions. Profound changes are affecting the behaviour patterns of people and businesses, and the way that cities and regions are organised. Many developed cities worldwide, including Paris, New York, Los Angeles, Tokyo, London and Stockholm, have experienced an overall reduction in car use, traffic levels, and car ownership over the last decade.

Redesigning the existing urban highway network of large cities may be a smart way to address citizens' aspirations and metropolitan development challenges, including global warming related issues. It is not just about design: it is about rethinking the planning, movement, lifestyles, and wealth creation of cities and regions. This is a major trans-disciplinary task for the coming decades. ●

Paul Lecroart, Senior Urban Planner, *Institut d'Aménagement et d'Urbanisme de la Région Île-de-France* (IAU), the Planning Agency for the Paris Metropolitan Region

REFERENCES

Cairns (S), Atkins (S) and Goodwin (P), *Disappearing traffic? The story so far*, Proceedings of the Institution of Civil Engineers Municipal Engineer 151 March 2002 Issue 1, pp.13-22.

Congress for New Urbanism (CNU), *Freeway without futures*, 2017.

Lecroart (Paul), *Transformer une voie rapide en avenue urbaine : une bonne idée ? Neuf études de cas internationales*, IAU idF, 2013-16 [Transforming highways into boulevards: A good idea? Nine international case study reports, IAU idF, 2013-2016] Downloadable online in French <https://www.iau-idf.fr/savoir-faire/nos-travaux/amenagement-et-territoires/amenagement/avenues-metropolitaines.html>

Lecroart (Paul) et al., *Les Métamorphoses de l'Autoroute Urbaine*, Points FNAU, Paris, 2014.

Highway transformation projects have a strong symbolic impact because they affect objects traditionally connected with the idea of freedom and modernity.



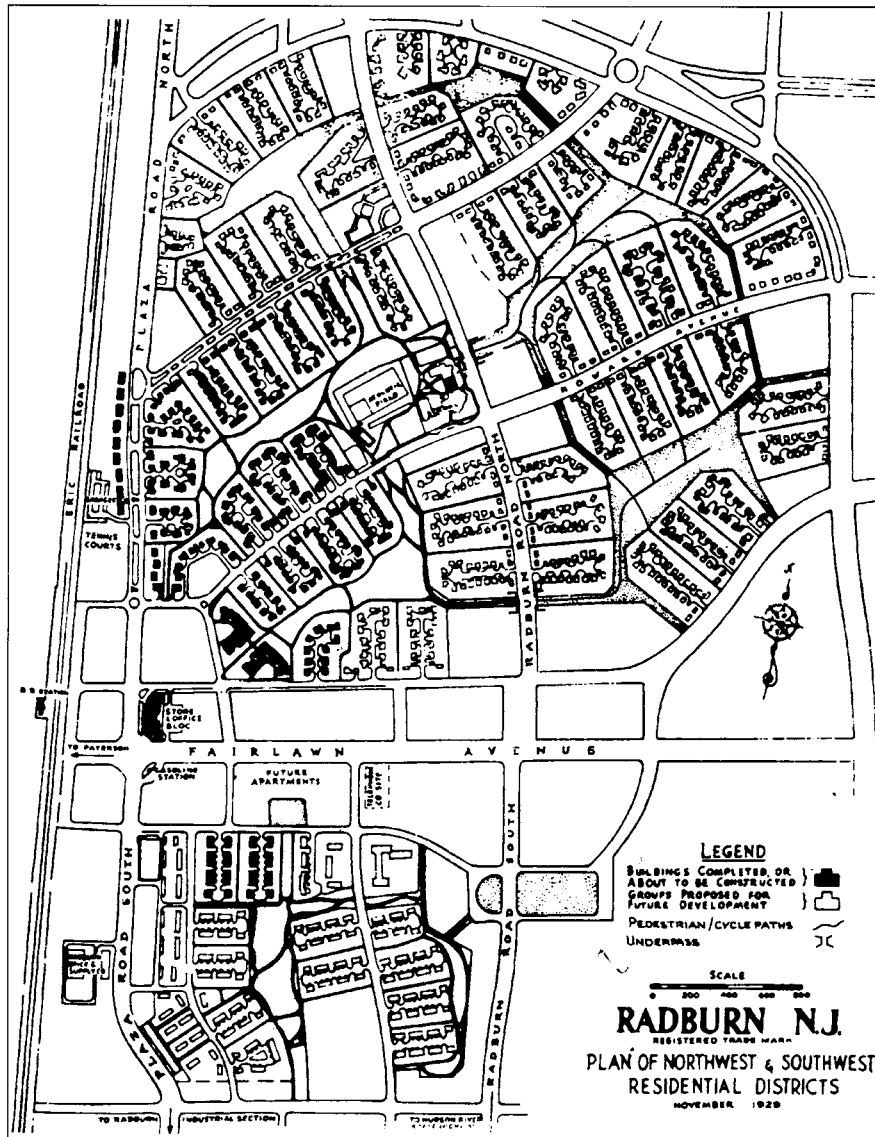
8

6-7 Montreal: the Buonaventure Highway, before and after the viaduct was demolished with a positive impact on the environment.

8 Paris: former Left Bank Expressway, now a pedestrian and cyclist promenade. Image by Paul Lecroart, IAU

Why Distributor Roads?

Graham Smith goes in search of better practice for place-making



barriers to local movement. Furthermore, the relative isolation of the peripheral roads and their potential hostility for people on foot encourages car ownership and use.

RADBURN'S LEGACY

The built basis for the DB32 ideas, developed via Buchanan and *Traffic in Towns* (1963), is the community of Radburn, New Jersey in the United States. This development, designed by Stein & Wright in 1928 was, according to Clarence Stein '... realistically planned for the Motor Age'. It was the first modern design with culs-de-sac as a major concept and faster peripheral roads for motor vehicles giving access.

A key aspect of the design, apparent on inspecting the plans and visiting the place, is that there are largely no footpaths on the outer roads, which would be consistent with DB32 advice. From the visual evidence it could be conjectured that walking is a mode associated with recreation rather than travel, whereas driving or being driven is the dominant means of transport. In Radburn this constraint may be of lesser importance as the parks are indeed comfortably large and well integrated, and it is possible to access the local centre on foot, mostly off-road. While the relaxed planning density is not repeated much in modern Britain, the car-dominated distributor road is.

The hegemony of the distributor road follows from the road type classifications developed mostly after the Second World War in Britain and crystallised by *Traffic in Towns*. That major roads should be separated from 'environmental areas' was a clear message of Buchanan's report and was seen as such in other continental practice. Today it could be claimed that in Dutch and German practice the whole city has become the environmental area, once one has left the motorway.

This road type classification that has come to be regarded as normal in Britain seems to create as many problems as it solves. The focus on small areas as an 'environment' or 'place', with a wasteful amount of land given to the surrounding carriageway and its edges, means that residential cells are merely the interstices of a grid of roads, with driving the *de-facto* means of travel.

The kind of layouts shown in the influential UK guidance *Residential Roads and Footpaths, layout considerations* (Design Bulletin 32, 1977 & 1992) have contributed to the car being the predominant means of transport. In spite of its claim that 'Residential roads and footpaths are an integral part of housing layout where ... in the patterns of movement around buildings the needs of pedestrians and cyclists for safety and convenience are given priority in design over the use of motor vehicles', the local application of standardised geometric data in the guidance has led to quite a different outcome.

Design Bulletin 32 (DB32) was officially withdrawn in England and Wales in 2007, and replaced by *Manual for Streets* (MfS) (2007) and MfS2 (2010). But DB32 thinking lives on. Conceived to enable desirable places to live by separating busy roads from homes, it fails in practice. All too often, cars dominate the residential enclaves, while the busy distributor roads act as

1 Radburn, New Jersey, the Stein & Wright layout separating pedestrians from cars, created a cult of the cul-de-sac

POOR PRACTICE

A recent housing proposal has an enlarged peripheral distributor road displacing through-traffic from an older north-south connection across the site. This older road is partially faced by new housing but with limited or foot-only access. The new road is met with housing backs. Only one non-vehicular access respects a pre-existing path. The junctions are defined by large roundabouts of a type often hostile to cycling and walking. Such roundabout designs may be sourced in the *Design Manual for Roads and Bridges* (DMRB), applicable to the seven per cent of roads under the control of Highways England (i.e. Motorways and Trunk Roads). However, too often it is the highway engineer's go-to source for local roads and streets as well.

For half-a-century or more, planning guidance documents have sought to address issues of urban quality, and by implication safety for walking and cycling. They have not faced-up to the shibboleth of seeking uncongested motor traffic which then dominates the places to be served. The recent draft for a renewed *National Planning Policy Framework* (2018) says in paragraph 103 that 'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued'. However, these positive words need a specific, even technical, reinforcement within national guidance. Local development guidance too often marginalises cycling, and makes walking inconvenient with relatively large-radius kerbs that make crossing awkward, even within many brand-new estates. The Essex Design Guide *Highways Technical Manual* introduces off-line facilities for walking even at access and minor access road types.

For new housing development, public transport also needs a changed rationale to ensure direct and convenient connections for passengers, across the heart of any community, as recommended in the new guidance *Buses in Urban Developments*. Getting to and from the bus stop by walking on quiet and isolated paths, and waiting at an unsurveilled bus stop on a distributor or grid road with fast traffic, are poor invitations to choose bus travel.

A CHANGE IN APPROACH

An alternative to the 'blank edge distributor' (i.e. with no frontage development) for use in all county highways authorities outside London is needed, with a concept capable of responding to both a high traffic function and to what needs to be recognised as a high place function. Surprisingly this guidance already exists in *Manual for Streets*, effectively explaining why a distributor road category is not needed, if not explicitly outlawing it.

Several documents show how the function of a street can be described in terms of its role as a movement conduit (link) and its role as a destination in its own right (place). The implications for design are dealt with in *Manual for Streets 2* (2010) which refers to link and place, and Transport for London provides guidance in its *Roads Task Force Report* (2013).

The too-little appreciated *Planning Practice Guidance*, Design, 2014, offers this solution:

'... streets should be designed to be functional and accessible for all, to be safe and attractive public spaces and not just respond to engineering considerations. They should reflect urban design qualities as well as traffic management considerations and should be designed to accommodate and balance a locally appropriate mix of movement and place-based activities.'

It continues and breaks new ground with the following advice: 'For example, boulevards which include service lanes, can support continuous frontage development by providing direct access to buildings and the parking and place-based activities they generate, whilst still providing a high level



2



3



4

of traffic capacity within the central lanes.'

The boulevard form is not often advocated and yet has the potential to blend link and place functions, and avoid major segregated road construction. The reaction against major segregated road construction in London is also reflected in Europe. The following two schemes from the Netherlands are offered as examples of new construction or the reconstruction of roads, which in most of the UK would be engineered as frontage-restricted distributors.

CORNELIS VAN EESTERENLAAN, AMSTERDAM

This single-lane, traffic-calmed, dual carriageway is a public transport corridor. It has a generous footway and an excellent, segregated cycling provision, and both carry on over side junctions at grade, without material or colour difference. Side entries are defined simply by bollards and a dropped kerb to the

2 Design guide junction ensures inconvenience for walking

3 Livingston New Town: aerial view showing how residential enclaves are separated by distributor roads

4 Warrington, Butts Green, Kingswood Road: no social safety at the bus stop



5

6

7

8

carriageway, rather than radiused kerbs that interrupt walking and cycling paths.

Adjacent to the road centre median, between the trees, is a car parking area with dedicated loading spaces on both sides. The neighbouring buildings are a mixture of residential, café and restaurant, retail, and office uses and a school. A market is held on the roof-deck of the Piet Hein tunnel to the S114 road, which runs beneath the harbour waters and connects to Ijburg Island. The scheme was completed in 2003 and links parts of a major former docklands area, now transformed into a residential area with some 8,000 dwellings.

RIJKSWEG BOULEVARD, SITTARD-GELEEN, LIMBURG

Rijksweg Boulevard, connecting the centres of Sittard and Geleen, was rebuilt in 2016. Together with a major services renewal scheme, the opportunity was taken to change the road. Formerly a three-lane highway with only advisory cycle provision, the road was subject to speeding. A key design objective was making the enlarged town read as one place, whilst improving cycling and walking provisions. The boulevard is now coherent and continuous. Side road junctions, including crossroads, are subordinate to the cycling and walking provision, being indicated by bollards. At the crossroads a diagonal marking on the central brick area indicates this as a ‘no parking’ area. Ramps are provided for pedestrians crossing from footway to carriageway level.

The carriageways are narrowed to one 3m lane in each direction to minimise overtaking. Parking places are in double bays beside the carriageway, between planting. These are not easy to use for larger vehicles; consequently the road centre itself is marked as a place for delivery vehicles. This is a counter-intuitive decision as loading often creates risk for other road users. Here the driver has to cross a carriageway to reach a destination.

The bus stop layout brings the two 3m lanes into one 6m central carriageway with a short chicane, changed paving, raised borders with bus shelter and seating, and ample bike racks. The cycle path continues directly behind the stop.

Local development guidance too often marginalises cycling, and makes walking inconvenient with relatively large-radius kerbs that make crossing awkward, even within many brand-new estates

CONCLUSION

The continuing British obsession with creating local distributor roads as motor traffic links without any place function, separate from the areas that they serve, with neither frontage activity nor attractive facilities for walking, cycling and public transport, is out of step with the best of contemporary practice. This is despite appropriate design guidance in *Manual for Streets* being available now for over a decade. We can see how European places are demonstrating that things could be better. ●

Graham Smith, consultant urban designer, former lecturer in Urban Design, Oxford Brookes University

- 5 Sittard-Geleen, Limburg, Netherlands: newly reconstructed Rijksweg Boulevard – the segregated footpath and cycle path continue uninterrupted across a side turning
- 6 Swindon Typical British suburban distributor road with no active frontage, and poorly overlooked bus stop. Image by Tim Pharoah
- 7 Amsterdam Eastern Harbour, C. van Eestrenlaan: segregated footpath and cycle path continue uninterrupted across a side turning
- 8 Bonn, Germany: example of continuous footway across a side street entrance. Image by Tim Pharoah



1

Zürich: Synergies of Transport Policy and Public Space

Willi Hüsler and Simon Jakob argue that the intelligent use of space can reduce motor traffic

Public space is a cultural achievement. This comprises the planning, construction and maintenance process, as well as the definition and enforcement of the rules for their use, which became obvious to the authors while working in the large slums of Nairobi and Kampala.

In the spontaneously formed shantytowns, with populations of up to 400,000 inhabitants (e.g. Kibera in Nairobi), all free areas get occupied and appropriated instantly so that squares and streets are practically non-existent. The inhabitants are mostly poor people who have migrated from rural areas, and struggle desperately to make a living in the city. In this context it becomes obvious that public space cannot be taken for granted.

In the more differentiated structure of established cities, the increasing importance of cars affected the design of streets and squares in a dominant way, as the design was mainly aimed at the requirements of moving and parked motor vehicles. In the 1960s the American *Highway Capacity Manual* was the starting point of all traffic-related lectures at European technical universities. As the space consumption of a car is much higher than that of

other means of transport, a displacement battle evolved, in the course of which all other functions of public space were marginalised.

SPACE USED BY A CAR IN URBAN SPACE

- Moving car: At least 50 m² road area
- Parked car: At least 2 parking spaces, 2 x 15 to 25 m²

A change of paradigm started to become apparent at the beginning of the 1970s. At the time, using a cold-war metaphor, we called for a 'peaceful coexistence' in the public space, and a change of values eventually became unstoppable.

1 Zürich: the Limmatquai is now a pedestrian riverside promenade with a tram



ANNUAL NUMBER OF TRAFFIC-RELATED FATALITIES IN THE CITY OF ZÜRICH

- 1970: 80
- Since 2005: Fewer than 10

Road safety issues have been one of the priorities, and over the years, traffic and design measures have had considerable success in improving this. In redesigning public space (including traffic space) it has become accepted best practice to involve all stakeholders in the planning, layout and design process, as well as in the definition of the terms of use. It has been shown that, especially in dense urban environments, a well-balanced public space design cannot be arrived at without firstly questioning the abundant parking of private cars on streets and squares; secondly implementing well worked out areas with mixed functions; and thirdly adapting the amount of car traffic to the new context. This is what our culture of using urban space in all its diversity consists of, and what needs to be developed and defended in the outskirts as well as in the historic centres of cities.

More recently, increasing attention has been paid to the design and assignment of public space, and there are now many interesting examples and experiences showing the great potential of collaboration between traffic policy and urban design. The following examples from Zürich are convincing not only because of their extraordinary design, but also because of the pragmatic solutions that they incorporate.

INTEGRATION OF PUBLIC TRANSPORT

The goal of public transport (PT) is user friendliness, not just to have its own lane. In order to ensure the right of way for buses and trams, it is often argued that public transport needs its own continuous lane. In the city of Zürich, however, positive outcomes were achieved by implementing a design of stops that contradicted this principle. In the vicinity of a public transport stop, motorised individual traffic (MIT) is led on to the PT lane, which avoids having to provide a separate waiting area for passengers between the PT lane and MIT lane. This enables bigger and more connected pedestrian areas to be provided. In addition, video observations and traffic simulations also show that with a conventional PT stop design, the MIT gets interrupted by pedestrians crossing in the vicinity of the stops.

Trams, buses and pedestrians can use the same lane without a problem. The insertion of tram or bus within pedestrian areas can quickly lead to ideological discussions. In cities with experience of it,

2 Zürich: example of a tram stop with shared lanes

3 and 4 Zürich: *Mehr als Wohnen* neighbourhood: limited car access, underground parking and continuous pedestrian level road surface

nobody talks of banning PT from pedestrian areas. Nevertheless to reach this level of acceptance, an appropriate street width and an adequate traffic speed play important roles.

REORGANISING PARKING

In 1996, the historic ‘parking space compromise’ was reached for central Zürich. It says, that the number of publicly accessible parking spaces should be capped at the amount existing at that time. Furthermore it was, and still is, an explicit goal to free the streets and squares of the inner city of parking spaces, and to relocate them in underground parking facilities. This has led in the last 20 years to an appreciation of the inner city that wasn’t previously thought possible.

A particularly successful example is Sechseläuten Platz. This space was partially used for parking and the rest was covered by a barely usable green space. The new design with its beautiful Quarzit surfaces and otherwise minimal design elements, quickly found its way into the hearts of residents and tourists alike. The easily moved heavy iron chairs form ever-changing patterns as a consequence of their use, even in winter. Parking has been relocated to a garage under the square, and tram routes continue to operate through the space.

CONCEPTS FOR NON-CAR-RELIANT LIVING

The residential estate *Mehr als Wohnen* (More than Living) was built on an area of approximately 41,000 m2 in the northern part of Zürich, by private non-profit associations without public subsidies. In 2015 approximately 1,200 people moved into the 395 flats and about 150 employees moved into their offices, workshops and restaurants. The estate also includes a guest-house, music rooms and other communal facilities. Based on a new concept about mobility, the authorities were able to approve a significant reduction of parking spaces.

PARKING SPACES ALLOCATIONS

Parking spaces	User
57	1,200 inhabitants
34	Visitors of inhabitants
5	Car shareing
31	150 employees
36	Visitors of the businesses (restaurants etc.)
9	Coporate vehicles of the businesses
172 in total	(of which 104 in underground parking)

If normal Swiss parking standards had been followed, 521 parking spaces would have been required, and even with the application of generally accepted reduction factors, would still have resulted in 312 parking spaces.

The main components of the concept that enabled this reduction to 172 spaces were:

- Short distances to schools (reachable by foot) and the provision of facilities for small children within the estate
- The implementation of a ‘concierge-service’, receiving deliveries, etc
- Five parking spaces for car-sharing vehicles.
- Generous facilities for bikes
- A commitment, in form of a written contract, by the tenants not to own a car, with possible exceptions for people with disabilities or working shifts
- Restricting car access to the inner part of the estate
- The connection to the public transport network by a direct bus link to the main train station of Zürich Oerlikon.

The design of the road network inside the estate features narrow routes for vehicles through pedestrian areas without any differences in level. Vehicle access is limited to authorised people and blocked to others by moving barriers. Public space is signed as a *Begegnungszone* (meeting zone, similar to the UK HomeZone),



5

It was, and still is, an explicit goal to free the streets and squares of the inner city of parking spaces, and to relocate them in underground parking facilities



6

which means that the maximum speed is set at 20 km/h, there is no differentiation between the footway and carriageway, and parking is only allowed in marked bays.

CONCLUSION

The City of Zürich is the heart of a much larger metropolitan area. Increasing urban density and limited urban space are the main challenges of modern transport planning and design of public space. Zürich has found some interesting approaches to manage both. The real challenge now is to find and implement equally successful schemes in the low-density outskirts of the larger metropolitan area. It is hoped that the positive experiences in Zürich will inspire similar schemes in other urban centres around the world. ●

Willi Hüsler, Dipl. Ing. ETH, founder of IBV Hüsler, traffic consultant, lecturer and researcher
Simon Jakob, transport and mobility consultant for IBV Hüsler

5 and 6 Zürich’s Sechseläuten Platz before and after the remodelling

The Renovation of Avenida Gasteiz

Eduardo Rojo Fraile shows the advantages of redesigning a main road



The city of Vitoria-Gasteiz lies inland from Bilbao in the north of the Spanish peninsula, and is the capital of the Basque autonomous community.

BACKGROUND

Avenida Gasteiz is a large urban street built in the 1970s according to the urban standards of the time. Its wide cross-section was occupied by a large road with several lanes in each direction, a central reservation designed as a pedestrian promenade, five parking lanes and a side access lane for residents. The space set aside for pedestrians was limited and the central promenade, flanked by the road and the tramway constructed in 2007 was detached from both homes and shops.

The Batán river used to run along the avenue, flowing from the hills of Vitoria south of the city, to the Zadorra river, to the north. This was channelled to collect the city's wastewater. After considerable urban growth Avenida Gasteiz went from being a peripheral road to a focal point of the city, an unavoidable road en route to the northern neighbourhoods and the new bus station for inter-urban services at the city's northern end. Its central location was used to establish some of the city's important facilities such as the Europa Congress Palace.

By 2011 the urban landscape was very dilapidated, the environmental quality of the area was poor due to the heavy traffic (with high levels of noise and air pollution), and the neighbourhood had entered into commercial decline (a number of retail establishments and restaurants had closed since passers-by were too far away). It was clear that the design and structure of the street were not in line with its geographical centrality, or with criteria for sustainable mobility and high quality public spaces.

PURPOSE OF THE INTERVENTION

The project, promoted by Vitoria-Gasteiz City Council and funded by the Basque government, was designed as a comprehensive intervention aimed at recovering public spaces for citizens and improving the environmental, social and economic conditions of the neighbourhood. The following objectives and criteria were proposed:

- 1 Vitoria-Gasteiz: aerial view of Avenida Gasteiz today with the tram, cycle lane and traffic
- 2 Part of the plan for the redesign of Avenida Gasteiz
- 3 Avenida Gasteiz before the renovation
- 4 Vitoria-Gasteiz; location map of the sites



2

- Reduce the space dedicated to private motor traffic, and increase pedestrian areas and space for cycling and public transport infrastructure
- Transform Avenida Gasteiz into an energy efficient, more permeable urban corridor with more greenery
- Improve water management
- Improve the environmental, sensory and convivial quality of the place
- Socially revitalise the neighbourhood and promote commercial dynamism.

The project is part of two main sustainability strategies for Vitoria-Gasteiz: the *Sustainable Mobility and Public Space Plan*, launched in 2007 to continue promote sustainable modes of transport to replace private vehicles, and the *Urban Green Infrastructure Strategy* approved in 2014, which aims to enhance the ecosystem of the city through solutions based on nature. The urban renovation of Avenida Gasteiz is one of the first two actions carried out in the city in terms of green infrastructure and, in this sense, has a clear demonstrative and innovative character.

Our concept of green infrastructure incorporates mobility as one of its main components. Our urban paths, pedestrian highways and public transport lines are a fundamental part of the green infrastructure grid. The *Sustainable Mobility and Public Space Plan* groups blocks into superblocks. The streets inside the superblocks become places of peaceful coexistence between pedestrians and vehicles. Many of them become pedestrianised, especially in areas with a greater deficit of public spaces and high population density. The plan defines main roads for motorised vehicles on the periphery of the superblocks. It also defines a network of urban paths for pedestrians and cycle lanes that structure the city. The public transport network runs along the main roads.

PREVIOUS ACTIONS: CONSTRUCTION OF AN URBAN PATH

The renovation of Avenida Gasteiz is part of a pedestrian axis that links the central Virgen Blanca Square with the new bus station in the north of the city. In previous years a series of works were carried out until they reached Avenida Gasteiz.

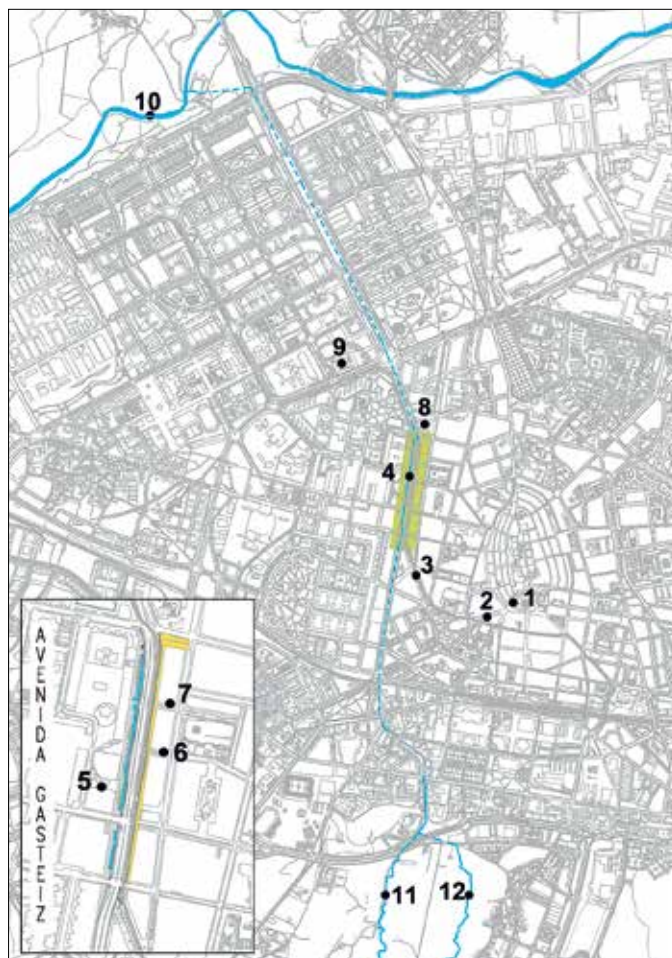
First, at Virgen Blanca Square, the heart of the city, a traffic lane was taken out to provide terraces for the adjacent cafés. Since then, lighting has emphasised the architectural framework of the square leaving the central area in shadow. A series of water fountain spouts on the ground help to refresh passers-by on hot days.

Second, in Prado Street, the perpendicular parking spaces were eliminated to widen the pavement and provide the start of an urban path. It became an important public transport interchange zone, with tram and taxi stops in nearby areas. The works included a system of cameras to prevent non-residents from accessing the large superblock that contains the old town. Only public transport can enter the historic centre.

Last, Sancho el Sabio Street was radically transformed. It went from having four traffic lanes and four parking lanes to



3



4

List of places mentioned:

- | | | |
|---------------------------|------------------------------------|----------------------------------|
| 1. Virgen Blanca Square | 4. Batán river and Avenida Gasteiz | 8. Constitución Square |
| 2. Prado Street | 5. Europa Congress Palace | 9. Bus station |
| 3. Sancho el Sabio Street | 6. Cruz Blanca | 10. Zadorra river |
| | 7. Navarro Villoslada | 11. & 12. Avendaño and Zapardiel |



5



6

being a pedestrian street with a single access lane for local residents. In its middle, a large pergola houses markets and other urban activities. A large screen in front of the tram stop informs citizens about the main events in the city. Public transport users have better access to information.

PUBLIC SPACES IN AVENIDA GASTEIZ

The identity of the public spaces has been enriched with environmental improvements. The interventions included actions aimed at improving mobility, biodiversity, water management, energy management and the quality of public spaces.

An urban path, the tram, a cycle lane and a road with heavy traffic run along the avenue in parallel. Noteworthy actions carried out include the pedestrianisation of the side access lane and the elimination of four of the five lanes reserved for parking. Refurbishment of the great urban path has been extended, connecting it with the Sancho el Sabio section and ending at Constitución Square, accompanied by a reclaimed river and its tree covered riverside area that makes the urban environment more pleasant. A two-way cycle lane has been built on each side of the avenue.

The two perpendicular streets, Cruz Blanca and Navarro Villoslada, are inside a superblock. The latter is now pedestrianised, incorporating areas shaded by birch groves. The other street, Cruz Blanca, retains a traffic lane but this is level with the pedestrian areas.

THE RIVER SYSTEM AS A LANDSCAPE PROJECT

The resolution of the water programme is a very important part of the functional and formal landscape project. Some of the water of the Avendaño and Zapardiel rivers come to the surface in the renovated section of the avenue. This reclaimed river gives structure to the new avenue and has enhanced it with a more biodiverse landscape. The traditional parterres that accompanied public spaces have been replaced with a nature corridor. It is one more element added to the grid of urban green infrastructure in Vitoria-Gasteiz.

Between the promenade and the channel, an undulating wall has been constructed that gives structure to the public space and provides successive rest areas along the promenade. It serves as a continuous seat and limits access to the river. It is made from the limestone of local quarries and is of dry stone construction. It houses a rich micro fauna, in a similar way to the low walls of the farms in the local rural environment.

OTHER ACTIONS

The installation of a green façade and photovoltaic panels during the environmental rehabilitation of the Europa Palace was carried out at the same time as the public space project. The lighting has been installed according to Starlight criteria (see <http://fundacionstarlight.org>), leaving the river in shadow.

ASSESSMENT

This spatial reorganisation, with the removal of more than 400 parking spaces, has been possible thanks to the dialogue with and support of the different groups involved. Approximately 4,300 cyclists travel daily along the new cycle lanes and 24,000 people travel by tram, while the number of cars has been reduced by a third. The wide pedestrian pavements are revitalising shops and restaurants, setting tables outside. The decrease in traffic has reduced the levels of noise and atmospheric pollutants, which together with the creation of new rest areas and the general landscape improvement of the area, has meant an increase in public use and social interaction.

The diversion of water from the Batán river and the installation of sustainable drainage systems have limited the flow of clean water into the sewer system, improving its efficiency and preventing flooding. The introduction of new elements of biodiversity (green façade, indigenous plant structures, etc.) and the water element, in addition to improving landscape quality, humidifies the earth, provides freshness, contributes to reducing air pollution, and offers many other benefits for the health and well-being of citizens. The reclaimed river has become

5 Vitoria Gasteiz: Well used cycle lane on the redesigned Avenida Gasteiz

6 The undulating wall gives structure to the public realm

7 Avenida Gasteiz: before and after cross-sections with redistribution of functions.

All images by the author

a biodiversity corridor that functions as an ecological connector between the hills of Vitoria and the Zadorra river.

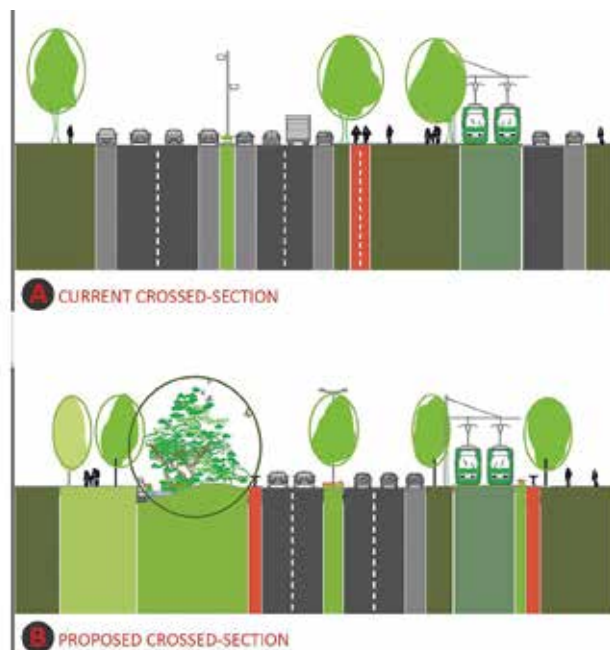
The new LED lighting system has led to a reduction in light pollution and energy consumption. The energy efficiency measures associated with the environmental rehabilitation of the Europa Palace are also reducing the city's energy bill.

The urban renovation of Avenida Gasteiz is a good example of rebalancing the mobility network to apply nature-based solutions to the improvement of major public spaces. It is led by a holistic vision for urban interventions that brings together different elements. These include:

- The development of good transport networks for walking and cycling, and an efficient public transport system; and,
- The introduction of nature in the city, improving the permeability of the ground and promoting ecological connectivity supported by the hydrological network.

The resolution of all these environmental issues results in an improved urban landscape that is attractive for urban life and supportive of the local economy. ●

Eduardo Rojo Fraile, Head of the Public Space and Natural Environment Service, Municipality of Vitoria-Gasteiz, Spain



7

Reclaiming Historic City Centres from Automobiles

Michelle DeRobertis and Maurizio Tira discuss the Italian approach to reducing traffic

For centuries, if not millennia, Italian streets were designed for either the pedestrian or the horse and cart. While for the last 80 years the automobile has dominated street design, there is a consistent outlier that remains frozen in time: Italian historic city centres. Whether dating from Roman, medieval, Renaissance, or fascist times, these unique places retain their historic form whose function is to serve pedestrians. Outside the city centre, the current concern in Italy is to design streets for all modes; solutions include bus-only lanes, cycle lanes and/or allowing bicycles to use bus-only lanes. In the city centre, however, the issue is not only to manage but to reduce excessive traffic. This article will discuss the uniquely Italian concept of *Zone a Traffico Limitato*, traffic-limited zones (ZTL).

BACKGROUND

By the 1950s, Italy, like most of the developed world, was experiencing phenomenal growth in car ownership and use. Many city plans such as those for Bologna and Rome were proposing more and wider roads even within the historic centres. Paradoxically at the same time,



1

1 Brescia: pedestrian street



2



3

there was a growing awareness in Italy that the priceless heritage and ambiance of city centres were extremely compromised by the noise and pollution emitted by cars, impacting not only famous landmarks such as the Coliseum in Rome, but also the residents.

As a result in 1962, Siena banned cars from Piazza del Campo and in 1965, the four main streets of its centre were closed to traffic 24 hours a day, with exceptions for buses, taxis, ambulances plus a delivery window for local shops. Bologna created its first pedestrian-only street in 1968, and between 1972 and 1975 through traffic was banned from a small area within the historic centre and some streets were designated for buses, taxis and residents only. In 1974, Brescia designated the core of its historic centre as a Pedestrian Area, although with exemptions similar to those in Siena and Bologna. Rome finally implemented a ZTL in 1989, the same year that Italy passed *Legge Tognoli*, the law which formally defined both ZTL and Pedestrian Areas (PA). This law was expanded and incorporated into the Italian Highway Code in 1992. The number of cities with ZTL blossomed throughout the 1990s and today over 300 cities and towns, some as small as 1,500 inhabitants, have one. Most of the larger cities have pedestrian-only streets as well.

From the very beginning, these actions were based on the following premises:

1. Through traffic does not belong in the historic city centre;
2. The primary mode of circulation should be walking for residents, shoppers, workers, visitors and tourists alike;
3. High quality public transport is essential;
4. The only motor vehicles allowed should be those of residents to access their private off-street parking spaces, deliveries for stores and restaurants, and vehicles for the disabled.

WHAT IS A ZTL?

ZTL are zones where only authorised users may enter, either 24 hours a day or during a specific time period. Even within the same city, ZTL may operate part-time on some streets and 24 hours a day on others. Each town decides the hours and the authorised vehicles, which typically include residents' cars, taxis, vehicles belonging to people with a disability, emergency vehicles, deliveries within a smaller timeframe and sometimes motorcycles. A pedestrian area, on the other hand, restricts virtually all motor vehicles.

Authorised users receive a permit to display on their windshield; this also allows them to park on-street in designated areas. In the past, enforcement against cars which did not display a permit, depended on the local traffic police. With the advent of electronic methods in the late 1990s, this became easier. Many cities also allow one-time entrance permits for a fee. To prevent abuse or evolution into *de-facto* tolls, the number of times per month that one can obtain such a permit is limited.

While the vast majority of ZTL are implemented within an historic centre because of its uniqueness as a major attractor for people from all over the city, and in many cases all over the world, some large cities such as Rome and Turin also have smaller ZTL outside the historic centre, in areas with particular traffic problems. Rome, due to its size, has seven ZTL, three of which restrict traffic only late at night, to control traffic related to nightlife activities.

ZTL AND STREET DESIGN

Italian historic city centres are like outdoor museums, so an attractive streetscape is an important part of their character.

ZTL reduce traffic but are not pedestrian-only areas, and in some cases streets must also accommodate public transport. Mostly the implementation of ZTL is simply indicated with signs and without street redesign. This ease of implementation is considered one of their advantages. In contrast, streets that became pedestrian areas were typically completely redesigned, including surface materials, more street furniture,

2-3 Rome, the Coliseum. The effect of the ZTL designation: Unrestricted outside the ZTL (top) and inside it (bottom)

the presence and quantity of outdoor seating, and bollards to prevent errant cars. Indeed ZTL can be considered precursors to a fully pedestrianised street. This evolution occurred in Brescia where, since 1990, 2.5km of streets that were initially part of ZTL are now pedestrian-only streets.

Given a typical building-to-building width of 8 to 12m in the city centre, with carriageways of 4 to 6m for two-way traffic, there is no opportunity to narrow lanes further or to convert a four-lane road into a two-lane road, as is common in the USA. Thus bike lanes are essentially impossible. But with lower traffic volumes and speeds on these narrow lanes, the road can easily be shared with bicycles and in some cases pedestrians.

Furthermore, the reduced volumes of traffic and, above all the removal of through traffic, allow for two specific traffic-engineering measures: the creation of one-way streets, and the elimination of on-street parking on one or both sides. These measures can free up space and allow for new or wider footways, the removal of raised kerbs, more outdoor seating, attractive street furniture and planters. In addition, since high traffic speeds and volumes are specifically discouraged, many cities have replaced the asphalt surface with a more historically appropriate material such as stone. A survey of the 300+ Italian towns to determine whether and how they have redesigned their streets since introducing a ZTL is something the authors would like to pursue further.

To offset restricted car access, ZTL are typically accompanied with other measures including improved public transport, parking lots at the periphery, and cycle-ways along ring roads and radially. ZTL apparently have not discouraged visitors from coming to city centres.

THE BENEFITS OF THE ZTL

ZTL are intended to improve the ambiance and restore the historical integrity of city centres as well as improve health and safety of both residents and visitors. Photos of two locations a block apart near the Coliseum, inside and outside the ZTL, illustrate the improved ambiance which is enjoyed by all.

Various cities have analysed one or more of the anticipated benefits. Several cities have shown that as expected, traffic volumes decreased measurably, including in Rome where even the number of delivery vehicles decreased by 25 per cent, despite the fact that they are still allowed within a restricted timeframe. Another positive consequence was that bus travel times demonstrably improved.

An analysis of traffic collisions revealed that within the ZTL, they decreased at a greater rate than collisions in the rest of the city. In Bologna, collisions decreased by 20 per cent in the ZTL in the first year after electronic enforcement was implemented in 2005, and by a total of 45 per cent by 2014. This is contrasted with a 30 per cent decline in citywide collisions by 2014. Mantova experienced a more dramatic result: in the 12 months before and after the expansion of the ZTL, traffic collisions within it decreased from 10 to 4, a reduction of 60 per cent, while city-wide collisions decreased by 7 per cent from 391 to 363.

Qualitatively, preliminary results from a survey in Brescia found that over 80 per cent of the residents of the ZTL rated their street as very liveable, liveable or average, essentially the same as those residing elsewhere. However, disturbances from traffic noise and traffic fumes are more common inside than outside the centre, unless a ZTL is implemented. Despite this, residents remain split on whether they would prefer to see the hours of the ZTL expanded or remain the same.

CONCLUSION

ZTL in Italy have mushroomed since the 1990s. All Italian cities with a population of over 100,000 have them, as well as over 250 smaller towns. ZTL are not congestion charges or environmental zones; you cannot 'buy' your way in. From this perspective, they are socially equitable. Their main purpose is to restore the beauty of the Italian historic city centres from



4



5



6

the damage caused by the overwhelming presence of cars. They are also relatively easy to implement and do not depend on expensive renovations and street redesign. The most common changes to the streetscape that accompany ZTL are reduced on-street parking and the creation of one-way streets. ZTL are often precursors to fully pedestrianised streets which further reduce the adverse impact of the motor vehicle on the city centre. These, in contrast, typically do involve extensive street redesign. ●

4 Cyclist in Ferrara's ZTL, Emilia Romagna
 5 Brescia: Corso Garibaldi in the ZTL where stone paving has replaced asphalt
 6 Salò: ZTL sign
 All images by the authors

Michelle DeRobertis, civil and traffic engineer in California, currently doctoral student at the University of Brescia researching ZTLs
 Maurizio Tira, Environmental Engineer, Professor of Town and Regional Planning and Rector, University of Brescia, Italy.



A Pedestrian Pioneer: Florida Street in Buenos Aires

Sebastian Loew recounts the history of a precursor pedestrianisation scheme

Buenos Aires, the federal capital of Argentina, covers an area of 200 square kilometres, and has a population of about three million; the much larger metropolitan area has a population of 13.2m, about a third of the country's total. Car ownership is fairly high with some 1.8m cars licensed in the capital. Cars are, for most Argentines, an extension of their bodies and this is true even in the capital in spite of its excellent and cheap public transport system.

BACKGROUND

Founded in the 16th century, Buenos Aires follows the grid pattern of all Spanish colonial cities as prescribed by the Laws of the Indies. From humble beginnings, the so-called 'big village' started growing in the middle of the 19th century, welcoming wave after wave of immigrants from Europe. By the dawn of the 20th century it had become the most elegant and progressive city of the continent, known as the Paris of America, the capital of a very rich country.

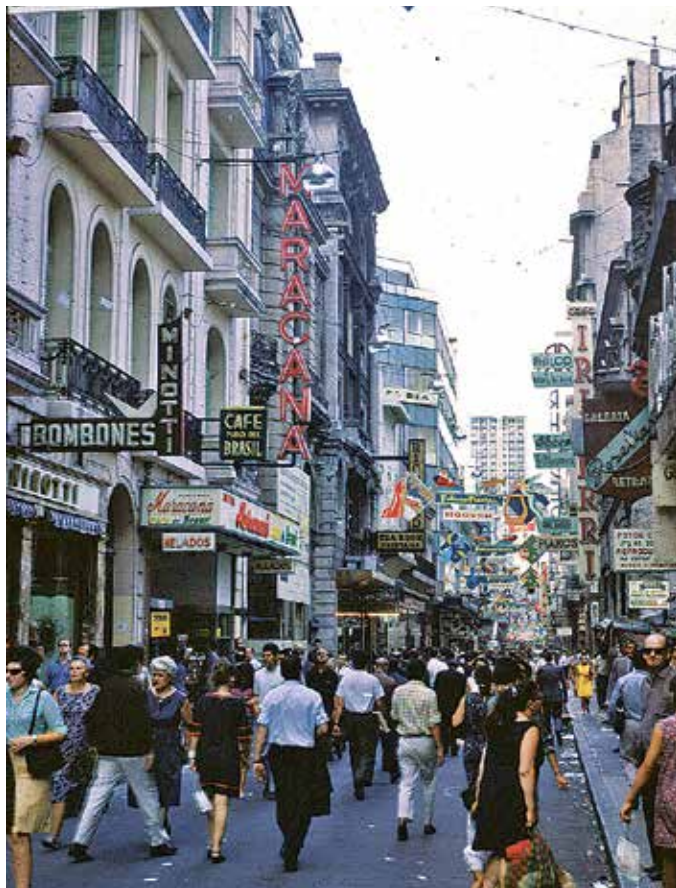
British investment brought the railways to Argentina in 1857 and the electric tramway to Buenos Aires in 1897. Soon the central area of the city was filled with a grid of tramlines; by 1910 Buenos Aires had some 600km of tramways. Three years later the first underground was built and today the city has a network

of six lines. The trams have been replaced by buses and offer a fairly efficient 24-hour service. The capital also has a huge fleet of taxis, some 40,000 licensed, half of which are permanently on the streets. The fares are relatively cheap and therefore taxis are widely used.

In spite of this good public transport service, streets are congested and as drivers have little discipline and ignore regulations, traffic in the city is chaotic. Within this context, traffic management and restraint can only succeed through drastic measures and draconian enforcement. The latter is sporadic and easily defeated by corruption, while drastic measures have appeared in various ways over many years and the history of the *calle Florida* is emblematic. This north-south street is in the middle of what was a mixed use urban core and is now the city's office and commercial district. Its scale might be compared to that of London's Bond St and for many years it played a similar role in Buenos Aires, an upmarket and at the same time popular commercial street.

At the beginning of the 20th century, Florida Street and its surroundings boasted some of the most aristocratic houses. It had become the citizens' favourite street, gas-lit from 1856 and with electric lighting some fifty years later. It was the best paved and the best-lit street in the city and by the 1890s, it also had a tram line. People strolled up and down Florida to see and be seen; it

1 Buenos Aires, Argentina: Florida Street today



2

was the city's salon. The street was lined with glamorous shops, coffee houses and symbolic buildings where the upper classes met: the Jockey Club (eventually burned down under President Peron's orders), the *Club del Progreso* and the *Sociedad Rural* (the farmers' association). As the area became more commercial, the aristocratic residents gradually moved away.

DAYTIME PEDESTRIANISATION

Soon the *porteños* (as the citizens of Buenos Aires are known) started complaining about the street's congestion, and shopkeepers demanded action by the authorities. In 1911 the Municipality banned vehicular traffic between 11am and 9pm on the whole length of the street, making it perhaps the first pedestrianised street in the world. The tramline was dismantled two years later. Florida's popularity increased even more as new stores opened along it, notably Harrods at the north end (the only branch beyond Knightsbridge) and Gath & Chaves, another British owned department store, at the southern end, both inaugurated in 1914.

The timetable of banning vehicles changed several times during the next forty years, but pedestrians in Florida had priority even when vehicles were allowed to circulate. This was confirmed in a 1953 lawsuit when a judge stated that 'Florida belongs to the pedestrian...vehicles, even during the hours where they are allowed...are intruders in the real life of Florida. Therefore they have to behave by asking for permission at every moment and try not to bother the pedestrians'. At one point the pedestrian flow became so thick and disorderly that in 1933, the Municipality tried to regulate it by forcing pedestrians to walk on the right hand side in each direction. As might be expected, this regulation was unenforceable and was soon abandoned.

Meanwhile the financial and office activities had started replacing the residential ones and their expansion would have an effect on future developments. By the 1960s, the southern end of the street and its surroundings had become Buenos Aires' financial centre. During office hours the traffic situation was chaotic for both pedestrians and vehicles in the surrounding streets.



3

Office workers would almost always make a detour and walk down Florida rather than on other congested and polluted streets.

TOTAL PEDESTRIANISATION

In 1971 the Municipality designated the whole area as the *microcentro* and banned all but essential vehicles, buses and taxis from it. Florida was now completely pedestrianised 24-hours a day following major resurfacing works, new infrastructure and landscaping. Sidewalks were eliminated to ensure a uniform floor surface from wall to wall. At the junctions with cross streets, approximately every 100m, vehicles interrupt the pedestrian flow. However, the surface of Florida continues across the junction like a carpet and the vehicles go up and down a slight ramp. The exceptions to this happen at the junctions of four major avenues where the flows are controlled by traffic lights.

Lighting was renewed, a main water collector was laid in the middle of the street along its whole length, and new street furniture and landscaping were introduced. The works were not carried out without hiccups: they lasted much longer and went well over budget. Some of the original design proposals had to be abandoned, and not all of the new furniture and landscape survived. Nevertheless newsstands – small kiosks – still exist more or less in their original form.

In spite of criticisms, the result was a success. By the end of the 1970s the

2 Florida Street in the 1960s before the redesign of the street surface
 3 An intersection between Florida and a cross street with continuous pavement level



4

traders' association estimated that about one million people used the street every day, around three times more than 20 years earlier. Property values had gone up and not many shops had changed hands or disappeared. Regulations controlled the kind of retail outlets allowed – for instance limiting the number of banks to one per street block – and the design of shop fronts and advertising. Small carts with rubber wheels pulled by hand were used for deliveries in the early morning and rubbish collection was done at night using electric vehicles that had to travel at pedestrian speeds.

In 1977, Lavalle, one of the cross streets within the microcentro renowned for its cinemas, was also pedestrianised for some 500m. The repaving to form a uniform surface from building line to building line followed a similar but improved pattern to that of Florida: all services were laid in accessible trenches without the need to break the pavement.

DECLINE

Though these schemes were very successful at first and did not suffer from the problems encountered in other cities, decline started a few years later and was dramatic. The country's economic situation deteriorated during the 1980s and affected the street's commerce. At the same time the whole central area suffered from the competition from other areas: the shops from peripheral shopping malls, and the offices from new locations more suited to modern needs. Florida was no longer the prime retail destination; a number of traditional shops closed down and even Harrods started emptying its upper floors in 1989, and finally closed definitively in 1998 (though the empty building still stands). Trying to revive the street's fortunes the Mayor had the pavement replaced with a black and white pattern of granite tiles. But soon after, in 2001, the Argentine economy collapsed, affecting commerce even more.

The next phase was probably the worst for the fortunes of Florida. Gradually the street was invaded by street vendors, the so-called '*manteros*' because they laid a cloth or blanket (*manta*) on the pavement to display their wares. Eventually the whole street was covered by these blankets and pedestrians had to walk on the narrow paths left in between. The city authorities estimated that there were 100 illegal vendors per block. This affected the shops as potential customers – now including large numbers of tourists – were deterred from entering them and even from walking along the street whose status was now marginal. The situation led to demonstrations and clashes between opposing groups, and eventually in 2012 the city managed to remove the illegal vendors, enforcing the ban with a strong police presence.



5

NEW MEASURES

Nowadays, after years of decline, the street has recovered some of its glamour although it is a pale reflection of what it was in its heyday. Grand buildings have been converted to new uses and their upper floors still show their *Art Nouveau* or *Beaux Arts* architecture, but the ground floors are likely to be occupied by a fast food chain or a less than glamorous brand.

In recent years, a Pedestrian Priority Programme for the city centre has been initiated, and two parallel streets have been reconstructed on the Florida model, resulting in significant reductions in noise and pollution and an increase in land values.

Traffic considerations have also meant major change in Avenida 9 de Julio, parallel to Florida four blocks to the west, and at 125 metres, one of the widest urban boulevards in the world. In recent years, a four lane busway (the system is dubbed Metrobus) has replaced four central traffic lanes, though 16 general traffic lanes remain! By gathering the bus routes from nearby parallel streets onto the busway, further pedestrian priority schemes have been enabled on these parallel streets, with *calle Florida* providing the model.

What can be retained from Florida's long history is that its pedestrian status has never been contested. Its commercial rents are still amongst the highest in the city, it continues to be a favourite promenade for the *porteños* and one of the first areas visited by tourists. Florida can be compared to a commercial mall but contrary to most of these, it happens to be a normal city street, part of and connected to its urban grid. Its streetscape has been modified a few times without changing its essential role and its success has influenced the way other streets have been treated. ●

4 Florida Street around 1900

5 Florida Street before full pedestrianisation

Sebastian Loew

Impressions from China

Tim Pharoah laments the effects on the public realm of fast and frenzied urbanisation



China's population has doubled in 50 years to reach 1.4 billion. Of much greater importance from a planning perspective is the fact that the urban population has grown in that time from 150 million to almost 800 million, the proportion rising from 20 per cent to over 60 per cent. This scale and pace of urban growth is unmatched in the Western world at any time in history. The total urban growth in 19th century England was no more than that experienced in Shanghai in the past decade alone.

China is building fast to accommodate the urban hordes, and to cater for their travel. In Shanghai the number of metro lines has gone from just one to 15 in the past 20 years. It is a similar story in many cities: there are now more than 20 cities with over five million population, of which 15 cities have over 10 million inhabitants.

So what is frenzied? The word might apply to energetic children, who tear around the playground simply because they can, without much thought to any particular purpose or consequence. Similarly, much of what is being built in China appears to be without a guiding vision, and with a disregard for the longer term consequences. In children such abandon is delightful. In city building it can be a disaster.

Almost any judgement about Chinese cities will be true in at least one place, because it is such a vast and populous country with much diversity, but this article explores some generic aspects of contemporary urban transport and development in China and their urban design outcomes.

HIGH AND WIDE

Two features immediately stand out: for urban development, it is concentrations of tall blocks and towers; for transport, wide roads are the dominant element. How these two features play out in terms of urban density is key to understanding how modern Chinese cities work.

The vision of modern China recalls 1950s North America, rather than 21st century Europe, but the story behind the vision is rather different. In the US, high density had been a consequence of high levels of (mostly streetcar) transit. The insertion of high capacity roads and the switch to the private automobile prompted sprawl and low density growth. In China the growth is occurring with an assumed goal of motorisation from the start. High density is achieved within residential enclaves, but gross densities are very much lower because of the large size and frequency of the road network. The volumes of travel are also exacerbated by the way that activities are configured.

The rise of car use has been inexorable in 21st century China. But just as noticeable is the flooding of city streets with electric motor scooters, which now seem almost as numerous as the humble bicycle once was. This has created a new set of challenges in managing the street environment.

GATED COMPOUNDS

Much development occurs in gated enclaves, very often of some considerable size. Limited entry and exit points mean that connectivity between areas is difficult. One can find oneself 100m or so away from local shops and facilities, in

1 Barriers impede access to the Zhengyangmen Museum and despoil the streetscape in a major tourist area near the Forbidden City



2



3



4

terms of crow-fly distance, but the lack of permeability between enclaves means that considerably longer journey distances are involved. It is common therefore for people to use motorised transport to undertake local journeys, which in a permeable European city would involve a short walk.

The compounds themselves can have both positive and negative features. The concept has historical roots, with the Forbidden City offering a well-known example. The contemporary compounds also seem to be aimed at protection and the creation of defensible space. Whether such fear is justified in a country with a relatively low crime rate in public spaces, is hard for an outsider to judge. The creation of a quality environment within the compound is by no means guaranteed. Attractive and safe residential environments can be created, and have been, certainly in the more up-market developments. Such examples usually involve parking provided underground. But the potential for safe play spaces or attractive gardens is destroyed when the gated area is simply a car-park.

STREETS OR HIGHWAYS?

Any street with a significant role in providing connectivity will have (to European eyes) extremely generous widths. Inevitably this has a huge impact on the townscape, characterised perhaps as canyons with fast flowing rivers of movement. Unlike natural canyons, of course, the rivers flow in both directions. This affects street life, and the design and management of local access.

BARRIERS, BARRIERS AND MORE BARRIERS

The UK had a love affair with pedestrian barriers in the latter half of the 20th century, but it was a mere fling compared to that which has unfolded in China. It seems that people there cannot

The impermeability created by the gated compounds is exacerbated further by the frequent inability to cross the street in convenient locations

be expected or trusted to observe any traffic rules. In order to achieve any sort of order, barriers are needed to keep opposing flows apart: local and through flows, public and private vehicles, two and four wheeled vehicles, and pedestrians and any sort of vehicles. The result is a horrendous degradation of the streetscape. Barriers are ubiquitous even in highest foreign currency-earning tourist areas, for example outside the gate to the Forbidden City.

Equally hard to accept is the impact of these barriers on local movement. The impermeability of the gated compounds is exacerbated further by the frequent inability to cross the street in convenient locations. If, as is common, the gates to compounds are located mid-block, and barriers run from junction to junction, a walk between compounds involves a major detour. In addition, the sheer width of the street and the difficulty of traversing it means that it is not surprising to find that people choose to drive their car or scooter to make even the most local of journeys. For the same reason, very often vehicle users, especially two-wheeled vehicles, will be ridden in the opposite direction to the intended flow, to avoid having to cross to the correct side.

2 Zhengzhou City today
 3 Dan Ryan Expressway, Chicago 1960s
 4 Zhengzhou: gated compound with car free interior



5

There may be some potential benefit in the wide street dimensions in the future for reallocating space from vehicles to pedestrians, cyclists or public space. Some reallocation has already occurred in some cities, for example in order to insert a segregated bus rapid system (BRT), but the impact on local access is likely to remain a problem.

EDGE CONDITIONS

The liveability of streets depends not only on the ease of crossing and re-crossing them, but also on the conditions for pedestrians to engage in activities or simple perambulation, which must usually, for practicality and convenience, take place at the edge of the street adjacent to building frontages. However in Chinese cities, it is these edge conditions that create a poor quality of street life. The parking of motor scooters and bicycles on the footpath can be chaotic, obstructing movement on foot, and taking space that should contribute to the quality the public realm.

To western sensibilities, the undisciplined movement and use of the side or edge spaces creates a potentially unsafe environment, and limits the potential for sojourn. Social interaction, it seems, takes places almost exclusively indoors.

TOO MANY CARS, TOO LITTLE TRANSIT

Zhengzhou, the capital of Henan Province, has become a major city almost overnight, and provides a useful example of how major expansion has been handled. Public transport so far has lagged behind population growth, but the building of big roads has not. Traffic and parking have become the dominant features of the urban realm. BRT has mitigated the transport situation to some extent, impacting visibly on the design of the major road network, but to release more space for development and public realm, it is necessary to provide higher capacity and higher speed rail transit.

So far Zhengzhou has only two metro lines, but a further 12 lines are currently under construction. These could open opportunities for a major reduction in car use, but it does not seem to be the aspiration, and in any case such a goal is being undermined by an equally vigorous development of the major road network. A new CBD has been built, remote from the city centre, which has some impressive spaces and buildings. The image of this commercial and cultural area, however, is promoted as a motorway city rather than as an attractive destination.



6



7

CONCLUSION

This article is based on recent visits to central China, including Beijing and Zhengzhou. My overriding observation, apart from being in awe at the vastness of the place and the apparent ability of people to carve out their lives in hostile environments, concerns the type of future to which Chinese cities are heading. The aspiration seems to be to create transport systems and urban environments based on individual motorisation, and in this way reflects the aspirations seen in European cities more than four decades ago. What is seen as modernity in China today is to many European eyes an ill-considered vision that is neither attractive nor sustainable. A change of direction is needed, but undoing the anti-urban infrastructure that has already been created will be a daunting task. Changing mindsets may prove to be the most difficult challenge of all. ●

Tim Pharoah

5 Zhengzhou city centre with nowhere to walk
 6 Zhengzhou gated compound dominated by parking.
 All above images by the author
 7 Zhengzhou: promotional image for the new CBD as a motorway city



1

Making Streets Better

John Dales and Christopher Martin demonstrate that learning from observation is one of the main keys to successful schemes

Transport and streets are pretty much what get us and our colleagues out of bed in the morning. They're the *raison d'être* of the small company to which we have devoted our working days (and nights) for nearly a decade; and they're what we're fascinated by in our spare time, too. But why?

There are probably two key reasons. The first is our shared, joyful conviction that streets are the lifeblood of towns and cities; that, to borrow a phrase from a speech made in Athens around 2,000 years ago, they're where 'we live and move and have our being'. The second is the unhappy recognition that, since the internal combustion engine came along, we have steadily ensured the almost complete subordination of both living and being to moving, especially in private motor cars. This means that streets, on the whole, have had transport done to them, that the means have triumphed over the ends.

We see our work, our calling almost, as being to do what we can to ensure that transport is an enabler of living and being, not a dominator. While we understand the vital importance of transport in terms of economic, social, environmental and public health, we have seen how the pursuit of narrow, usually



2



3



4

motor-centric, transport goals has often been to the detriment of cities, towns and streets in general, a modern parallel to Aesop's fable about the goose that laid golden eggs.

LEARNING FROM OTHER PLACES

Making streets better places is what we spend most of our time trying to do. We are constantly seeking to learn, and therefore almost constantly challenging one another. While we do learn from participation in conferences, seminars and other conventional forms of continuing professional development (CPD), the core of our approach to CPD is our programme of StreetTours – study visits to different towns and cities to see what others have done, to speak to those others, and to argue the pros and cons amongst ourselves.

To be able to take these trips is one of the many benefits and privileges of working for a small practice: there's no hierarchy to convince about spending the company's time and money to go places. Over the past few years, we've increasingly sought international inspiration, with StreetTours to Copenhagen, Amsterdam, Utrecht, Paris, Barcelona, Stockholm, Dublin and Seville. Other international cities that we have recently visited as part of our project work include Berlin, Munich and Nantes.

CLAPHAM OLD TOWN

These visits are enjoyable but that doesn't stop them also being work. Indeed, our experience has been that getting out and about to learn is fundamental to the success of our design work. Nowhere has this connection been clearer than in the commission we undertook for Lambeth Council in Clapham's Old Town. The first element of this scheme opened in 2011, and the rest

was completed in 2014. Perhaps the most innovative features we introduced in the Old Town – uninterrupted, continuous footway crossings over the mouths of quiet sides streets – were dubbed Copenhagen Crossings by the Council because we drew our inspiration from layouts we saw as commonplace in that city.

But there's a lot more to the scheme than just these features. The historic heart of the Old Town had been all but forgotten by people and emptied of community life, with the central space laid out as an expanse of tarmac to serve as a bus stand, and no thought given to how locals, visitors, and businesses might want to use the space and engage with it. Other streets in the study area were similarly designed around the requirements of motor vehicles. Accordingly, the core aims of the design brief were to raise the quality of experience for local people and visitors; to challenge the current use of space and maximise environmental and road safety benefits; to emphasise and enhance the area's unique relationship with Clapham Common; and to reduce the dominance of traffic and improve pedestrian and cycle access.

Appointed in 2009, our first task was to fully understand the series of connected streets and spaces, of widely different characters, that make up the Old Town: how they were currently being used, what activities they were inviting, and what potential energy they held that we could release through the design. During the first few months of the commission, we therefore spent a great deal of time, at different times, walking the streets, sitting in the public spaces, drinking in the pubs and cafes, eating in the restaurants, and speaking with local people. This kind of immersion in local street life is, we think, essential when designing for change.

We found that, despite a public realm that was not inviting, certain pockets were drawing people in; and so we worked to prioritise these spaces as 'early wins'. This was both to prove the scale of ambition of the project and to showcase the benefits that can be delivered by designing places around people.

A scheme for Venn Street was the first to be built and it opened in September 2011. Typical of many side streets off busier streets, Venn Street was dominated by kerbside parking on both sides, with narrow footways and outdoor seating meaning people often had to walk in single-file. The constrained potential for the street's many cafes and restaurants to spill out was restricting the street's commercial and social success, while a monthly food market (enabled by the temporary closure of the street) was only just surviving.

Our aim for this street was simply to let life thrive, to let people use the

- 1 The opening party for the new Clapham Old Town piazza. Image by Lambeth Council and Labour Party
- 2 The piazza as it used to be before redesign.
- 3 A place for people: streets of Clapham Old Town now prioritise people
- 4 The Old Town piazza invites people to stay and enjoy the space. Last three images by Urban Movement



5



6

street in the way it had become clear they wanted to; and this meant we needed to find space. Working closely with Transport for London (TfL), we were able to demonstrate that we could remove the double red lines at the southern end of the street that were wrapping around from the adjacent main road (the A3). They were a matter of convention, rather than need. Using this space, we were able to relocate the resident and business parking bays to both ends of the street, freeing up the space in-between for comfortable walking and more productive use by frontagers. With traffic flows both low and slow, the introduction of a single surface in York stone created a space dominated by people walking and sitting, and full of invitations to stay and enjoy: licensed tables and chairs, new street trees, public seating, cycle stands and a public cycle pump.

The new arrangements proved very popular with local people and businesses, and the struggling monthly market soon became a thriving weekly event. Building on this success, we wanted to apply people-centric principles to a quite different context: the main part of the Old Town. The existing layout did little to invite people to spend time in the area, or enable the diverse array of pubs, cafes, restaurants, and shops that front the space to engage with it. Our approach to this challenge was to explore ways in which we could balance the technical requirements of bus operations with the pressing need to restore the physical heart of the community and create an enjoyable place for people

The introduction of a single surface in York stone created a space dominated by people walking and sitting, and full of invitations to stay and enjoy: licensed tables and chairs, new street trees, public seating, cycle stands

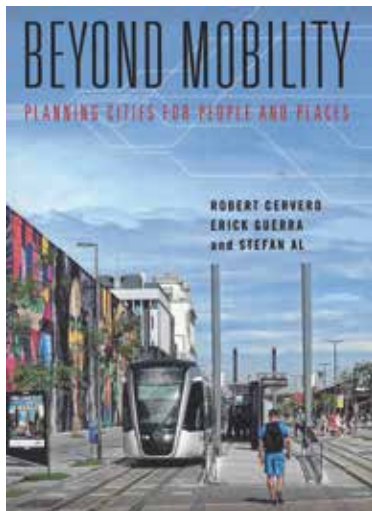
to spend time in. We also began to pursue a range of public realm improvements aimed at reconnecting the Old Town with the adjacent neighbourhoods, improving access to public transport, and making walking and cycling the easiest and most enjoyable ways to move about the area.

Working closely with a steering group made up of local residents and officers from Lambeth Council and TfL, we developed and refined various options through numerous public co-design events, reaching a final design that began construction in 2013. The scheme removed a fast and dangerous one-way gyratory system that had prioritised through motor traffic, replacing it with two-way streets that enabled passing traffic to avoid the heart of the Old Town while making local access more convenient. The rationalisation of the bus standing area created space for a new piazza, while new trees, formal and informal outdoor seating, and contra-flow cycling facilities all helped people to come to the space and stay, there, in turn enabling businesses to thrive. Parking and loading bays at footway level, and in footway materials, changed the language and priority of the space. Four years of experience of the Copenhagen Crossings have shown that they have successfully and safely reasserted the priority given to people on foot.

The changes in Clapham Old Town demonstrate the beneficial outcomes that follow from focusing on the life of streets and from learning about what works and why. What you can achieve when people are truly the primary driver in public realm design is amazing. ●

John Dales, director of Urban Movement
Christopher Martin, urban designer and planner, Urban Movement

5 A warm evening on Venn Street today. Image by Macaulay Walk
6 Venn Street as it used to be. Image by Urban Movement

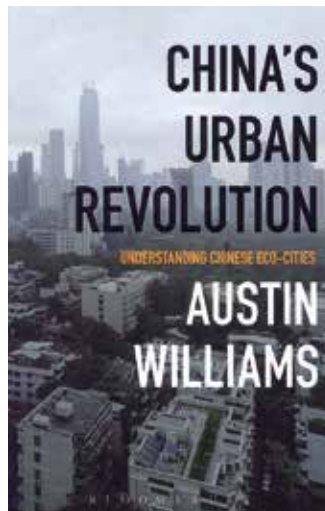


Beyond Mobility – Planning Cities for People and Places

Robert Cervero, Erik Guerra and Stefan Al, Island Press, 2017, £34.00, ISBN 978-1-61091-834-3

This book's three authors are professors of city planning and urban design at the Universities of California and Pennsylvania, and have produced a very useful snapshot of how to recalibrate the way we plan, design and build cities, in order to shift the focus from cars to people and places. They concede that the ideas advanced in the book are not new, but hope that their reflections on contemporary challenges, such as information technology and developing cities, will help to move beyond mobility. By this they mean that the approaches, metrics and standards used to design cities are in need of recalibration by downsizing the role of mobility and upgrading other factors. Vancouver, the only major North American city without a grade-separated freeway, is ranked by TomTom (the producer of navigation aids) as the continent's most congested city, while also being ranked as the most liveable city in the world by the Economist Intelligence Unit.

As with cholesterol, apparently, there is good and bad congestion; the good type creates a vibrant, pedestrian-friendly city that has not wasted money on excessive road construction. Walking, cycling and mixed use activities are quoted as means of recalibrating cities, with chapters devoted to transforming suburbs through retrofitting office parks and reinventing shopping malls as mixed use destinations, as well as more light rail and metro lines combined with transit oriented development. Increasing parkland can be achieved by reducing roadspace through 'road dieting', a new term that I hope does not catch on. The authors argue for constraining the growth of car usage in the Global South, with an 8 per cent annual increase seen in Asia and Latin America, where air quality and traffic collisions create disproportionately greater harm. A chapter on encouraging better economies



makes a convincing link between creating more sustainable cities and improved economic performance, while the last two chapters on emerging technologies and moving towards a sustainable future are the most interesting for urban designers. Other factors affecting planning for transport are increasingly ageing societies in the West and the trend among Millennials not to buy cars. These groups are avid users of Uber-type on-demand services, and the authors devote a chapter to emerging technologies and the expanding options that may be available through self-driving vehicles, from cars to trains. These new transport modes have many potential implications for city planning that are still to be explored, but the rapid pace of technological change can only be usefully captured in journals and online articles making this book possibly the last on the subject. ●

Malcolm Moor, architect and independent consultant in urban design; co-editor of *Urban Design Futures*

China's Urban Revolution – Understanding Chinese Eco-Cities

Austin Williams, Bloomsbury, 2017, £17.99, ISBN 978-1350003255

Williams's book is written in a racy, fluid style. Easy to read, full of facts, albeit few illustrations, it is based on his extensive travels to Chinese 'eco-cities', where he experienced urban change first hand. It aims to lay the foundations to an assessment of China's own take on eco-cities, a change of direction in its breath-taking urbanisation process, full of contradictions but also of innovative experimentation. He challenges the two opposing held positions about China's unique urbanisation process evolving from 17 per cent in 1976 to almost 60 per cent at present.

In Williams's view, an emerging middle-class has influenced the shift of city

growth from purely quantitative production to concern for the urban environment. He deliberately chooses not to define eco-cities, while observing the diverse forms of urbanisation in different parts of the country. He sympathises with techno-fixes and dismisses utopian dreams of eco-warriors, but he also maintains that the Chinese eco-city model emerges from its own social dynamic, regulated by an authoritarian political system. This stance is reflected in the content of his chapters which start with a discussion about eco-cities, the premise that man must overcome nature, and a critique of Western 'small is beautiful', embracing the growth model instead. He takes a historic view of China's dichotomy between industrial growth and rural backwardness, and the civilising components of the Chinese socialist model with its emphasis on education, rule of law, state security, cultural facilities and, more recently, environmental concerns. He ends on an optimistic note, discussing China's urban experiments and sees lessons for other parts of the world regarding R&D investment, technology development, resource management and urban land (mainly state owned). He briefly looks at the role of planning and notes that China is also trying to deal with the need for social housing, albeit producing gated communities. The state uses the notion of 'sponge cities' regarding water drainage, expecting low-tech, win-win targets to rapidly filter down the political hierarchy, instead of dams with concomitant massive community displacement. Such diverse eco-policies show that innovation may be more amenable without a rigid definition of eco-cities.

While acknowledging failed Chinese eco-cities, Williams concludes that the many techno-fixes to which China has resorted, are opportunities for future economic expansion based on more R&D and innovative, higher value added products. This includes renewable energy generation which adds to China's export capacity and confirms its regard to sustainable development. A final aim of the book is to instil a more critical stance toward Western environmental instrumentalism. ●

Judith Ryser

Practice Index

The following practices and urban design courses are members of the Urban Design Group. Please see the UDG's website www.urbandesigndirectory.com for more details.

Those wishing to be included in future issues should contact the UDG

70 Cowcross Street
London EC1M 6EJ
T 020 7250 0892
C Robert Huxford
E administration@udg.org.uk
W www.udg.org.uk

ADAM URBANISM

Old Hyde House
75 Hyde Street
Winchester SO23 7DW
T 01962 843843
C Hugh Petter, Robert Adam
E hugh.petter@adamarchitecture.com
robert.adam@adamarchitecture.com
W www.adamurbanism.com
World-renowned for progressive, classical design covering town and country houses, housing development, urban masterplans, commercial development and public buildings.

AECOM

Aldgate Tower, 2 Leman Street
London E1 8FA
T 020 7798 5137
C Ben Castell
E ben.castell@aecom.com
W www.aecom.com

One of the largest built environment practices in the UK offering an integrated life-cycle approach to projects from architects, engineers, designers, scientists, management, and construction consultants. Urban design is a core component in both the private and public sectors in the UK and across the world.

ALAN BAXTER

75 Cowcross Street
London EC1M 6EL
T 020 7250 1555
C Alan Baxter
E abaxter@alanbaxter.co.uk
W www.alanbaxter.co.uk

An engineering and urban design practice. Particularly concerned with the thoughtful integration of buildings, infrastructure and movement, and the creation of places.

ALLEN PYKE ASSOCIATES

The Factory 2 Acre Road
Kingston-upon-Thames KT2 6EF
T 020 8549 3434
C David Allen
E design@allenpyke.co.uk
W www.allenpyke.co.uk

Innovative, responsive, committed, competitive, process. Priorities: people, spaces, movement, culture. Places: regenerate, infill, extend create.

ALLIES & MORRISON:
URBAN PRACTITIONERS
85 Southwark Street, London SE1 0HX
T 020 7921 0100
C Anthony Rifkin
E arifkin@am-up.com
W www.urbanpractitioners.co.uk
Specialist competition winning urban regeneration practice combining economic and urban design skills. Projects include West Ealing and Plymouth East End.

ANDREW MARTIN PLANNING

Town Mill, Mill Lane, Stebbing,
Dunmow, Essex CM6 35N
T 01971 855855
C Andrew Martin
E andrew@am-plan.com
W www.am-plan.com
Independent planning, urban design and development consultancy. Advises public and private sector clients on strategic site promotion, development planning and management, planning appeals, masterplanning and community engagement.

ARC

Engravers House, 35 Wick Road,
Teddington, Middx TW11 9DN
T 020 3538 8980
C Katy Neaves / Vanessa Ross
E k.neaves@arcldp.co.uk
W www.arcldp.co.uk
Arc Landscape Design and Planning Ltd is a consultancy specialising in landscape and public realm design; urban design and landscape led master planning; and, landscape/townscape assessment

AREA

Grange, Linlithgow
West Lothian EH49 7RH
T 01506 843247
C Karen Cadell / Julia Neil
E ask@area.uk.com
W www.area.uk.com
Making places imaginatively to deliver the successful, sustainable and humane environments of the future.

ARNOLD LINDEN

Chartered Architect
31 Waterlow Court, Heath Close
Hampstead Way
London NW11 7DT
T 020 8455 9286
C Arnold Linden
Integrated regeneration through the participation in the creative process of the community and the public at large, of streets, buildings and places.

ASSAEL ARCHITECTURE

Studio 13, 50 Carnwath Road
London SW6 3FG
T 020 7736 7744
C Russell Pedley
E pedley@assael.co.uk
W www.assael.co.uk
Architects and urban designers covering mixed use, hotel, leisure and residential, including urban frameworks and masterplanning projects.

BACA ARCHITECTS

Unit 1, 199 Long Lane
London SE1 4PN
T 020 7397 5620
C Richard Coutts
E enquiries@baca.uk.com
W www.baca.uk.com
Award-winning architects with 100 per cent planning success. Baca Architects have established a core specialism in waterfront and water architecture.

BARTON WILLMORE PARTNERSHIP

READING
The Blade, Abbey Square
Reading RG1 3BE
T 0118 943 0000
C James de Havilland, Nick Sweet and Dominic Scott
MANCHESTER
Tower 12, 18/22 Bridge Street
Spinningfields
Manchester M3 3BZ
T 0161 817 4900
C Dan Mitchell
E masterplanning@bartonwillmore.co.uk
W www.bartonwillmore.co.uk
Concept through to implementation on complex sites, comprehensive design guides, urban regeneration, brownfield sites, and major urban expansions.

BE1 ARCHITECTS

5 Abbey Court, Fraser Road
Priory Business Park
Bedford MK44 3WH
T 01234 261266
C Ny Moughal
E ny.moughal@be-1.co.uk
W www.be1architects.co.uk
be1 is a practice of creative and experienced architects, designers, masterplanners, visualisers and technicians. We are skilled in the design and delivery of masterplanning, architectural and urban design projects and are committed to designing the appropriate solution for all of our projects.

THE BELL CORNWELL

PARTNERSHIP
Oakview House, Station Road, Hook,
Hampshire RG27 9TP
T 01256 766673
C Simon Avery
E savery@bell-cornwell.co.uk
W www.bell-cornwell.co.uk
Specialists in Masterplanning and the coordination of major development proposals. Advisors on development plan representations, planning applications and appeals.

BIDWELLS

Bidwell House, Trumpington Road
Cambridge CB2 9LD
T 01223 559800
M 07500 782001
C Johnny Clayton
E Johnny.clayton@bidwells.co.uk
W www.bidwells.co.uk
Planning, Landscape and Urban Design consultancy, specialising in Masterplanning, Townscape Assessment, Landscape and Visual Impact Assessment.

BOYER

24 Southwark Bridge Road
London SE1 9HF
T 020 3268 2018
C Ananya Banerjee
ananyabanerjee@boyerplanning.co.uk
W www.boyerplanning.co.uk
Offices in Bristol, Cardiff, Colchester, London and Wokingham.
Planning and urban design consultants offering a wide range of services to support sites throughout the development process. We believe in shaping places through responsive design.

BOYLE + SUMMERS

Canute Chambers
Canute Road
Southampton SO14 3AB
T 02380 63 1432/ 07824 698033
C Richard Summers
E Richard@boyleandsummers.co.uk
W www.boyleandsummers.co.uk
Space-shapers, place-makers, street designers and development promoters. Value generators, team workers and site finders. Strategists, pragmatists, specialists and generalists. Visioneers, urbanists, architects and masterplanners.

BUILDING DESIGN PARTNERSHIP

16 Brewhouse Yard, Clerkenwell,
London EC1V 4LJ
T 020 7812 8000
C Andrew Tindsley
E andrew.tindsley@bdp.com
W www.bdp.co.uk
BDP offers town planning, Masterplanning, urban design, landscape, regeneration and sustainability studies, and has teams based in London, Manchester and Belfast.

BROADWAY MALYAN

3 Weybridge Business Park
Aldstone Road, Weybridge,
Surrey KT15 2BW
T 01932 845599
C Jeff Nottage
E j.nottage@broadwaymalyan.com
W www.broadwaymalyan.com
We are an international interdisciplinary practice which believes in the value of placemaking-led masterplans that are rooted in local context.

BROCK CARMICHAEL ARCHITECTS

19 Old Hall Street, Liverpool L3 9JQ
T 0151 242 6222
C Michael Cosser
E office@brockcarmichael.co.uk
Masterplans and development briefs. Mixed use and brownfield regeneration projects. Design in historic and sensitive settings. Integrated landscape design.

BURNS + NICE

70 Cowcross Street
London EC1M 6EJ
T 020 7253 0808
C Marie Burns / Stephen Nice
E bn@burnsnice.com
W www.burnsnice.com
Urban design, landscape architecture, environmental and transport planning. Masterplanning, design and public consultation for community-led work.

CARTER JONAS

Berger House
36-38 Berkeley Square
London W1J 5AE
T 020 7016 0720
C Rebecca Sanders
E rebecca.sanders@carterjonas.co.uk
W www.carterjonas.co.uk/our-services/planning-development.aspx
Multidisciplinary practice working throughout the UK with dedicated masterplanning studio: specializes in urban design and masterplanning, placemaking, new settlements and urban extensions, urban regeneration, sustainability and community consultation.

CHAPMAN TAYLOR LLP

10 Eastbourne Terrace,
London W2 6LG
T 020 7371 3000
E ctlondon@chapmantaylor.com
W www.chapmantaylor.com

MANCHESTER

**Bass Warehouse, 4 Castle Street
Castlefield, Manchester M3 4LZ**
T 0161 828 6500
E ctmcr@chapmantaylor.com
Chapman Taylor is an international firm of architects and urban designers specialising in mixed use city centre regeneration and transport projects throughout the world. Offices in Bangkok, Brussels, Bucharest, Düsseldorf, Kiev, Madrid, Milan, Moscow, New Delhi, Paris, Prague, Sao Paulo, Shanghai and Warsaw.

CITY ID

23 Trenchard Street
Bristol BS1 5AN
T 0117 917 7000
C Mike Rawlinson
E mike.rawlinson@cityid.co.uk
W cityid.co.uk

Place branding and marketing vision Masterplanning, urban design, public realm strategies, way finding and legibility strategies, information design and graphics.

CSA ENVIRONMENTAL

Dixies Barns, High Street
Ashwell SG7 5NT
T 01462 743647
C Clive Self
E ashwell@csaenvironmental.co.uk
W www.csaenvironmental.co.uk

Delivering masterplanning, design coding and implementations. Specialist knowledge across landscape, ecology, archaeology and urbanism leading to well-presented, high quality, commercially aware schemes.

DAVID HUSKISSON ASSOCIATES

17 Upper Grosvenor Road,
Tunbridge Wells, Kent TN11 2DU
T 01892 527828
C Nicola Brown
E dha@dha-landscape.co.uk
W www.dha-landscape.co.uk

Landscape consultancy offering Masterplanning, streetscape and urban park design, estate restoration, environmental impact assessments.

DAR

74 Wigmore Street,
London, W1U 2SQ
T 020 7962 1333
C Simon Gray
E simon.gray@dar.com
W www.dar.com

Dar is a leading international multidisciplinary consultant in urban design, planning, landscape, engineering, architecture, project management, transportation and economics. The founding member of Dar Group, we are 10,000 strong in 40 offices worldwide.

DAVID LOCK ASSOCIATES LTD

50 North Thirteenth Street,
Central Milton Keynes,
Milton Keynes MK9 3BP
T 01908 666276
C Will Cousins
E mail@davidlock.com
W www.davidlock.com

Strategic planning studies, area development frameworks, development briefs, design guidelines, Masterplanning, implementation strategies, environmental statements.

DEFINE

Unit 6, 133-137 Newhall Street
Birmingham B3 1SF
T 0121 237 1901
C Andy Williams
E enquiries@wearedefine.com
W www.wearedefine.com
Define specialises in the promotion, shaping and assessment of development. Our work focuses on strategic planning, masterplanning, urban design codes, EIA, TVIA, estate strategies, public realm design, consultation strategies, urban design audits and expert witness.

DESIGN BY POD

99 Galgate, Barnard Castle
Co Durham DL12 8ES
T 01833 696600
C Andy Dolby
E andy@designbypod.co.uk
Masterplanning, site appraisal, layout and architectural design. Development frameworks, urban regeneration, design codes, briefs and design and access statements.

DHA PLANNING & URBAN DESIGN

Eclipse House, Eclipse Park,
Sittingbourne Road, Maidstone,
Kent ME14 3EN
T 01622 776226
C Matthew Woodhead
E info@dhaplanning.co.uk
W dhaplanning.co.uk
Planning and Urban Design Consultancy offering a full range of Urban Design services including Masterplanning, development briefs and design statements.

ENVIRONMENTAL DIMENSION PARTNERSHIP

Tithe Barn, Barnsley Park Estate
Barnsley, Cirencester GL7 5EG
T 01285 740427
C Tom Joyce
E tomj@edp-uk.co.uk
W www.edp-uk.co.uk/
The Environmental Dimension Partnership Ltd provides independent environmental planning and design advice to landowners, and property and energy sector clients throughout the UK from offices in the Cotswolds, Shrewsbury and Cardiff.

FABRIK LTD

1st Floor Studio
4-8 Emerson Street
London SE1 9DU
T 0207 620 1453
C Johnny Rath
E johnny@fabrikuk.com
W www.fabrikuk.com
We are a firm of Landscape Architects, Landscape Planners, Urban Designers and Arboriculturists based in Alton and London.

FARRELLS

7 Hatton Street, London NW8 8PL
T 020 7258 3433
C Max Farrell
E mfarrell@terryfarrell.co.uk
W www.terryfarrell.com
Architectural, urban design, planning and Masterplanning services. New buildings, refurbishment, conference/exhibition centres and visitor attractions.

FAULKNERBROWNS

Dobson House, Northumbrian Way,
Newcastle upon Tyne NE12 6QW
T 0191 268 1060
C Ben Sykes
E b.sykes@faulknerbrowns.co.uk
W www.faulknerbrowns.co.uk
FaulknerBrowns is a regionally-based architectural design practice with a national and international reputation. From a workload based initially on education, library, sports and leisure buildings, the practice's current workload includes masterplanning, offices, healthcare, commercial mixed use, industrial and residential, for both private and public sector clients.

FERIA URBANISM

Second Floor Studio, 11 Fernside Road
Bournemouth, Dorset BH9 2LA
T 01202 548676
C Richard Eastham
E info@feria-urbanism.eu
W www.feria-urbanism.eu
Expertise in urban planning, masterplanning and public participation. Specialisms include design for the night time economy, urban design skills training and local community engagement.

FLETCHER PRIEST ARCHITECTS

Middlesex House
34/42 Cleveland Street
London W1T 4JE
T 020 7034 2200
F 020 7637 5347
C Jonathan Kendall
E london@fletcherpriest.com
W www.fletcherpreist.com
Work ranges from city-scale masterplans (Stratford City, Riga) to architectural commissions for high-profile professional clients.

FOWLER ARCHITECTURE & PLANNING LTD

19 High Street, Pewsey, Marlborough
Wiltshire SWN9 5AF
T 01672 569 444
E enquiries@faap.co.uk
W www.faap.co.uk
We are a family-run practice of architects, town planners and urban designers with over 30 years of experience. We create homes rooted in tradition and designed for contemporary living.

FPCR ENVIRONMENT

& DESIGN LTD
Lockington Hall, Lockington
Derby DE74 2RH
T 01509 672772
C Tim Jackson
E tim.jackson@fpcr.co.uk
W www.fpcr.co.uk
Integrated design and environmental practice. Specialists in Masterplanning, urban and mixed use regeneration, development frameworks, EIAs and public inquiries.

FRAMEWORK ARCHITECTURE AND URBAN DESIGN

3 Marine Studios, Burton Lane,
Burton Waters, Lincoln LN11 2WN
T 01522 535383
C Gregg Wilson
E info@frameworklincoln.co.uk
W www.frameworklincoln.co.uk
Architecture and urban design. A commitment to the broader built environment and the particular dynamic of a place and the design opportunities presented.

GARSDALE DESIGN LIMITED

High Branthwaites, Frostrow,
Sedburgh, Cumbria, LA10 5JR
T 015396 20875
C Derrick Hartley
E info@garsdaledesign.co.uk
W www.garsdaledesign.co.uk
GDL provides Masterplanning and urban design, architecture and heritage services developed through 25 years wide ranging experience in the UK and Middle East.

GILLESPIES

LONDON
1 St John's Square
London EC1M 4DH
T 0207 251 2929
C Steve Wardell
E steve.wardell@gillespies.co.uk
W www.gillespies.co.uk
MANCHESTER
Westgate House
44 Hale Road, Hale
Cheshire WA14 2EX
T 0161 928 7715
C Jim Fox
E jim.fox@gillespies.co.uk
Offices also based in Oxford, Leeds and Moscow.

Gillespies is a leading international multidisciplinary design practice specialising in urban design, masterplanning, strategic planning, design guidelines, public realm design, landscape design and environmental assessments.

GLOBE CONSULTANTS LTD

26 Westgate, Lincoln LN1 3BD
T 01522 546483
C Lynette Swinburne
E lynette.swinburne@globelimited.co.uk
W www.globelimited.co.uk
Provides urban design, planning, economic and cultural development services across the UK and internationally, specialising in sustainable development solutions, masterplanning and regeneration.

GM DESIGN ASSOCIATES LTD

22 Lodge Road, Coleraine
Co. Londonderry BT52 1NB
Northern Ireland
T 028 703 56138
C Bill Gamble
E bill.gamble@g-m-design.co.uk
W www.g-m-design.com
Architecture, town and country planning, urban design, landscape architecture, development frameworks and briefs, feasibility studies, sustainability appraisals, public participation and community engagement.

HANKINSON DUCKETT ASSOCIATES

The Stables, Howberry Park, Benson
Lane, Wallingford OX10 8BA
T 01491 838 175
C Brian Duckett
E consult@hda-enviro.co.uk
W www.hda-enviro.co.uk
An approach which adds value through innovative solutions. Development planning, new settlements, environmental assessment, re-use of redundant buildings.

HOK INTERNATIONAL LTD

Qube, 90 Whitfield Street
London W1T 4EZ

T 020 7636 2006

C Tim Gale

E tim.gale@hok.com

W www.hok.com

HOK delivers design of the highest quality. It is one of Europe's leading architectural practices, offering experienced people in a diverse range of building types, skills and markets.

HOSTA CONSULTING

2b Cobden Chambers

Nottingham NG1 2ED

T 07791043779

C Helen Taylor

E info@hostaconulting.co.uk

W www.hostaconulting.co.uk

An urban landscape design studio that use an innovative approach to create green spaces for people, biodiversity and the environment.

HTA DESIGN LLP

78 Chambers Street, London E1 8BL

T 020 7485 8555

C Simon Bayliss

E simon.bayliss@hta.co.uk

W www.hta.co.uk

HTA Design LLP is a multi-disciplinary practice of architecture, landscape design, planning, urban design, sustainability, graphic design and communications based in London and Edinburgh, specialising in regeneration. Offices in London & Edinburgh.

HYLAND EDGAR DRIVER

One Wessex Way, Colden Common,
Winchester, Hants SO21 1WG

T 01962 711 600

C John Hyland

E hed@heduk.com

W www.heduk.com

Innovative problem solving, driven by cost efficiency and sustainability, combined with imagination and coherent aesthetic of the highest quality.

IBI GROUP

Chadsworth House

Wilmslow Road, Handforth

Cheshire, SK9 3HP

T 01625 542200

C Neil Lewin

E neil.lewin@ibigroup.com

W www.ibigroup.com

We are a globally integrated urban design, planning, architecture, town planning, master planning, landscape architecture, engineering and technology practice.

ICENI PROJECTS

Flitcroft House

114-116 Charing Cross Road

London WC2H 0JR

T 020 3640 8508

C Nivedita D'Lima

E mail@iceniprojects.com

W www.iceniprojects.com

Iceni Projects is a planning and development consultancy with an innovative and commercially-minded approach aimed at delivering success.

IDP GROUP

27 Spon Street

Coventry CV1 3BA

T 024 7652 7600

C Luke Hillson

E lhllson@idpgroup.com

W www.weareidp.com

We are IDP. We enhance daily life through architecture. We use design creativity, logic, collaboration and pragmatism to realise places and space. Ideas, delivered.

JACOBS

226 Tower Bridge Road,
London SE1 2UP

T 020 7939 1382

C Nivedita Vijayan

E nivedita.vijayan@jacobs.com

W www.jacobs.com

A multi-disciplinary design and technical services practice specialising in urban design and place-making projects from concept design, masterplanning up to detailed design and implementation stages.

JB PLANNING

Chells Manor, Chells Lane

Stevenage, Herts SG2 7AA

T 01438 312130

C Kim Boyd

E info@jbplanning.com

W www.jbplanning.com

JB Planning Associates is an independent firm of chartered town planning consultants, providing expert advice to individuals and businesses on matters connected with planning, property, land and development.

JTP

23-25 Great Sutton Street

London EC1V 0DN

T 020 7017 1780

C Marcus Adams

E info@jtp.co.uk

EDINBURGH

2nd Floor Venue studios, 15-21

Calton Road, Edinburgh EH8 8DL

T 0131 272 2762

C Alan Stewart

E info@jtp.co.uk

W www.jtp.co.uk

JTP is an international placemaking practice of architects and masterplanners, specialising in harnessing human energy to create new places and breathe life into existing ones.

KAY ELLIOTT

5-7 Meadfoot Road, Torquay

Devon TQ1 2JP

T 01803 213553

C Mark Jones

E admin@kayelliott.co.uk

W www.kayelliott.co.uk

International studio with 30 year history of imaginative architects and urban designers, creating buildings and places that enhance their surroundings and add financial value.

LANDSCAPE PROJECTS

31 Blackfriars Road, Salford

Manchester M3 7AQ

T 0161 839 8336

C Neil Swanson

E post@landscapeprojects.co.uk

W www.landscapeprojects.co.uk

We work at the boundary between architecture, urban and landscape design, seeking innovative, sensitive design and creative thinking. Offices in Manchester & London.

LAVIGNE LONSDALE LTD

38 Belgrave Crescent, Camden
Bath BA1 5JU

T 01225 421539

TRURO

55 Lemon Street, Truro

Cornwall TR1 2PE

T 01872 273118

C Martyn Lonsdale

E martyn@lavignelonsdale.co.uk

W www.lavigne.co.uk

We are an integrated practice of masterplanners, Urban Designers, Landscape Architects and Product Designers. Experienced in large scale, mixed use and residential Masterplanning, health, education, regeneration, housing, parks, public realm and streetscape design.

LDA DESIGN

New Fetter Place, 8-10 New Fetter

Lane, London EC4A 1AZ

T 020 7467 1470

C Vaughan Anderson

vaughan.anderson@lda-design.co.uk

W www.lda-design.co.uk

GLASGOW

Sovereign House,

158 West Regent Street

Glasgow G2 4RL

T 0141 2229780

C Kirstin Taylor

E kirstin.taylor@lda-design.co.uk

Offices also in Oxford, Peterborough

& Exeter

Multidisciplinary firm covering all aspects of Masterplanning, urban regeneration, public realm design, environmental impact and community involvement.

LEVITT BERNSTEIN

ASSOCIATES LTD

1 Kingsland Passage, London E8 2BB

T 020 7275 7676

C Glyn Tully

E post@levittbernstein.co.uk

W www.levittbernstein.co.uk

Urban design, Masterplanning, 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

T 01392 444334

C John Baulch

E jbaulch@ex.lhc.net

W www.lhc.net

Urban designers, architects and landscape architects, providing an integrated approach to strategic visioning, regeneration, urban renewal, Masterplanning and public realm projects. Creative, knowledgeable, practical, passionate.

LICHFIELDS

14 Regent's Wharf, All Saints Street,

London N1 9RL

T 020 7837 4477

C Nick Thompson

E nthompson@lichfields.co.uk

W www.nlplanning.com

Also at Newcastle upon Tyne and

Cardiff

Urban design, Masterplanning, heritage/conservation, visual appraisal, regeneration, daylight/sunlight assessments, public realm strategies.

LIZ LAKE ASSOCIATES

Western House, Chapel Hill

Stansted Mountfitchet

Essex CM24 8AG

T 01279 647044

C Matt Lee

E office@lizlake.com

W www.lizlake.com

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

LUC

43 Chalton Street, London NW1 1JD

T 020 7383 5784

C Adrian Wikeley

E london@landuse.co.uk

GLASGOW

37 Otago Street, Glasgow G12 8JJ

T 0141 334 9595

C Martin Tabor

E glasgow@landuse.co.uk

W www.landuse.co.uk

Urban regeneration, landscape design, masterplanning, sustainable development, environmental planning, environmental assessment, landscape planning and management. Offices also in Bristol and Edinburgh.

MALCOLM MOOR URBAN DESIGN

27 Ock Mill Close, Abingdon

Oxon OX14 1SP

T 01235 550122

C Malcolm Moor

E malcolmmooraol.com

W www.moorud.com

Master planning of new communities, urban design, residential, urban capacity and ecofitting studies, design involvement with major international projects.

MCGREGOR COXALL

77 Stokes Croft, Bristol BS1 3RD

T 07496 282281

C Michael Cowdy

michael.cowdy@mcgregorcoxall.com

W www.mcgregorcoxall.com

We are a global multi-disciplinary design firm dedicated to assisting cities achieve sustainable prosperity. Our international team provides services through Urbanism, Landscape Architecture and Environment disciplines.

METROPOLIS PLANNING AND DESIGN

4 Underwood Row, London N1 7LQ

T 020 7324 2662

C Greg Cooper

E info@metropolis.com

W www.metropolispd.com

Metropolitan urban design solutions drawn from a multi-disciplinary studio of urban designers, architects, planners and heritage architects.

METROPOLITAN WORKSHOP

14-16 Cowcross Street

London EC1M 6DG

T 020 7566 0450

C David Prichard/Neil Deeley

E info@network.co.uk

W www.network.co.uk/

Metropolitan Workshop has experience in urban design, land use planning, regeneration and architecture in the UK, Eire and Norway. Recent projects: Ballymun Dublin, Durham Millennium Quarter, Adamstown District Centre Dublin, Bjorvika Waterfront.

MOSAIC LTD

The Workary, Pembridge Square
London W2 4EW
M 07734 867 866
C Steve Robins
E steve.robins@mosaicltd.co.uk
W www.mosaicltd.co.uk

A Masterplanning practice focussing on strategic greenfield land in the UK, we work on a range of projects from smaller schemes of 50 homes for bespoke house builders through to 6,000-home mixed-use settlements.

MOTT MACDONALD

10 Fleet Place
London EC4M 7RB
T 020 87743927
C Stuart Croucher
E stuart.croucher@mottmac.com
W www.mottmac.com
London, Cambridge, Birmingham and Manchester

Mott MacDonald's Urbanism team specialises in placemaking, streetscape design, landscape architecture, security design, policy and research.

NASH PARTNERSHIP

23a Sydney Buildings
Bath, Somerset BA2 6BZ
T 01225 442424
C Donna Fooks-Bale
E dfooks-bale@nashpartnership.com
W www.nashpartnership.com

Nash Partnership is an architecture, planning, urban design, conservation and economic regeneration consultancy based in Bath and Bristol.

NEW MASTERPLANNING LIMITED

2nd Floor, 107 Bournemouth Road,
Poole, Dorset BH14 9HR
T 01202 742228
C Andy Ward
E office@newMasterplanning.com
W www.newMasterplanning.com
Our skills combine strategic planning with detailed implementation, design flair with economic rigour, independent thinking with a partnership approach.

NICHOLAS PEARSON ASSOCIATES

The Farm House, Church Farm Business Park, Corston, Bath BA2 9AP
T 01225 876990
C Simon Kale
E info@npaconsult.co.uk
W www.npaconsult.co.uk
Masterplanning, public realm design, streetscape analysis, concept and detail designs. Also full landscape architecture service, EIA, green infrastructure, ecology and biodiversity, environmental planning and management.

NODE URBAN DESIGN

33 Holmfield Road
Leicester LE2 1SE
T 0116 2708742
C Nigel Wakefield
E nwakefield@nodeurbandesign.com
W www.nodeurbandesign.com

An innovative team of urban design, landscape and heritage consultants who believe that good design adds value. Providing sustainable urban design and masterplan solutions at all scales of development with a focus on the creation of a sense of place.

NOVELL TULLETT

The Old Mess Room, Home Farm
Barrow Gurney BS48 3RW
T 01275 462476
C Simon Lindsley
E bristol@novelltullett.co.uk
W www.novelltullett.co.uk
Urban design, landscape architecture and environmental planning.

OPTIMISED ENVIRONMENTS

OPEN
Quartermile Two
2nd Floor, 2 Lister Square
Edinburgh EH3 9GL
T 0131 221 5920
C Pol MacDonald
E info@op-en.co.uk
W www.optimisedenvironments.com
A multidisciplinary design company encompassing master planning, urban design, landscape architecture, and architecture, with depth of experience at all scales, from tight urban situations to regional landscapes. We work in the UK and overseas.

ORIGIN3

Tyndall House
17 Whiteladies Road
Clifton, Bristol BS8 1PB
T 0117 927 3281
C Emily Esfahani
E info@origin3.co.uk
W www.origin3.co.uk
Planning and urban design consultancy

OVE ARUP & PARTNERS

Consulting West Team
63 St Thomas Street
Bristol BS1 6JZ
T 0117 9765432
C J Shore
E bristol@arup.com
W arup.com
With 14,000 specialists, working across 90+ disciplines, in more than 34 countries, we offer total design to help clients tackle the big issues and shape a better world. Our approach to integrated urbanism acknowledges the interdependence of urban systems and communities.

PARC DESIGN SOLUTIONS LTD

68 Derngate
Northampton NN1 1UH
T 01604 434353
C Simon Charter
E info@parcdesign.co.uk
W www.parcdesign.co.uk
Parc specialises in residential development and housing layout design, as well as undertaking projects in the commercial, leisure and healthcare sectors.

PEGASUS GROUP

Pegasus House,
Querns Business Centre
Whitworth Road, Cirencester GL7 1RT
T 01285 641717
C Michael Carr
E mike.carr@pegasuspg.co.uk
W www.pegasuspg.co.uk
Masterplanning, detailed layout and architectural design, design and access statements, design codes, sustainable design, development briefs, development frameworks, expert witness, community involvement and sustainability appraisal. Part of the multidisciplinary Pegasus Group.

PHILIP CAVE ASSOCIATES

70 Cowcross Street, London EC1M 6EJ
T 020 7250 0077
C Philip Cave
E principal@philipcave.com
W www.philipcave.com
Design-led practice with innovative yet practical solutions to environmental opportunities in urban regeneration. Specialist expertise in landscape architecture.

PHIL JONES ASSOCIATES

Seven House, High Street
Longbridge, Birmingham B31 2UQ
T 0121 475 0234
C Nigel Millington
E nigel@philjonesassociates.co.uk
W www.philjonesassociates.co.uk
One of the UK's leading independent transport specialists offering the expertise to deliver high quality, viable developments which are design-led and compliant with urban design best practice.

PLACE BY DESIGN

Unit C, Baptist Mills Court
Bristol BS5 0FJ
T 01179 517 053
C Charley Burrough
E info@placebydesign.co.uk
W placebydesign.co.uk
Urban Design and Architectural practice working with some of the biggest developers in the country, we are involved in projects from conception to technical drawing and construction, producing masterplans and visualisations to support successful planning applications.

PLACE DESIGN + PLANNING

Incorporating Bell Fischer
Landscape Architects
16 West Barnes Lane
Raynes Park
London SW20 0BU
T 020 8944 1940
E info@placedp.com
W www.placedp.com
The first independent UK landscape practice to be structured as an employee owned trust, brings together a diversity of skills and experience to apply to residential and education projects.

PLACE-MAKE

Alexander House, 40a Wilbury Way
Hitchin, Hertfordshire SG4 0AP
T 01462 510099
C David Edwards
E dedwards@place-make.com
W www.place-make.com
Chartered architects, urban planners and designers with a particular focus on 'place-making'. An independent team, we support public and private sector clients across the UK and overseas. Underpinning every project is a commitment to viable and sustainable design and a passion for places.

PLANIT-IE LLP

2 Back Grafton Street
Altrincham, Cheshire WA14 1DY
T 0161 928 9281
C Peter Swift
E info@planit-ie.com
W www.planit-ie.com
Design practice specialising in the creation of places and shaping of communities. Our Urban Designers work at all scales from regeneration strategies and conceptual masterplans through to Design Codes – making environments, neighbourhoods and spaces for people to enjoy.

PLANNING DESIGN PRACTICE

4 Woburn House, Vernon Gate
Derby DE1 1UL
T 01332 347 371
C Scott O'Dell
E Scott@planningdesign.co.uk
W www.planningdesign.co.uk
We are a multi-disciplinary practice offering services in planning, architecture and urban design who seek to create better places.

POLLARD THOMAS EDWARDS

ARCHITECTS
Diespeker Wharf, 38 Graham Street,
London N1 8JX
T 020 7336 7777
C Robin Saha-Choudhury
Andrew Beharrell
E robin.saha-choudhury@ptea.co.uk
W www.ptea.co.uk
Masterplanners, urban designers, developers, architects, listed building and conservation area designers; specialising in inner city mixed use high density regeneration.

PROJECT CENTRE LTD

Level 4, Westgate House
Westgate, London W5 1YY
T 020 7421 8222
C David Moores
E info@projectcentre.co.uk
W www.projectcentre.co.uk
Landscape architecture, public realm design, urban regeneration, street lighting design, planning supervision, traffic and transportation, parking and highway design.

PRO VISION PLANNING & DESIGN

Grosvenor Ct, Winchester Rd
Ampfield, Winchester SO51 9BD
T 01794 368698
C James Cleary
E j.cleary@pvprojects.com
W pvprojects.com
A practice of integrated development consultants covering Town Planning, Architecture, Urban Design and Heritage, we provide carefully designed, context driven and client focused plans and buildings.

PRP ARCHITECTS

10 Lindsey Street,
London EC1A 9HP
T 020 7653 1200
C Vicky Naysmith
E london@prp-co.uk
W www.prp-co.uk
Architects, planners, urban designers and landscape architects, specialising in housing, urban regeneration, health, education and leisure projects.

RANDALL THORP

Canada House, 3 Chepstow Street,
Manchester M1 5FW
T 0161 228 7721
C Pauline Randall
E mail@randallthorp.co.uk
W www.randallthorp.co.uk
Masterplanning for new developments and settlements, infrastructure design and urban renewal, design guides and design briefing, public participation.

RANDOM GREENWAY ARCHITECTS

Soper Hall, Harestone Valley Road
Caterham Surrey CR3 6HY
T 01883 346 441
C R Greenway
E rg@randomgreenwayarchitects.co.uk
Architecture, planning and urban design. New build, regeneration, refurbishment and restoration.

RE-FORM LANDSCAPE

ARCHITECTURE
Tower Works, Globe Road
Leeds LS11 5QG
T 0113 245 4695
C Guy Denton
E info@re-formlandscape.com
W www.re-formlandscape.com
re-form specialises in creating enduring, sustainable designs which create a sense of identity, supports the local economy and inspire communities.

RG+P

130 New Walk
Leicester LE1 7JA
T 0116 204 5800
C Shweta Desai
E design@rg-p.co.uk
W www.rg-p.co.uk

Multidisciplinary Architectural Design, Project Management and Quantity Surveying practice offering offer an unrivalled range of supporting professional services including Planning Consultation, Landscape Architecture, and more.

RICHARD COLEMAN CITYDESIGNER

14 Lower Grosvenor Place
London SW1W 0EX
T 020 7630 4880
C Lakshmi Varma
E r.coleman@citydesigner.com

Advice on architectural quality, urban design, and conservation, historic buildings and townscape. Environmental statements, listed buildings/area consent applications.

RICHARD REID & ASSOCIATES

Whitely Farm, Ide Hill
Sevenoaks TN14 6BS
T 01732 741417
C Richard Reid
E rreid@richardreid.co.uk
W www.richardreid.co.uk

Award winning practice specialising in Urban Design, mixed use high density projects, Townscape Design and Regeneration, Sustainable Masterplanning and Environmental Education.

RYDER ARCHITECTURE

Cooper's Studios
14-18 Westgate Road
Newcastle upon Tyne NE1 3NN
T 0191 269 5454
C Cathy Russell
E CRussell@ryderarchitecture.com
W www.ryderarchitecture.com
Newcastle London Glasgow Liverpool
Hong Kong Vancouver
Melbourne Sydney Perth Barcelona
Budapest

Our core specialisms include architecture, urban design, placemaking, stakeholder and community engagement, planning, interiors and heritage. We follow a holistic approach to placemaking focused on understanding the nature of places, seeking out opportunities which exist beyond the limits of a red line site boundary.

SAVILLS (L&P) LIMITED

33 Margaret Street
London W1G 0JD
T 020 3320 8242
W www.savills.com

SOUTHAMPTON
2 Charlotte Place,
Southampton SO14 0TB
T 02380 713900
C Peter Frankum
E pfrankum@savills.com

Offices throughout the World
Savills Urban Design creates value from places and places of value. Masterplanning, urban design, design coding, urban design advice, planning, commercial guidance.

SCOTT BROWNRIGG LTD

St Catherines Court, 46-48 Portsmouth
Road, Guildford GU2 4DU
T 01483 568 686
C Alex Baker

E a.baker@scottbrownrigg.com
W www.scottbrownrigg.com
Integrated service of architecture, urban design, planning, Masterplanning, involved in several mixed use schemes regenerating inner city and brownfield sites.

SCOTT TALLON WALKER
ARCHITECTS

19 Merrion Square, Dublin 2
T 00 353 1 669 3000
C Philip Jackson
E mail@stwarchitects.com
W www.stwarchitects.com

Award winning international practice covering all aspects of architecture, urban design and planning.

SCOTT WORSFOLD ASSOCIATES

The Studio, 22 Ringwood Road
Longham, Dorset BH22 9AN
T 01202 580902
C Gary Worsfold / Alister Scott
E gary@sw-arch.com / alister@sw-arch.com
W www.garyworsfoldarchitecture.co.uk

An award winning practice of chartered architects, urban designers and experts in conservation, all with exceptional graphic skills and an enviable record in planning consents.

SHEILS FLYNN LTD

Bank House High Street, Docking
Kings Lynn PE31 8NH
T 01485 518304
C Eoghan Sheils
E norfolk@sheilsflynn.com
W www.sheilsflynn.com

Award winning town centre regeneration schemes, urban strategies and design guidance. Specialists in community consultation and team facilitation.

SHEPHERD EPSTEIN HUNTER

Phoenix Yard, 65 King's Cross Road
London WC1X 9LW
T 020 7841 7500
C Steven Pidwill
E stevenpidwill@seh.co.uk
W www.seh.co.uk

SEH is a user-friendly, award-winning architects firm, known for its work in regeneration, education, housing, Masterplanning, mixed use and healthcare projects.

SHEPPARD ROBSON

77 Parkway, Camden Town
London NW1 7PU
T 020 7504 1700
C Charles Scott
E charles.scott@sheppardrobson.com
W www.sheppardrobson.com
MANCHESTER

27th Floor, City Tower, Piccadilly Plaza
Manchester M1 4BD
T 0161 233 8900

Planners, urban designers and architects. Strategic planning, urban regeneration, development planning, town centre renewal, new settlement planning.

SIGNET URBAN DESIGN

Rowe House, 10 East Parade
Harrogate HG1 5LT
T 01423 857510
C Andrew Clarke
E andrewclarke@signeturbandesign.com
W www.signetplanning.com

A team of talented urban design professionals providing masterplanning, detailed layout and architectural design, design and access statements, design codes and development frameworks throughout the UK.

SLR CONSULTING

7 Wornal Park, Menmarsh Rd
Worminghall HP18 9PH
T 0117 906 4280
C Jonathan Reynolds
E jreynolds@slrconsulting.com
W www.slrconsulting.com

SLR is a global environmental consultancy, providing robust advice to investors, developers, regulators, policy makers, landowners and other stakeholders.

SMEEDEN FOREMAN LTD

Somerset House, Low Moor Lane
Scotton, Knaresborough HG5 9JB
T 01423 863369
C Mark Smeeden
E office@smeeden.foreman.co.uk
W www.smeedenforeman.co.uk

Ecology, landscape architecture and urban design. Environmental assessment, detailed design, contract packages and site supervision.

SOLTYS: BREWSTER CONSULTING

4 Stangate House, Stanwell Road
Penarth, Vale of Glamorgan CF64 2AA
T 029 2040 8476
C Simon Brewster
E enquiry@soltysbrewster.co.uk
W www.soltysbrewster.co.uk

Urban design, masterplans, design strategies, visual impact, environmental assessment, regeneration of urban space, landscape design and project management.

SPAWFORTH

Junction 41 Business Court, East
Ardsley, Leeds WF3 2AB
T 01924 873873
C Adrian Spawforth
E info@spawforths.co.uk
W www.spawforths.co.uk

Urbanism with planners and architects specialising in Masterplanning, community engagement, visioning and development frameworks.

STRIDE TREGLOWN

Promenade House, The Promenade
Clifton Down, Bristol BS8 3NE
T 0117 974 3271
C Graham Stephens
E grahamstephens@stridetreglown.com
W www.stridetreglown.com

Established in 1953, now with nine regional offices offering town planning, masterplanning, urban design, landscape architecture, historic building conservation, interior & graphic design, & project management, across a wide range of sectors.

STUART TURNER ASSOCIATES

12 Ledbury, Great Linford
Milton Keynes MK14 5DS
T 01908 678672
C Stuart Turner
E st@studiost.co.uk
W www.studiost.co.uk

Architecture, urban design and environmental planning, the design of new settlements, urban regeneration and site development studies.

STUDIO PARTINGTON

Unit G, Reliance Wharf
Hertford Road, London N1 5EW
T 020 7241 7770
C Richard Partington
E info@studiopartington.co.uk
W www.studiopartington.co.uk

Urban design, housing, retail, education, sustainability and commercial projects that take a responsible approach to the environment and resources.

STUDIO | REAL

Oxford Centre for Innovation
New Road, Oxford OX1 1BY
T 01865 261461
C Roger Evans
E revans@studioreal.co.uk
W www.studioreal.co.uk

Urban regeneration, quarter frameworks and design briefs, town centre strategies, movement in towns, Masterplanning and development economics.

TERENCE O'ROURKE

Linen Hall, 162-168 Regent Street
London W1B 5TE
T 020 3664 7755
C Kim Hamilton
E enquiries@torltd.co.uk
W www.torltd.co.uk/

Award-winning planning, design and environmental practice.

TERRA FIRMA CONSULTANCY

Cedar Court, 5 College Street
Petersfield GU31 4AE
T 01730 262040
C Lionel Fanshawe
E contact@terrafirmaconsultancy.com
W www.terrafirmaconsultancy.com

Independent landscape architectural practice with considerable urban design experience at all scales from EIA to project delivery throughout UK and overseas.

THE PAUL HOGARTH COMPANY

Bankhead Steading
Bankhead Road
South Queensferry EH30 9TF
T 0131 331 4811
C Claire Japp
E clairej@paulhogarth.com
W www.paulhogarth.com

The Paul Hogarth Company is a long established and passionate team of Landscape Architects, Urban Designers and Planners that puts people at the heart of placemaking.

THRIVE

Building 300, The Grange
Romsey Road, Michelmersh
Romsey SO51 0AE
T 01794 367703
C Gary Rider
E Gary.Rider@thrivearchitects.co.uk

Award winning multi-disciplinary practice encompassing architecture, urban design, masterplanning, design coding, regeneration, development frameworks, sustainable design/planning and construction. Residential and retirement care specialists.

TIBBALDS PLANNING & URBAN DESIGN

19 Maltings Place, 169 Tower Bridge Road, London SE1 3JB
 T 020 7089 2121
 C Katja Stille
 E mail@tibbalds.co.uk
 W www.tibbalds.co.uk
 Multi-disciplinary practice of urban designers, architects and planners. Provides expertise from concept to implementation in regeneration, masterplanning, urban design and design management to public and private sector clients.

TOP HAT TECHNOLOGIES LTD

14 Great James Street
 London WC1N 3DP
 C Katarzyna Ciechanowska
 E info@tophat.co.uk
 W www.tophat.co.uk
 TopHat Technology is part of the TopHat Group that designs, builds, delivers and sells housing within the UK. It is responsible for the overall masterplanning design of the TopHat housing neighbourhoods, where the technology component forms a critical part.

TOWNSCAPE SOLUTIONS

208 Lightwoods Hill, Smethwick
 West Midlands B67 5EH
 T 0121 429 6111
 C Kenny Brown
 kbrown@townscapesolutions.co.uk
 W www.townscapesolutions.co.uk
 Specialist urban design practice offering a wide range of services including masterplans, site layouts, design briefs, design and access statements, expert witness and 3D illustrations.

TURLEY

10th Floor, 1 New York Street
 Manchester M1 4HD
 C Stephen Taylor (North)
 T 0161 233 7676
 E stephen.taylor@turley.co.uk
 C Craig Becconsall (South)
 T 0118 902 2830
 W www.turley.co.uk
 Offices also in Belfast, Birmingham, Bristol, Cardiff, Edinburgh, Glasgow, Leeds, London and Southampton.
 Integrated urban design, masterplanning, sustainability and heritage services provided at all project stages and scales of development. Services include visioning, townscape analysis, design guides and public realm resolution.

TYRENS

White Collar Factory
 1 Old street Yard
 London EC1Y 8AF
 T 020 7250 7666
 C Anna Reiter
 E communications@tyrens-uk.com
 W www.tyrens-uk.com
 Tyrens is one of Europe's leading integrated urban planning, environment, mobility and infrastructure design consultancies.

TWEED NUTTALL WARBURTON

Chapel House, City Road
 Chester CH1 3AE
 T 01244 310388
 C John Tweed
 E entasis@tnw-architecture.co.uk
 W www.tnw-architecture.co.uk
 Architecture and urban design, Masterplanning. Urban waterside environments. Community teamwork enablers. Visual impact assessments.

UBU DESIGN LTD

7a Wintex House
 Easton Lane Business Park
 Easton Lane
 Winchester SO23 7RQ
 T 01962 856008
 C Rachel Williams
 E rachelw@ubu-design.co.uk
 www.ubu-design.co.uk
 Ubu Design is an innovative urban design and landscape architecture practice. We combine creativity with understanding to shape development and produce designs that are considered, viable and inspiring, from strategies and frameworks, through masterplanning to detailed design.

URBAN DESIGN BOX

20 Bayham Rd
 Bristol BS4 2DY
 T 01179395524
 C Johnathan Vernon-Smith
 E info@urbandesigbox.co.uk
 W www.urbandesigbox.co.uk
 We are an integrated Masterplanning, Architecture and Urban Design Service. Working nationally, we have designed, delivered and completed residential, mixed use and commercial projects, from sensitive urban infills to strategic sites.

URBAN GRAPHICS

31 Castle Lane
 Bedford MK40 3NT
 T 01234 353870
 C Bally Meeda
 E info@urban-graphics.co.uk
 W www.urban-graphics.co.uk
 With over 25 years experience, Urban Graphics deliver the tools to secure investment, attain planning permissions, turn visions into reality and influence the regeneration of major projects.

URBAN IMPRINT

16-18 Park Green, Macclesfield
 Cheshire SK11 7N
 T 01625 265232
 C Bob Phillips
 E info@urbanimprint.co.uk
 W www.urbanimprint.co.uk
 A multi-disciplinary town planning and urban design consultancy dedicated to the delivery of high quality development solutions working with public, private and community organisations.

URBAN INITIATIVES STUDIO

Exmouth House, 3-11 Pine Street
 London EC1R 0JH
 T 0203 567 0716
 C Hugo Nowell
 E h.nowell@uistudio.co.uk
 W www.uistudio.co.uk
 Urban design, transportation, regeneration, development planning.

URBAN INNOVATIONS

1st Floor, Wellington Buildings
 2 Wellington Street, Belfast BT16HT
 T 028 9043 5060
 C Tony Stevens/ Agnes Brown
 E ui@urbaninnovations.co.uk
 W www.urbaninnovations.co.uk
 The partnership provides not only feasibility studies and assists in site assembly for complex projects but also full architectural services for major projects.

URBED (URBANISM ENVIRONMENT & DESIGN) MANCHESTER

10 Little Lever Street
 Manchester M1 1HR
 T 0161 200 5500
 C John Sampson
 E info@urbed.coop
 W www.urbed.coop
 LONDON
 The Building Centre
 26 Store Street, London WC1E 7BT
 C Nicholas Falk
 T 07811 266538
 Sustainable Urbanism, Masterplanning, Urban Design, Retrofitting, Consultation, Capacity Building, Research, Town Centres and Regeneration.

URBEN

Studio D, 90 Main Yard
 Wallis Road, London E9 5LN
 T 020 3882 1495
 C Paul Reynolds
 E paul.reynolds@urbenstudio.com
 W www.urbenstudio.com
 Urban Planning and Design consultancy with a focus on using placemaking and infrastructure to make our towns and cities more efficient and better places to live + work.

VINCENT AND GORBING LTD

Sterling Court, Norton Road
 Stevenage, Hertfordshire SG1 2JY
 T 01438 316331
 C Richard Lewis
 E urban.designers@vincent-gorbing.co.uk
 W www.vincent-gorbing.co.uk
 Masterplanning, design statements, character assessments, development briefs, residential layouts and urban capacity exercises.

WEI YANG & PARTNERS

4 Devonshire Street
 London W1W 5DT
 T 020 3102 8565
 C Dr Wei Yang
 E info@weiyangandpartners.co.uk
 W www.weiyangandpartners.co.uk
 Independent multi-disciplinary company driven by a commitment to shape more sustainable and liveable cities. Specialising in low-carbon city development strategies, sustainable large-scale new settlement master plans, urban regeneration, urban and public realm design, mixed use urban complex design and community building strategies.

WEST WADDY ADP LLP

The Malthouse
 60 East St. Helen Street
 Abingdon, Oxon OX14 5EB
 T 01235 523139
 C Philip Waddy
 E enquiries@westwaddy-adp.co.uk
 W westwaddy-adp.co.uk
 Experienced and multi-disciplinary team of urban designers, architects and town planners offering a full range of urban design services.

WESTON WILLIAMSON + PARTNERS

12 Valentine Place
 London SE1 8QH
 T 020 7401 8877
 C Chris Williamson
 E team@westonwilliamson.com
 W www.westonwilliamson.com
 Weston Williamson is an award winning architectural, urban design and masterplanning practice with a wide variety of projects in the UK and abroad.

WOOD

Wood Environment and Infrastructure Solutions, Floor 12, 25 Canada Square, London, E14 5LQ
 T 020 3 215 1700
 C Jeremy Wills
 E jeremy.wills@woodplc.com
 W woodplc.com
 MIDLANDS OFFICE:
 Gables House, Kenilworth Road, Leamington Spa, CV32 6JX
 T 01926 439000
 C David Thompson
 E david.thompson@woodplc.com
 W woodplc.com
 Wood, (formerly Amec Foster Wheeler) is an award winning multi-disciplinary environment, engineering and development consultancy with offices around the globe. Our core UK urban design teams in London and Leamington consist of a diverse group of professionals with exceptional knowledge and skills in place-making.

WHITE CONSULTANTS

Enterprise House
 127-129 Bute Street
 Cardiff CF10 5LE
 T 029 2043 7841
 C Simon White
 E sw@whiteconsultants.co.uk
 W www.whiteconsultants.co.uk
 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.

WYG PLANNING & ENVIRONMENT

100 St. John Street
 London EC1M 4EH
 T 020 7250 7500
 C Colin James
 E colin.james@wyg.com
 W www.wyg.com
 Offices throughout the UK
 Creative urban design and masterplanning with a contextual approach to placemaking and a concern for environmental, social and economic sustainability.

Education Index

Universities with courses in Urban Design are welcome to join the Urban Design Group and be listed in this index. The Journal has a circulation of circa 2000 to individuals, practices, the bookshops of the AA, RIBA and Building Centre in London, and UK & international libraries. See www.udg.org.uk/join

CARDIFF UNIVERSITY
Welsch School of Architecture and School of City & Regional Planning Glamorgan Building
 King Edward VII Avenue
 Cardiff CF10 3WA
 T 029 2087 5972/029 2087 5961
 C Allison Dutoit, Marga Munar Bauza
 E dutoit@Cardiff.ac.uk
bauzamm@cf.ac.uk
 W www.cardiff.ac.uk/cplan/study/postgraduate/urban-design-ma
 One year full-time and two year part-time MA in Urban Design.

EDINBURGH SCHOOL OF ARCHITECTURE AND LANDSCAPE ARCHITECTURE
ECA University of Edinburgh
 Lauriston Place, Edinburgh EH3 9DF
 T 0131 651 5786
 C Dr Ola Uduku
 E o.uduku@ed.ac.uk
 W www.ed.ac.uk/studying/postgraduate/degrees
 Jointly run with Heriot Watt University, this M.Sc in Urban Strategies and Design focuses on urban design practice and theory from a cultural, and socio-economic, case-study perspective. Engaging students in 'live' urban projects, as part of the programme's 'action research' pedagogy, it also offers research expertise in African and Latin American urban design and planning processes.

LEEDS BECKETT UNIVERSITY
School of Art, Architecture and Design, Broadcasting Place, Woodhouse Lane, Leeds LS2 9EN
 T 0113 812 3216
 C Chris Royffe
 E c.royffe@leedsbeckett.ac.uk
 W https://courses.leedsbeckett.ac.uk/urbandesign_ma/
 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.

LONDON SOUTH BANK UNIVERSITY
Faculty of Law and Social Science
 103 Borough Road, London SE1 0AA
 T 0207 815 5877
 C Manuela Madeddu
 E madeddum@lsbu.ac.uk
 W www.lsbu.ac.uk/courses/course-finder/urban-design-planning-ma
 The MA Urban Design and Planning (FT or PT) provides an inter-disciplinary approach to urban design and equips students with a comprehensive understanding of urban design, planning and development issues. Through working at different scales of the city and engaging with theoretical debates, students will learn to think about the characteristics of good places and will be equipped to make a critical contribution to shaping those places in the decades ahead. The programme is fully accredited by RTPI and includes a field trip to a European country.

NEWCASTLE UNIVERSITY
Department of Architecture, Planning and Landscape, Claremont Tower
University of Newcastle, Newcastle upon Tyne NE1 7RU
 T 0191 222 6006
 C Georgia Giannopoulou
 E georgia.giannopoulou@ncl.ac.uk
 W www.ncl.ac.uk/apl/study/postgraduate/taught/urbandesign/index.htm

The MA in Urban Design brings together cross-disciplinary expertise striking a balance between methods and approaches in environmental design and the social sciences in the creation of the built environment. To view the course blog: www.nclurbandesign.org

OXFORD BROOKES UNIVERSITY
Faculty of Technology, Design and Environment,
Headington, Oxford OX3 0BP
 T 01865 483 438
 C Georgia Butina-Watson
 E gbutina@brookes.ac.uk
 W www.brookes.ac.uk
 Diploma in Urban Design, six months full time or 18 months part time. MA one year full-time or two years part-time.

UNIVERSITY COLLEGE LONDON
Development Planning Unit
 34 Tavistock Square
 London WC1H 9EZ
 T 020 7679 1111
 C Camillo Boano and Catalina Ortiz
 E c.boano@ucl.ac.uk
catalina.ortiz@ucl.ac.uk
 W <https://www.ucl.ac.uk/bartlett/development/programmes/postgraduate/msc-building-urban-design-development>

The DPU programme has a unique focus on Urban Design as a transdisciplinary and critical practice. Students are encouraged to rethink the role of urban design through processes of collective and radical endeavours to design and build resilient strategic responses to conflicting urban agendas, emphasising outcomes of environmental and social-spatial justice.

UNIVERSITY COLLEGE LONDON
Bartlett School of Planning
 22 Gordon Street, London WC1H 0QB
 T 020 7679 4797
 C Filipa Wunderlich
 E f.wunderlich@ucl.ac.uk
 W www.bartlett.ucl.ac.uk/planning/programmes
 The MSc/Dipl Urban Design & City Planning has a unique focus on the interface between urban design & city planning. Students learn to think in critical, creative and analytical ways across the different scales of the city – from strategic to local – and across urban design, planning, real estate and sustainability.

UNIVERSITY COLLEGE LONDON
Bartlett School of Planning
 14 Upper Woburn Place
 London WC1H 0NN
 T 020 7679 4797
 C Matthew Carmona
 E m.carmona@ucl.ac.uk
 W www.bartlett.ucl.ac.uk/planning/programmes/postgraduate/mresinter-disciplinary-urban-design

The MRes Inter-disciplinary Urban Design cuts across urban design programmes at The Bartlett, allowing students to construct their study in a flexible manner and explore urban design as a critical arena for advanced research and practice. The course operates as a stand-alone high level masters or as preparation for a PhD.

UNIVERSITY OF DUNDEE
Town and Regional Planning
Tower Building, Perth Road
Dundee DD1 4HN
 T 01382 385246 / 01382 385048
 C Dr Mohammad Radfar / Dr Deepak Gopinath
 E m.radfar@dundee.ac.uk
D.Gopinath@dundee.ac.uk
 W www.dundee.ac.uk/postgraduate/courses/advanced_sustainable_urban_design_msc.htm

The MSc Advanced Sustainable Urban Design (RTPI accredited) is a unique multidisciplinary practice-led programme set in an international context (EU study visit) and engaging with such themes as landscape urbanism, placemaking across cultures and sustainability evaluation as integrated knowledge spheres in the creation of sustainable places.

UNIVERSITY OF HUDDERSFIELD
School of Art, Design & Architecture
Queen Street Studios
Huddersfield HD1 3DH
 T 01482 472208
 C Dr Ioanni Delsante
 E i.delsante@hud.ac.uk
 W www.hud.ac.uk/courses/full-time/postgraduate/urban-design-ma/MA;PgDip;PgCert in Urban Design (Full Time or Part Time).

The MA in Urban Design aims to provide students with the essential knowledge and skills required to effectively intervene in the urban design process; develop academic research skills, including critical problem-solving and reflective practice; facilitate design responses to the range of cultural, political, socio-economic, historical, environmental and spatial factors. It also aims to promote responsibility within urban design to consider the wider impact of urban development and regeneration.

UNIVERSITY OF MANCHESTER
School of Environment, Education and Development
Humanities Bridgeford Street,
Oxford Road, Manchester M13 9PL
 T 0161 275 2815
 C Dr. Philip Black
 E Philip.black@manchester.ac.uk
 W www.seed.manchester.ac.uk/study/taught-masters/courses/list/urban-design-and-international-planning-msc/

MSc Urban Design and International Planning (F/T or P/T)
 The fully accredited RTPI MSc Urban Design and International Planning explores the relationship between urban design and planning by focusing on internationally significant issues. With a strong project-based applied approach students are equipped with the core knowledge and technical competencies to design across various scales in the city.

UNIVERSITY OF NOTTINGHAM
Department of Architecture and Built Environment, University Park
Nottingham NG7 2RD
 T 0115 9513110
 C Dr Amy Tang
 E yue.tang@nottingham.ac.uk
 W www.nottingham.ac.uk/pgstudy/courses/architecture-and-built-environment/sustainable-urban-design-march.aspx

Master of Architecture (MArch) in Sustainable Urban Design is a research and project-based programme which aims to assist the enhancement of the quality of our cities by bringing innovative design with research in sustainability.

UNIVERSITY OF SHEFFIELD
School of Architecture, The Arts Tower,
Western Bank, Sheffield S10 2TN
 T 0114 222 0341
 C Florian Kossak
 E f.kossak@sheffield.ac.uk
 W www.shef.ac.uk/architecture/study/pgschool/taught_masters/maud

One year full time MA in Urban Design for postgraduate architects, landscape architects and town planners. The programme has a strong design focus, integrates participation and related design processes, and includes international and regional applications.

UNIVERSITY OF STRATHCLYDE
Department of Architecture
Urban Design Studies Unit
Level 3, James Weir Building
75 Montrose Street, Glasgow G1 1XJ
 T 0141 548 4219
 C Ombretta Romice
 E ombretta.r.romice@strath.ac.uk
 W www.udsu-strath.com

The Postgraduate Course in Urban Design is offered in CPD, Diploma and MSc modes. The course is design centred and includes input from a variety of related disciplines.

UNIVERSITY OF WESTMINSTER
35 Marylebone Road, London NW1 5LS
 T 020 7911 5000 ext 66553
 C Bill Erickson
 E w.n.erickson@westminster.ac.uk
 MA or Diploma Course in Urban Design for postgraduate architects, town planners, landscape architects and related disciplines. One year full time or two years part time.



OBTAINING CLOSURE

Urban designers like to bang on about the sanctity and the inviolability of public space (well, I do). But there is a sliding scale of value which we put upon different kinds of street. We put a lower value on one which is full of motor vehicles passing through, and a higher value on one where people on foot can move freely and use the street as a social space. Achieving a reduction in the domination of the street by vehicles has been a hard struggle over the past half-century or so, as the conventional view of the inviolability of public space has included the right to drive one's car through it. So there is a rather thrilling subversiveness in the idea of closing a major urban street to traffic.

In 1989, the citizens' group Birmingham for People published its counter-plan to the developer's proposal to replace the 1964 Bull Ring shopping centre. Part of our counter-plan was to close that part of the 1960s Inner Ring Road which cut off the Bull Ring from the rest of the city centre, reconnecting the two once more. The chairman of the planning committee declared this proposed closure 'a fantasy'. The developer scoffed 'No one in his wildest dreams could imagine the ring road being stopped up'. A little over a year later it was part of city council policy, then it was incorporated into the developer's latest revised scheme, and since 2003 it has been the reality.

Even a temporary exclusion of vehicles from a major street, enabling the repopulation of the space by social activity for a few

hours, can be tremendously exciting. Noha Nasser's social enterprise MELA persuaded all the urban authorities to close a 400 metres stretch of the A435 in Balsall Heath on Sunday 22nd April, to create the Moseley Road Street Festival. When I heard of the planned closure, I thought there must be a mistake. The A435 is a very busy radial road, and the route of one of the city's busiest and most frequent bus services, the no. 50. Surely its closure would not be agreed. I should have known better than to doubt Noha's persuasiveness.

The street was lined with stalls and events, and hundreds of people strolled casually and stood chatting in the middle of the highway, as comfortably as if they did this every day. Live music played, including an opera workshop, street food was cooked and eaten, historic buildings including Moseley Road Baths and the ex-Moseley School of Art were open for guided tours. Eight local artists were commissioned by MELA to perform and display their work at various points along the street. For one day, the street became a party, open to all. For me the only thing missing was a pint of IPA in the sunshine. But Balsall Heath is predominantly Muslim, and the only pub within the 400m is now a restaurant.

I made a small display of the Balsall Heath Neighbourhood Plan, the first to be achieved in the city, and exhibited it in the location which the Plan proposes should become the Balsall Heath Town Square, if we can engineer a small diversion of traffic. A few metres away, in the short bit of highway which we hope to close, groups of boys and girls danced – what I would call break dancing but the programme called 'socaerobics' – to loud music, and to frequent applause from the crowd. I thought:

once this becomes the town square, and the no. 50 goes around it instead of through it, this kind of thing could happen every weekend. Elsewhere on Moseley Road, girls in tight leggings laid their yoga mats on the tarmac, and did the kind of exercises usually done indoors, but here in the middle of an A road. I don't know how comfortable it was, but it was an eloquent demonstration of the liberation of space from the domination of vehicles.

All in all, it dramatically revealed the latent possibilities of urban space. It took some brilliant organisation, and many hours of work, to persuade authorities that it was possible and desirable, and then to coordinate the hundreds of varied parts that all had to be made to fit together. I am sure that it was a revelation to many people, to see that it is possible for a highway to become a social space, even for one day. Now that it has been shown to be possible, it must happen again, and regularly. In the neighbourhood plan, I called this part of Moseley Road 'the missing town centre'. It is where the settlement of Balsall Heath began, on the turnpike road from Birmingham to the village of Moseley, and it contains a number of historic institutional buildings. But the daily experience is that of a rather hostile corridor for traffic, not an urban centre. For one day in April we saw that it can become something better. ●

Joe Holyoak, architect and urban designer

Birmingham: Various activities take place in the public realm during Moseley Road Street Festival

MAKING STREETS PEOPLE ENJOY



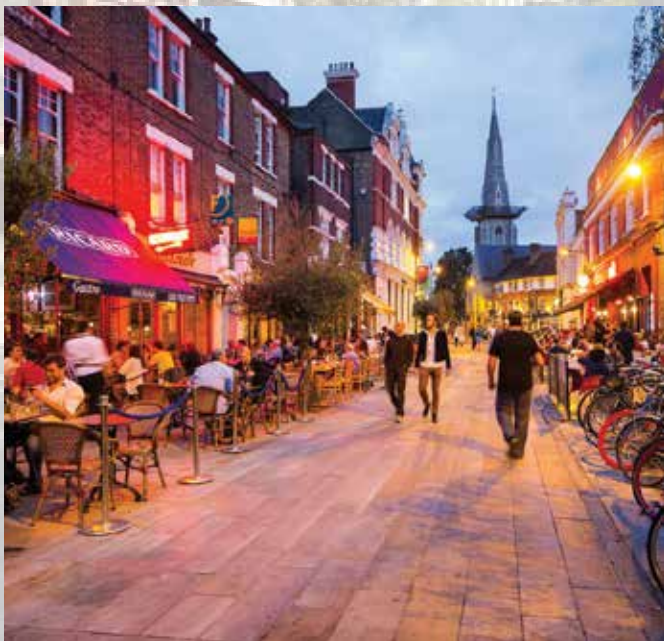
Clapham Old Town Public Realm

WINNER: NLA Awards 2015 'Best Public Space'; and
WINNER: London Planning Awards 2015 'Best New Public Space'



Brighton North Street Public Realm

HIGHLY COMMENDED at the Landscape Institute Awards 2017,
'Adding Value through Landscape'.



Venn Street Public Realm

WINNER: London Transport Awards 2015 'Excellence in Walking';
and HIGHLY COMMENDED at the RTPI Awards 2015.



Glasgow City Centre Avenues

UM is the lead designer for this ambitious project, making the
city centre's main streets better for walking, cycling, + city life.

We specialise in research, planning, strategy and design for streets, and our inter-disciplinary team has all the skills necessary to work creatively and effectively in the most complex and challenging of urban environments.

We understand the real social, cultural and economic value of streets and spaces, and always strive to make cities and towns healthier, more successful, and more enjoyable.

Exmouth House
3 - 11 Pine Street
London EC1R 0JH

@UM_Streets
+44 (0)20 3567 0710
hello@urbanmovement.co.uk
www.urbanmovement.co.uk

urban
movement

RESEARCH | PLANNING | STRATEGY | DESIGN