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 symposium will be chaired by Will Raynsford and will feature contributions from Hutton editor of the Observer and Nick Raynsford will be responding to feedback from Raynsford will be responding to feedback from the symposium tipping the scales in a White Paper later this year. Many radical ideas have survived the consensus process. The report reinforces the finding that there cannot be an urban renaissance without changes in policy to overcome the constraints. Planning by itself is too weak a mechanism to overcome market failure on a grand scale.

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 shaped by US models, by a focus on the inner city areas that were developed in the 19th century, and an emphasis on encouraging private development and job creation. Now there is a welcome emphasis on looking at the Continent for inspiration. Other issues include addressing the wider city or region, using quality design to change attitudes, providing fiscal incentives to secure private investment, and developing new housing to promote an ‘urban renaissance’.

Dr. Nicholas Falk of URBED discusses 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.

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 of URBED 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.

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 task force has not been able to do this in the UK, and many radical ideas have been allowed to die. Now there is a welcome emphasis on looking at the Continent for inspiration. Other issues include addressing the wider city or region, using quality design to change attitudes, providing fiscal incentives to secure private investment, and developing new housing to promote an ‘urban renaissance’.

Many radical ideas have survived the consensus finding process. The report reinforces the conclusion set out by experts and David Rudlin in our book. Building the 21st Century Home. Many of the ideas included in this report are already present in the high-density mixed-use development envisaged in the scheme, which includes 260 residential units, is the epitome 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 addressed 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 task force has not been able to do this in the UK, and many radical ideas have been allowed to die.
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.

**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 proposed for towns and cities, but what of other areas? What of benefitted sites in villages like Allerton Bywater and other communities? It would be as inappropriate to export the city to Allerton Bywater as it was to impose the suburb on urban areas. It is need not models that can respond to demographics, 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 form to respond to the changing nature of the community.

The vision of Allerton Bywater was to regenerate urban areas on their own. 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 indicates that some sites may be attractive to people in their own right. The Task Force propose reducing flexible funding: ‘urbanists’, with the kind of prestige that most countries (though not Britain) have developed by Urban Splash. This was originally called the Hackney 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 redway, cliff, creeks, and dune to reflect their traditional, traditional, traditional vocation. At the heart of the village was a high density, live/work quarter which was to be...
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. This is not really their job but it is crucial to grasping the hope and aspiration of those who have seen the erosion of the traditional economy and to which, I believe, our cities should be firmly organized, properly and sensibly managed. For example, it did Athens and other countries which employ young males, who has the greatest difficulty getting work, and to whom city centre work would offer an escape. 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 strong, skilled young men from Britain’s traditional expertise in the field of bus and railway construction, rather than relying largely on imports. We need strong, skilled young men in these areas.

The key to delivering this approach was then the conventional urban renewal projects of the 1960s and 1970s. The traditional response to those who have seen the erosion of the traditional economy and to which, I believe, our cities should be firmly organized, properly and sensibly managed. For example, it did Athens and other countries which employ young males, who has the greatest difficulty getting work, and to whom city centre work would offer an escape. 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 strong, skilled young men in these areas.

A REALISABLE VISION

However an 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 third 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 which would have required the best elements of the building renewal and the living community without becoming a dormitory settlement.

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 to set 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 the ‘soho-ing’, reaching the ‘hipping-point’. Young people move into downtown and like urban refugees, return to live and work in the city. A few planners arrive first, then a few more. The process finally begins to move.

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 to set 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

Curious phenomenon is taking place in American downtowns, known as the ‘soho-ing’, reaching the ‘hipping-point’. Young people move into downtown and like urban refugees, return to live and work in the city. A few planners arrive first, then a few more. The process finally begins to move.

Abandoned of five buildings get converted to apartments. A thousand brick-fronted storefronts blossomed into cafes and shops. No government help is required.

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 to set 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

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 mixed in scenery degradation.

But 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-story Continental Building, generally regarded as the city’s first skyscraper, the Farmers and Merchants Bank, and the San Remond Building.

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 to set 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

In all, Gilmore will have enough space to create 250 rental apartments. In addition, the buildings will all be of the same brand of studios to fill the applicant pool of east and extreme. The single thing has since become clear in part of flats to bring downtown back to life. And it will cost $30 million. That’s not a huge amount by major project standards. But ask yourself: if you could raise $30 million, would you invest it in a block of peestained 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 madman who lost his shirt,” Gilmore says. “Right now, I think most people believe it will be the latter.” Gilmore seems to endorse risk. He also loves city life and believes, “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-bye-of-town theory of city life. If you can walk around a neighborhood and see that there’s been a bucket of soup, he says, then you know you’ve found a good place to live. At his mat, Gilmore seems to be following that theory. He is determined to take a look at the first project and say, “It will raise enough.” West has worked in places as unlikely as Dallas. Believe me, if it can happen in Los Angeles, 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 99% 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-bye-of-town theory of city life. If you can walk around a neighborhood and see that there’s been a bucket of soup, he says, then you know you’ve found a good place to live. At his mat, Gilmore seems to be following that theory. He is determined to take a look at the first project and say, “It will raise enough.” West has worked in places as unlikely as Dallas. Believe me, if it can happen in Los Angeles, it can happen here.

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Mixed-Use Main Streets
Managing Traffic within a Sustainable Urban Form

All towns and cities have radial roads. These have traditionally have 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.

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 rate, 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.

1. Including within Central Government guidance PSS 1-13
3. 1993-1994 figures

Mixed-use development is widely recognised as providing a model for sustainable urban form. 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 development, supporting a wide range of activities within a dense urban area. Research by Snell (1994) however identifies that the current approach to the road hierarchy is incompatible with many of the objectives of mixed-use development. The need for traffic and on-street parking, take priority over local vibrancy 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, 400 metre 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 (excluding public transport);
- Commercial streets with a high proportion of small 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 off-street parking is provided approximately 11 car parking spaces, but no loading restrictions are in place. In Borehamwood on Shenley 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 have simple carriageways in each direction although the latter has additional right-turning lanes at the main cross road junctions. The main carriageway of both streets is between 5.4 and 10.4 metres (excluding parking and loading bays) with the total width of streets being 16.6 and 23.8 metres respectively (from back of pavement). Similar peak traffic flows are present with up to 1,700 vehicles per hour (12 time hours of 14 000 vehicles and 16,900 respectively). These 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.

Problems with the 'TRO' Approach
From the observations on both streets a number of key conflicts were identified:

- On-street parking/loading or waiting vehicles temporarily block the free flow of traffic (particularly where this occurs on both sides of the road simultaneously);
- Vehicles parking/manoeuvring within cycle lanes, creating conflict with cyclists;
- Unauthorized parking/waiting at bus stops;
- Vehicle speeds were excessive for the prevailing conditions when traffic flows were light enough to allow;
- Right-turning movements restricting the free flow of traffic;
- Overtaking vehicles crossed the centre of the road, creating potential conflict with crossing vehicles and cyclists;
- It was difficult for pedestrians to cross the road other than at formal pedestrian crossings.

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 inadequate means of controlling parking and loading. In the absence of consistent on-street provision TROs are frequently flouted, with vehicles either pushed 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 whilst these streets are capable of supporting a great diversity of different activities, the conventional TRO approach fails to adequately resolve conflicts.

This chaos resulted from a complex interplay of factors but typically occurs at times when high traffic volumes (130 vehicles in a five minute period – the equivalent of 1,500 qph) combined with high levels of loading/parking or right-turning vehicles block the free movement of traffic. Misplaced TROs and vulnerable road users are also important factors.

under certain conditions the smooth-flowing, predictable movement of traffic broke down creating ‘situations of chaos’.
Towards a New Approach: TRO’s backed by physical measures

On the other two case studies — Banbury Road (commercial and mixed), and Sherlock Road (residential) — parking and loading is physically segregated from movement activity. On Banbury Road a slip road provides access for parking and loading between 9am and 5pm. Carriageway width is much narrower (approximately 7.6 metres). With slip road provision on both sides of the street, howes there is little friction between users, who may be allocated adjacent to the carriageway they use. At night, vehicles are manoeuvred with ease, without conflict. On Sherlock Road slip roads provide access for parking and loading between 9am and 5pm. Further, the total width of Banbury Road being 34.0 metres. Despite this similar traffic flows are achieved with peak flows of up to 1800 vph (10 lanes). Wider than slip roads, these may be used to accommodate on-street parking and loading. Such an approach can improve road capacity by preventing unauthorised parking, make the road easier to cross and improve traffic flows and safety.

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 in play in achieving this:

1. Firstly, by segregating parking and loading within a separate slip road, conflicts between these activities are adequately resolved. Wherever parking/loading bays are provided adjacent to the carriageway they are set 'flatterly' side to side, allowing vehicles to manoeuvre without creating conflict with oncoming traffic.

2. 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. Wider slip roads themselves, however, are able to stop and wait without disruption to traffic. On Sherlock Road parking bays are raised to footway level with full height kerbs to deter unauthorised parking.

Troy, on Sherlock Road, eleven raised flat-top humps at intervals along the street, together with a central reserve between carriageways to prevent overtaking which has been effective in reducing average speeds from 26 to 20 mph. The humps act as informal 'gap-fillers', allowing pedestrian movements across the street, yet are shallower than standard kerbing. This approach has achieved another vehicular movements that 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 Sherlock Road roundabouts had replaced traffic lights and all of the street to reduce stop start traffic.

Conclusions

This research has shown that, by providing physical measures can in fact resolve the conflicts within mixed-use streets. TRO’s alone are often insufficient, particularly in adverse conditions to those envisaged by the engineer. Conventional highway responses may help, but they do not address the efficiency and viability of the centre. Vehicles do not need to be segregated from each other (as in this case), what is important is the segregation of parking/loading from movement activities. Roads do not need to be widened since maintaining congestion free streets, in reality, improve road capacity by preventing unauthorised parking and loading. Such an approach can improve traffic flows and safety.

Roddy Graham is a freelance environmental writer. 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 about 45 per cent of UK motorists, could save up to £1500 in their annual motoring costs.

The difference between City Car Clubs and TRO’s backed by physical measures is that TRO’s enforce parking restrictions but do not prevent TRO’s enforced parking and loading. Such an approach can improve road capacity by preventing unauthorised parking and loading, make the road easier to cross and improve traffic flows and safety. If we need no longer sacrifice historic local centres in order to accommodate traffic.

Graham Paul Smith is an assistant lecturer at the Joint Centre for Urban Design, Oxford Brookes University. Graham is a qualified Urban Designer.

Could you live without your car?

What can we 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.
Secured by Design seems to be promoters of new urbanism. Urban design should deter opposite. However recent evidence that permeable from the continent the next three years. There has been a growing conflict in recent years of motorised vehicles. The Home Zone approach can be viewed as a physical solution which addresses the combined issues of reducing the impact of motorised vehicles while 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 suggests that the need for public spaces 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 activity in the public realm of housing areas.

Possibly more significantly however is the role of spaces, Streets and Movement in which the older role approach to managing traffic within residential areas 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, which it suggested that in residential areas the public space should be designed for pedestrians first, 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 while placing controls over the movement of motorised vehicles. The Home Zone approach can be viewed as a physical solution which addresses the combined issues of reducing the impact of motorised vehicles while 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.

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Burglars don't understand def

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.
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 see 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 residents' support is critical. Streets need to be used by less than 100-200 vehicles at peak times. Streets should be less than 50 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 important to see the criteria used to judge success:

- street activity
- fear of strangers and sense 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 carriageway. Can the Home Zone concept be implemented in a meaningful way without our drivers being made liable for road accidents in these designated areas?

The experience in the Netherlands has consistently been that where Woonerfs 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 felt 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 regeneration then a similar commitment to this sort of concept is required here. We can design the schemes, but still they are many legal, financial and professional hurdles to come before we will see the residential environments that the Home Zone advocates.

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

Mike Biddulph is a lecturer in the Department of City and Regional Planning at Cardiff University (tel: 0222 871800 fax: 0222 874434 email biddulphm@cardiff.ac.uk)

Facing page: Photographs of Woonerfs in the Netherlands - left Delft and Right the Hague.

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

A part of our jointly BREF 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 group of experts in renewable energy, transport, energy efficiency, green buildings and business development. The results of which we have been examining over the last five months.

Our 3D partner on the project, Aest, Professor Bob Marsh from the Architectural School of Architecture in Denmark, also made a presentation on some innovative housing projects in Denmark including the Biosphere project and the sustainable architecture in building the Yunel (energy and water) house of the Danish energy company. In Aarhus, and the recent Biosphere 99 competition in Austria.

In support of the project we also visited the W old 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, NEMO and the energy utility-

Case Studies Renaissance

The Government of the South East and the DETR have commissioned URBED to prepare a guide to good practice in achieving urban sustainability in the South East. The SUN Initiative will be working with the Bartlett School of Planning and Professor Sir Peter Hall.

New England Regeneration

URBED and the SUN Initiative have been appointed as masterplanners for a major site near Brighton Station. The scheme follows the resul t last year’s competition for a Saumarez’s Supermarket. Following an appeal and a connected 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 to publish a community planning weekend on the 8th-10th October to develop a brief for the site.

The Sustainable Urban Neighbourhood Initiative

The journal of places for people

The Sustainable Urban Neighbourhood Initiative is funded by BRECSU administered by the Building Research Establishment and the European Union’s ALTENER Fund.

The SUN Initiative is managed from URBED’s Manchester office by David Rudlin, Nick Dodd and Hélène Andrea Casalotti. The SUN Initiative further develops URBED’s involvement in urban development and continues the work of the 21st century homes project.

The Sustainable Urban Neighbourhood Initiative

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The Sustainable Urban Neighbourhood Initiative

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work relationships are touched on in reviews and in an interview with Charlie Moxon of New Age go to the city.

Strategies 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.

Building the 21st Century Home

The SUSTAINABLE URBAN NEIGHBOURHOOD

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.

The fact is that it was a company that uses bikes to transport goods and products, has built a new very-wear-and-tear-on-parties-combined-with-tires-wearing business. Ownership of the vehicles has now passed to housing a non-profit company. A recent experiment of running a very eye-catching promo-bikes, has built some shelter for a delivery service to their customers. It is a bike that is the focus of community activity.

The trend is gathering pace as illustrated by the success of the Portobello kiosk, which uses Adverbikes, a company that uses bikes to transport goods, has built a new very-wear-and-tear-on-parties-combined-with-tires-wearing business. Ownership of the vehicles has now passed to housing a non-profit company. A recent experiment of running a very eye-catching promo-bikes, has built some shelter for a delivery service to their customers. It is a bike that is the focus of community activity.

New urban freight infrastructure will begin to change. Increasing cycling and walking will shape future settlements. Part three then describes a vision for the Sustainable Urban Neighbourhood as a model to realise urban change which are at the gathering of the urban 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 realise urban change which are at the gathering of the urban and how demographic, environmental, social and economic change will shape future settlements.

In the third year of operation, ZERO’s customer base is broadening. Bikes transport goods, flowers, books, restaurant meals, fruit, newspapers, etc. Businesses who begin with a delivery service to their customers are attracted by the promotional potential of having their logo on the delivery bikes. Our claim is that, by tackling niche markets, these operations are showing that jobs can be done more efficiently, more inexpensively and more mindfully with human powered vehicles. Gradually more sectors will become viable and the whole urban freight infrastructure will begin to change. Increasing cycling and walking will shape future settlements.

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work relationships are touched on in reviews and in an interview with Charlie Moxon of New Age go to the city.

Strategies 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.

Building the 21st Century Home

The SUSTAINABLE URBAN NEIGHBOURHOOD

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.

The fact is that it was a company that uses bikes to transport goods and products, has built a new very-wear-and-tear-on-parties-combined-with-tires-wearing business. Ownership of the vehicles has now passed to housing a non-profit company. A recent experiment of running a very eye-catching promo-bikes, has built some shelter for a delivery service to their customers. It is a bike that is the focus of community activity.

New urban freight infrastructure will begin to change. Increasing cycling and walking will shape future settlements. Part three then describes a vision for the Sustainable Urban Neighbourhood as a model to realise urban change which are at the gathering of the urban 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 realise urban change which are at the gathering of the urban and how demographic, environmental, social and economic change will shape future settlements.

In the third year of operation, ZERO’s customer base is broadening. Bikes transport goods, flowers, books, restaurant meals, fruit, newspapers, etc. Businesses who begin with a delivery service to their customers are attracted by the promotional potential of having their logo on the delivery bikes. Our claim is that, by tackling niche markets, these operations are showing that jobs can be done more efficiently, more inexpensively and more mindfully with human powered vehicles. Gradually more sectors will become viable and the whole urban freight infrastructure will begin to change. Increasing cycling and walking will shape future settlements.