

Putting Cars in Their Place / Giving People a Fair Go



- A presentation by:
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Towns used to be “People” friendly

(Extract from the Living Streets Manifesto)

Tomorrow:

- The streets can be given back to people on foot. The balance can be corrected to recreate Living Streets.



Towns used to be “People” friendly

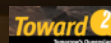
(Extract from the Living Streets Manifesto)

Yesterday:

- For most of human history streets comfortably accommodated the full range of human activity. In villages, towns and cities, the streets were the place for socialising, children's play, public meetings, entertainments, demonstrations and social change. They were also routes for travel and the movement of goods, but until the motor age, there was a balance.



The “Bigger” Issues



Unhealthy lifestyles: Poor diet and exercise habits could see this generation of children be the first in history to die younger than their parents.

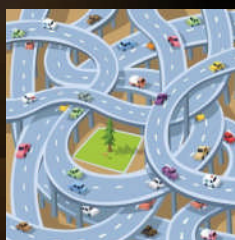
Preventable diseases: The burden of preventable chronic diseases, such as Type 2 diabetes, is forecast to rise by more than 20 per cent over the next decade.

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Today:

- The balance is lost. Streets are now traffic corridors, literally cutting swathes through local communities. Official attention is concentrated on passing traffic, not local lives. Streets have become dirty and dangerous. Communities everywhere are affected, but more seriously in towns and cities and in low-income areas.

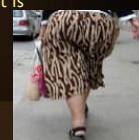


What major factors help create the “Bigger” Issues and could create “downsizing”

Is it lack of meaningful and connected open space?

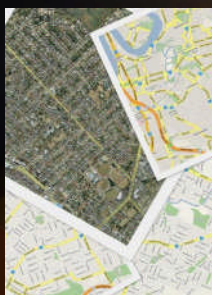
Open space is scattered, fragmented, isolated and not connected to users. Connection to it is by car only.

Or is it more radical?
Do we need to rethink open space? Have we got things back to front?



What if **we make open space a value** so that we can then apply these values to urban spaces to achieve open space outcomes in a ‘multiple use’ approach to a range of land uses

One such urban space that is ubiquitous in a city is the road system. It could most assist in creating social and open space connection!



We need to view Streets Differently!

Where ever you look in our cities and towns there are plenty of streets - but they are car and service corridors - NOT CONDUSIVE TO THE RE-CREATION OF THE BODY AND SPIRIT

How can they be made more successfully multi functional or multiple use? Especially in terms of open space values

If we can successfully apply the appropriate series of FEAR factors to a street

we in effect create a PARK within a street,

or a **PARK STREET**

What "open space" values should we apply?

they must be areas or space

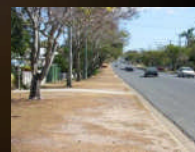
within which various recreational activities can take place in an aesthetically pleasing setting



They must in fact meet FEAR design criteria to qualify as meaningful open space

Create a system of **Park Streets** to provide the safe and convenient linkages people need while making streets a safe, attractive, recreational resource in their own right.

By applying open space values "appropriately" to our road system, there is the potential to create linkage to local recreational, transport and other community facilities, e.g. schools, shops, parks etc.



Make selected streets more park like in terms of not only function, but aesthetics and environmental values



What the F ... is FEAR!!!!

FEAR is a acronym that represents the four groups of factors that go to make up any good design or quality space

Functional aspects needed to meet various open space activity requirements, e.g. walking, bike riding, picnicking, etc

Environmental aspects needed to achieve sustainable outcomes, e.g. microclimate, ecology, etc

Aesthetic considerations to pleasure the human spirit

Reality considerations - boring but essential matters such as budgets, realistic mixing of activities, health and safety issues, etc.



The Main Problems with considering Streets for multiple use functions

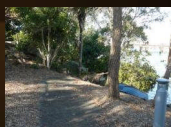
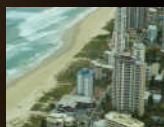
- **Lack of connectivity** (disjointed, inconvenient)
- **Poor Aesthetics** (unattractive, unfriendly, anti-social)
- **Tunnel vision** (streets are for vehicles and services)

Problems and Solutions: Lack of Connectivity

Problems and Solutions: Poor Aesthetics

Lack of Connectivity

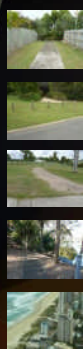
- Jurisdictional Problems
 - Responsibility for street planning, management & maintenance
 - NIMBY
 - Lack of consultation with all stakeholders
 - Different land tenures



Streets are visually dominated by infrastructure



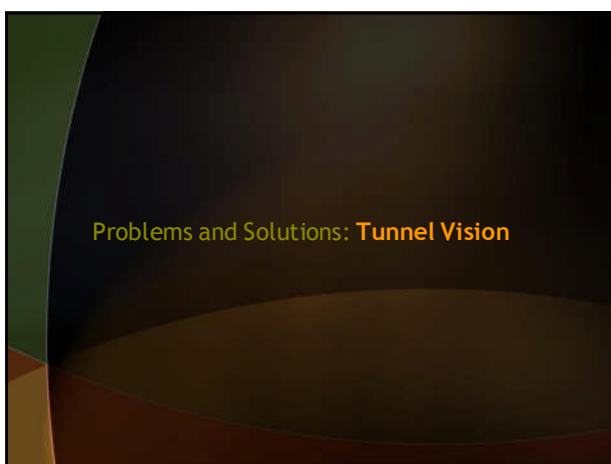
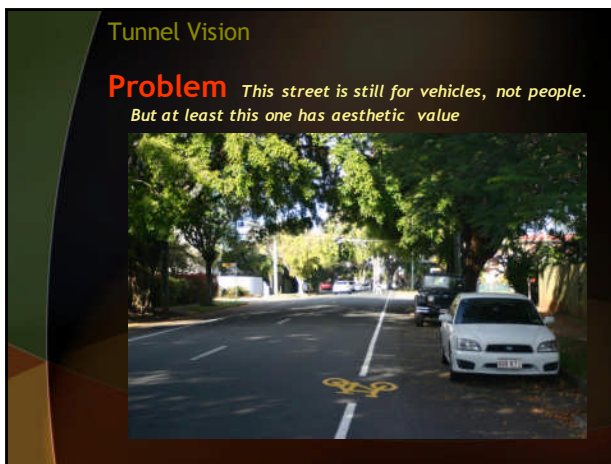
Lack of Connectivity - Some Solutions

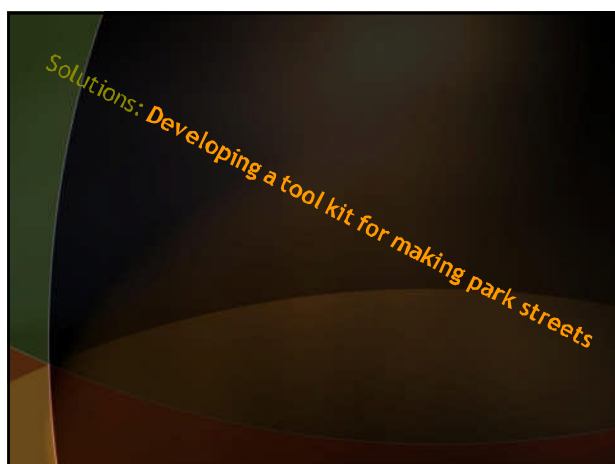
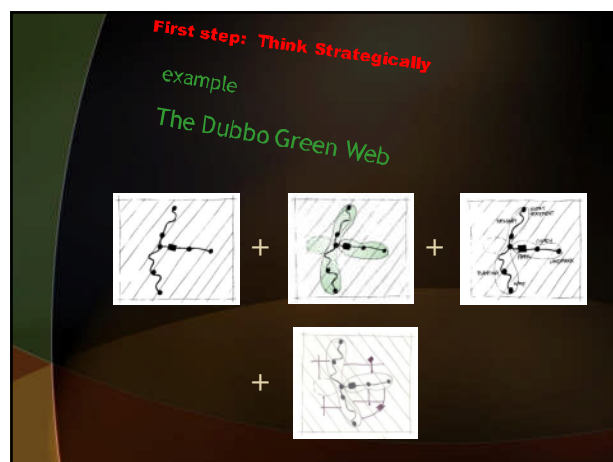
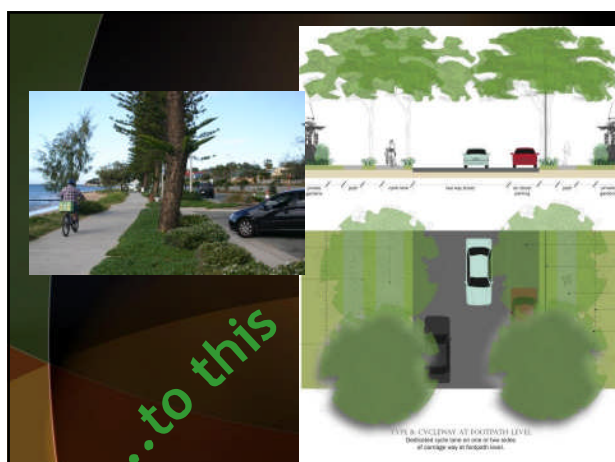


- **Think outside the box** - adopt a vision based on a wider context.
- **Consult** with all affected stakeholders
- **Negotiate** internal responsibility /funding arrangements
- **Include "links"** in development conditions
- **Negotiate acceptable solutions** (acquisition and design)
- **Provide accurate information** regarding effect of paths on neighbours to counter mis-information

Appropriate scaled trees are essential to most street aesthetic solutions







Oh by the way other people have ideas on this too!

There are many good publications on this topic. Here are a few:

- Park Streets - Creating the Linkages. J van Pelt and J Wood. Planning Institute of Australia 2002
Download from www.jwcs.info
- Streets for People - Your Guide to Winning Safer and Quieter Streets
<http://www.transalt.org/resources/streets4people>
- Street Design Guidelines
www.landcom.com/downloads/file/forpartners/StreetDesignGuidelines.pdf
- The Living Streets Manifesto
<http://www.livingstreets.org.uk>

Any questions or comments?

Thank you for bearing with us:

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