



This special issue of SUN Dial has been published to coincide with *My Kind of Town...?* a consultative symposium that is an initiative of the Building Centre Trust. The symposium will bring together leading experts to discuss how to attract people to live in urban areas following the publication of the Urban Task Force findings and the agenda is designed to produce recommendations for the Urban White Paper. The symposium will be chaired by Will Hutton editor of the Observer and Nick Raynsford will be responding to feedback from the discussion groups. By way of briefing we publish here an article by Nicholas Falk of URBED responding to the Task Force report and setting out some of the key issues to be addressed at the symposium.

The event takes place in London on Tuesday 2nd November 1999, and attendance is by invitation. For further details please contact Debra King on 0171 692 6209.



the Sustainable URBAN NEIGHBOURHOOD Initiative

Welcome to the NINTH issue of SUN DIAL, the journal of the Sustainable Urban Neighbourhood Initiative. This is the second issue to be sponsored by English Partnerships and it is themed around issues raised by the Urban Task Force. In our lead article Dr. Nicholas Falk discusses some of these issues while inside we feature an article on the urban renaissance of that most suburban of American cities Los Angeles. Bill Hillier describes important research into the effect of urban layouts on burglaries while Mike Biddulph describes the idea of Home Zones. We also look at research from Oxford Brookes University on mixed-use main streets and the role of car share schemes in reducing car use. All issues that contribute to our understanding of how to make urban areas more attractive as places to live and work.



Initiative

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Towards an Urban renaissance

'How can we improve the quality of both our towns and countryside while at the same time providing homes for almost 4 million additional households in England over a 25 year period?' This challenging question marks the start of Lord Rogers introduction to *Towards an Urban Renaissance*, and could be the key issue for the next century. For the last couple of decades British policy has been largely shaped by US models, by a focus on the inner city areas that were developed in the 19th century, and an objective of encouraging private development and job creation. Now there is a welcome emphasis on looking to the Continent for inspiration. Other ideas include addressing the wider city or region, using quality design to change attitudes, providing fiscal incentives rather than relying on grants to secure private investment, and developing new housing to promote an 'urban renaissance'.

At URBED we were pleased to be involved as advisors to the Task Force and to see that many radical ideas have survived the consensus finding process. The report reinforces the conclusions set out by myself and David Rudlin in our book *Building the 21st Century Home* that the government's objective of building the majority (60%) of the anticipated new housing on brownfield land simply will not happen without changes in policy to overcome the constraints. Planning by itself is too weak a mechanism to overcome market failure on a grand scale.

Yet the report will inevitably be greeted with cynicism by those who say cities are beyond redemption, or that architects are the problem not

The publication of the Urban Task Force's report in June is an important step in developing a new urban policy, which will be set out in a White Paper later this year. Dr. Nicholas Falk of URBED reviews the report and highlights some of the issues that need to be addressed.

A great deal depends on whether the necessary climate of support can be generated to secure the radical changes needed to 'turn the tide'

the solution. The debacle over the Greenwich Millennium Village, and the apparent failure of the new housing to mix tenures or apply modern construction methods, will be used to show the folly of relying on demonstration projects. The report will be attacked by all the special interests who feel left out, including no doubt those concerned with education and the social services, or with economic development and training.

A great deal depends on whether the necessary climate of support can be generated to secure the radical changes needed to 'turn the tide'. The Italian renaissance, after all, would not have been possible without a series of champions

for the arts, and a financial system that ploughed trading profits into city building. Unfortunately the trends do not, at first, appear promising. A decreasing minority live in cities, and people are said to be deserting the North, which has the greatest stock of redundant land. The financial institutions who dominate investment have the world to choose from. Even the richest UK regions lag far behind comparable European areas. Outside a narrow area that stretches between Warwick and Southampton, Cambridge and Swindon, the rate of innovation in industry is depressingly low, and with it the capacity to generate the wealth needed to rebuild our cities.

When the Urban Task Force report was launched Manchester it was illustrated by this scheme which is being developed by Iclan - a joint venture between AMEC and Crosby Homes. The scheme, which includes 260 residential units, is the epitome of the high-density mixed-use development envisaged in the report. Working with the SUN Initiative, Iclan are also seeking to incorporate state-of-the-art environmental specifications and technology into the scheme.



Continued page 2 ►

Furthermore, despite the Task Force's enthusiasm for cities like Barcelona and Amsterdam, the examples of success are still far outweighed by the publicity given to failure. US trends, highlighted in Joel Garreau's influential book *Edge City*¹, are brought home by recent census data. They show that even though the US economy has been booming, and creating jobs at a record rate, the older cities are still declining. (Baltimore for example lost 3.9% of its population between 1996 and 1998, while the new suburbs continue to grow, just as they seem to do in Britain². Unless there is a new confidence that investing in urban regeneration can be made to pay, the Task Force report will join all the others on the shelf.

Yet all is not gloom. The Task Force could have made more of the British urban success stories. They include the resurrection of Glasgow's Merchant City and the doubling of population in Edinburgh's Old Town. House-builders in Manchester's once-notorious Hulme district are now achieving such high values that they are unable to claim grants. The cultural industries quarter in Sheffield with its thousands of creative workers helps attract students to the

city, and loft living is now possible on the rediscovered River Don. Birmingham city centre is now known as an international meeting place rather than for its concrete ring road and city centres such as Leeds, Newcastle and Bristol are booming. Could it be that the tide is at last turning?

In conclusion - the well-argued and stimulating report of the Urban Task Force rightly deserves to be on the agenda of every public agency. An urban renaissance is within our grasp, but only if we will the means as well as the ends. Governments tend to follow not to lead. Hence it is the responsibility of all who care about the future of our civilisation to ensure that on the trickier aspects of their proposals, work is done to turn the vision into reality. I set out in the attached box my thoughts on six of these: better buildings, safer streets, rapid transit, area management, flexible funding, and working cities.

Nicholas Falk is a founding Director of URBED and is based in our London office - tel. 0171 436 8050 email n.falk@urbed.co.uk

1. Joel Garreau *Edge City: Life on the new frontier* - Anchor Books - 1988
2. *America transformed by siren call of sunbelt suburbs*, Guardian 3/7/99

Issues raised by the Task Force Report

Better buildings: There is little point promoting the virtues of building housing on brownfield land, if new housing is no better than that which is already available. The Task Force talks about 'Long-life, loose-fit, low-energy buildings', and raises the issue of whether there should be minimum space standards. There is a need to spend more on the house and less on the land and infrastructure, as other European countries do and to use the mortgage valuation system to encourage better practice. Surely a house that costs less to run should be worth far more in the future?

Urban lifestyles: One of the main reasons for people continuing to desert urban areas is fear, and the poor reputation that many urban areas have. The Task Force talks about urban design being used to create attractive places, but it can take a generation to change these perceptions. Many areas are effectively 'redlined', and do not offer enough in the way of benefits to overcome the risks for both occupiers and investors. Our research for the Task Force in *But Would You Live There?* suggested that attitudes can be changed through targeted marketing. However we also need the means to

celebrate and reward success, as cities such as Glasgow and Barcelona have done.

Rapid transit: The environment of urban areas is being spoilt by traffic congestion, and public transport generally does not present an attractive alternative to the public car. The Task Force proposes reducing parking provision and improving the alternatives, including walking and cycling, and refers to Dutch experience in particular. But without a means of financing a reliable high-quality system that matches continental standards, those with jobs and money to spend will continue to use their cars. This must go hand in hand with discussions about dense walkable neighbourhoods if urban areas are to be revived.

The skills for the job: Neither local authorities or private developers are seen as having the capacity to regenerate urban areas on their own and various types of agency have been tried, including Urban Development Corporations and partnership companies to manage Single Regeneration Project programmes. The Task Force call for local authorities to take the lead, and it also recommends

the setting up of Regional Resource Centres. Yet both planning and architectural education are losing popularity and there would seem to be a case for producing a cadre of 'urbanists', with the kind of prestige that MBAs have given to management training. Their role would be to co-ordinate efforts on the 'front line' and cut across sectoral divisions.

Flexible funding: No one expects government any longer to provide all the funding, but someone has to tip the balance in areas that have been declining. The Task Force points out that most countries (though not intriguingly Holland) have a much higher proportion of funding raised locally, and are much less dependant on a centralised private financial system. The Task Force has accepted that fiscal incentives are needed to encourage a new breed of developers and also to encourage occupiers to move into what are currently marginal areas. However the Treasury prefers to maintain control over how money is spent on a year by year basis, and has never been convinced that urban regeneration makes economic sense. The Task Force is to be congratulated for providing a range of alternatives, drawing on work by KPMG. The designation of Urban Priority Areas through which efforts are to be

Allerton BYWATER

Dreams of village life

Earlier this year the SUN Initiative was part of the Libeskind consortium which was a runner up for the second Millennium Village near Leeds. David Rudlin explains some of the thinking that went into the scheme

The turn of a Century is a time to look to the future, to question received wisdom and to ask whether things can be done differently and done better. This is what the Garden City pioneers did a hundred years ago through developments like New Earswick in York and it is what we tried to do in Allerton Bywater.

WHY NEW MODELS ARE NEEDED

Change for its own sake is of no value. However in the UK we have become so fearful of repeating past mistakes that we have stifled innovation and allowed housing design to become out of step with the needs of a changing society. The design of housing and the planning of settlements needs to evolve in response to these pressures:-

Demographic change: Just as the garden city was a response to the emergence of the nuclear family, new settlements forms are needed to cater for a much broader range of housetypes.

Economic change: Allerton Bywater grew up around the pit which offered 'job for life'. Such employers are a thing of the past. The future lies with new ways of working, micro business, self-employment, information technology and networking. Our aim was to develop a learning community able to embrace these changes.

Social change: The community bonds of village life survived the closure of the pit but may not last forever. We sought new ways to sustain a mixed community with a strong identity and pride.

Environmental change: Dominated by the pit and surrounded by power stations, Allerton Bywater was a product of the coal age. In a future of scarce resources Allerton Bywater should have a new role as a model of sustainability and for the economic opportunities that this heralds.

A MODEL FOR THE FUTURE

Despite these trends most new housing differs little from that of a hundred years ago. There are many who are currently questioning this and models like the Urban Village are being promoted for towns and cities but what of other areas? What of brownfield sites in villages like Allerton Bywater and other coalfields? It would be as inappropriate to export the city to Allerton Bywater as it was to impose the suburb on urban areas. We need new models that can respond to demographic, economic, social and environmental change but which are appropriate for villages

and smaller settlement. This is what the Libeskind consortium sought to achieve. The aim was to generate new physical forms to respond to the changing nature of the community.

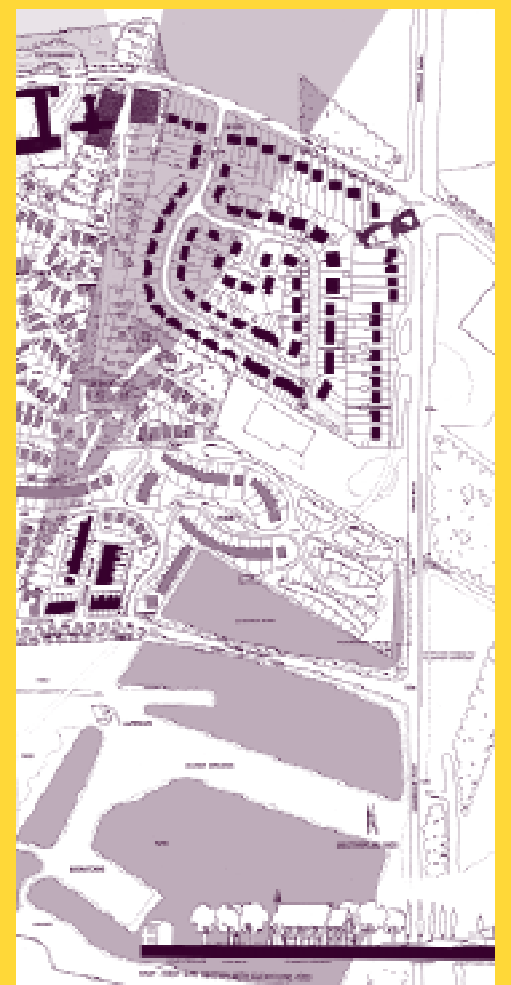
THE SCHEME CONCEPT

There was a number of challenges facing the teams bidding for Allerton Bywater. The greatest was how to build a settlement over a short period in a market which had traditionally taken up less than 30 new houses a year. This was possible if the new housing had been turned into a commuter suburb of Leeds but that was hardly the point of a Millennium Village and would have sat uneasily next to the existing pit community. How then were we to create an economic role for the area as a place to both live and work. What is more while innovation in housing design and construction may be viable in Greenwich how much would be possible in the weaker market and at the values achievable in Allerton Bywater.

The response to these issues was to use design to create a unique sense of place. The design of the village would be such that it would be attraction to people in its own right.

This design was based on a new synthesis of town and country that was not suburban but which retained the contrasts and variety of a traditional village. At the heart of the village was a high-density, live/work quarter which was to be developed by Urban Splash. This was originally called the Kasbah but renamed the Market Place for the Yorkshire audience. Next to this was an area of medium density courtyard housing beyond which there were sections named ridgetway, diff, creek, and dune to reflect their different characters. The lowest density Dune housing included earth-sheltered housing on the lower sections of the site.

These residential neighbourhoods were bisected by shards of countryside penetrating into the very heart of the village. The concept also built upon the village's traditional connections with water by making it the centre of a regional water park and making extensive use of water in the layout. The water there was carried through into the development of a Living Machine to process water and waste from the village. This was part of sustainability systems



focused therefore becomes a key task, and one that the new RDAs could well take on, to avoid wasteful competition and duplication.

Making towns and cities work: The second part of the Task Force report is given over to this theme, and yet there is very little about the future of the urban economy, and where the jobs are going to come from for those living in urban areas. This was not really their job, but is crucial to providing a sense of hope and purpose to those who have seen the erosion of the traditional economic base. Transitory call centres and IT training programmes are not enough. Yet the job of rebuilding our cities could, if properly organised, provide the necessary economic boost (as for example it did to Athens and Barcelona). Construction can readily employ young males, who have the greatest difficulties getting work, and town and city centres create plenty of service jobs. We could re-establish some of Britain's traditional expertise in the field of bus and railway construction, rather than relying largely on imports. We need to ensure that the urban renaissance pays off in terms of jobs and investment as well as capital values.

designed to make the village autonomous within ten years.

These elements were weaved together into what Daniel Libeskind called 'layered systems of organisations and landscape forming the warp and weft of the village'. The housing together with new workspace combined to create a living, working community which would have preserved the best elements of the mining community and welcoming newcomers without becoming a dormitory settlement.

A REALISABLE VISION

However as exciting as these proposals were, the real challenge was to make the development of the village viable for the developer members of the consortium. As we have said the first element of our strategy was the attraction of living in a new village designed by one of Europe's leading architects. This was then linked to the idea of a building exhibition modelled on those in German and Scandinavian. This would have included a series of demonstration houses in a completed neighbourhood along with a Housing Consumer Centre, exhibits and other attractions. It would have provided a show case for the innovative technologies while raising the profile of the site and thus generate demand and increased values.

The key to delivering this approach was then to be a Community Development Trust. This would take on the ownership of the land, provide infrastructure, the landscape framework and run the exhibition.

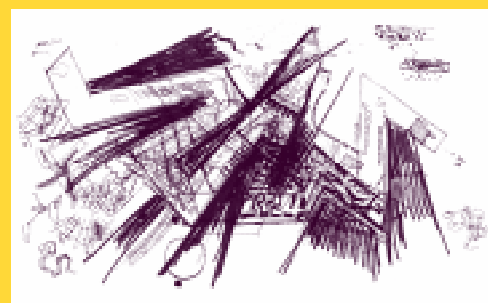
Our strategy was therefore not to compromise on design but to turn it to our advantage. However there are clearly tensions between this approach and the needs of the market. At the end of the day we believe that our strategy would have been successful and but not necessarily within the time and financial constraints of a Millennium Village.

Consortium members:

Team leader - Daniel Libeskind

Developers - Alfred McAlpine Development Limited, The Environment Trust, Home Housing Association, Urban Splash

Consultants - Allen Tod - Contact architects, Alan Baxter Associates - Engineers, URBED - Sustainability, Professor John Shutt - Business Development, Par Gustafsson - Landscape Architects, Bernard Williams - Cost consultants, Brian Cheetham Partnership - Business planning



The distant sound of a Miracle

The boom in city centre housing development has surprised many people in the UK. The same is true in the US where downtown housing seems set to take off in that most suburban of cities Los Angeles. As **Robert A. Jones** of the LA Times explains - if it can happen in there it can happen anywhere.

Pictures by **Richard Risemberg**

A curious phenomenon is taking place in American downtowns, known as reaching the 'tipping point'. Young people rediscover their downtown and, like urban refugees, return to live and work in the ruins. A few pioneers arrive first, then a few more. The process finally blooms into a movement. Abandoned office buildings get converted to apartments. A thousand boarded-up storefronts blossom into cafes and shops. No government help is required.

Downtown Seattle and Battery Park in New York tipped some years back. More recently, the old cores of Dallas, Memphis, and even Detroit tipped. Of course, nothing ever tips in Los Angeles. Our old financial district contains one of the largest collections of vintage buildings in the country, yet it remains mired in sommy degradation.

But wait! At the corner of Spring and 4th, developer Tom Gilmore has initiated a project which just might tip the scales in our downtown. Gilmore has assembled an entire block of buildings extending along 4th Street, from Spring to Main. It includes the 12-storey Continental Building, generally regarded as the city's first skyscraper; the Farmers and Merchants Bank complex, and the San Fernando Building.

In all, Gilmore will have enough space to create 250 rental apartments. In addition, the buildings will offer him a block of storefronts to fill with the required coffee outlets and Trader Joe's. The whole thing has sheer bulk never seen in past efforts to bring downtown back to life. And it will cost \$30 million. That's not a huge amount by mega-project standards. But ask yourself: If you could raise \$30 million, would you invest it in a block of pee-stained buildings abandoned for a decade or more?

That's what makes Gilmore different. 'Three years from now, people will see me as a visionary or as a maverick moron who lost his shirt', Gilmore says. 'Right now, I think most people believe it will be the latter'. Gilmore seems to embrace risk. He also loves city life and believes, contrary to popular wisdom, that many young people in Los Angeles share his love. A primary distinction between Gilmore's project and past downtown efforts lies in his intention to ignore the upscale condominium market. Rather, he will target his rentals at young, single people just starting their careers. 'These people don't want to buy a car, they want to rent an apartment. And that's what we'll offer', Gilmore says. 'They also want a little adventure in their lives, they don't want boring neighbourhoods. They want to mix it up, to hang out with people like themselves'.

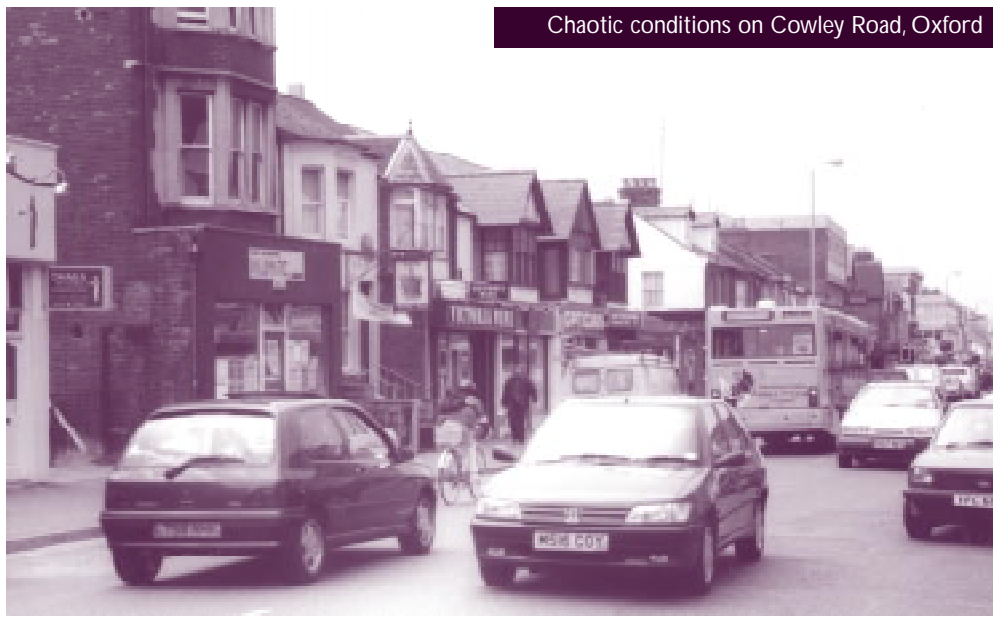
Walking along the 4th Street sidewalk, Gilmore can see the whole thing in his mind. The windows of the early 20th century buildings will glow with the light from hundreds of living rooms. The sidewalks will be filled with people walking, sitting, eating supper under the trees. The ceiling of the corner storefront space in the San Fernando building, rises 25 feet over an ancient tile floor and sunlight pours in through the huge windows. 'I see restaurant, right?' he says. But a hundred caveats must precede any prediction that a restaurant, in fact, will appear on the ground floor of the San Fernando Building, or that hundreds of young people will come to live there. Thus far, Gilmore has used only private funding for the project and has not sought any subsidies from the Community Redevelopment Agency or other government agencies. Still, he needs to secure construction financing, and regular banks won't touch it. If he fails to get the funds, the project could collapse.

The ghosts of other revitalization projects stand as a reminder of where good intentions often end up. The CRA's own Premiere Towers project at 6th and Spring now sits half empty, awaiting sale. On 7th Street, an attempt to convert the magnificent Roosevelt building into apartments died last year for lack of financing. Still, there is reason to hope. First and foremost is the sense that Gilmore's timing may be right. Almost in spite of itself, Los Angeles has grown into a city, and the newest generation of young adults here may, indeed, hunger for the city experience. 'In every other city where downtowns have been reborn, the process has been met with disbelief', says Dan Rosenfeld, a real estate executive and former Los Angeles city official. 'The experts always take a look at the first project and say, "It will never work". Yet it has worked in places as unlikely as Dallas. Believe me, if it can happen in Dallas, it can happen here'.

Also, shockingly enough, it turns out that demand is high for the 3 000 rental apartments in downtown. Overall, downtown buildings operate at 98% occupancy, and many buildings have waiting lists. Charles Loveman, a real estate consultant, says demand far exceeds supply. 'The market can easily absorb 250 more units' Loveman says. 'In fact, it could absorb much more than that'. So we'll see. I have a friend who often expresses his good-bowl-of-soup theory of city life. If you can walk around a neighbourhood and easily find a place that offers a good bowl of soup, he says, then you know you've found a good place to live. At his most basic, Gilmore seems to be following that theory. He is determined to offer not only a place to hang your hat but a neighbourhood where people can find the things they need, including a good bowl of soup. If he can do it in downtown Los Angeles, it will be a miracle.

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Chaotic conditions on Cowley Road, Oxford

Mixed-use development is widely recognised as providing a model for sustainable urban form¹. By bringing people closer to where they work, shop, live and play, mixed use development can help reduce car dependency. Commercial areas on radial main streets provide some of the most successful examples of mixed-use we have, supporting a wide range of activities within a dense urban area. Research by Snell² however identifies that the current approach to the road hierarchy is incompatible with many of the objectives of mixed-use development. The needs of traffic on main streets, take priority over local vitality and viability

Methodology:

The research sought to evaluate two approaches to the management of the conflicting demands of movement, loading and parking. Two case studies in Oxford were chosen which exhibit the conventional approach to traffic management through Traffic Regulation Orders (TROs). A further two case studies, one in Oxford and one in Borehamwood provided an alternative approach where the needs of parking and loading are recognised and further supported through physical measures.

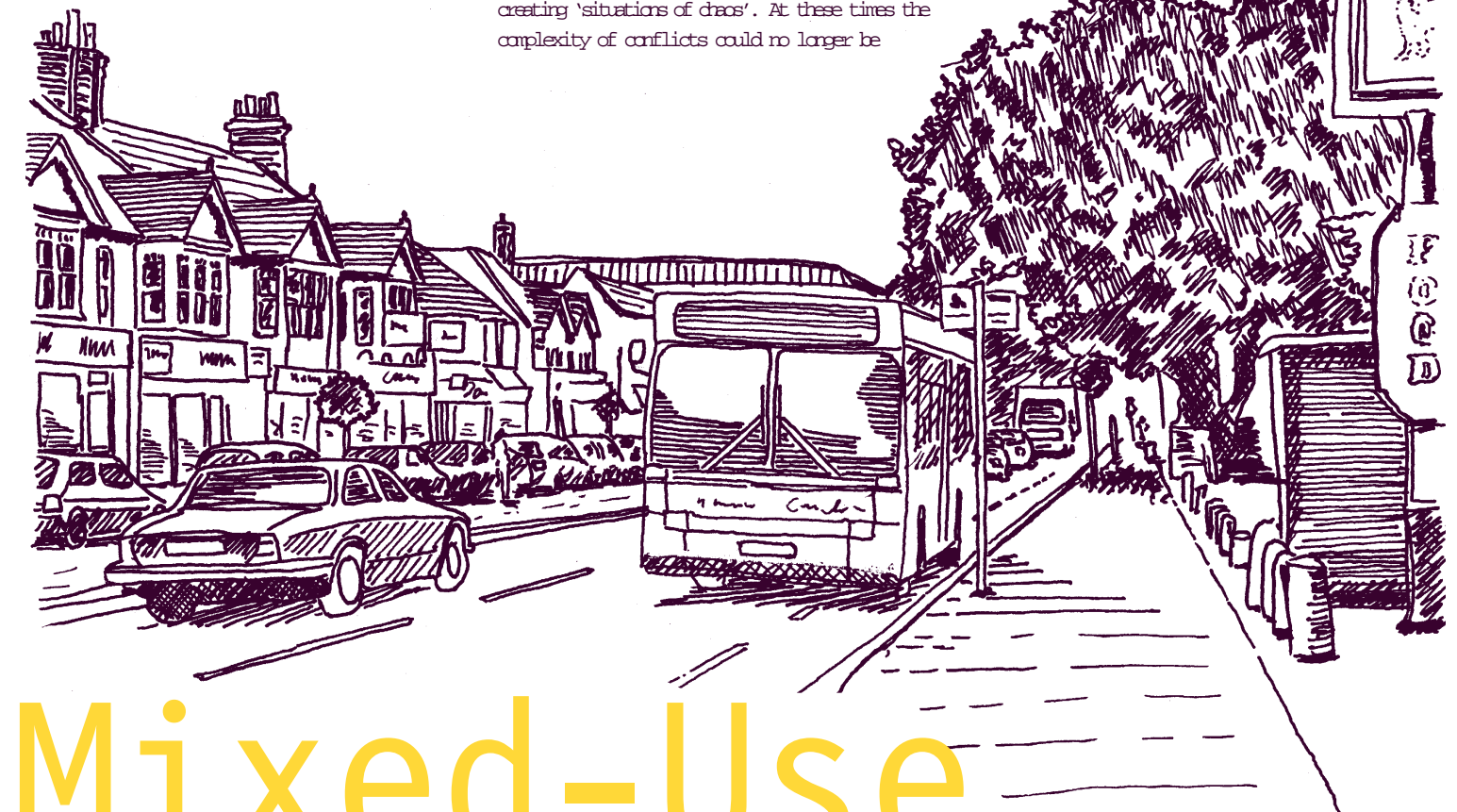
The research was undertaken by observations at different times of the day, supported by a range of measurements including accident figures, traffic counts, and traffic speeds. These were based on four, 400m sections of street that were chosen according to the following criteria:

- main radials into the city centre which do not bypass local centres and, as such, provide for through as well as local traffic (including public transport);
- commercial streets with a high proportion of retail uses, linked to the adjacent urban area.

The Conventional 'TRO' Approach

On both Cowley Road (East Oxford) and London Road (Headington, Oxford) parking and loading is controlled through TROs. On Cowley Road loading and parking occurs at the kerb side, very limited on-street parking is provided (approximately 11 car parking spaces), but no loading restrictions are in place. Within London Road seven bays are provided, predominantly for loading during the day but with a limited amount of on-street parking (approximately 9 spaces).

Both streets are single carriageway in each direction although the latter has additional right turning lanes at the main cross road junction. The main carriageway of both streets is between 9.4 and 10.4 metres (excluding parking and loading bays) with the total width of streets being 16.6 and 23.3 metres respectively (from back of footway). Similar peak traffic flows are present with up to 1 700 vehicles per hour (12 hour flows of 14 000 vehicles and 16 900 respectively). There are no bus lanes on either street although bus bays are provided on London Road. Both streets have cycle lanes and significant levels of vehicle turning movements.



Mixed-Use Main Streets

Managing Traffic within a Sustainable Urban Form

NOTES

1. Including within Central Government guidance PPG1 and 13
2. Snell, Catherine (1994) Unpublished Masters thesis, Oxford Brookes University
3. 1990-1994 figures

Three key conclusions can be drawn from these observations.

Firstly: whilst these streets are capable of supporting a great diversity of different activities, the conventional TRO approach fails to adequately resolve conflicts.

Secondly: TROs are by themselves an inadequate means of controlling parking and loading. In the absence of convenient on-street provision TROs are frequently flouted, with vehicles either parked within the carriageway or within loading bays. As a result these streets often operate in a different way to that prescribed by the TROs.

Finally: while at times these infringements caused few problems, under certain conditions the smooth-flowing, predictable movement of traffic broke down creating 'situations of chaos'. At these times the complexity of conflicts could no longer be

resolved without risk of accident. Accident figures confirm these findings with both streets having higher than average accident figures for Oxfordshire with 24.4 accidents p.a. on Cowley Road and 10.8 on London Road³.

This chaos resulted from a complex interplay of factors but typically occurs at times where high traffic volumes (130 vehicles in a five minute period – the equivalent of 1 500 vph) coincided with high levels of loading/parking or right turning vehicles block the free movement of traffic. Modal split (HGVs, PSVs and vulnerable road users) and traffic speeds are also important factors.

under certain conditions the smooth-flowing, predictable movement of traffic broke down creating 'situations of chaos'

All towns and cities have radial roads. These have traditionally played the role of high streets and important routes for traffic. They are a crucial part of the urban fabric just as they are a vital element to the highway network. Yet too often these requirements are in conflict and it is the highways engineer who has won the day. New research by **Graham Freer** and **Graham Paul Smith** at Oxford Brookes University considers an alternative approach.



Banbury Road - Summertown where the slip road separates parking and loading from movement activity.

Shenley Road, Borehamwood

Shenley Road is Borehamwood's main high street. It provides an appropriate case study because it has not been possible to bypass the town and it therefore provides a main route for through traffic including buses. The road was redesigned because of the impact that high levels of traffic were having on the accident levels, environmental quality and economic viability of the town. The aim of the scheme was to control illegal parking and vehicle speeds by achieving a regular but slower flow of traffic as a means of avoiding congestion at peak periods. The improvements became permanent in 1994.

Towards a New Approach:**TRO's backed by physical measures**

On the other two case studies - Banbury Road (Summertown), and Shenley Road (Borehamwood) - parking and loading is physically segregated from movement activity. On Banbury Road a slip road provides access for parking and loading bays along virtually the entire length of the shopping area, separated from the main carriageway by a raised dividing strip. No on-street provision is made on the eastern side of the street (which has off street parking and rear servicing bays). On Shenley Road slip roads are, where possible provided on both sides of the street. Where there is insufficient space, bays are provided adjacent to the carriageway as found within London Road. Shenley Road has also been subject to traffic calming along its length.

These streets are single carriageway in each direction but in both cases, the carriageway is much narrower (approximately 7.6 metres). With the total width of Banbury Road being 34.0 metres. Despite this similar traffic flows are achieved with peak flows of up to 1 800vph (10 hour flows of over 14 000 vehicles) on Banbury Road and 16 hour flows of 16 500 on Shenley Road. No bus lanes are provided on either street and only Banbury Road has a single, cycle lane.

Research Findings:

Both streets achieve a relatively smooth, free flow of traffic with very few conflicts; even during peak periods. At no point was either street observed to become 'chaotic' or unpredictable. A number of factors are important in achieving this.

Firstly; by segregating parking and loading within a separate slip road, conflicts between these activities are adequately resolved. Where parking/loading bays are provided adjacent to the carriageway they are sufficiently wide to allow vehicles to manoeuvre without creating conflict with oncoming traffic.

Secondly; physical measures are used to enforce TROs. In both cases, narrowing the width of the carriageway has been an effective deterrent for drivers from stopping, as to do so would completely block through movement. Within slip roads themselves however, motorists are able to stop and wait without disruption to traffic. On Shenley Road loading bays are raised to footway level with full height kerbs to deter unauthorised parking.

Thirdly; on Shenley Road eleven raised flat-top humps at intervals along the street together with a central reserve between carriageways to prevent overtaking has been effective in reducing average speeds from 26 to 20 mph. The humps act as informal at-grade crossings, aiding pedestrian movements across the street yet are shallow enough for buses. As a result, motorists almost always slowed-down or stopped to give way to pedestrians and accident rates halved from 15 to 8 per annum. This approach has achieved smoother vehicular movements than would be achieved with use of formal pedestrian signals.

The absence of any major road intersections throughout the

commercial area of either street has also been important in achieving smooth traffic flows. In the case of Shenley Road roundabouts had replaced traffic signals at either end of the street to reduce stop start traffic.

Conclusions

This research has shown that supporting TROs with physical measures can effectively resolve the conflicts within mixed-use main streets. TROs alone are often infringed creating very different conditions to those envisaged by the engineers. Conventional highways responses may help, but at the expense of the vitality and viability of the centre. Vehicles do not need to be segregated from each other (as in bus lanes), what is important is the segregation of parking/loading from movement activities. Roads do not need to be widened since minimising carriageway width can, in reality, improve road capacity by preventing unauthorised parking and loading. Such an approach can improve viability by accommodating on-street parking and loading, make the road easier to cross and improve traffic flows and safety. We need no longer sacrifice historic local centres in order to accommodate traffic. ■

Graham Paul Smith is senior lecturer at the Joint Centre for Urban Design, Oxford Brookes University, Graham Freer is a qualified Urban Designer

This approach can improve viability by accommodating on-street parking, loading and making the road easier to cross and improve traffic flows and safety



Could you live without your car?

What we can do to reduce our use of that most desirable of objects – the private car? Integrated public transport is a worthy aim – but is it the whole story in a society obsessed with the comfort and convenience of the private car? One alternative is the car share service. **Simon Birch** takes a closer look at the Edinburgh City Car Club.

also help free up parking spaces for public amenity within high density developments.

Simplicity and Convenience

So how does the scheme work and is it as convenient as 'booking a taxi and as simple as hiring a video' as Budget claim? "Yes, it's that straightforward," agrees Kay. "All I have to do is phone up and book". Budget are keenly aware that the simplicity and convenience of the operation is the key to its success and have invested £250,000 on electronic systems to ensure the smooth running of the scheme.

After booking their car, which they can do with as little as 15 minutes' notice, members gain access to the car with the aid of a personalised

electronic key fob from one of the two parking stations in Edinburgh's inner city districts of Marchmont and Sciennes. A satellite tracking system logs members in and out of the cars, but monitors their mileage and timings and knows whether or not a car has been returned to the right parking station on time. The only paperwork involved in the entire operation is a monthly statement which is billed to members.

Membership costs £99 a year which includes fully comprehensive insurance and breakdown cover and gives members access to eight new vehicles which range from Ford Fiestas to larger estate models. In this way schemes can also be tailored to local requirements so in the USA, for example, they have included different vehicles as

'fit-for-purpose' from small 'smart cars' to vans.

Aside from paying for petrol used, drivers pay five pounds for the first hour of booking and then £2.50 for subsequent hours. This compares favourably with the experience of users of existing European schemes which suggests that motorists who clock up around seven or eight thousand miles a year, which is around 45 per cent of UK motorists, could save themselves up to £1,500 on their annual motoring costs.

So does Kay feel that she's lost any mobility since she chucked out her car keys? "Not at all, I live in Marchmont and the car share parking station is literally a two minute walk from my flat. I use the City Car Club cars for shopping and visiting friends who aren't on the main bus routes. I just choose the best mode of transport for the particular purpose that I have in mind"

"Nothing is as convenient as having your car parked outside your house," admits Kay, "but now I've got no hassle about getting the car through it's MOT, fixing flat tyres - that stuff has been taken away from me and I don't have to worry it any more," says Kay, adding that, "I wish I could have done it sooner."

But despite the obvious benefits arising from the scheme, Roddy Graham from Budget doesn't underestimate the difficulty in getting people weaned off their petrol-driven dependency. "What we're up against is an emotional attachment that people have with their car. We acknowledge that we're not launching a new product here, this is a lifestyle change". He believes that the only way to break the chain of car-dependency and get people to give up their cars is to offer people something comparable in return. "Despite all the talk of increasing public transport and reducing congestion and pollution, there is still no realistic and acceptable alternative to car ownership. What we offer," continues Roddy, "is the consistency, privacy and convenience that go with having your own car".

Simon Birch is a freelance environmental writer.
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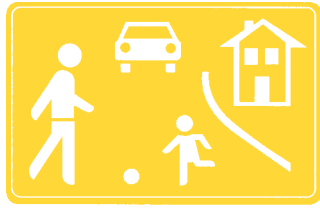
Kay McBurney (42), who lives in Edinburgh recently gave up her car and is now a member of a car share scheme. She admits that abandoning the car was far from easy: "When I first moved to Edinburgh I did think about giving up my car but because of the sheer convenience of having one I couldn't bring myself to getting rid of it". Kay's history of car ownership and the importance she placed on it is typical of many motorists. "I had a car for most of my life. It was one of the first things you did, you got a job, a flat and a car - it was what you aspired to".

What finally helped Kay to give up her car was the launch of the UK's first City Car Club, a pay-as-you-drive car share scheme that gives residents of high-density cities such as Edinburgh a viable alternative to car-ownership. "When I heard about the scheme I thought this is wonderful and exactly what I need. I work from home and have the car sat outside for days on end not being used. So I joined the scheme, took the plunge and sold my car".

Delivering the Service

The City Car Club is a joint venture between Edinburgh City Council and Budget, the car rental firm and was launched in response to the city's deepening inner-city transport crisis. The difference between City Car Clubs and regular car hire firms is that, "the cars are parked up close to where members live and the fact that they can be booked over the phone on an hourly basis", says Roddy Graham from Budget.

The scheme takes its cue from Europe where car share schemes have been an accepted part of consumer's transport mix for many years. There are currently more than 23 000 members in schemes operating in eight European countries. Current research suggests that each car club vehicle replaces between four and six private cars. Participants car usage tends to fall by around 50%, as participants tend to choose the most appropriate mode of transport for their journey, but without compromising their freedom of mobility. This leads to corresponding reductions in fuel use, noise and air pollution. Schemes



HOME Zones

Reducing the impact of the car in residential areas

Homes Zones have been receiving a great deal of attention recently and were endorsed by the Urban Task Force. Borrowed from the continent the idea is to be piloted in nine areas over the next three years. Mike Biddulph explores the origins of the idea and how it might work here.

In 1998 the Children's Play Council launched *Home Zones*. This initiative promotes residential streets that are designed to give priority for the needs of resident pedestrians and cyclists over the needs of the car. The idea is a direct translation of the Dutch *woonerf*¹ or 'living yard' idea into the British context. The Government have started to show a developing commitment to the *Home Zone* idea, nine pilot projects around the country are currently being monitored by the Department of the Environment, Transport and the Regions.

The *Home Zone* approach can be viewed as a physical solution which addresses the combined issues of reducing the impact of motorised vehicles whilst promoting a sustainable urban form and contributing to the Government's commitment to reducing road traffic accidents. As such the *Home Zone* idea has appeared repeatedly in relevant Government policy documents.

The draft *Planning Policy Guidance Note 3: Housing*² suggests that the needs of people should be placed before the needs of cars in residential areas, that maximum parking standards should be introduced, limiting parking to 1 - 1.5 spaces per dwelling, and that greater attention should be paid to urban design qualities that promote more activity in the public realm of housing areas.

Possibly more significantly however is *Places, Streets and Movement*³ in which the cul-de-sac approach to managing traffic within residential streets has finally been rejected as a



means of achieving these aims. Despite being a quiet place for children to play it was noted that where they are introduced they increase the length of pedestrian journeys and subsequently encourage car use. The document suggested the adoption of direct pedestrian and cyclist routes, and also suggested that in residential areas the public areas should be designed for pedestrians first, for emergency vehicles and public transport second, and only finally for the car. The *Home Zone* can therefore be seen as an alternative approach, which allows a high level of connectivity whilst placing controls over the movement of motorised vehicles.

The *Towards an Urban Renaissance*⁴ report of the Government's Urban Task Force provides further support for this change in approach. *Home Zones* are suggested as a form of development that will contribute directly to the desired urban renaissance while also contributing to the government's commitment to sustainable patterns of urban development. Finally, in *A New Deal for Transport: Better for Everyone*⁵ a commitment was made to extending 20 mph zones and introducing the *Home Zone* idea where possible. It was pointed out that where 20 mph zones have been introduced there has been a 60% reduction in accidents, and a 67% reduction in accidents involving children.

At the heart of the concept is the desire to give certain streets more of the qualities that would make them places for people, rather than just spaces for cars

What is a *Home Zone*?

At the heart of the concept is the desire to give certain streets more of the qualities that would make them places for people, rather than just spaces for cars. The *Home Zone* should be attractive, with planting and variety in paving materials. The surface should be shared between all space users, and ideally the law should be changed so that vehicle drivers accept all liability for accidents. In certain acceptable areas children's play facilities should be introduced. Car parking is then restricted to areas where it doesn't interfere with pedestrian activity, and vehicular speed is limited by chicanes, humps and short sight lines.

Areas of a town should ideally be developed with these qualities, and one way systems for vehicles should be introduced so that necessary vehicular journeys are possible, but shorter journeys

might be quicker or more convenient by walking or cycling.

The *Home Zone* should fulfil a number of objectives. It should improve the safety of residential areas. It should promote greater use of the public spaces in residential areas, especially by children who can reclaim their local territories from the car. It should encourage people to walk and cycle within their local area. Ideally it should also contribute to improving the quality of the

Burglars don't understand defensible space

There has been a growing conflict in recent years between the police and the promoters of new urbanism. Secured by Design seems to be based upon the sort of low density suburban development that the SUN Initiative has been arguing against. While it seems sensible that robust urban design should deter crime much of the previous research seems to prove the opposite. However recent research by Bill Hillier and Simon Shu provides new evidence that permeable urban areas can reduce crime.

About ten years ago, research on patterns of residential burglary suggested that rates were lower in integrated streets which provide more potential for through movement. These results were based on Space Syntax techniques and ran counter to the fashionable consensus. Then as now Secured by Design was based on 'defensible space', a 'strangers equal danger' mentality and a reliance on curtain twitching residents in cul-de-sacs to provide protection against crime.

The great difficulty in researching crime and space is that you can only show that there are genuine effects from spatial layout if you first take out the effects of the social composition. As the British Crime Survey shows, there are huge variations in crime rates from inner cities to suburban and rural areas, and from poor to well-off communities. In our 1980s studies, we tried to overcome this by plotting the location of each crime exactly, and using space syntax analysis to identify the spatial characteristics of each location. We could then ask if, in an area with a homogenous population, criminals would tend to select targets in one type of location rather than others. Movement was a key question. Would there be less crime in spaces with less movement potential, as 'defensible space' would suggest? In fact we found the opposite. We saw a clear tendency for burglaries to be less frequent on the most integrated streets and more frequent on the

segregated streets. Defensible space, we concluded, seemed to be on the wrong track. You were safer in spaces with more passers-by. An important advantage of using space syntax to analyse crime patterns is that the absence, or relative absence, of crime in the different parts of the layout becomes as informative as its presence. We can go beyond the usual identification of 'hot spots' which usually turn out to have specific social causes, and tell us little about the layout.

Simon Shu added to this a further innovation. He studied burglary not in terms of the address of the dwelling, but in terms of how the burglar actually gained access to the dwelling from public space. With the help of the police Shu chose

three towns about fifty miles from London with very different overall social characteristics, one very affluent, another much less so, and the third a New Town. He then selected an area within each town with a range of population types in different sub-areas, and a full 'menu' of spatial types, cul-de-sacs, through streets, footpaths, back alleys and so on. His conjecture was that if criminals consistently selected targets in certain types of space in spite of social variation, then it

The evidence all points in the same direction: passers-by help in deterring crime, more visible neighbours is better than fewer, good visual relations to the public domain is better than seclusion

would be unlikely that this could be assigned to anything but spatial layout.

Shu's findings show that it is quite clear that crime migrates to the more spatially segregated parts of the layout, where lines of sight are visually broken up and movement potential is least. Some, but not all, cul-de-sacs and footpaths are particularly at risk, mainly those where space is relatively segregated. Cul-de-sacs which are more linear and 'well constituted', are safer.

These results suggest that there is not single factor which deters crime. Several factors must be present together. On the whole, linear integrated spaces with some through movement and strong intervisibility of good numbers of entrances (highly 'constituted')

are the safest spaces, while visually broken up spaces, with little movement potential and few intervisible entrances (poorly constituted) are the worst. This is all confirmed by statistical analysis, which also shows that you are safer from burglary from carriageways than from footpaths, and from spaces with good visual connections rather than from visually isolated parts.

We cannot then simply say that through streets are better than cul-de-sacs. They can be,

urban environment, and help to reduce demand for housing in rural areas.

The Home Zone concept can be applied to new streets, but the most critical task is to find existing streets where the concept might be successfully implemented. Home Zones can only be established where a number of criteria have been met. In existing streets resident support is critical. Streets need to be used by less than 100 - 200 vehicles at peak times. Streets should be less than 500 metres in length, and design should take into account the needs of emergency vehicles, so that access is maintained to an acceptable standard.

The DETR's Monitoring Programme

The Department of the Environment, Transport and the Regions will not provide additional funding to implement the concept, although local authorities can use funding from existing regeneration initiatives. In monitoring the new Home Zones it is interested to see the criteria used to judge success:

- street activity
- fear of strangers and scope for social contact
- impact on house prices
- use of public transport, and
- use of the spaces by certain social groups (especially children and the elderly)

Some Reflections

Currently there are no plans to change the existing legislation which makes pedestrians liable for accidents that occur on the carriage-way. Can the Home Zone concept be implemented in a meaningful way without car drivers being made liable for road accidents in these designated areas?

The experience in the Netherlands has consistently been that where Woonerven have been introduced they have resulted in a significant reduction in road accidents. Why then are there no resources to more coherently implement

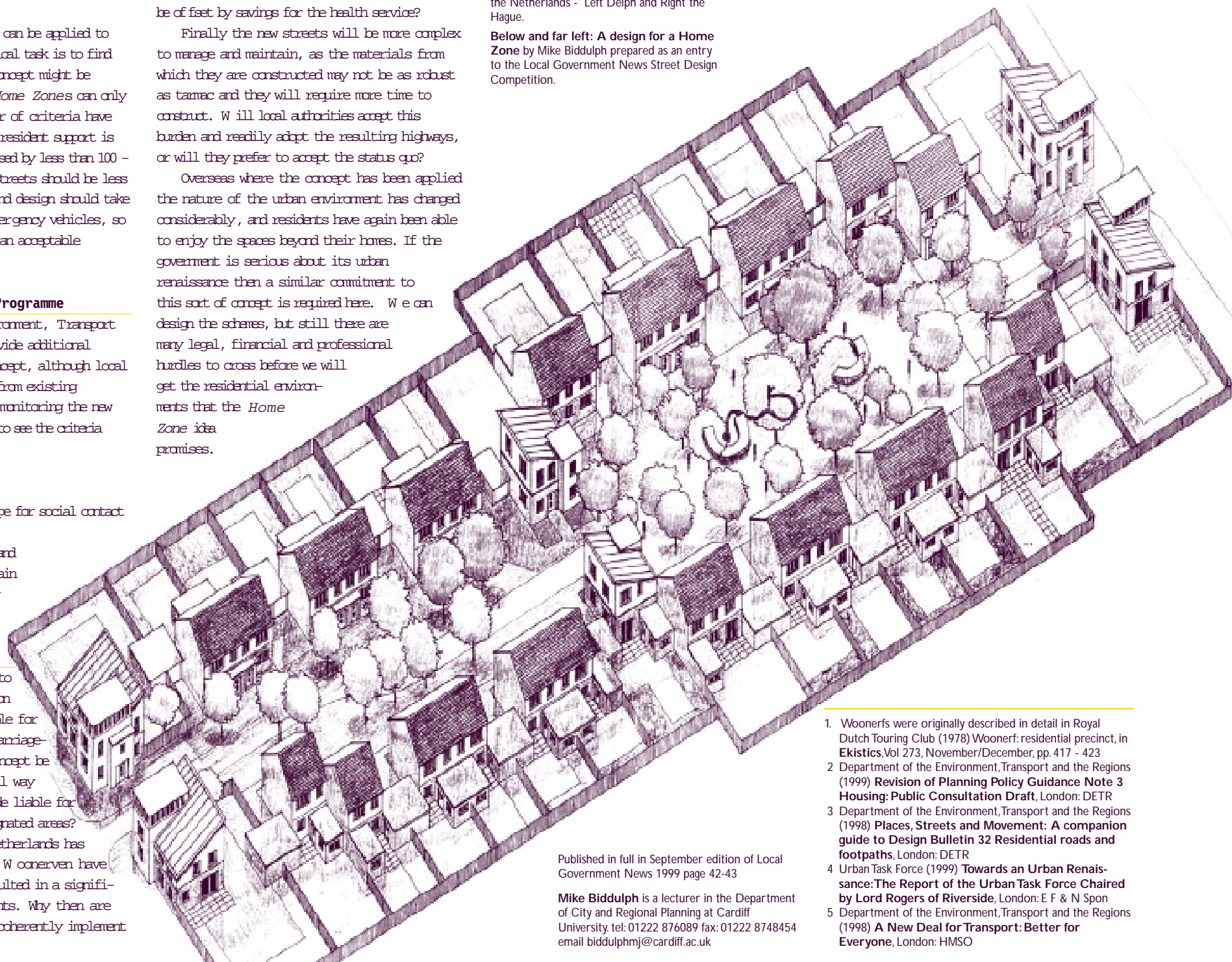
the Home Zone concept in Britain, as costs may be offset by savings for the health service?

Finally the new streets will be more complex to manage and maintain, as the materials from which they are constructed may not be as robust as tarmac and they will require more time to construct. Will local authorities accept this burden and readily adopt the resulting highways, or will they prefer to accept the status quo?

Overseas where the concept has been applied the nature of the urban environment has changed considerably, and residents have again been able to enjoy the spaces beyond their homes. If the government is serious about its urban renaissance then a similar commitment to this sort of concept is required here. We can design the schemes, but still there are many legal, financial and professional hurdles to cross before we will get the residential environments that the Home Zone idea promises.

Facing page: Photographs of Woonerven in the Netherlands - Left Delph and Right the Hague.

Below and far left: A design for a Home Zone by Mike Biddulph prepared as an entry to the Local Government News Street Design Competition.



1. Woonerfs were originally described in detail in Royal Dutch Touring Club (1978) Woonerf: residential precinct, in *Ekistics*, Vol 273, November/December, pp. 417 - 423
2. Department of the Environment, Transport and the Regions (1999) *Revision of Planning Policy Guidance Note 3 Housing: Public Consultation Draft*, London: DETR
3. Department of the Environment, Transport and the Regions (1998) *Places, Streets and Movement: A companion guide to Design Bulletin 32 Residential roads and footpaths*, London: DETR
4. Urban Task Force (1999) *Towards an Urban Renaissance: The Report of the Urban Task Force Chaired by Lord Rogers of Riverside*, London: E F & N Spon
5. Department of the Environment, Transport and the Regions (1998) *A New Deal for Transport: Better for Everyone*, London: HMSO

Published in full in September edition of Local Government News 1999 page 42-43

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Defensible space

but it all depends on all the other properties being present. In our third town, for example, there are two parallel through roads adjacent to each other, one with very high intervisibility of dwelling entrances, the other with entrance intervisibility everywhere broken up by long driveways with high hedges, concealed entrances, and culs-de-sac drives giving secluded access to a few dwellings. The former has virtually no crime, while the latter is a veritable crime 'hot line'.

We fully expect, then, that there will be areas where a linear, well constituted shallow culs-de-sac will be safer than poorly constituted, visually broken up and spatially segregated through spaces. It all depends on how the local 'menu' of layout targets is put together. Criminals will always select the most vulnerable locations on offer. The evidence we have does all points in the same direction: passers-by help in deterring crime, more visible neighbours is better than fewer, good visual relations to the public domain is better than seclusion.

The common ground between these findings and current 'Secure by Design' (SBD) guidance is the importance of natural surveillance. The difference is that SBD seeks to achieve this wholly from the dwelling, and actively seeks to eliminate natural surveillance from passers by. Our results suggest that both must be in place to maximise the security potential of the layout.

The problematic aspects of the SBD guidance come from a single source: the 'defensible space' ideology. The evidence we have so far suggests we should move on from the universal culs-de-sac, with through streets only as a necessary evil - a layout with frightening implications for the future of the public realm of our towns and cities. Instead we should develop integrated and 'everywhere constituted' street and road networks, with constituted linear culs-de-sac directly linked to the through streets for the sake of variety and choice.

We must begin to design the connecting tissue of our cities again, and populate it with those who choose its lifestyle. Paradoxically, this view is supported by many burglars. In a remarkably interesting study, Tim Pascoe of the BRE asked burglars which type of space they preferred as targets. Many, it turns out, liked small culs-de-sacs, especially if they were visually broken up. What layout would then deter them? Ordinary tenaced streets, they said, which are protected at the rear by back to back gardens and at the front by passers-by. Burglars, it seems, do not understand defensible space.

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Illustration from BURGLAR BILL by Janet & Allan Ahlberg (Heinemann/Puffin, 1977) Copyright © Janet & Allan Ahlberg, 1977 Reprinted by permission of Penguin Books Ltd.

Workbikes IN LONDON

Dense urban neighbourhoods means that we can rethink the way that goods are delivered. **Andrea Casalotti** describes the growing use of workbikes in London

Those who still doubt the reintroduction of human-powered freight and people transport in modern cities should come and see what is happening in London. Pioneered by ZERO (Zero Emissions Real Options Ltd.) the trend is gathering pace as illustrated by the following examples:

- **Red Star:** Graeme Rivett is in his second year running seven vehicles for Red Star, one of the leading national couriers. The Red Star Brox quadricycles have a new livery and Graeme is looking to double the fleet. A recent TV program, featuring a Red Star trike, has shown how vans cannot compete with bikes in dense urban areas.
- **Local authorities:** Hackney and Lewisham, have set up shopping services for elderly and disabled residents, using quadricycles. Both schemes are due to start this summer.
- **Taxis:** A pedicab operation managed by Simon Lane has established itself in the West End, with more than ten vehicles being ridden by enterprising riders most evenings. Ownership of the vehicles has now passed to BugBug a non profit company. A recent experiment of running a pedicab-rank has not been as successful; probably because the location was not ideal.
- **Advertising:** Adibikes, a company that uses bikes to promote new products, has built some very eye-catching promo-bikes with two-metre tall advertising structures. They can be on the South Bank and in various other towns.
- **Delivery service:** ZERO is working with the Borough of Kensington and Chelsea on the Portobello Kiosk, a focal point for local bike deliveries in Notting Hill. Shoppers can visit the market and local stores and leave their shopping at the kiosk for delivery. Alternatively, stores can arrange deliveries through the Kiosk.



It will also feature a web-based bulletin board allowing residents, retailers, and local groups to post ads, announcements etc. as well links to the council website. Kiosk attendant will also act as neighbourhood porter, accepting parcels when people are away, letting the plumber in etc. The Kiosk has been young team of architects as an attractive structure which will become a central focus of community activity.

Now in its third year of operation, ZERO's customer base is broadening; riders transport groceries, flowers, books, restaurant meals, food, magazines, parcels etc. Businesses who begin offer a delivery service to their customers are attracted by the promotional goodwill of having their logo on the delivery bikes. Our vision is that by tackling niche markets, these operators are showing that jobs can be done more efficiently, more inexpensively and more reliably with human powered vehicles. Gradually more sectors will be proven viable and the whole urban freight infrastructure will begin to change. Instead of running 10 vans a distributor can have one larger lorry, making deliveries at a number of mini depots, from where products will be delivered by bikes. The cost savings for the distributor will be substantial, and the local communities will have less traffic, noise and pollution and more jobs for young people.

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For more information on the Portobello Kiosk contact either
ZERO or Kensington & Chelsea at dehhrk@rbkc.gov.uk



Building the 21st century home: The sustainable urban neighbourhood – David Rudlin & Nicholas Falk
Over the last three years we have been working on a book which explores the issues behind the sustainable urban neighbourhood. It is written in three parts. The first charts the fall from grace of cities and how public policy, however well intentioned, has made things worse. The second part then looks at the forces for change which are gathering at the turn of the millennium and how demographic, environmental, social and economic change will shape future settlements. Part three then describes a vision for the Sustainable Urban Neighbourhood as a model to reinvent towns and cities. This is not just a physical model and chapters are devoted to the social sustainability of neighbourhoods, to environmental urban design and the process by which change can be bought about.

In the book we quote Lewis Mumford when he wrote 'if we would lay a new foundation for urban life we must understand the historic nature of the city. It is our hope that we do this and that the book will help to reveal some of the deeper currents behind the froth and bubble of the current debate over cities and urban areas.'

Published by: The Architectural Press 1999
Price: £19.99
Available from: 'All good bookshops'
ISBN: 0 7506 25287

Autonomous urban development

As part of our jointly BRE and EU Altener funded 'Autonomous Urban Development' project the SUN Initiative held an experimental workshop at the end of the May. The workshop brought together a range of experts in CHP, water supply, waste treatment, energy efficiency, renewable energy, and green architecture, together with a number of private developers, to explore issues of designing and delivering more environmentally efficient local services.

The workshop stimulated a wide ranging debate exploring different system designs and service concepts, the results of which we have been examining over the last few months.

Our EU partner on the project, Asst. Professor Rob Marsh from the Aarhus School of Architecture in Denmark, also made a presentation on some innovative housing projects in Denmark including the Bioworks project and the Solgaarden photovoltaic system in Kolding, the Yellow (energy) and Blue (water) houses of the Danmarksgade project in Aarlborg, and the recent Ecohouse 99 competition in Aarhus.

In support of the project we also visited the World Sustainable Energy Fair in Amsterdam. Amongst the vast array of companies promoting solar, wind and biomass energy technologies, work by the Netherlands agency for energy and the environment NOVEM and the energy utility



REMJ stood out as being particularly impressive. NOVEM have been mapping out energy efficiency strategies to the year 2020, and at the Fair had constructed a demonstration 'energy neutral' house incorporating all the latest techniques. REMJ have recently completed work on the Amersfoort Nieuwland urban development project with installation of 1 MW of solar power, as well as demonstrating a range of energy efficiency measures, on 500 houses and public buildings.

New England Regeneration

URBED and the SUN Initiative have been appointed as masterplanners for a major site near Brighton Station. The scheme follows the refusal last year of permission for a Sainsbury's Supermarket following an appeal and a concerted campaign by local residents. The redesigned scheme will include a smaller supermarket below apartments as part of a wider mixed-use, high-density development. The council is organising a community planning weekend on the 8th-10th October to develop a brief for the site.

Case Studies Renaissance

The Government Office for the South East and the DEIR have commissioned URBED to prepare a guide to good practice in achieving urban renaissance in the South East. URBED will be working with the Bartlett School of Planning and Professor Sir Peter Hall. The guide will look at urban renaissance in the round and will be based on some 30 case studies covering developments and approaches from which lessons can be learned. The results are expected to be published in Spring 2000.

STREETWISE

The journal of places for people

Issue 38 of Streetwise focuses on the Sustainable Urban Neighbourhood and contains contributions by David Rudlin and Nick Dodd of SUN, Nicholas Falk on 'Towards an Urban Renaissance' (the report of the Urban Task Force), David Pearson and Brian Edwards on ecological

buildings, Katharine Mumford and Anne Power on social issues and measures that will keep people living in our cities, Chris Wood on movement and transport, and Joe Howe and Martin Carahar on local food production and distribution. Changing lifestyles, LEIS and live-

work relationships are touched on in reviews and an interview with Charlie Monkton of New Ways to Work.

Streetwise is the quarterly journal of Places for People, the National Association for Urban Studies. It aims to inform and inspire people interested in urban environmental education and the process of public participation in positive change. It goes to environmental professionals, educational professionals, local authorities, schools and institutions of further education.

Streetwise is available on subscription or by single issue c/o ETP 9 South Road, Brighton, BN1 6SB; tel/fax 01273 542660; email streetwise@pobox.com; website <http://pobox.com/~streetwise>



The Sustainable Urban Neighbourhood Initiative was set up by URBED and is funded by a range of sponsors. The Autonomous Urban Development project is funded by BRECSU administered by the Building Research Establishment and the European Union's ALTENER Fund.

The SUN Project is managed from URBED's Manchester office by David Rudlin, Nick Dodd and Hélène Rudlin. Additional material on this issue of SUN Dial has been provided by Graham Freer

The views expressed in this newsletter are those of the authors and do not necessarily represent those of the project's sponsors

This news sheet has been researched, written (unless otherwise credited) and designed by URBED which is a not for profit urban regeneration consultancy set up in 1976 to devise imaginative solutions to the problems of regenerating run down areas. URBED's services include consultancy, project management, urban design and economic development. The SUN Initiative further develops URBED's involvement in housing development and continues the work of the 21st Century homes project.

Why NOT get involved?

The SUN Initiative has been established as a broadly based network of organisations and individuals interested in the sustainable urban development. We do not have a membership but if you do not normally receive this newsletter please contact us and we will add you to our mailing list.



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