CREATE streets

Cork Evolves: exploring placemaking

July 2018

Cork City Centre is getting a lot right

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Cork City Centre is getting a lot right – even the 'tropes of trendy urbanism'

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Cork City Centre is getting a lot right … though is it an island in more ways than one ?

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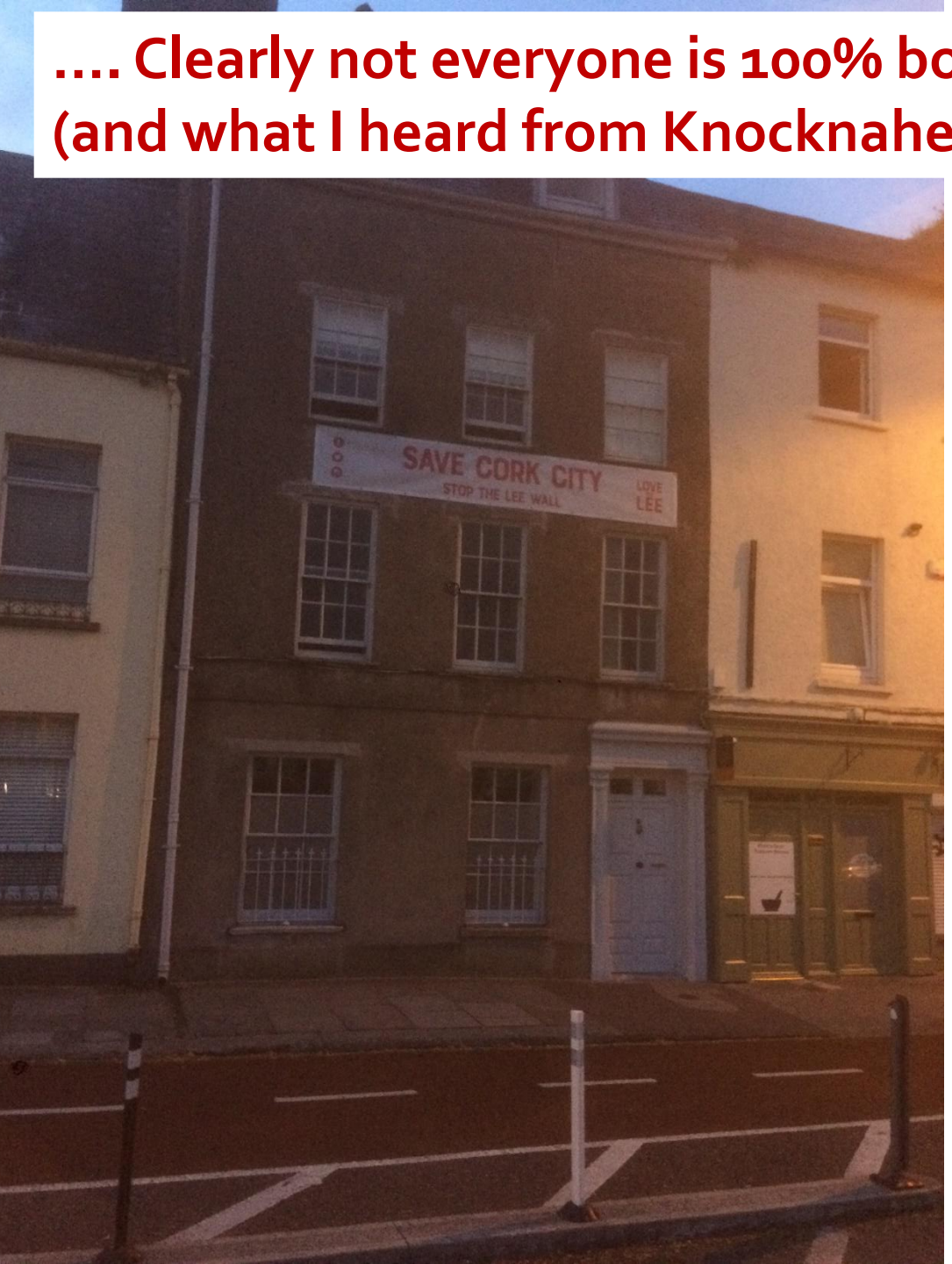
…. Clearly not everyone is 100% bought in (and what I heard from Knocknaheeny)



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Aims of our conversation: what should Cork be like in the future?

What 'urban grain & form' should new development Cork have?

What should new buildings look like?

What is the impact of new technology & changing habits on how towns and cities work?

What places could be improved ? How?

Is Cork everything it could and should be ?

Is the city centre a place to work, live or shop?

Which bits of Cork do you like & dislike ? Why?

Is Cork a city of different suburbs or one joined-up place?

How can docklands or regeneration on North side have some of same qualities as city centre?

How should we move around Cork in the future?

How many of you walk or cycle for ~ 20 mins per day?

Which of these is of most interest? What would you most like to get from next hour?

Know your Place Exercise

- What parts of Cork City centre do you like?
- What parts don't you like?
- What parts would you like to improve?

What is CREATE streets?

- Create Streets is a London-based social enterprise with an associated charity (the Create Streets Foundation).

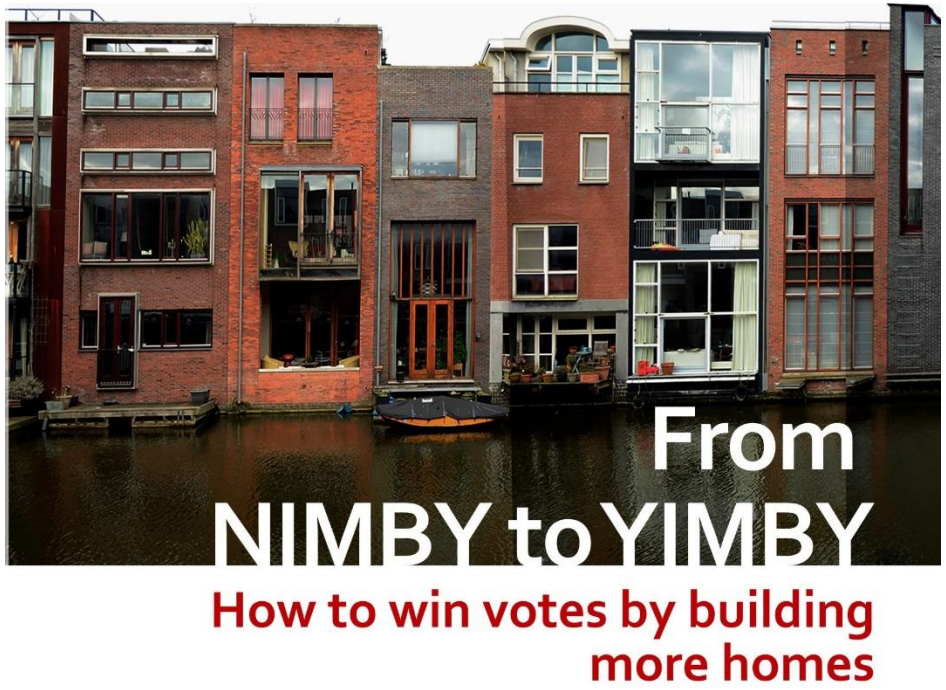
- We exist to make it easier to develop popular, high density, beautiful, street-based economically and socially successful developments with strong local support and which residents will love for generations.

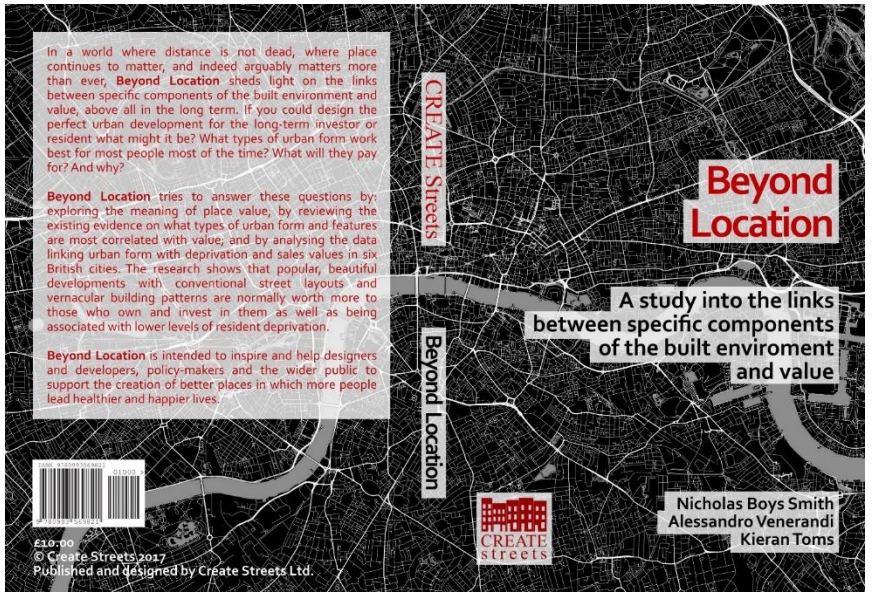
- We do research into what people will support in the built environment, where they are happy, why and what they'll pay for. We do comparative analysis of planning systems, of why people oppose new housing and how to change their minds.

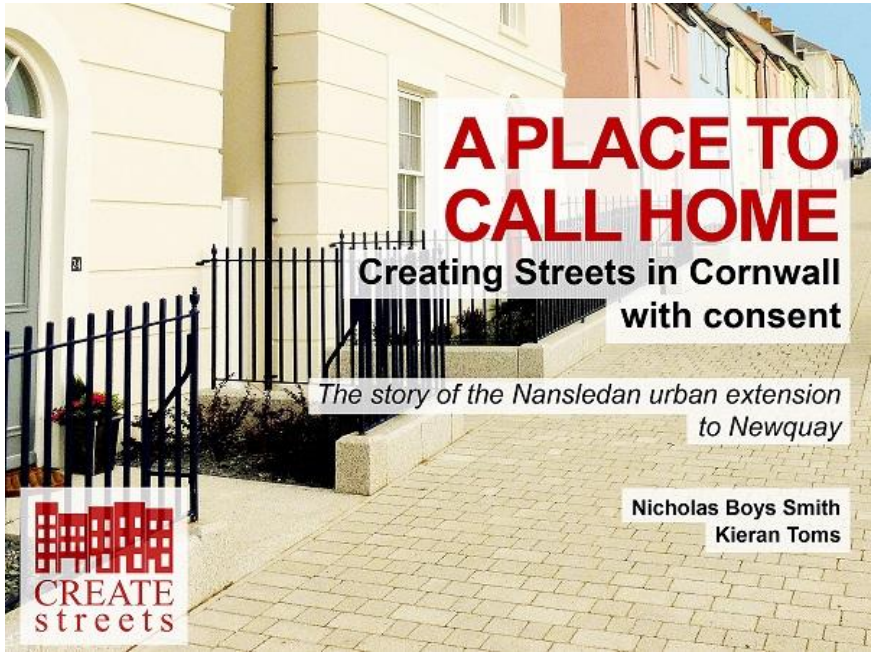
- We also work with landowners, community groups, councils and developers to put it all into practice

- We believe that we can point to an increasing number of places where we are building increased support for new housing on the ground.

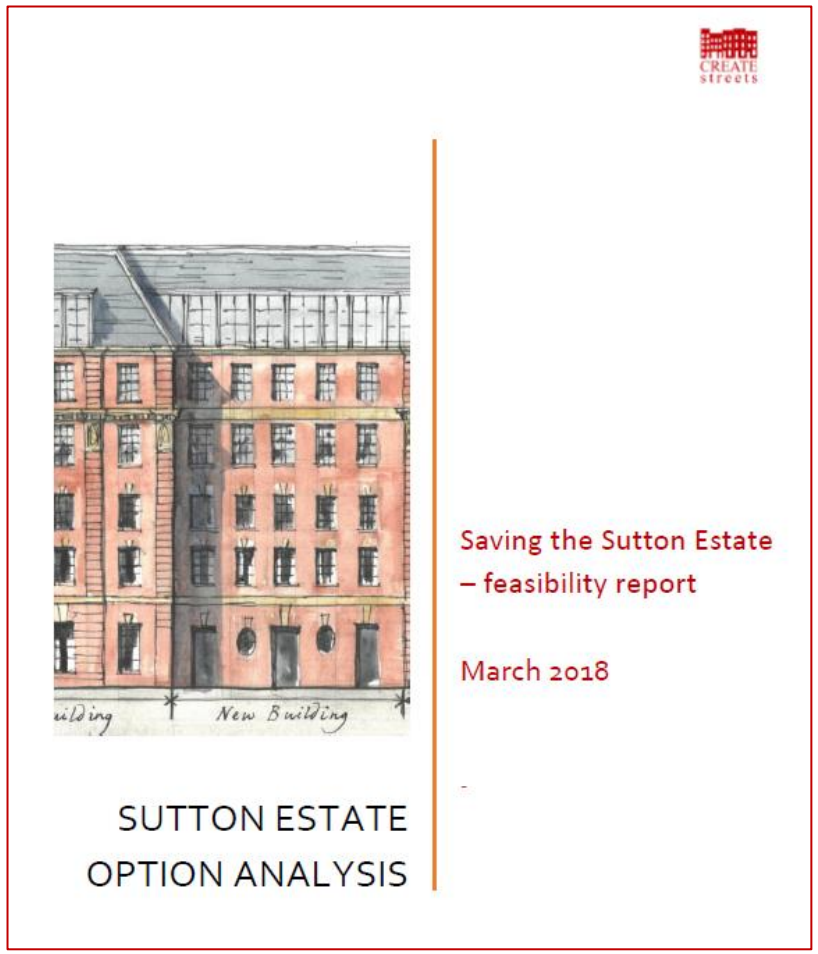
What do we do – research and publications

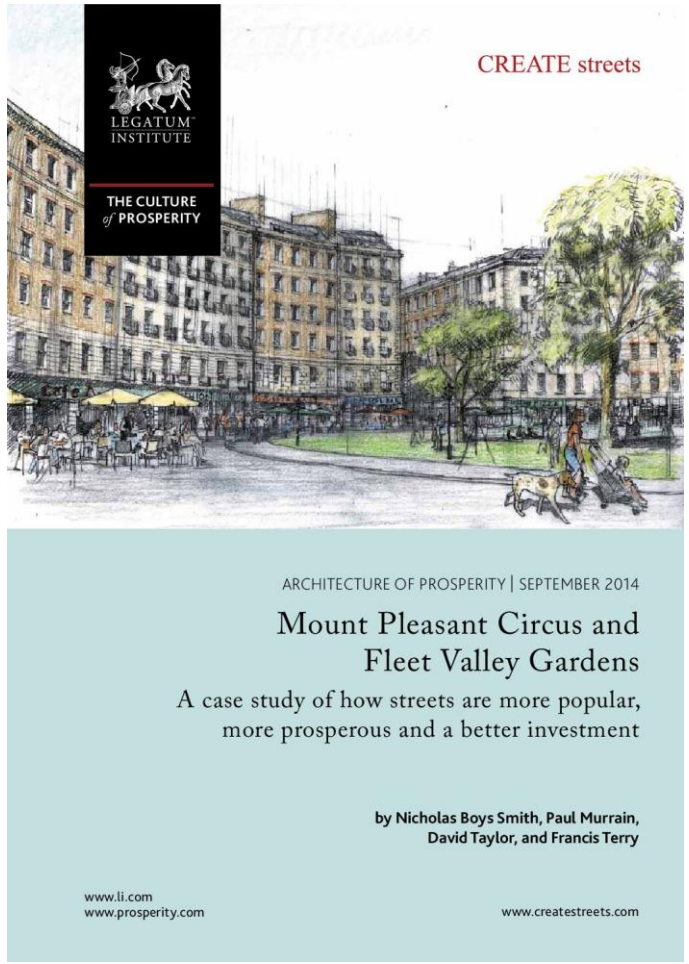


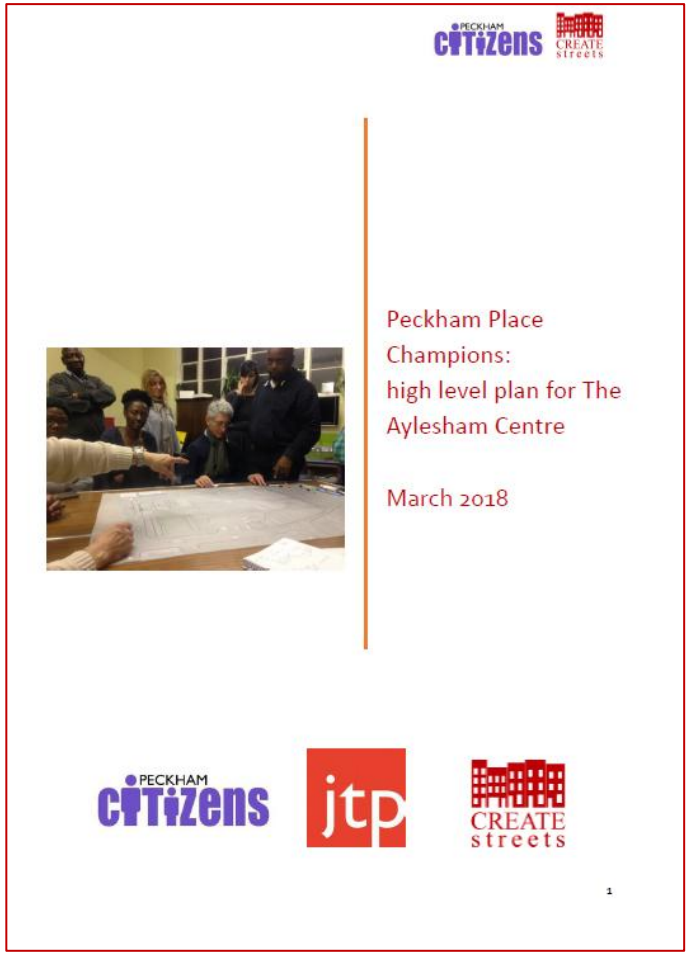




What do we do – working with community groups, councils and landowners?







Residents re-design a post-ward estate – it can be done

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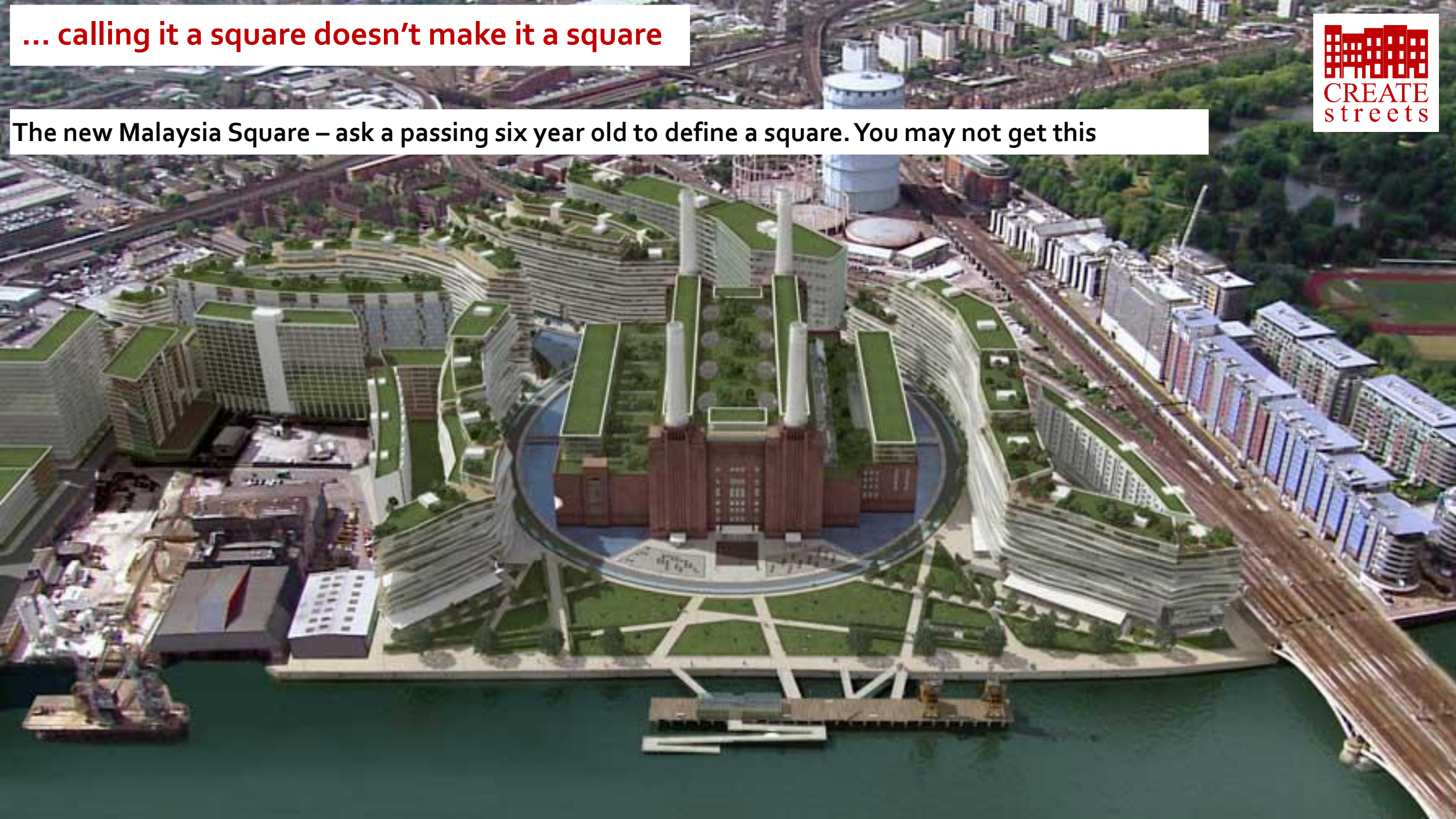
We should be creating streets, building beautiful ‘gentle density’

Developers are often using the words of traditional urbanism but….

… calling it gardens doesn't make it a garden

<u>This</u> is a garden

… calling it a square doesn't make it a square



The new Malaysia Square – ask a passing six year old to define a square. You may not get this

Calling it a village doesn't make it a village

Kiddbrooke Village & a real village

This is *not* a village

This *is* a village

Calling it ‘human scale’ does not make it so

Greenwich, the legacy of our generation

- **The architects of this described it, with no apparent irony, as ‘human scale.’**
- **This begs the question: which humans did they have in mind ?**

Calling it ‘London Square’ does not make it so

This is not a London Square

This is a London Square

Calling it ‘Countryside’ does not make it so

This is <u>not</u> countryside

This <u>is</u> countryside

Calling it ‘Canaletto’ does not make it so

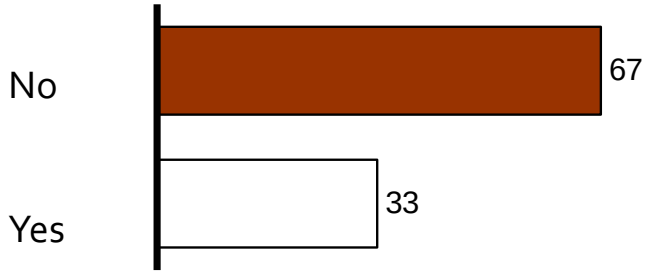
This is *not* Canaletto

This *is* Canaletto

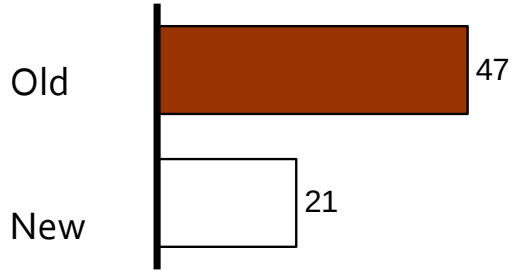
But people don't believe them

Housing preferences by age, %

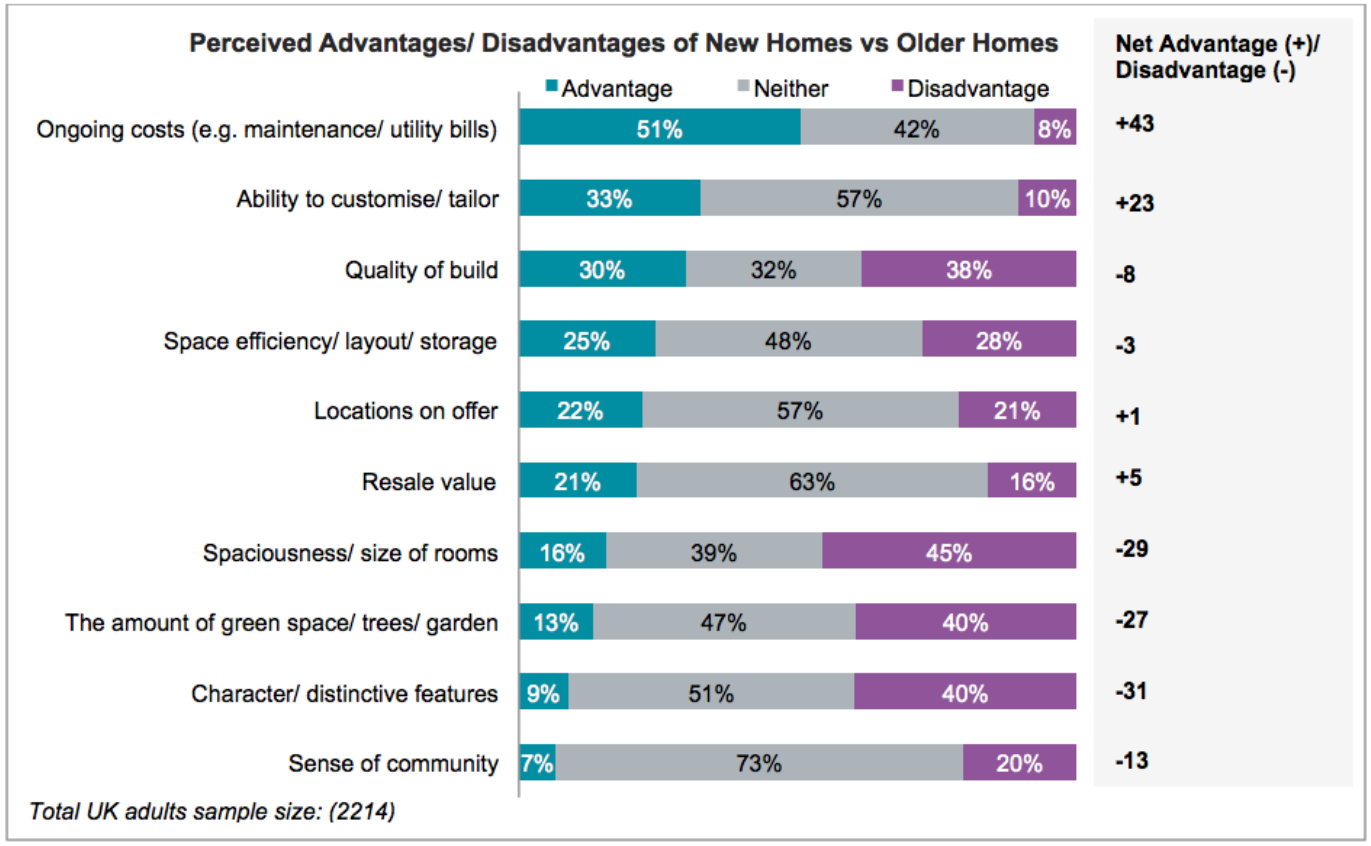
Would consider buying newly built home, %



Preferred home, %



And why....



Source: RIBA, HOA, Yougov

A plea for the use of data in urban design

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"architecture and planning does not have an empirical, evidence-based tradition in the sense that psychologists or the … sciences would understand.

There are very few studies that ever go back to look at whether one type of dwelling or another, or one type of office or another, has a systematic impact on how people behave, or feel, or interact with one another"

David Halpern, Director of Behavioural Insight Unit, Cabinet Office

What proportion of health might be derived from your environment?

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What proportion of health might be derived from your environment?

About 40% based on some recent US research…

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Transmission mechanisms

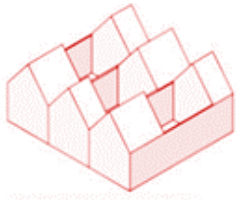
Parahippocampal place area

Classic Environmental stressors	• Light, damp, heat, noise
Social Environmental stressors	• Sense of over-crowding • Fear of crime (what's round the corner)
Social Support	• How does environment support or curtail mutually supportive neighbourly relationships
Environment as symbol	• Which forms or neighbourhoods are associated with success?
Planning process	• Are we agent or victim?

- ***Physical health & levels of physical activity***
- ***Mental health, mood & stress***
- ***Levels of crime***
- ***Children's progress***
- ***Levels of controllable social interaction***
- ***Lifelong learning, altruism, mindfulness***

What makes a place ? What is GIS & 'big data' telling us?

Connectivity



Density

Greenery

Homes

Facades

Urban Blocks

Land use

Height

Space

Design

Light cuts across these

Green is good for you . . . . . when you get to use it

Green is good…

- Famous study by Roger Ulrich, showed patients recover better with view of natural scene.
- 9 studies correlate vegetation with lower levels of crime & expected crime.
- Communal gardens & actually gardening can be associated with higher happiness, wellbeing
- View of greenery gives 5-30% more value (above all over water or when rare)
- Studies link street trees with reduction in speed and crashes, improvement of air quality and of both mental and physical health

…except when it isn't

- 8 studies that associate levels of greenery with higher fear and more fear of crime – specifically with denser vegetation. One study does correlate with higher crime
- Beyond 2-3 blocks people visit parks far less. (US)
- Focus groups suggest preference for personal space vs communal
- Some popular & complex have unsustainable running costs
- Health correlates most with scenicness (sic) rather than greenery.
- Consideration must be given to relationship with rest of built environment.

Answer is: Little & Often & Cost-effective to manage

Data on street trees is particularly robust…

And you can see why.....

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Views of water tend to bring the most value

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In defence of suburbs. They can be great …..

- It's fashionable to be rude about suburbs but people ARE rational in liking them
- 61% - 75% preference detached homes (2013 Europe wide survey)
- (9 out of 14 studies houses vs. flats)
- Space, personal greenery (one of two OECD housing metrics)
- Lots of data says that people can be happier

….except when they are not

- Land use & sustainability
- In US car crashes in suburbs 4 times per head
- Drive 3 times as much and twice as fast
- Doubling neighbourhood density reduces traffic accidents by 5%
- Car commutes aligned to blood pressure & frustration
- Swedish study – commuting over 45 mins & 40% more likely to get divorced
- German study – your happiness & your partners
- Robert Putnam: every 10 minutes daily commuting cuts involvment in community affairs by 10% ***BUT*** suburbs sill more engage more

Living in very big blocks tends not to be good for you…

Create Streets: evidence from controlled studies, 1962 - 2007

Association	Total number of studies	% showing high rise 'bad'	% showing no link	% showing high rise 'good'
Satisfaction with home	12	92%	0%	8%
Levels of mental strain, crowing, stress, optimism	19	66%	21%	11%
Depression and more serious mental health	5	100%	0%	0%
Suicide	4	50%	50%	0%
Behavioural problems for children	5	80%	20%	0%
Levels of crime	6	50%	50%	0%
Fear of crime	2	50%	0%	50%
Pro or anti-social behaviour	5	100%	0%	0%
Levels of social engagement and social capital	16	75%	13%	13%
Children's' progress in high- rise	11	91%	9%	0%
Total	85	78%	12%	11%

"the literature suggests that high-rises are less satisfactory than other housing forms for most people, that they are not optimal for children, that social relations are more impersonal and helping behaviour is less than in other housing forms, that crime and fear of crime are greater, and that they may independently account for some suicides"
Professor Robert Gifford literature review

Vancouver high rise residents …

- less likely than those living in detached homes to know their neighbours' names - 56% to 81%
- Less likely to have done them a favour - 23% to 48%
- Less likely to trust them - 40% to 60%
- Less likely to believe that their wallet would be returned if lost locally - 55% to 68%

Source: Create Streets Research, Gifford, Vancouver Foundation

Drivers of different outcomes

Create Streets: evidence from controlled studies, 1976 - 2007

1. Makes bringing up children harder

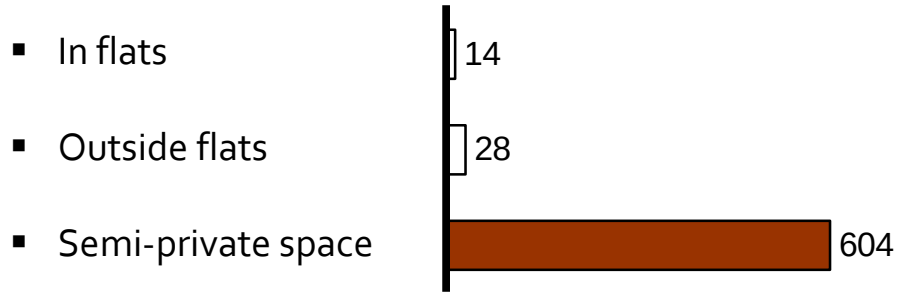
Mothers on Cruddas Park Estate reporting issues with 'play, health or personalities of kids'

2. Inhuman scale discourages behaving well to your neighbours

- In two studies of US students in high, medium, low-rise halls, stamped addressed envelopes returned & donations made inverse ratio to height
- Israeli study: less 'social support' & 'involvement'
- Third study: less 'community' & 'membership'

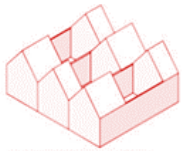
3. Increases the ease of crime

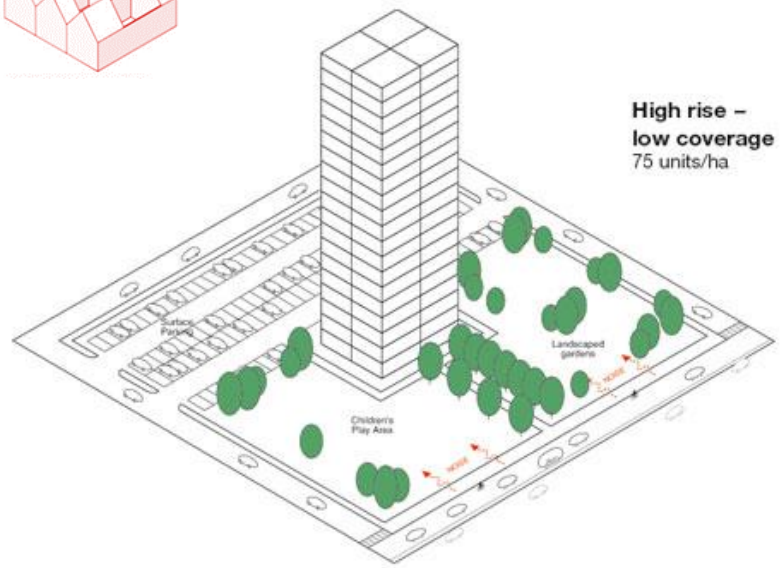
1975 comparison of crime in high vs. low rise estates



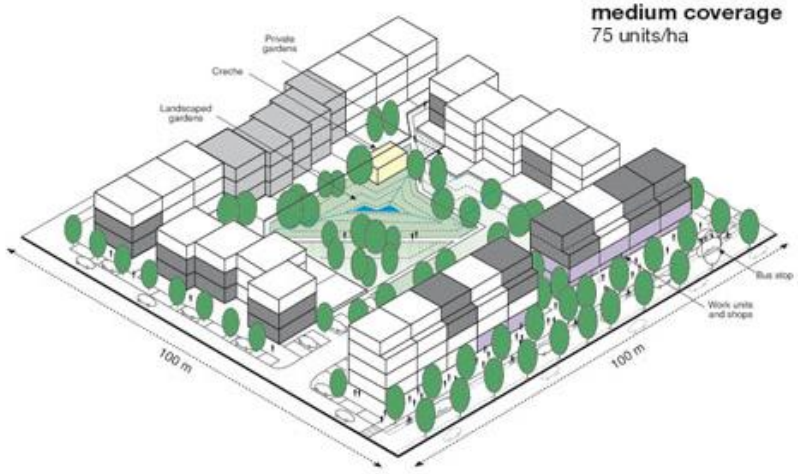
Source: Gittus, Gifford, Newman, Create Streets

Three ways of achieving the same density

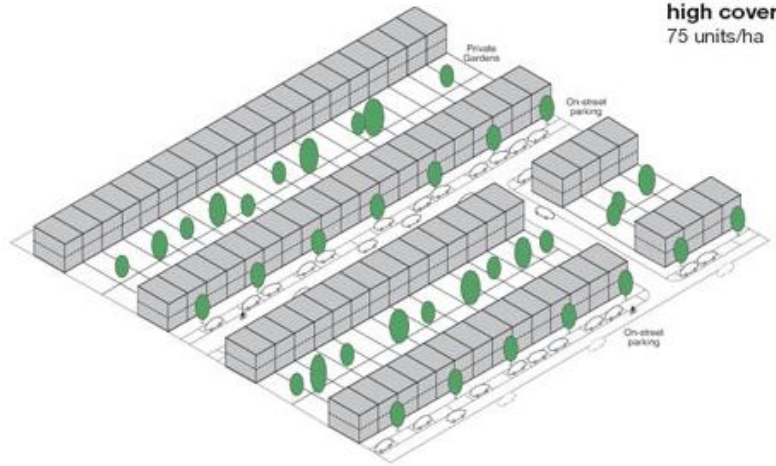




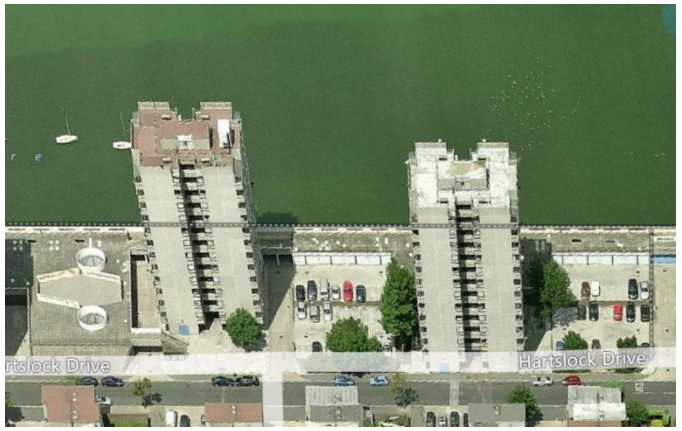
High rise –
low coverage
75 units/ha



Medium rise –
medium coverage
75 units/ha



Low rise –
high coverage
75 units/ha



The highest density square kilometres in Europe – notice anything?

Barcelona – 53,199 people

Paris – 52,218 people

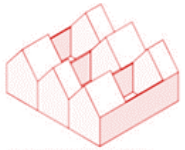
Source: Professor Alasdair Rae (University of Sheffield)

Blocks reach surprisingly high densities…

Equal to best guess planning permission

Source: Create Streets Research, Savills

Blocks reach surprisingly high densities…



	Description (example area in London)	Storeys	Homes/ hectare	Habitable rooms/ hectare
1.	Terraced houses (Victorian/ suburban e.g. Wandsworth)	2-3	~50	~250
2.	Terraced houses (Georgian format e.g. Kennington)	4-5	~75	~300
3.	Terraced houses plus a few flats (e.g. Notting Hill)	4-5	~100	~300
4.	Mixture of flats plus some terraced houses (e.g. Pimlico)	4-6	~175	~525
5.	Terraced flats (e.g. Ladbroke Grove)	5-7	~220	~600

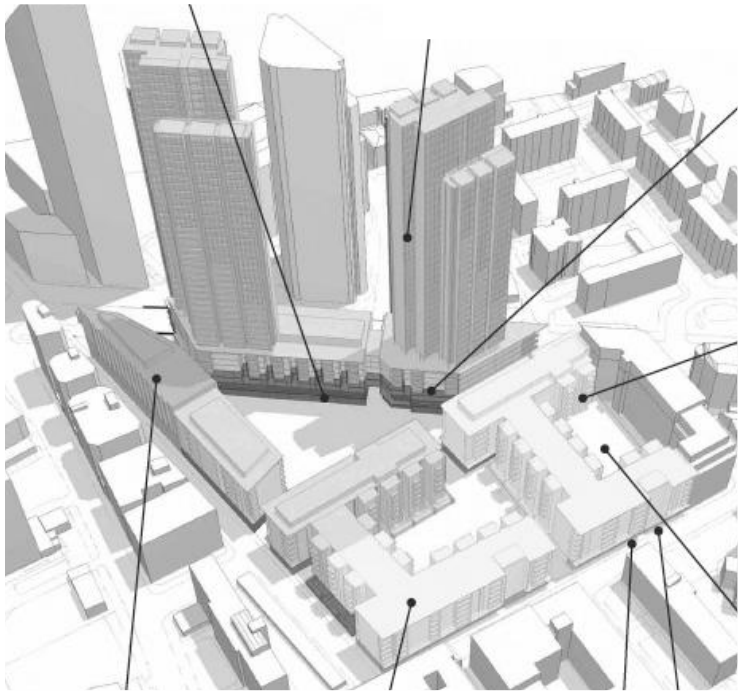
Source: Create Streets Research, Savills

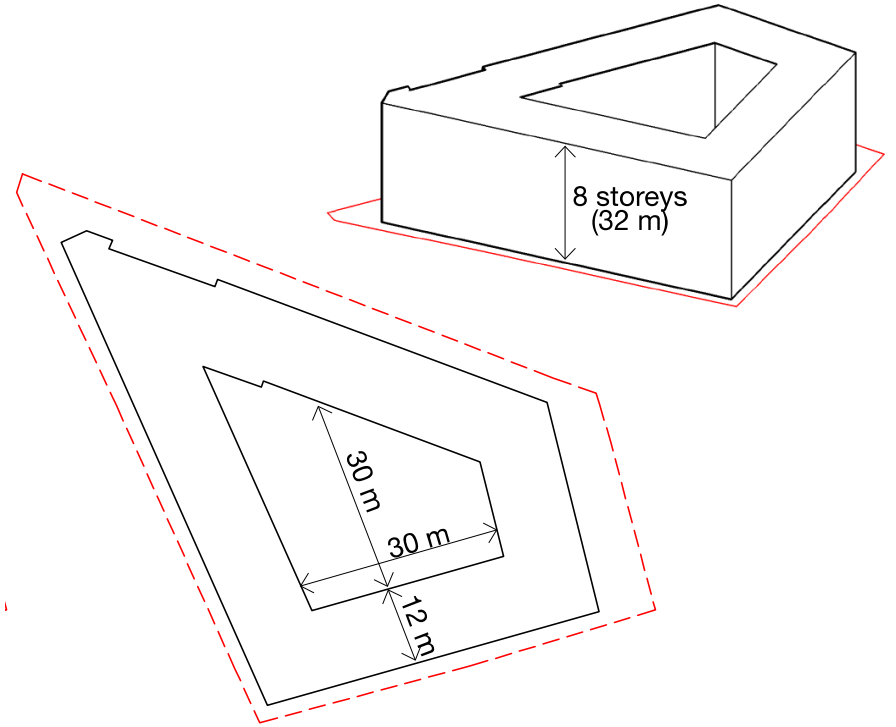
Conventional blocks lead to lots of good things

- Clear blocks & fronts
- Mews
- Lower crime (Perth & London studies)
- Less traffic
- More walkable
- More useable green space

Source: Create Streets Research, Savills

Conventional blocks and density





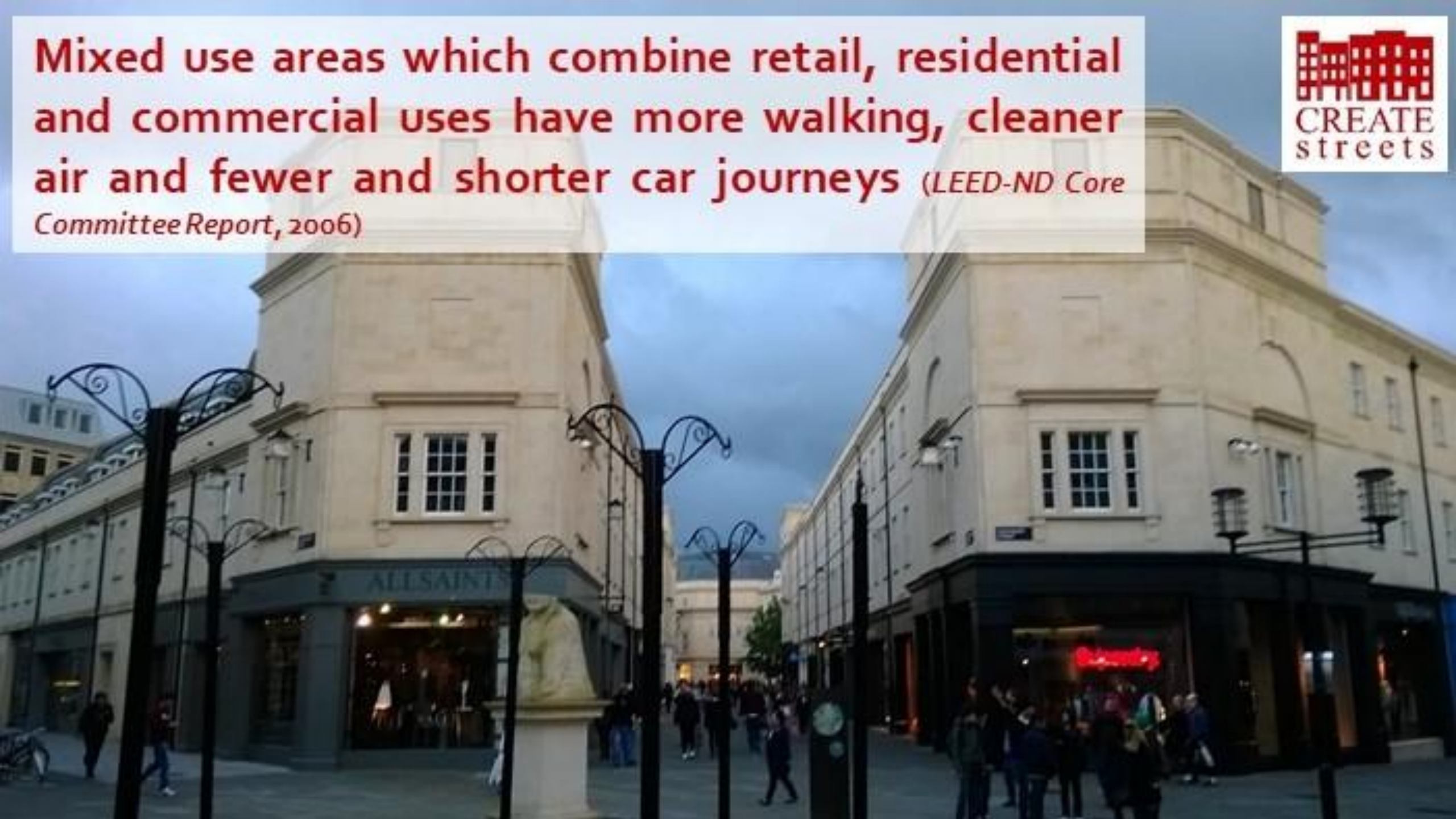
Foster & Partners, 250 City Road

- *2 towers of 36 storeys*
- *7 storey buildings*
- *Cut off angle 82° & 85°*

Equivalent GIA

- *8 storeys court*
- *Cut off angle only 45°*

Source: Professor Philip Steadman , UCL



Mixed use areas which combine retail, residential and commercial uses have more walking, cleaner air and fewer and shorter car journeys (*LEED-ND Core Committee Report*, 2006)

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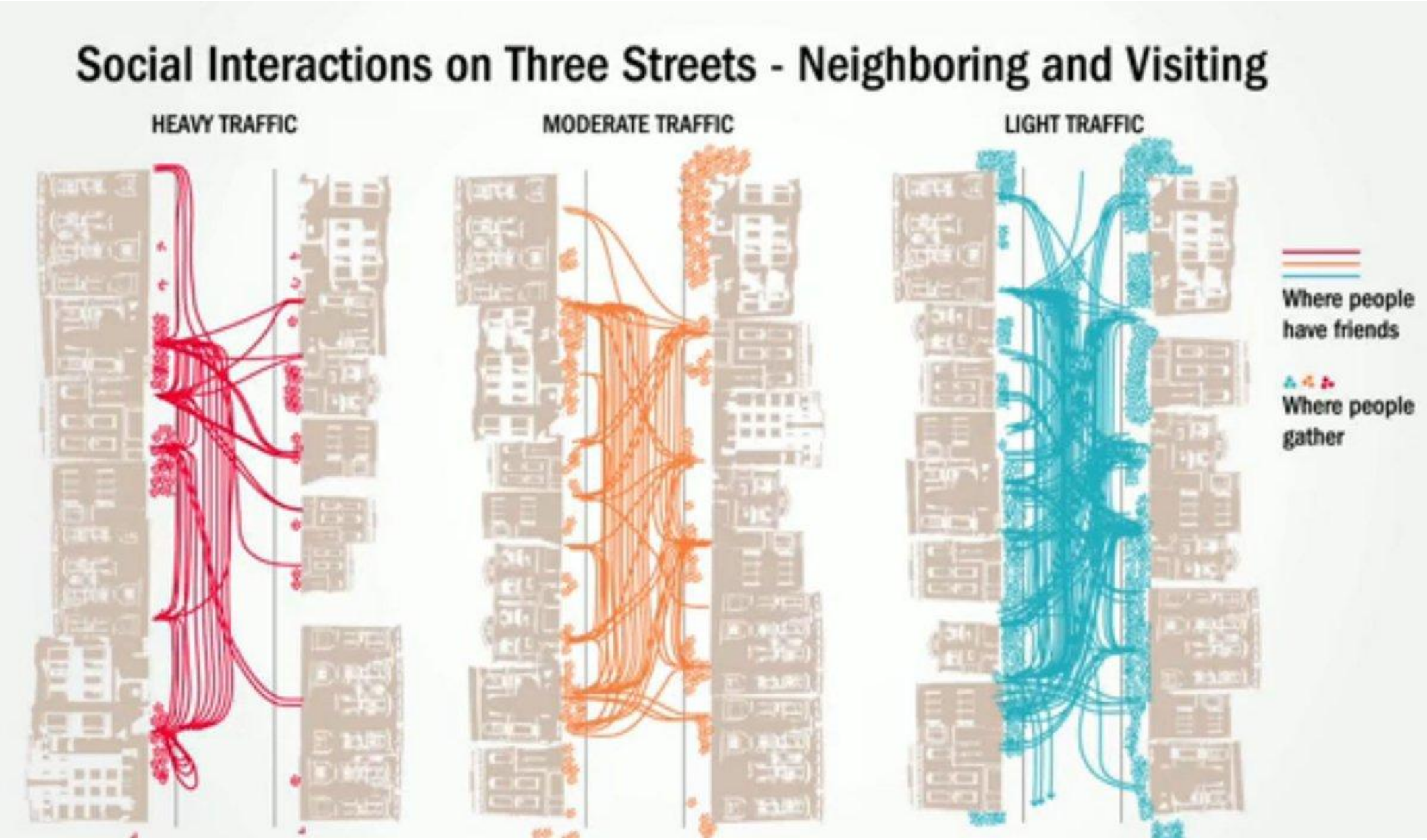
On the one hand streets for cars are bad…..

	'Heavy' Street	'Moderate' Street	'Light' Street
Vehicles per 24 hours	15,750	8,700	**2,000**
% renters	92%	67%	**50%**
Mean length of residence (years)	8.0	9.2	**16.3**
Friends per person (on street)	0.9	1.3	**3.0**
Acquaintances per person (on street)	3.1	4.1	**6.3**
Friendships 'across the street'	**Few**	**Some**	**Many**

The same data visualised



…. except when they are not

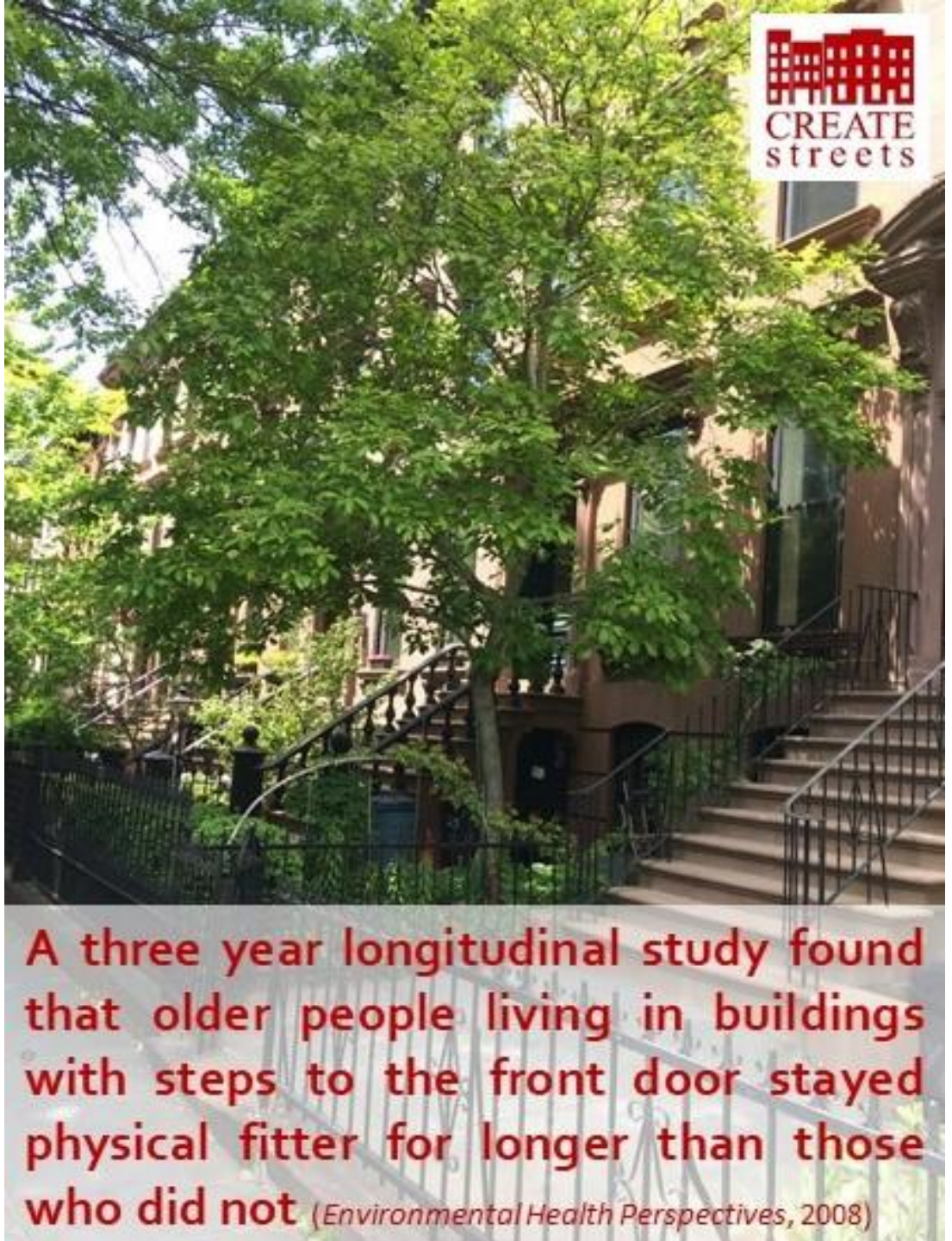
- "A more 'traditional' street pattern with a street grid of different alternative routes to the rest of the city has been associated with lower traffic-based pollution.
- In one study, as level of street connectivity (measured by block density) increased, some traffic-based pollutants decreased.
- Two other studies found that traditional street patterns reduce morning rush hours traffic by 10% or some pollutants by 57%.
- A fourth controlled study on over 25,000 participants found a significant inverse relationship between the number of street junctions and some pollutants - put more starkly, blocking off too may junctions to vehicular traffic actually increases overall pollution even if it makes some streets more agreeable – a difficult tension

Steps & physical health

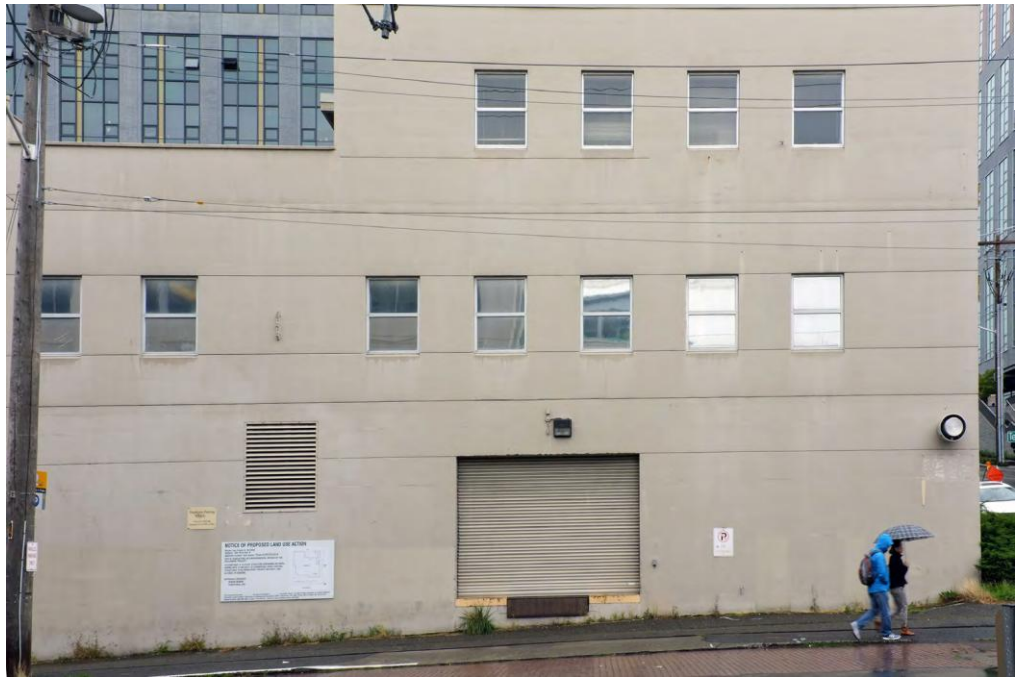
- *84% of total relationship between "front entrance" variable & physical functioning was attributable to its direct relationship with physical functioning*
- *Indirect pathway (through social support and psychological distress) accounted for the remaining 16%*

(and multiple studies in offices say the same thing – the new Bartlett in London)

…. but of course we've all but banned steps since 1999



Facades impact behaviour…



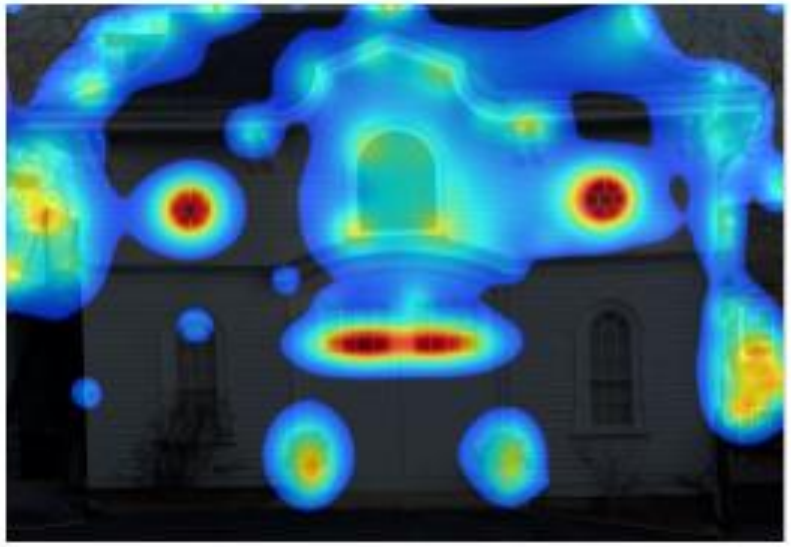
Volunteers posed as lost tourists at both locations. They stood on the pavement, looking confused and with an open map
The 'lost tourists' did not approach anyone. They waited for random passers-by to offer help.

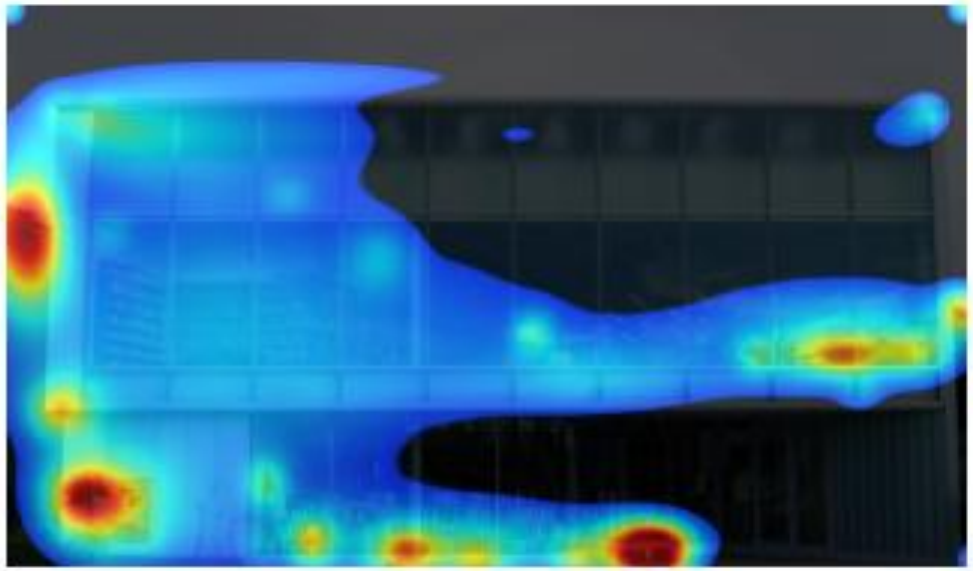
- *10% of passers-by offered help at active facade*
- *2.2% of passers-by offered help at active façade*

- *Seven times as many at the active site offered to let our 'tourist' use their phone (7% versus 1%).*
- *Four times as many offered to actually lead our tourist to their destination (4% vs 1%).*

Source: Happy City Project

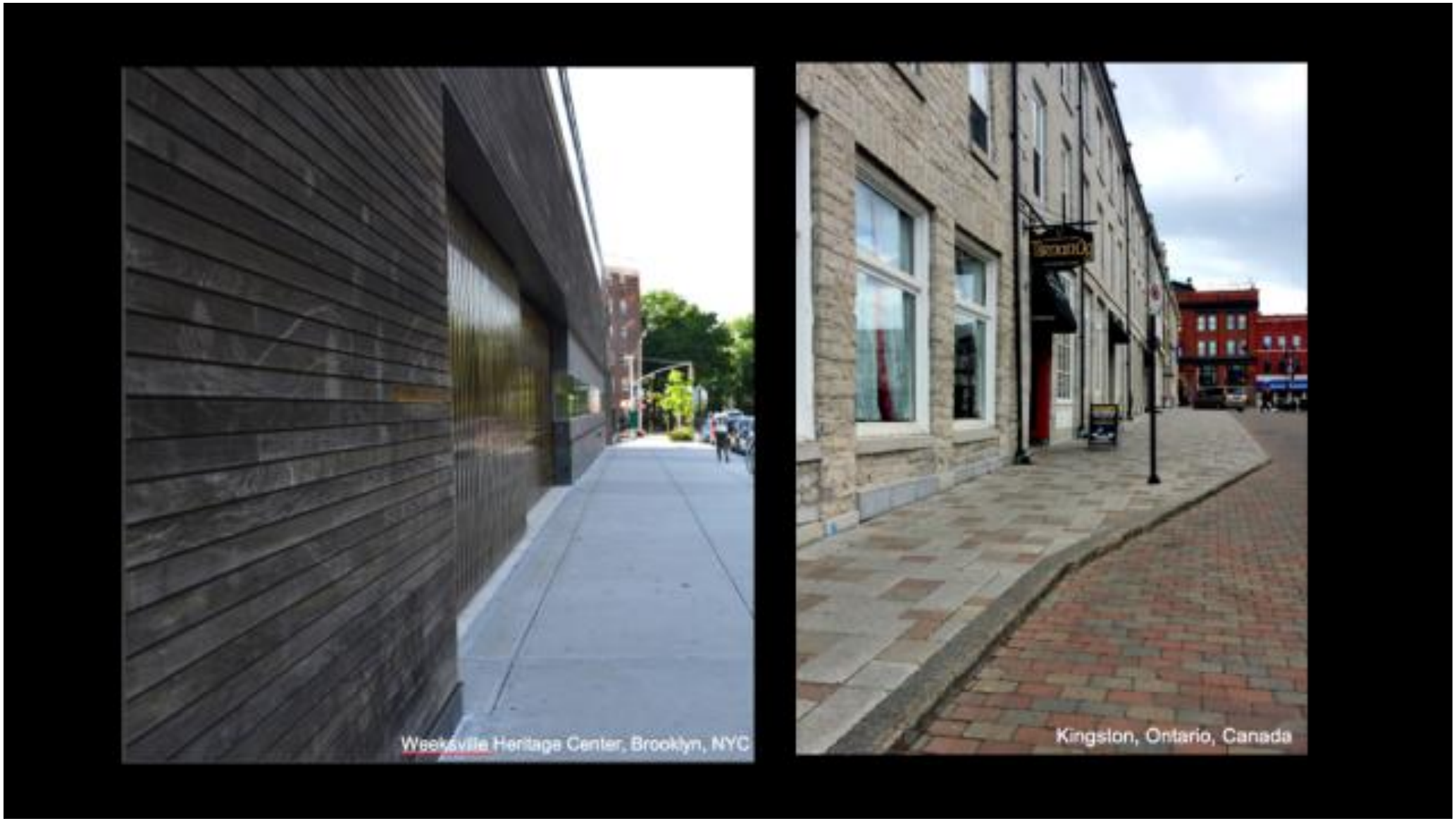
Our brains respond well to faces & symmetrical complexity





Source: Ann Sussman, Cognitive Architecture

Facades matter



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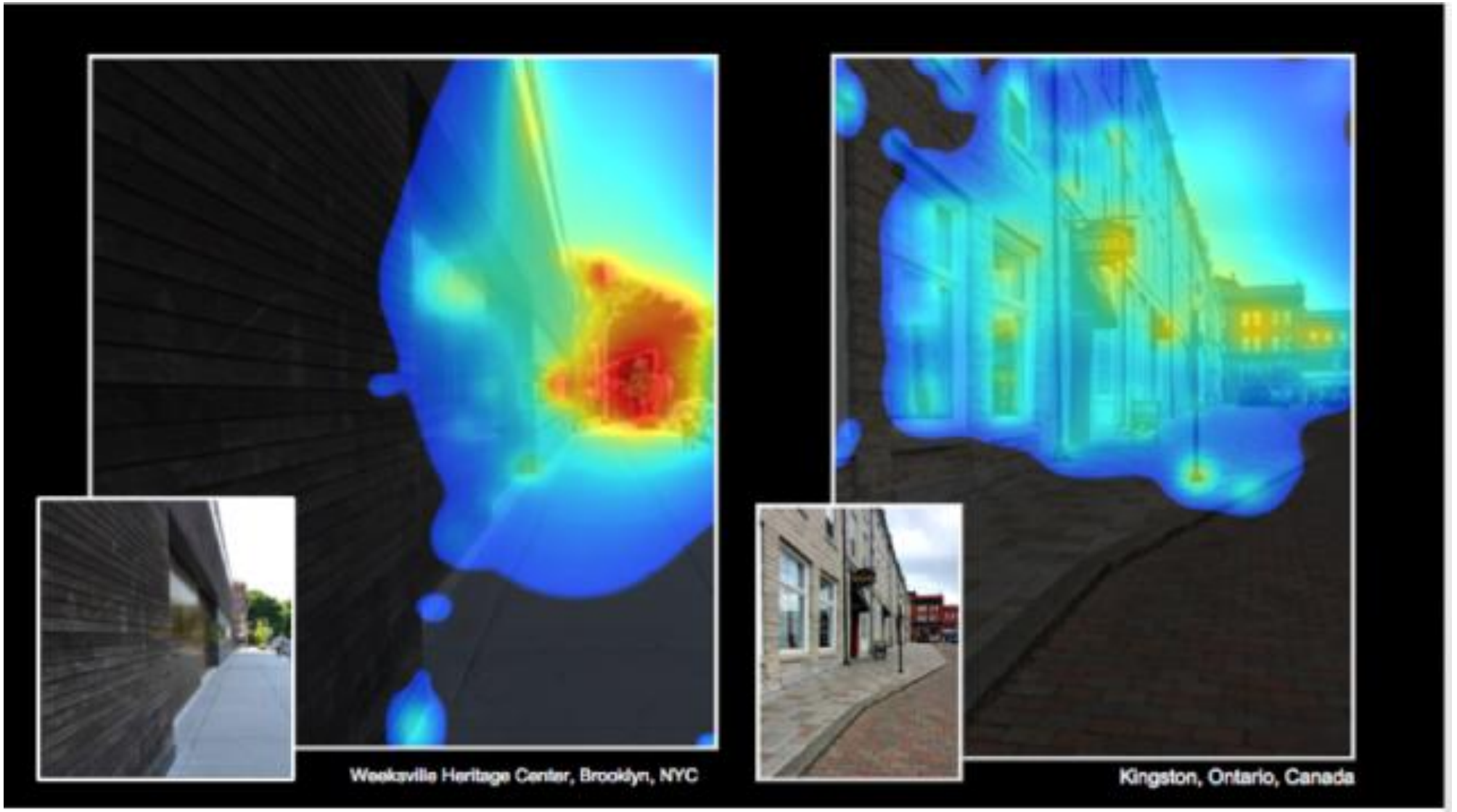


Source: Ann Sussman, Cognitive Architecture

Facades matter

Figure 1 Photo by Frederik Vercruysse

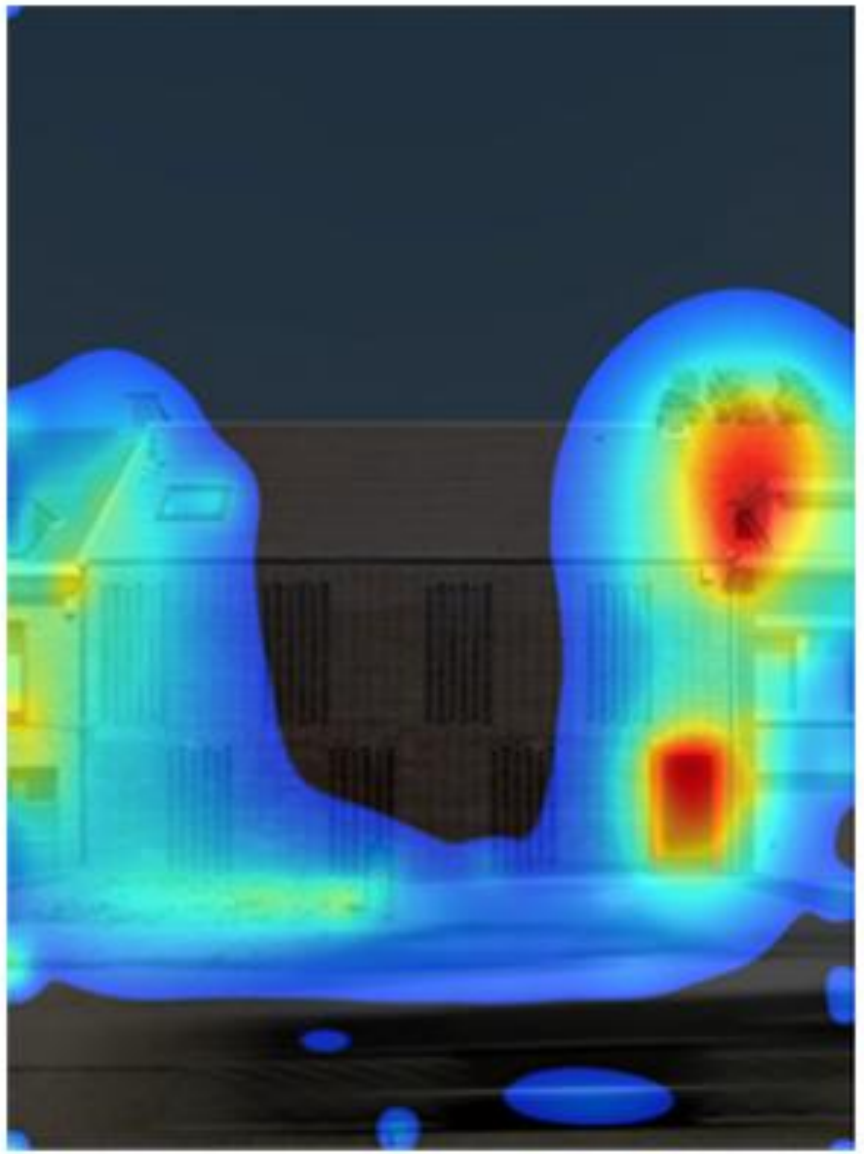
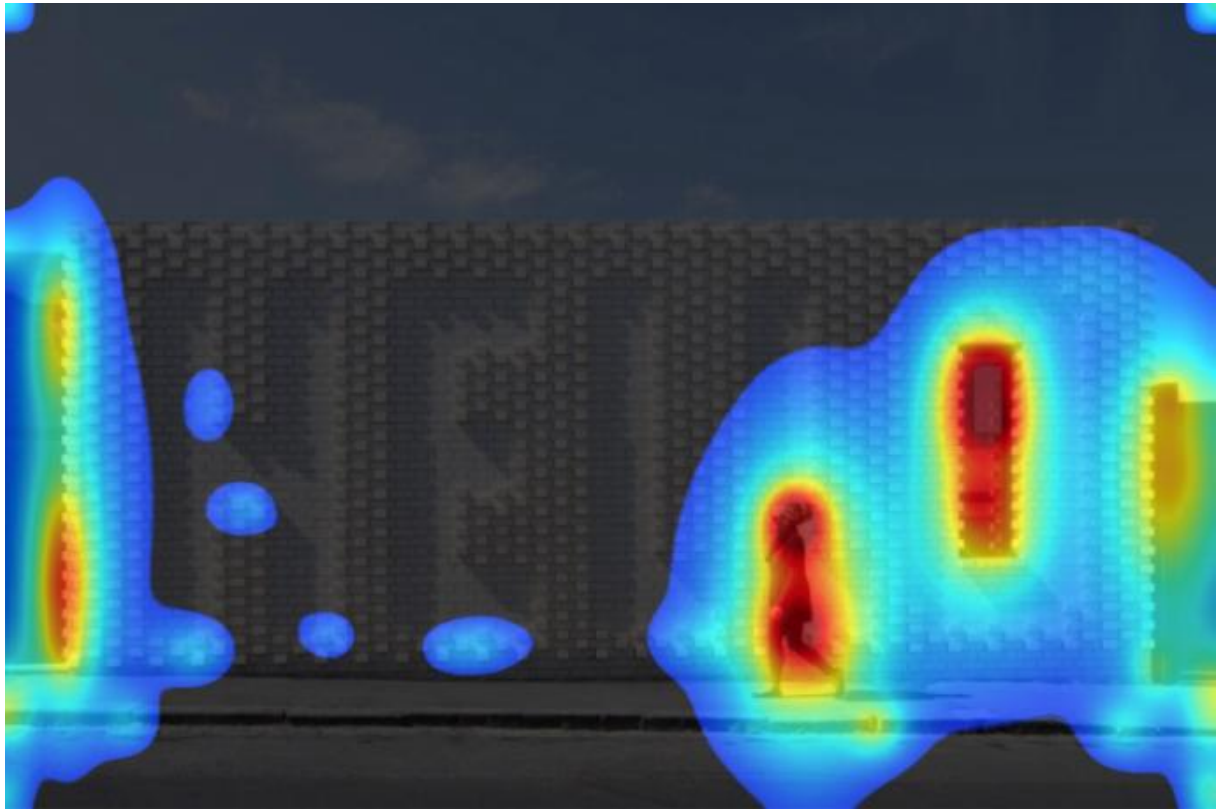
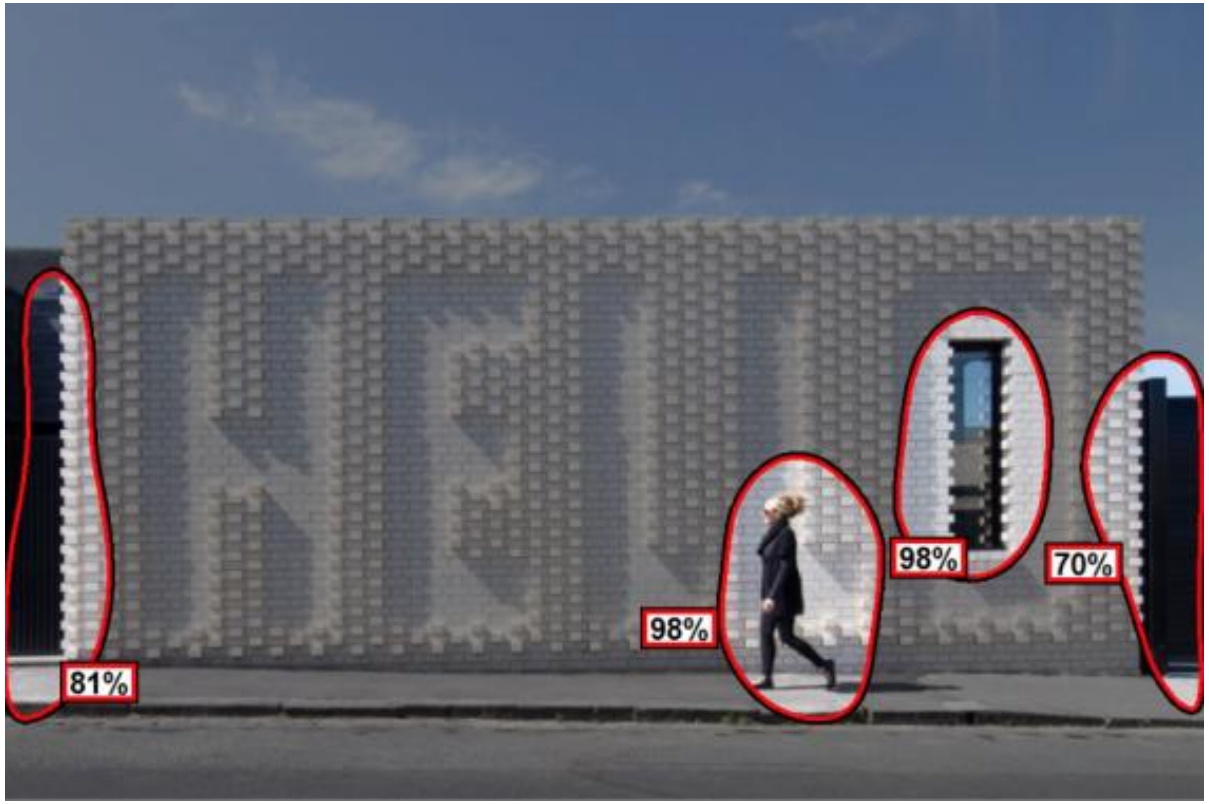


Figure 2 Eye Tracking Heat Map

Source: Ann Sussman, Gognitive Architecture

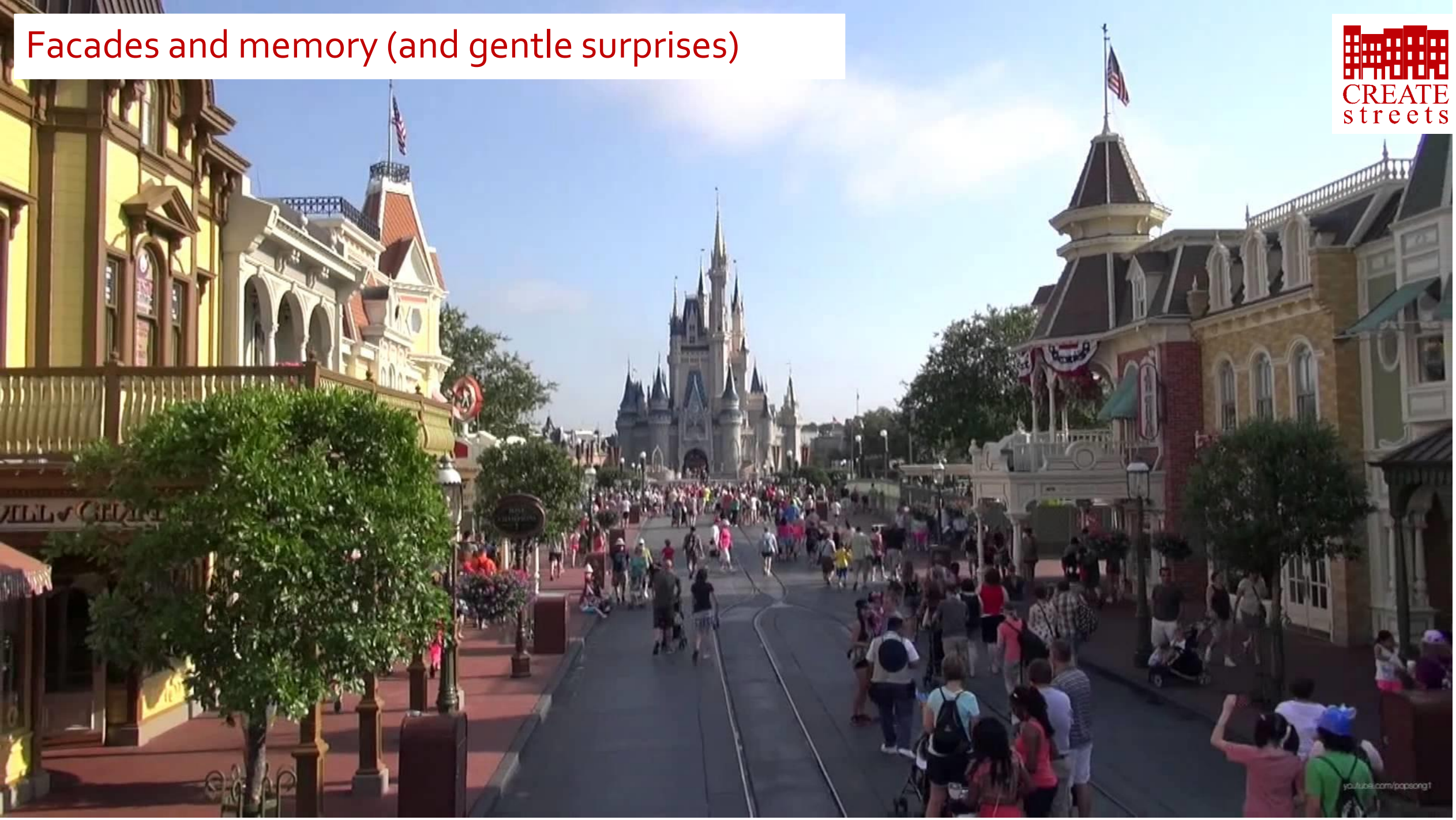
Facades and people





Source: Ann Sussman, Gognitive Architecture

Facades and memory (and gentle surprises)

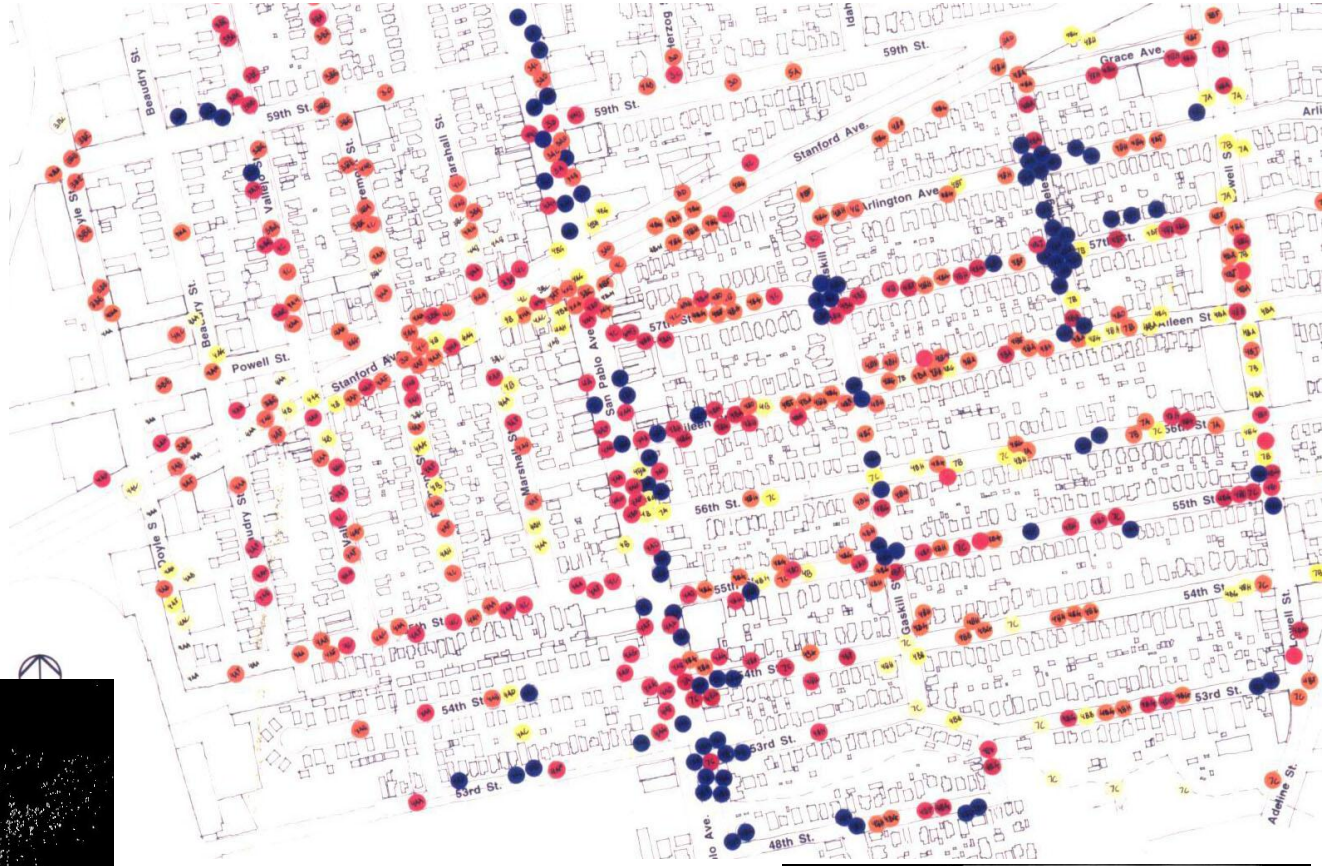


Does not mean has to look 100% like the past but should ideally have some of same qualities & sometimes evoke it

Is beauty subjective or objective ?

Self reporting on where people feel

- Very good
- Good
- Bad
- Very bad



Type of house that attracted the most positive responses

Source: Yodan Rofe, *Planum*

Only location in a neighbourhood characterised by 'bad feeling' responses which attracted 'very good' feelings

Does beauty matter for our place satisfaction?

- 2008-2010 Gallup survey of **43,000 people in 26 cities**
  - residents' ratings of aesthetic attraction of their cities & green spaces correlated significantly with residents' attachment to their city
  - This is turn correlated with GDP growth.
- In this survey, **aesthetic attraction to their city came third behind 'Social Offerings' (what there was to do) and 'Openness' (perception of openness to different types of resident) as predictor of attachment.**
- **Ranked above education, basic services or safety.**

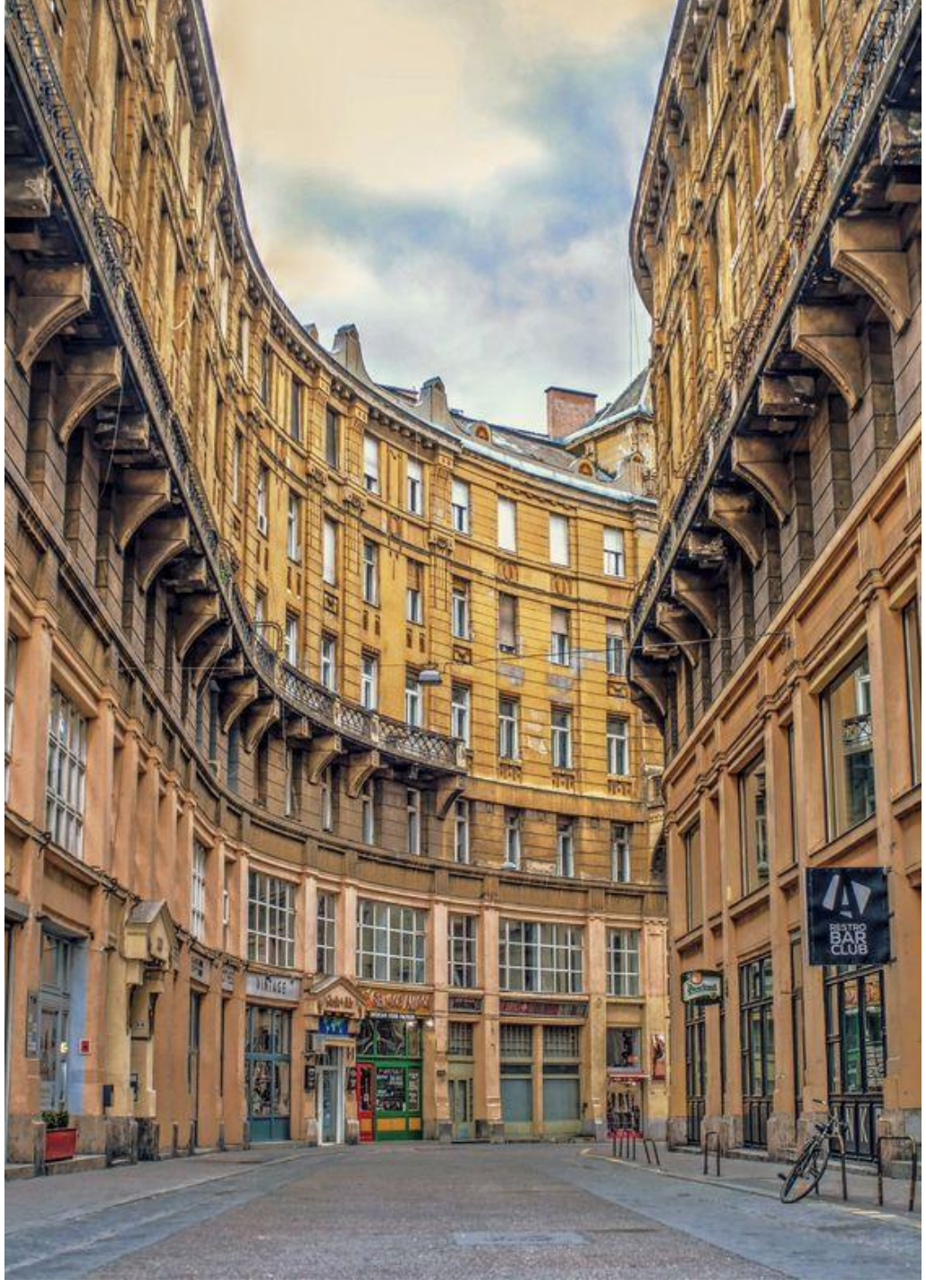
- Another study found that perception of beauty significantly associated with **community satisfaction**
- Significantly more important than individual demographic characteristics.

Does beauty matter for place satisfaction?

- 2011 survey of **27,000 respondents in ten US cities** found **stronger correlations between a place's physical beauty and people's satisfaction with their communities than any other attributes**

- Correlations
  - 0.560 with overall place happiness
  - 0.534 with city satisfaction and
  - 0.510 on recommending a city as a place to live for family and friends

- Factors such as 'overall economic security' nowhere close



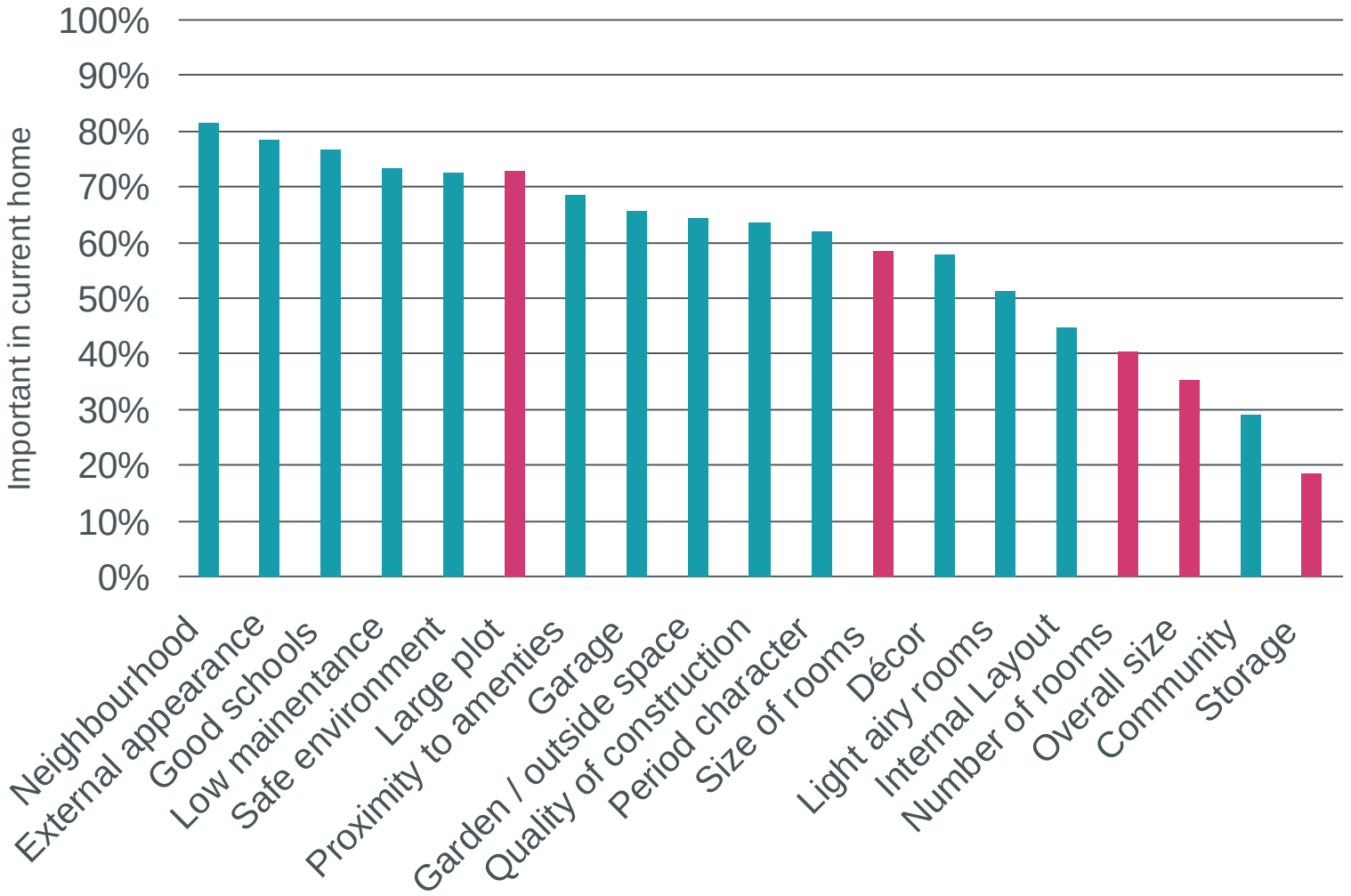
CREATE streets

Does beauty matter for health?

- UK survey of 1.5 million ratings of 212,000 images
- More 'scenic' places correlated with better health
- Correlated better than the amount of greenery

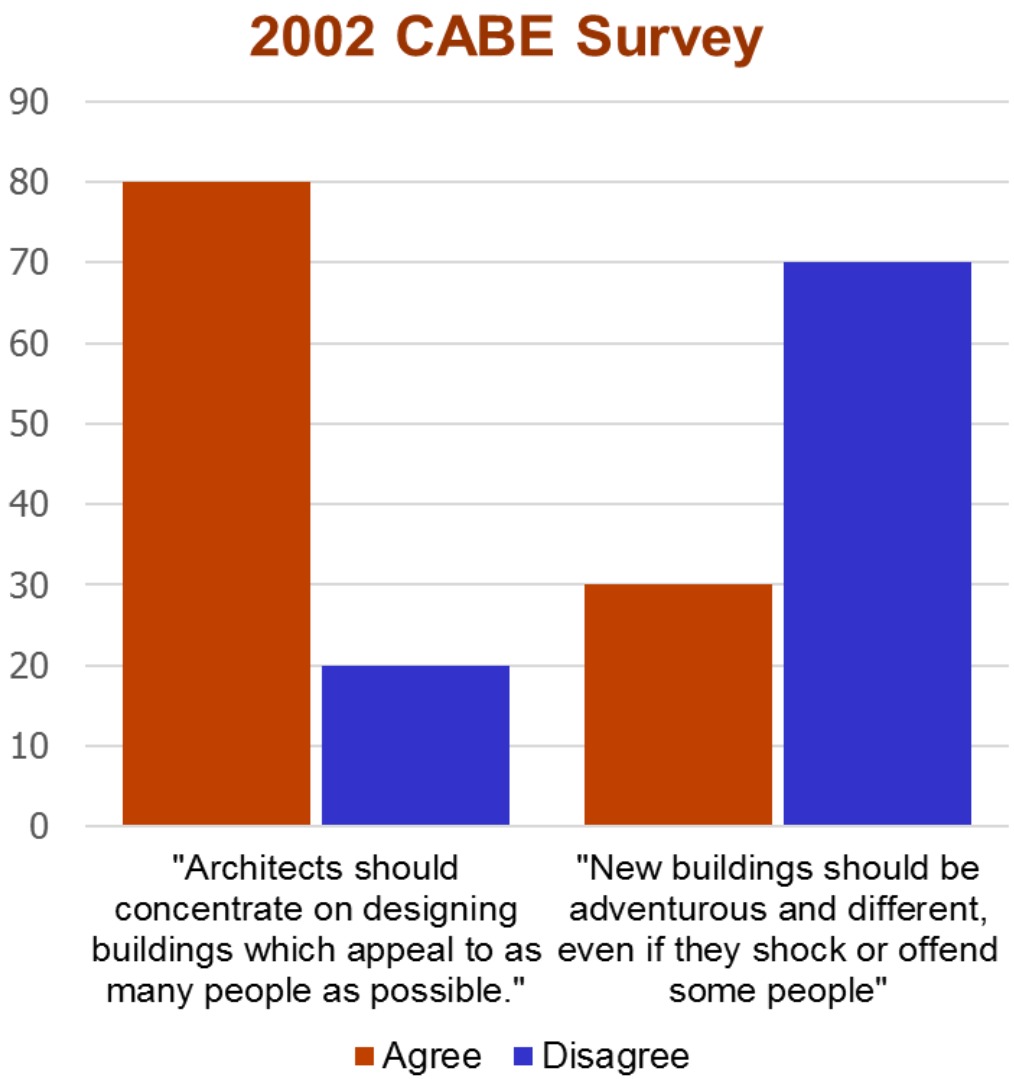
People say design matters

What people want, Savills research



Source: Savills

People want design that appeals not shocks



Source: Savills

Design has major impact on support for homes

Q2 I am now going to show you five different types of new housing… to what extent would you support or oppose the building of new homes similar to the photo in your local area on brownfield land?

Ipsos MORI
Social Research Institute

73%
12%

Type A (Derwenthorpe)

23%
61%

Type B (South London)

75%
12%

Type C (Poundbury)

51%
31%

Type D(Bude)

34%
46%

Key: **Strongly/ tend to support**
Strongly/ tend to oppose

NB – Respondents asked to review initial screen of all five images for a minute before rating each image individually (and order randomised for each respondent) – see methodology note.

Base: 1,000 adults aged 15+ in Great Britain. Fieldwork dates 15-31 May 2015

Source: Ipsos MORI / Create Streets

Q1: which of these would you most want to see built on an urban street very near to where you or a close friend live? (order randomised in Pop-up Poll)

CREATE streets

"CGI" of Georgian-inspired terrace

40%

"Pastiche" of Victorian housing built in 1999

47%

"New London Vernacular" housing just built*

7%

The 'Design Disconnect'

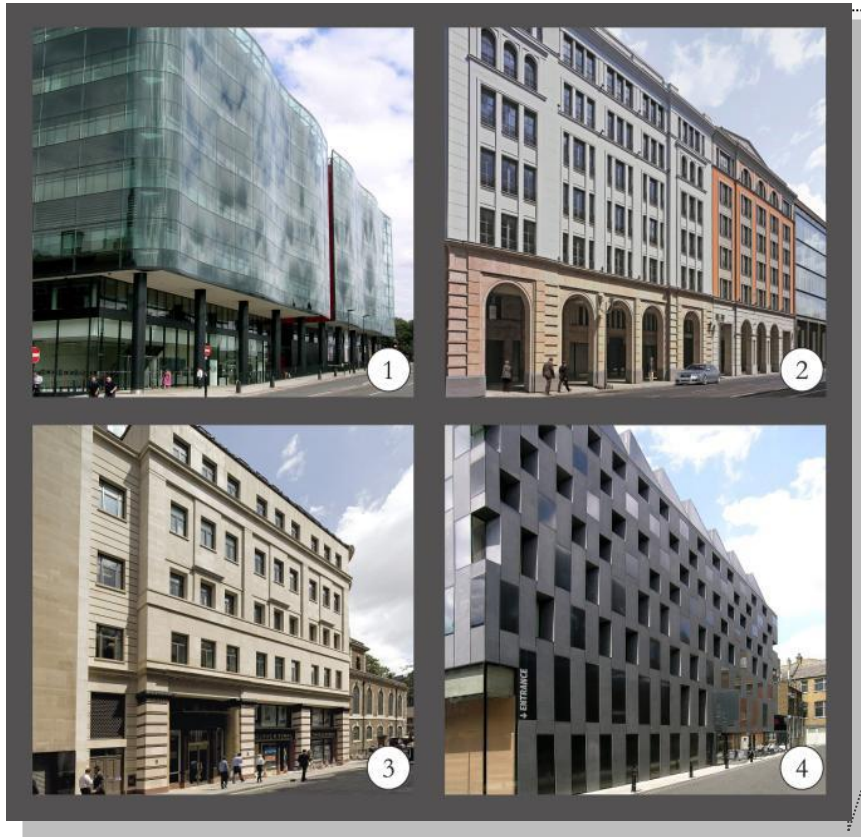
Innovative housing just built*

6%

* Prize-winning. Total of nine awards for these two options

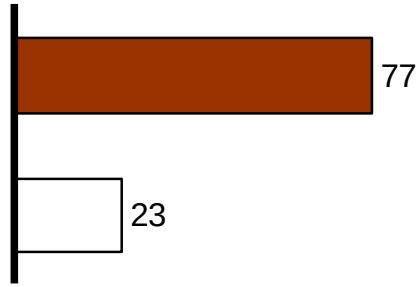
Trust people: preferences in larger buildings

Evidence from polling & surveys, 2002-09, %



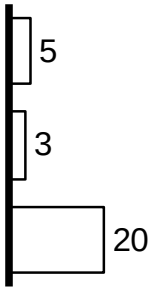
Non-residential

- Those preferring options 2 or 3
- Those preferring options 1 or 4



Residential

- Respondents wanting to live in modern non traditional house
  - 1998 poll
  - 2002 poll
  - 2005 poll*



* Sample was self-selected & probably not fully representative

Source: YouGov, Adam Architects

Favourite Street Competition

Grey Street, Newcastle – 20.7%

Hope Street, Liverpool – 14.5%

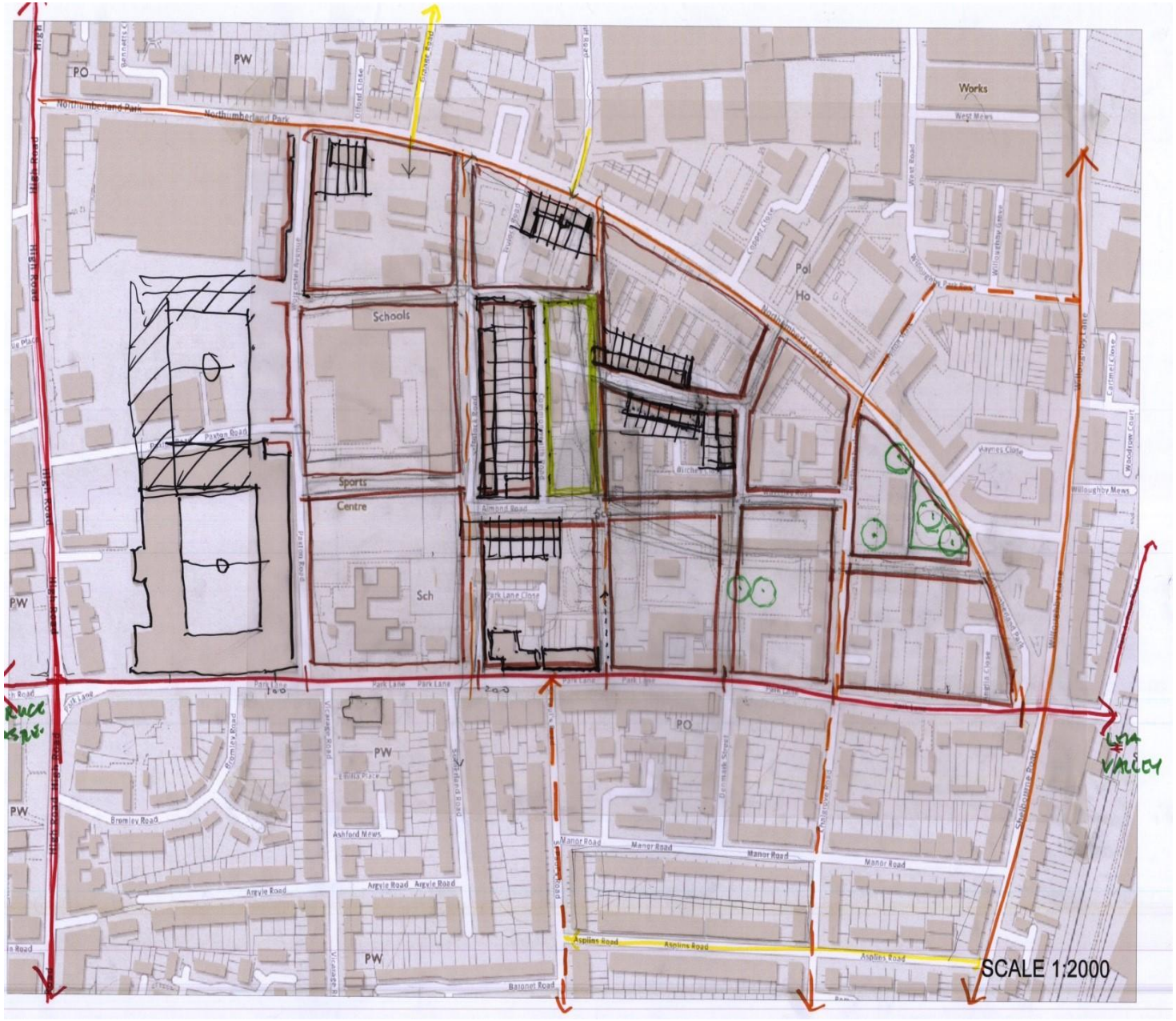
Victoria Street, Edinburgh – 8.4%

Lamb's Conduit Street, London WC1 – 7.9%

CREATE streets

53% of households said that having more of a say over design and layout of developments might make them less opposed to new homes
(DCLG/University of Sheffield, 2017)

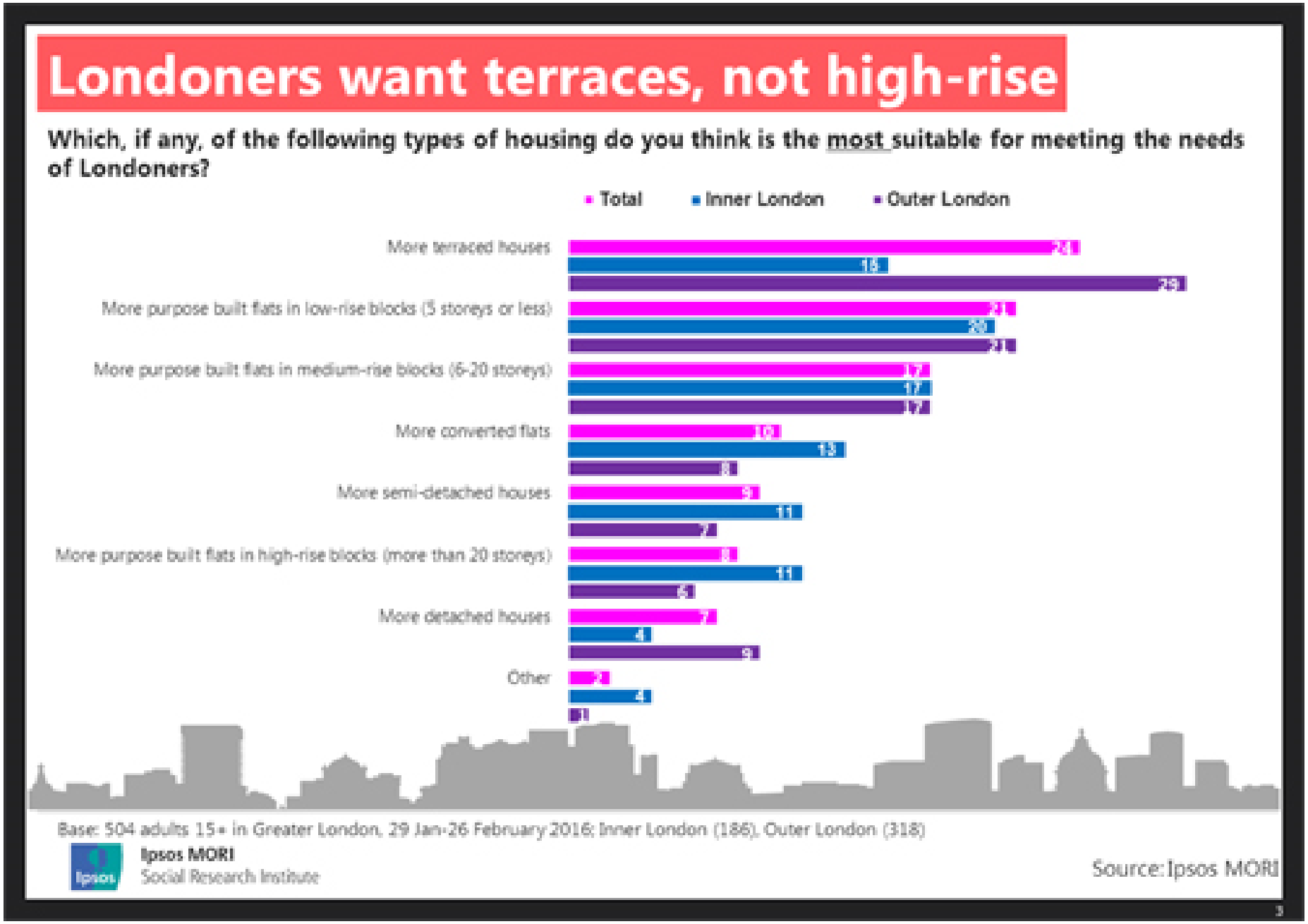
Residents' master plan through co-design – it can be done



- One option for how a block-based, connected network of streets might work
- New streets must be safe for children with wide pavements and space for bikes
- Buildings in black should be kept
  - Terraced houses
  - Children's Centre
- Implies a new urban square to east of kept buildings
- Other blocks should have mix of private and communal gardens inside

Most popular building types – March visual preference survey of Peckham residents

Terraces – what people want



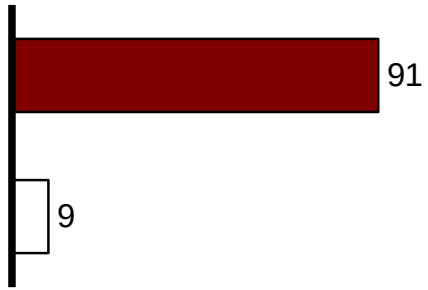
What people want

London-based recent evidence

Street-based option

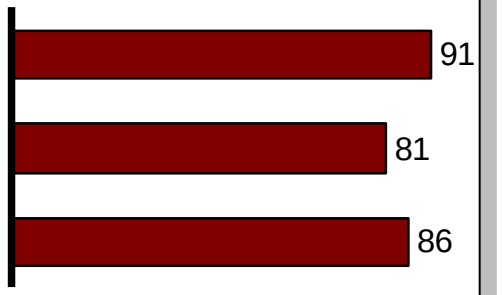
March 2015, Oval

- 8 storeys or below
- 9 storeys or above



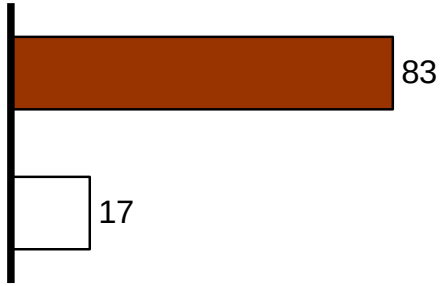
2004, Packington

- Wanted 3-5 storey
- Opposed > 8 storey
- Supported traditional streets



July 2015, Kingston

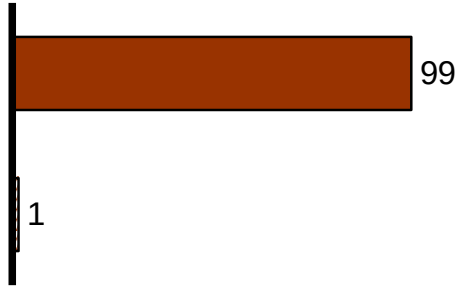
- 9 storeys or below
- 10 storeys or above



2014 Mount Pleasant

Local support for

- Street-based
- Block & towers



Source: IPSOS, ING, Stewart, Policy Exchange, Dunleavy, 2001 census

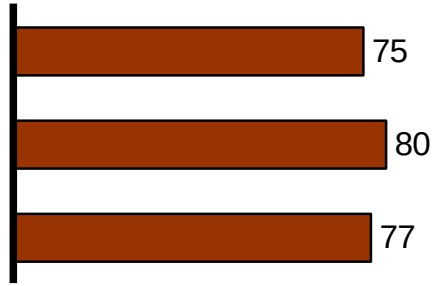
People normally prefer human scale for themselves

Street-based option

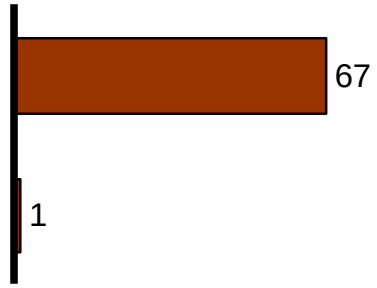
Evidence from formal surveys, 1967 – 2013 & 2001 census, %

- 2002 respondents wanting to live in
  - A house
  - A tower block
  - A modern apartment

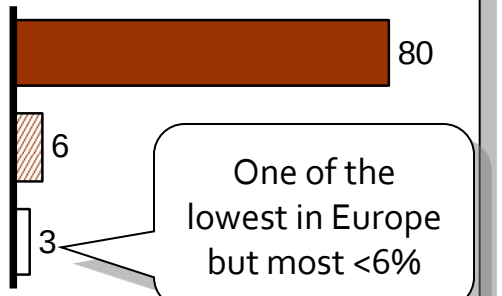
- GLC applicants wanting house ('67)
- Residents wanting Robin Hood demolished (2007)
- Guardian online supporting Create Streets (2013)



- Respondents not wanting tower blocks built near them (2001)
- Respondents wanting to live in high rise apartment (2005)



- 2013 respondents wanting to live in
  - A house
  - A small apartment (<10 units)
  - A large apartment (>10 units)



Source: IPSOS, ING, Stewart, Policy Exchange, Dunleavy, 2001 census

Lessons from a study of every sale in London in 2016

Sales premiums associated with different components

variable	London
House type detached [C]	70,789
House type semi-detached [C]	60,545
Offering of pre-1900 properties	58,397
Intersection density	57,556
Avg. no. bedrooms [C]	55,518
Prox. to closest her. park	51,004
Prox. to closest listed building	49,767
Freehold or leasehold [C]	48,469
House type terraced [C]	41,312
Prox. to closest metro station	37,879
% of all green areas	22,607
Diversity of transport modes	17,547
Prox. to closest forest	15,514
New build [C]	8,795
Connectivity	8,427
Diversity of amenities	675
Population density (OA)	-3,438
Street centrality	-5,024
Prox. to closest bus stop	-5,418
Prox. to closest park	-6,281
Prox. to closest rail station	-12,553
Prox. to closest rec. ground	-20,436

The heritage premium is **four times** greater than the new build premium in London

Index of Multiple deprivation associations

	London
Population density	
% of unbuilt land	
Density of bus stops	
Street centrality	
Density of dead-ends	
Diversity of amenities	
Density of train stations	
% of green areas	
% of heritage parks	
Connectivity	
Density of metro stations	
Offering of pre-1900 properties	
Diversity of house types	
Explanatory power =	72%
Significance test =	pass

- Areas of high population and low ground coverage are significantly associated with higher deprivation

Source: Create Streets, *Beyond Location*

Popular design increases value

Design & value, 2016 Dutch study

Source: Google Street View, edition authors.

Source: Google Street View, edition authors.

- 60,000 housing transactions from 1995-2014
- Vinex programme of walkable town extensions

- Pure neo-traditional sold a value premium of 15%
- Houses which referred to traditional design sold at premium of 5%
- Not a reflection of higher incomes of residents

- 2% discount when more supply – economics trumps place effect ?

Source: Create Streets Research

Big buildings not cheap to run in long term

Shakespeare Tower,
Barbican

- Service charge £8,000 a year
- 11% of this (£880 per year per flat) is on window-cleaning alone
- C.500-700 times what the owners of most, much larger, houses would pay over twelve months to clean their windows every four to six weeks

Source: Superdenisty II Report

Energy use in office buildings increases with height per sqm

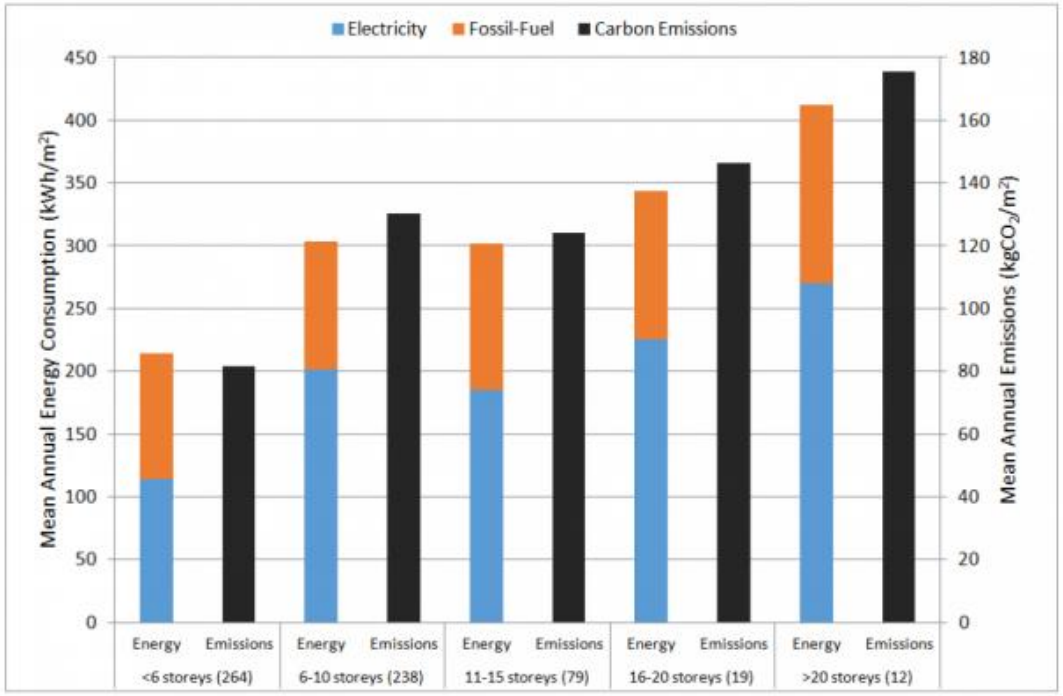


Figure 1: Energy use (kWh/m2) and carbon emissions (kgCO2/m2) in 600 office buildings of differing heights.

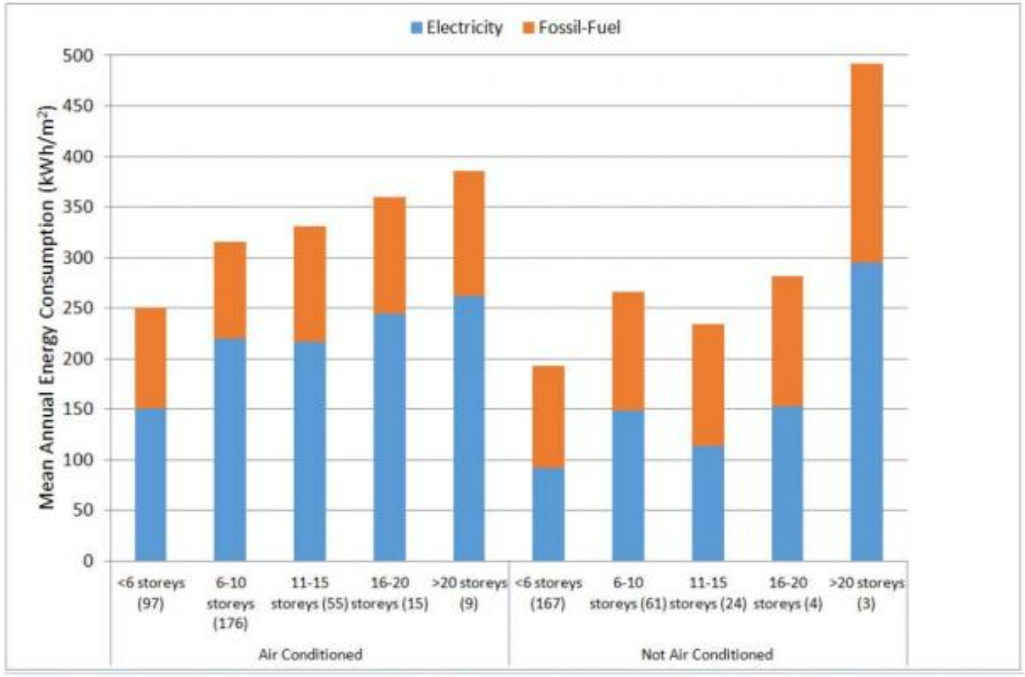


Figure 2: The results for energy use of Figure 1 divided between air-conditioned (left) and non-air-conditioned buildings (right)

Source: Professor Philip Steadman , UCL

Data on links place to wellbeing (& value)

1. Greenery. Frequent green spaces inter-woven into the city either as private gardens, communal gardens or well-overlooked public spaces between blocks and where people really need them and frequent them. Large parks are necessary but need not be ubiquitous. Lots of street trees;

2. Homes. Somewhere between the very real and valued advantages of suburban living but at greater densities (think terraces of houses with some flats) and without the long commutes and consequent isolation. Children preferably in houses not flats. As many houses as possible;

3. Height. Most buildings at human scale height. Sparing use of residential towers and only in city centres for the small number of people who seek them. No children in high rise;

4. Connectivity and streets. Streets that 'plug into' the surrounding city. A well-connected, highly walkable, traditional street pattern of differing types and sizes with multiple junctions and route choices. Some pedestrian or bicycle only streets, but mostly mixed with generous pavements.

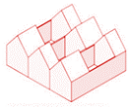
5. Land use. Mixed use of residential, commercial and retail wherever possible and where traffic implications can be managed. Retail nearly always interspaced with commercial and dotted around primarily residential as far as density permits;

6. Blocks. Blocks neither too big nor too long. Buildings that appear to be buildings not entire blocks. Narrow fronts with many doors and strong 'sense of the vertical' to break up the scale of terraced blocks. Clear fronts, backs and internal private or communal gardens inside blocks. No deck access;

7. Space. Minimal internal semi-private space. No residential corridors. As few doors as possible off the same 'core.' External open space normally less than about 90m in breadth

8. Beauty and design. Beauty really matters. Ignoring aesthetic appeal is missing a key trick. Must have a strong sense of place, which normally (but not always) references a place's history through materials or style. A variety of street types, design, green spaces. Streets that bend and flex with contours of the landspace. Some surprises. Not designed by committee

9. Facades. No long blank walls but frequent front doors (ideally with modest front gardens) or shop fronts. 'Walking architecture' is more popular, more complex and more valuable than 'driving architecture.' Some front doors should have steps for social and public health reasons

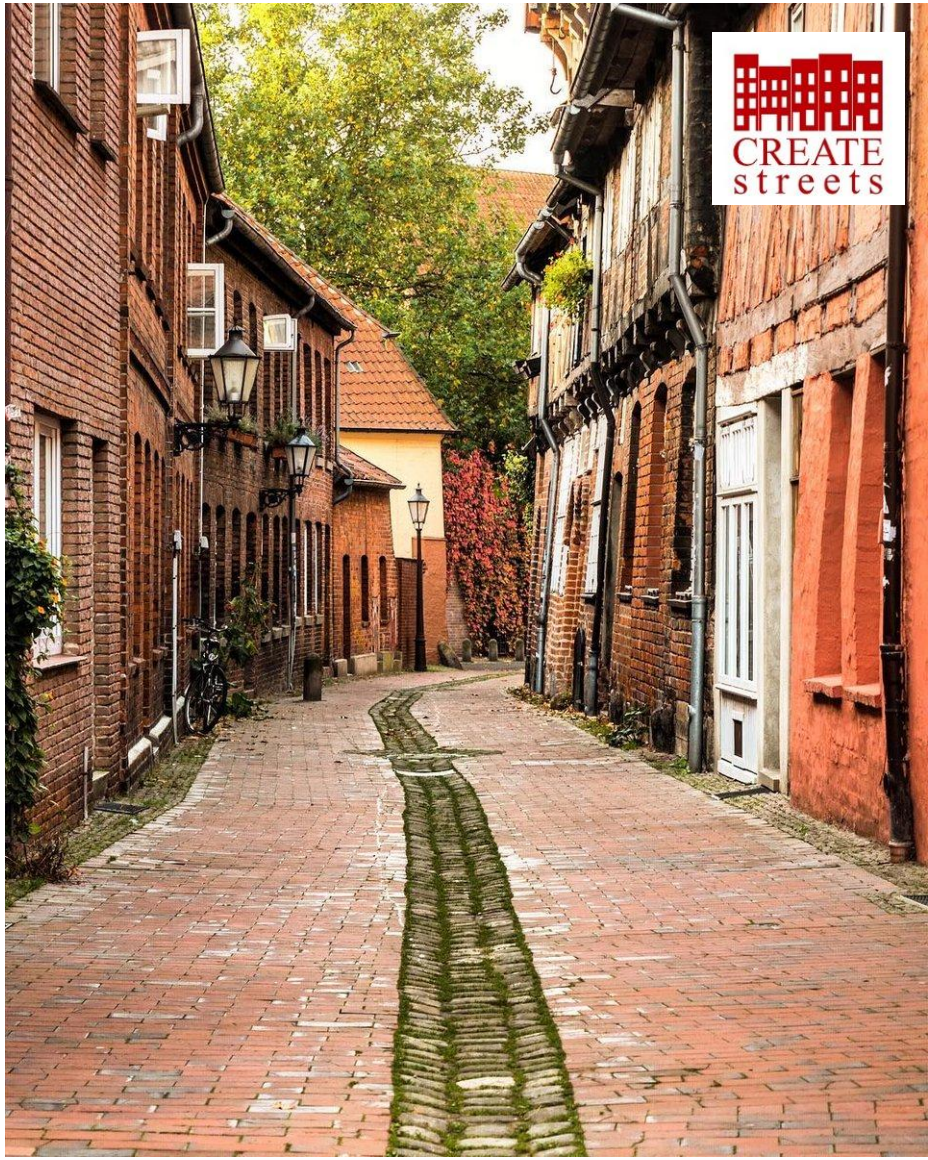


10. Density. Enough density to be walkable but not to be overwhelming, to undermine wellbeing, or to create high long-term maintenance costs. About fifty-220 homes per hectare

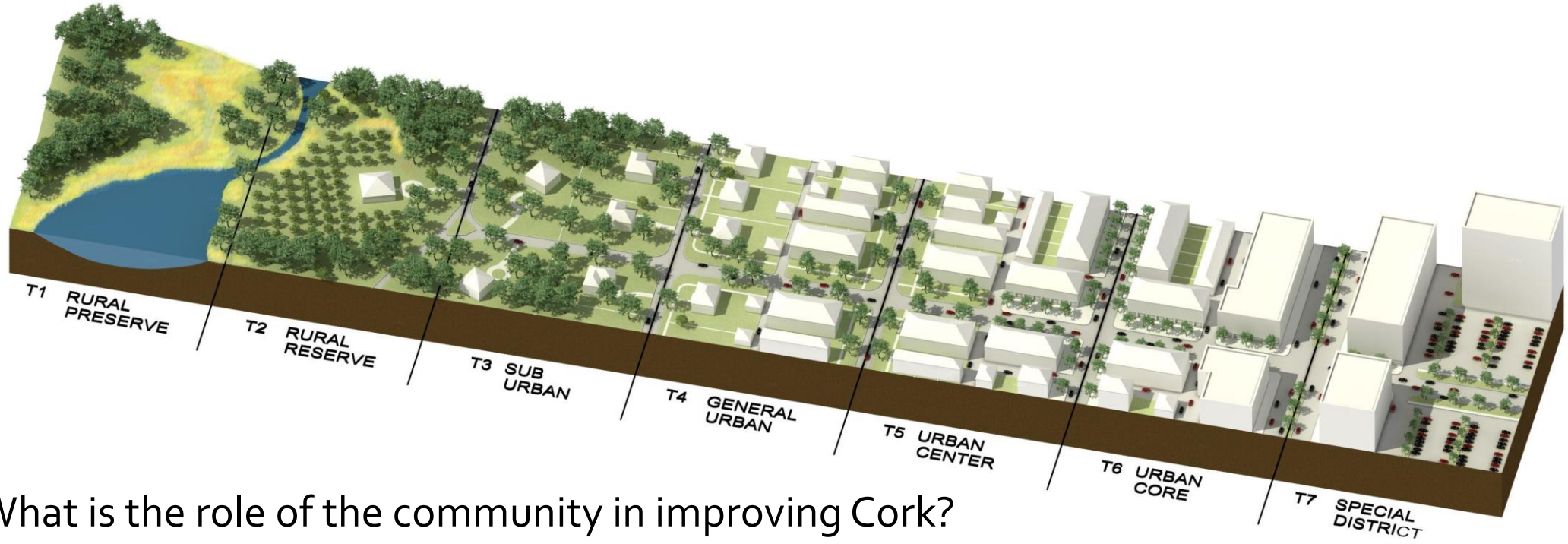
The ‘perfect’ urban development for people’s wellbeing

The ‘perfect’ urban development for people’s wellbeing

The ‘perfect’ urban development for people’s wellbeing



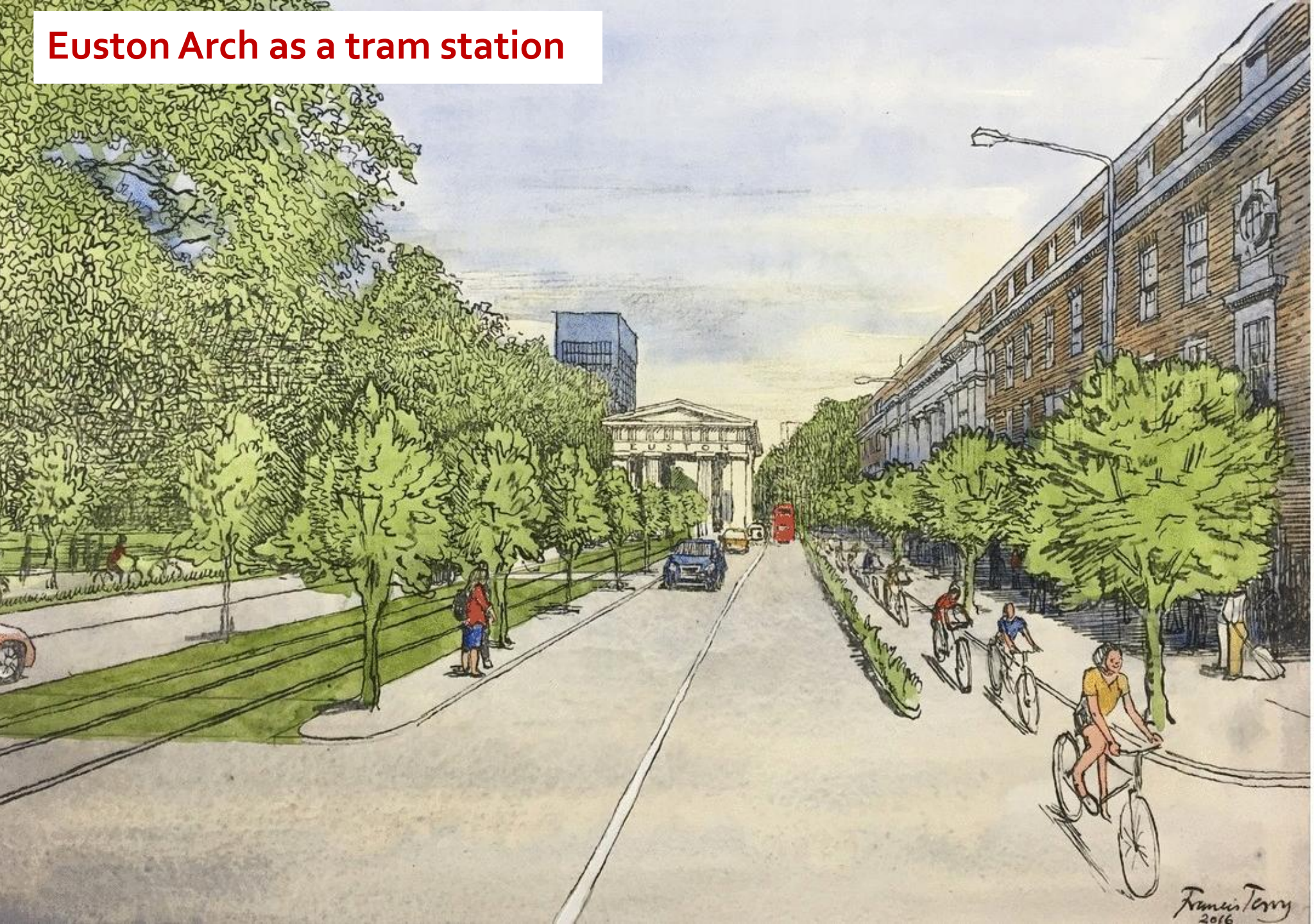
Group discussion: Cork, Urban or Suburban?



- What is the role of the community in improving Cork?
- Is all of Cork 'on the rise' ?
- Where do you travel in Cork?
- What do you use the City centre for?
- What do you do in the area where you live?
- How do you travel around Cork?
- Do you see Cork as a series of town centres or one main centre with lots of suburbs?
- What kind of place should Cork be trying to be in the future?

Euston Boulevard

Euston Arch as a tram station



CREATE streets

Case studies on effective / ineffective community influence: Mount Pleasant

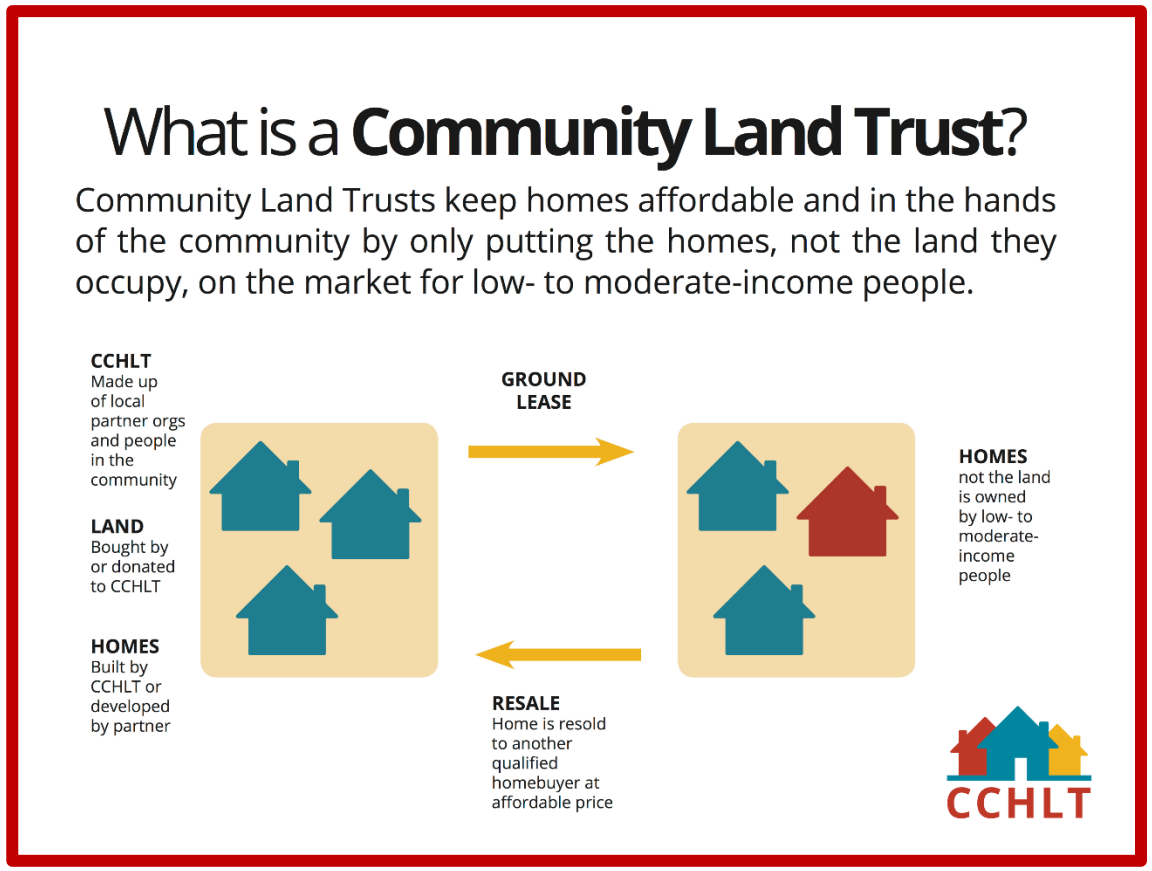
- 99% support in local survey of 258 residents
- Developer's comment: "very beautiful. You'll never get it through planning."
- Local comment: "the whole of London would fight for Mount Pleasant Circus"

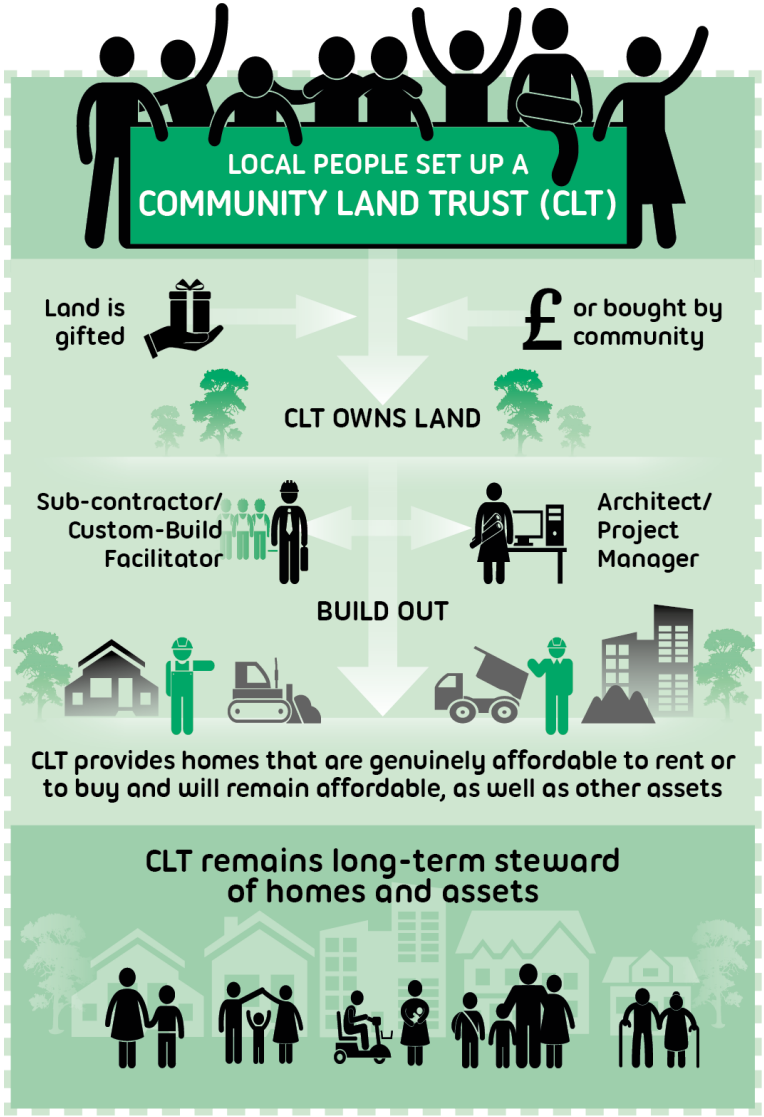
- Community-led alternative to unpopular proposals for Royal Mail site in Farringdon.
- More housing and accessible open space than unpopular proposals.
- Fits in to surrounding streets better than unpopular proposals

Case studies on effective / ineffective community influence: Mile End CLT

- London's First Community Land Trust
- Born out of work by London Citizens
- 23 High quality new homes at one third of the market cost – and they'll remain low cost forever.
- Used a community-led design process, with architects JTP
- Part of larger development by Galliford Try
- Now nearing completion

Case studies on effective / ineffective community influence: Mile End CLT





Case studies on effective / ineffective community influence: Nansledan Urban Extension to Newquay

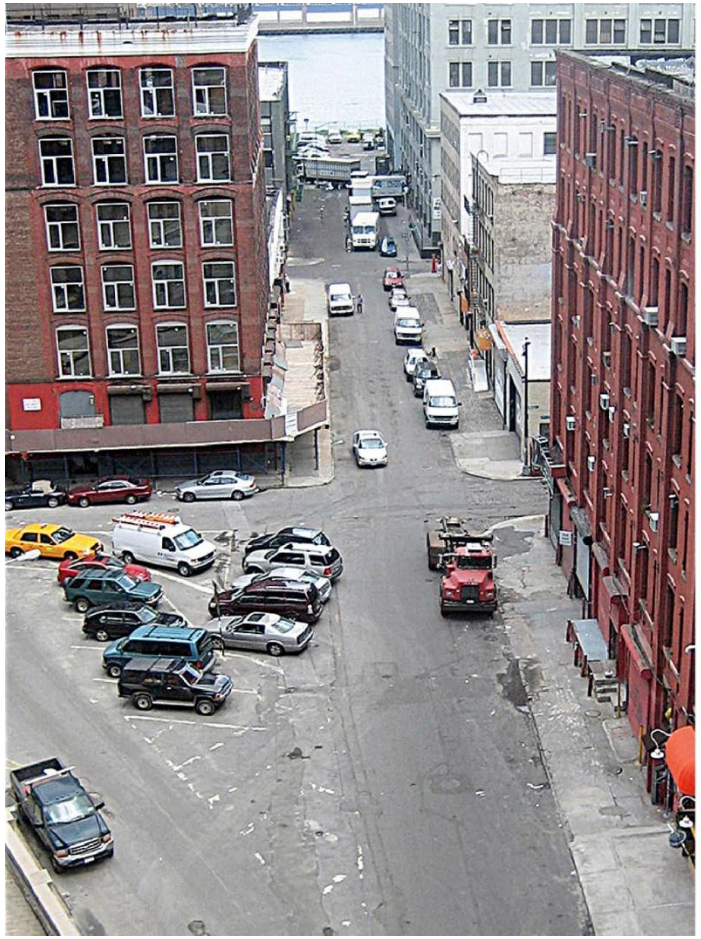
- 218-hectare urban extension to the coastal town of Newquay
- Designed to 'be an exemplary sustainable and quintessentially Cornish urban extension.'
- Originally conceived of as an extension of around 1,000 homes
- Grew in the planning to a planned mixed development of more than 4,000 homes and 4,000 jobs
- There is already a 20 percent value premium compared to the local new build market
- Strong local support – in large part due to intensive co-design rather than a 'design and consult' model;
- Design aims to be walkable, mixed-use with modest but regular green spaces
- Benefitted from being able to take a very long-term approach

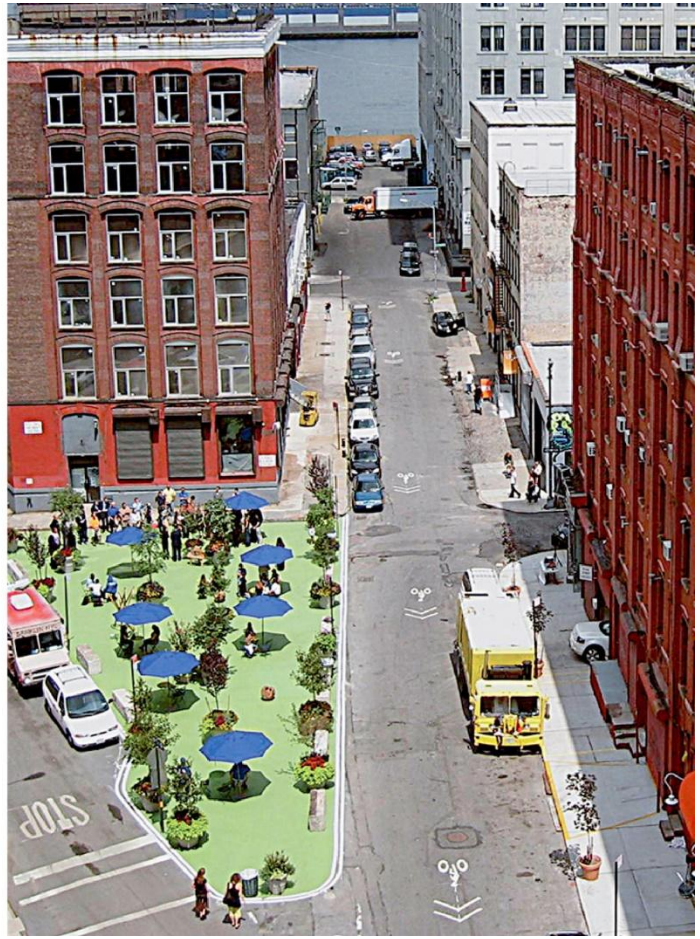
Is co-living part of the answer or a hippy fad - Marmalade Lane

CREATE streets

Case studies on effective / ineffective community influence: Tactical Urbanism in New York

- NYC Plaza Program was launched in 2007 with the goal to ensure that all New Yorkers live within a 10-minute walk of quality open space.
- 'Tactical urbanism' approach used temporary materials and movable street furniture to transform refuge island into pedestrian plazas overnight
- Plaza Program has led to the installation of over seventy new pedestrian plazas in the city.





Source: Mount Pleasant Circus, Create Streets (Oct 2014)

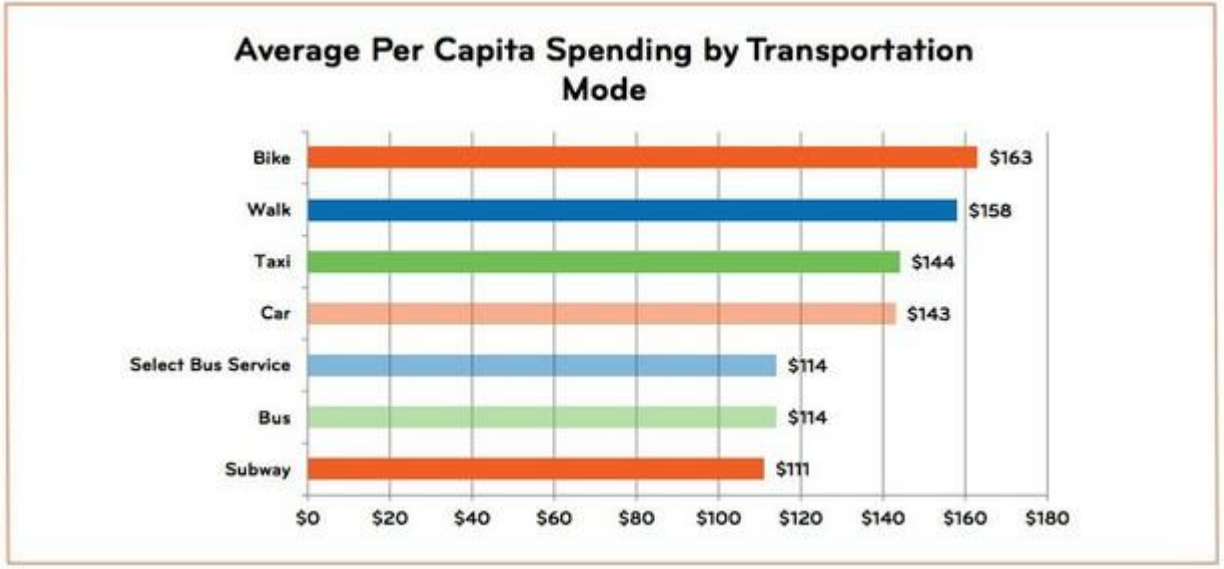
Cycling is good for a city…

In Copenhagen:

- One km driven by car costs society about 15 euro cents, whereas society gains 16 euro cents for each km cycled.
- Due to factors like the health benefits of cycling and the avoided ill-effects of cars.

Transport transitions in Copenhagen: Comparing the cost of cars and bicycles. Gössling, Stefan , Choi, Andy S.(2015) In *Ecological Economics* 113. p.106-113

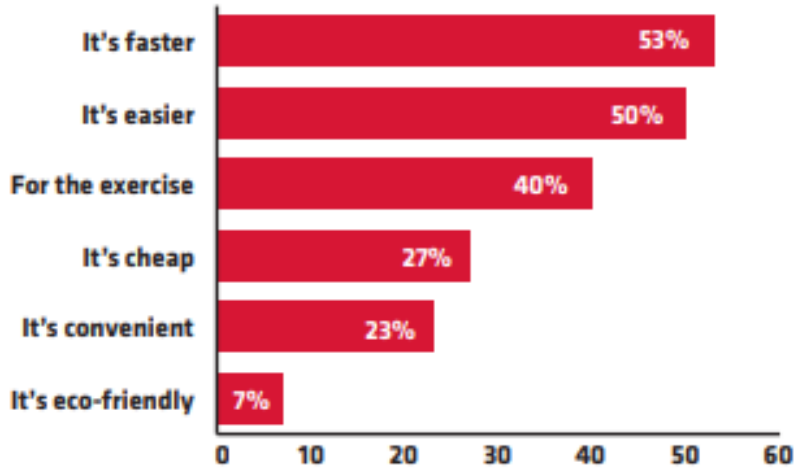
- Multiple studies show that replacing on-street parking with a bike lane has little to no impact on local business, and in some cases might even *increase* business
- e.g. Study in New York (below) showed that Cyclists spent about $163 per week on average, compared to $143 among drivers.



- New cycling infrastructure moves an average of 46% of people (London)
- It occupies ~ 30% of road space

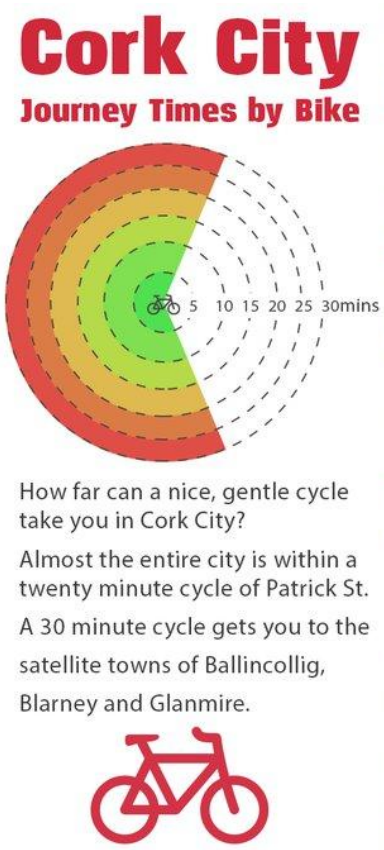
…but that's not *why* people cycle

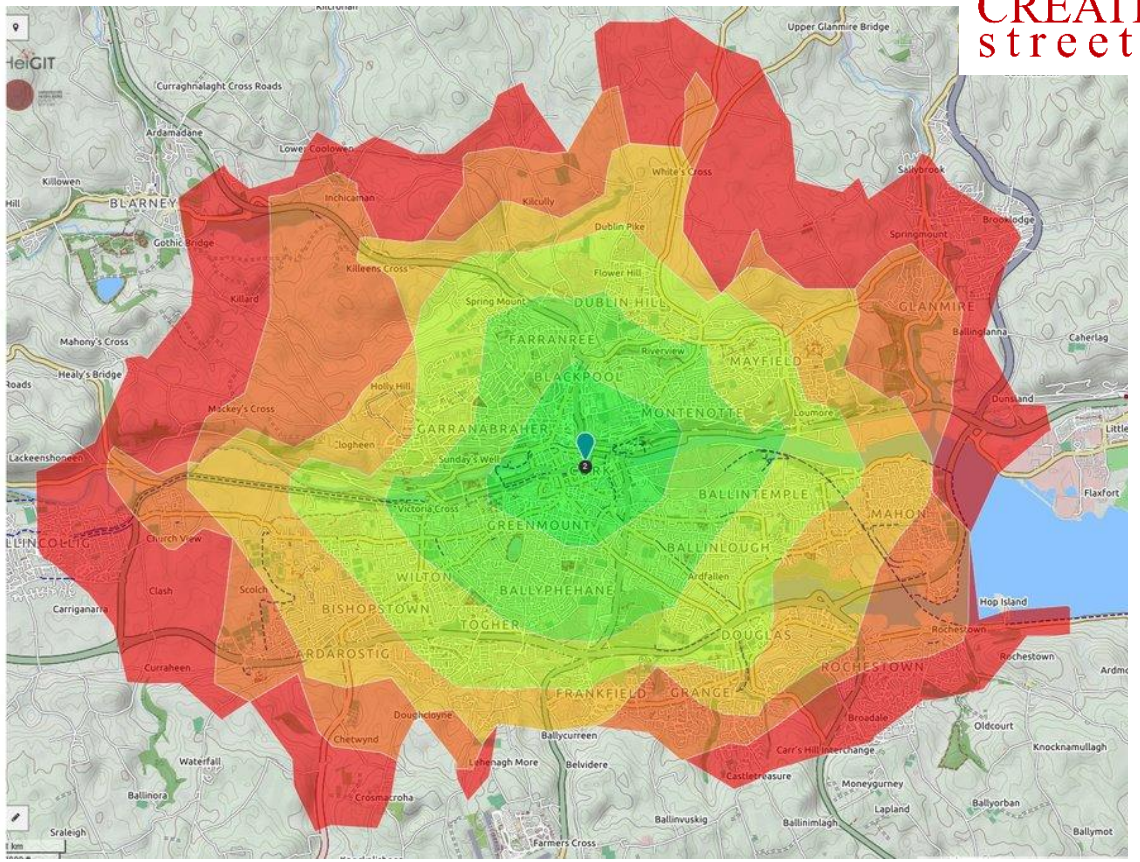
Copenhagener's Reasons for cycling
(Source: 2017 Copenhagen Bicycle Account)



20–100%

Average increase in cyclists' feeling of safety after implementing separated bicycle tracks





- You could cycle most places in Cork pretty quickly
- Even where cycling isn't 'mainstream' it is usually faster.
- e.g. Driving in Cardiff's rush hour, you'll spend over 30 minutes stationary and average 7mph. A commuter on a bike would average around 12-15mph.

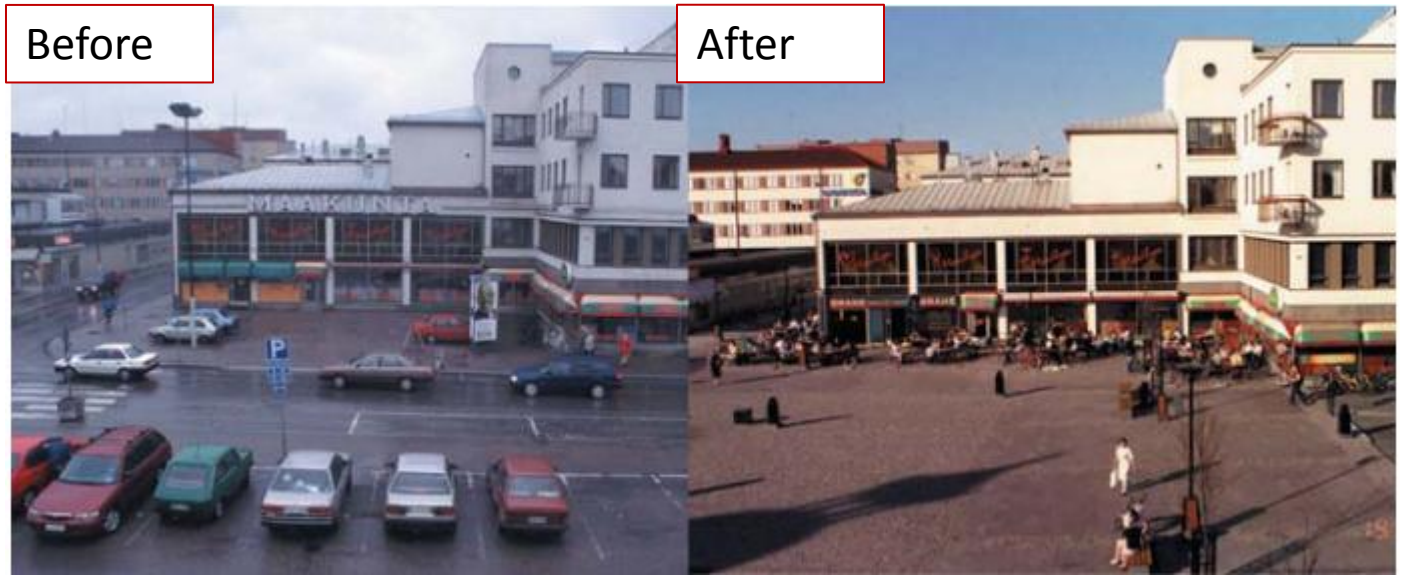
Pedestrianisation can help a city

- Research in Leicester found **as motorised traffic flow increases so does proportion of vacant shops** along street.
- Research in major cities (e.g. Izmir, Turkey) and in small towns (e.g. Hasselt, Belgium) shows **town-centre pedestrianisation usually leads to increased property prices**
- In Dublin, redevelopment and pedestrianisation of Temple Bar District led to **300% increase in employment**
- Report by property consultants Erdman Lewis showed pedestrianising a site leads to **rental premium of up to 50%** over comparable sites with cars.

Sources: http://openaccess.iyte.edu.tr/bitstream/handle/11147/2995/T000738.pdf?sequence=1&isAllowed=y & https://www.livingstreets.org.uk/media/1391/pedestrianpound_fullreport_web.pdf & *"Leicester Environment City Trust, 1993 Streets, traffic and trade: A survey of vacant shops sites in Leicester City Centre. Leicester: Leicester Environment City Trust."*

Pedestrianisation can help a city

- In Kajaani, Finland main square and section of main high street were closed to motorised vehicles.
- Prior to scheme 13 000 vehicles/day drove through square.
- Traffic flow in adjacent streets rose from 1,000 to 6,500 vehicles/day, while in other streets there has been no change in traffic flows.
- Some of the traffic has 'evaporated' - more trips in the city centre are now made on foot.
- Before the project**: 60%** of inhabitants thought that Kajaani was a good town to live in, and **47 %** of the inhabitants thought that the centre of Kajaani was beautiful.
- After the project: **80%** thought that Kajaani was a good town to live in and **60%** thought that the centre was beautiful; **55 %** wanted the pedestrian area to be enlarged. (2000)



Source: http://ec.europa.eu/environment/pubs/pdf/streets_people.pdf

‘Mini Holland’ Scheme in London has boosted both walking and cycling

- 3 London Boroughs received funding
- People cycle **and walk** for 41 minutes more a week more
- **32 minutes** for walking, **9 minutes** by bike.
- No evidence that more time spent in cars
- Consistent across demographic & socioeconomic groups

Seville – Build it and they will come?

CREATE streets

- Seville had ~**0.5%** journeys by bike ('too hot')
- Built **50 miles** segregated cycle lanes in **one year** (**75 miles** in total)
- Bike trips multiplied **11-fold**: **6,000** daily rides to > **70,000**
- 'Modal share' cycling from **0.5%** to **7%**
- Manchester just announced plans for **75 miles** of segregated cycle lanes – 'Beelines'

Are trackless trams the next big thing or just long busses ?

Discussion: how do we want to influence the future of Cork?

- Co-design of neighbourhoods / regeneration?
- Community Land Trusts?
- Tactical urbanism?
- Tree planting?
- New open spaces?
- New routes for walking and cycling?
- Pedestrianisation of the city centre?
- Docklands community master plan?

What should Cork be like in the future?

What 'urban grain & form' should new development Cork have?

What should new buildings look like?

What is the impact of new technology & changing habits on how towns and cities work?

What places could be improved ? How?

Is Cork everything it could and should be ?

Is the city centre a place to work, live or shop?

Is Cork a city of different suburbs or one joined-up place?

Which bits of Cork do you like & dislike ? Why?

How should we move around Cork in the future?

How many of you walk or cycle for ~ 20 mins per day?

How can docklands or regeneration (Knocknaheenny) have some of same qualities as city centre?

Windrush Square, Brixton – 23% increase in scenicness

2008

Scenicness Score: 4.04

2017

Scenicness Score: 4.96

Investment
Cost: £8.7m
Completion Date: February 2010

Source: Better Streets Delivered

Exhibition Road – 40% increase in scenicness

2008

Scenicness Score: 3.12

2015

Scenicness Score: 4.37

Investment
Cost: £29m
Completion Date: December 2011

Source: Better Streets Delivered

Exhibition Road

Herne Hill – 25% increase in scenicness

2012

Scenicness Score: 2.87

2016

Scenicness Score: 3.59

Investment

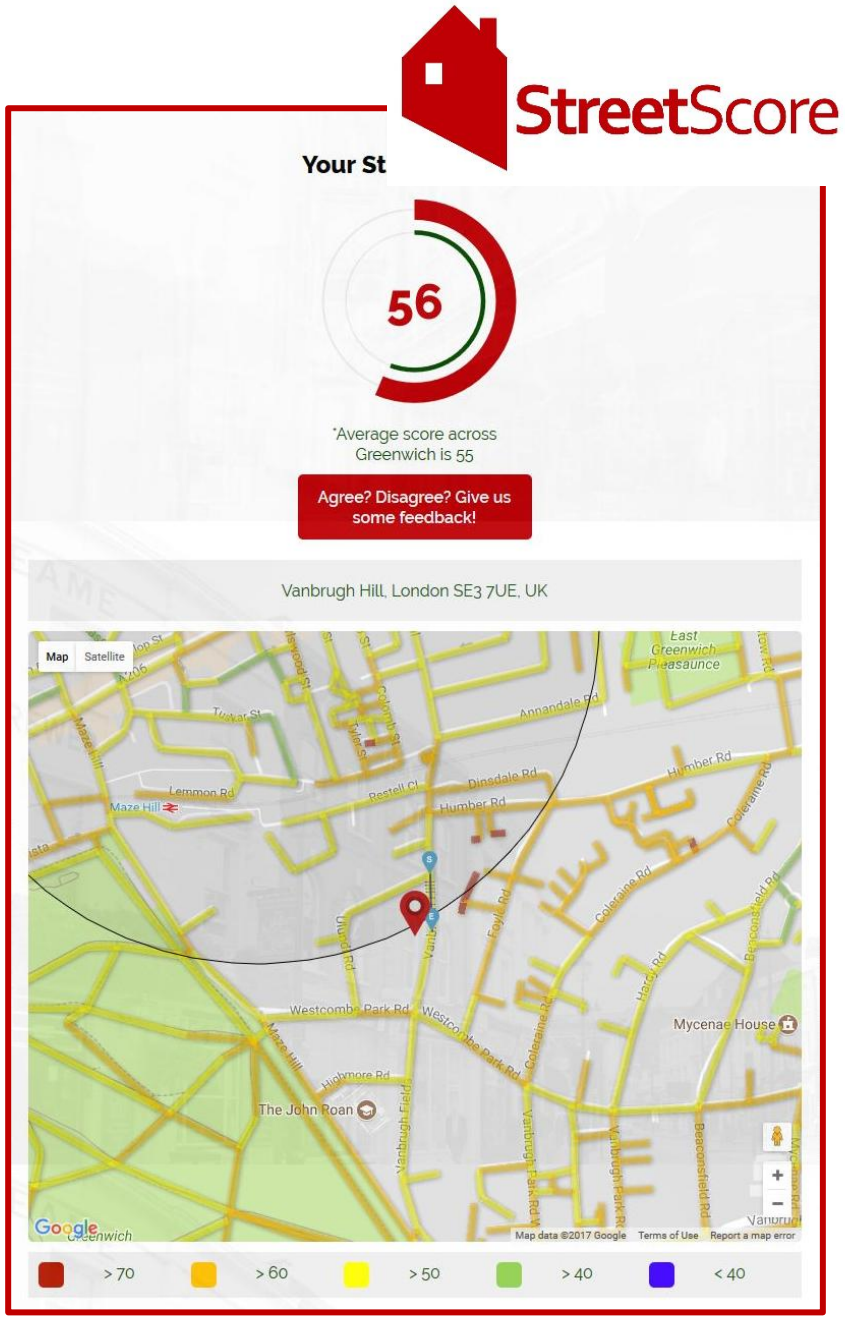
Cost: £1.704m

Completion Date: July 2010

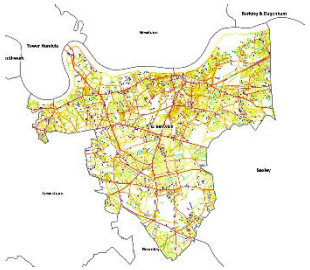
Source: Better Streets Delivered

Herne Hill

StreetScore

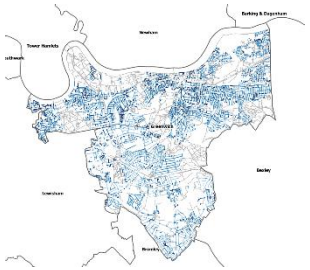


StreetScore



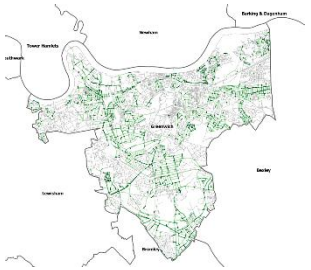
Connectivity

City-wide accessibility
City-wide integration
Local integration



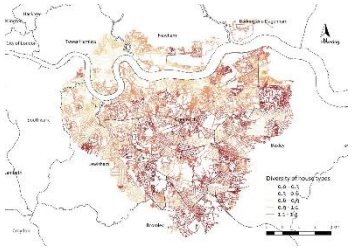
Density

Dwelling per hectare
Dwellings per street*



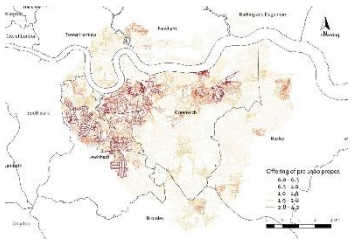
Greenery

Amount of green space
Distance to nearest park
Distance to heritage park
Street trees per m*



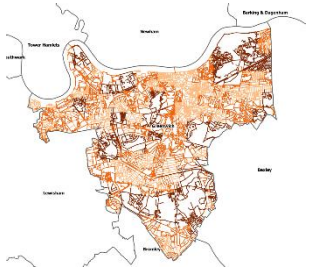
Homes

Diversity of housing types
Terraced and semi-detached housing



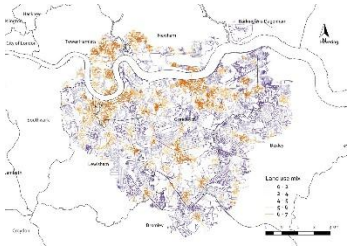
Facades

Pre 1939 building score*



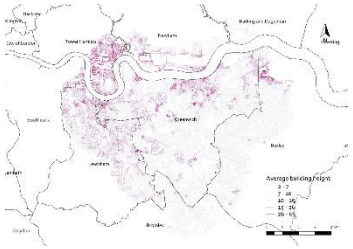
Urban Blocks

Minimum block size
Maximum block size



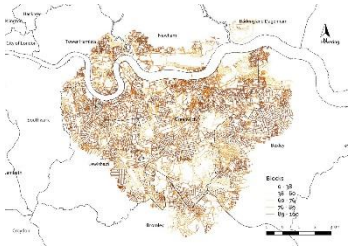
Land use

Land use mix
Diversity of amenities
Diversity of public transport



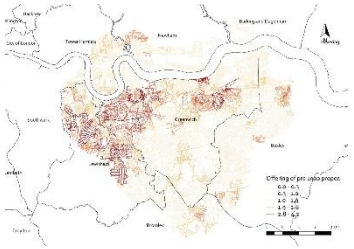
Height

Building height



Space

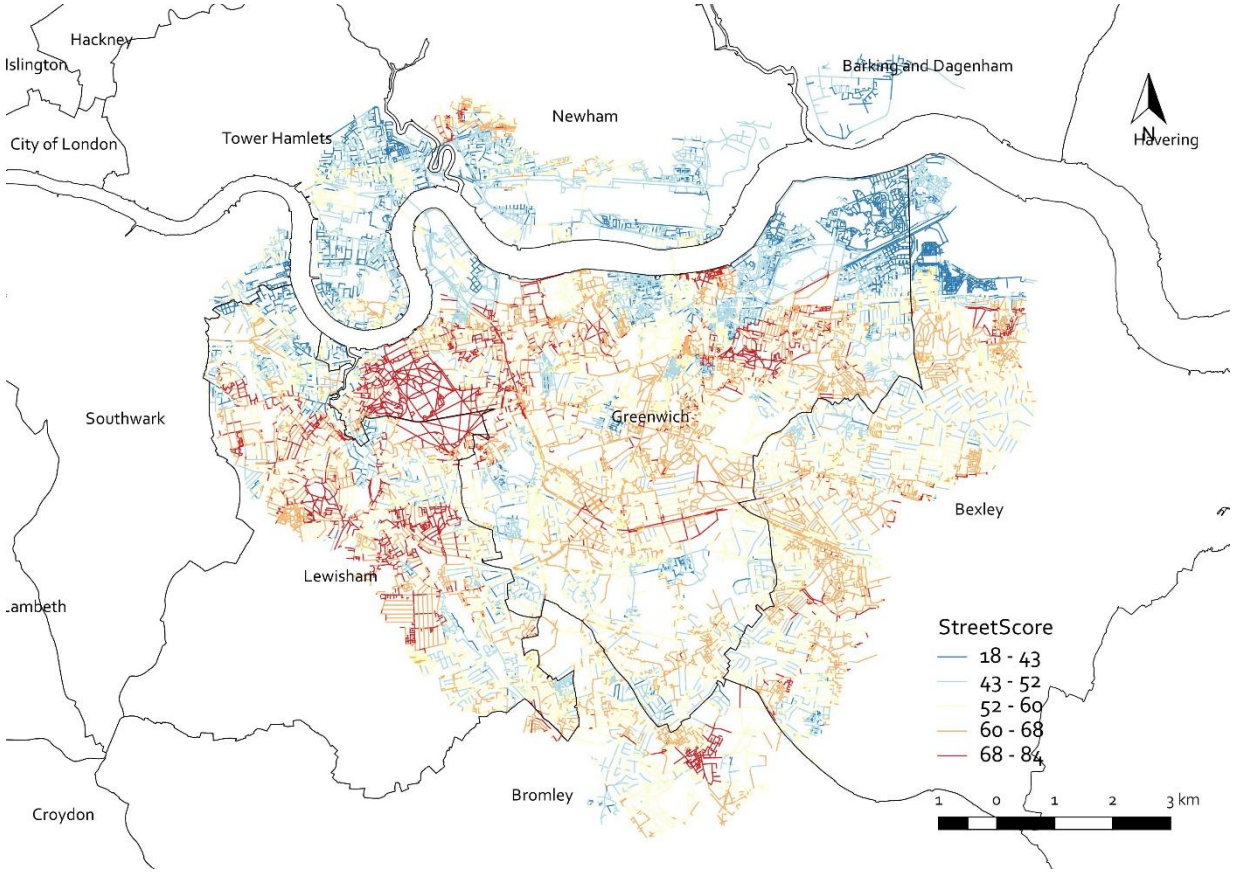
Unbuilt land



Design

Distance to listed building*
Pre 1900 building score*

StreetScore



Greenery	34 / 100
Homes	37 / 100
Height	100 / 100
Connectivity and Streets	25 / 100
Land use	53 / 100
Blocks	95 / 100
Space	98 / 100
Beauty and Design	78 / 100
Facades	38 / 100
Density	27 / 100
Air Quality	80 / 100

Eastern Way 36 (Low)

StreetScore

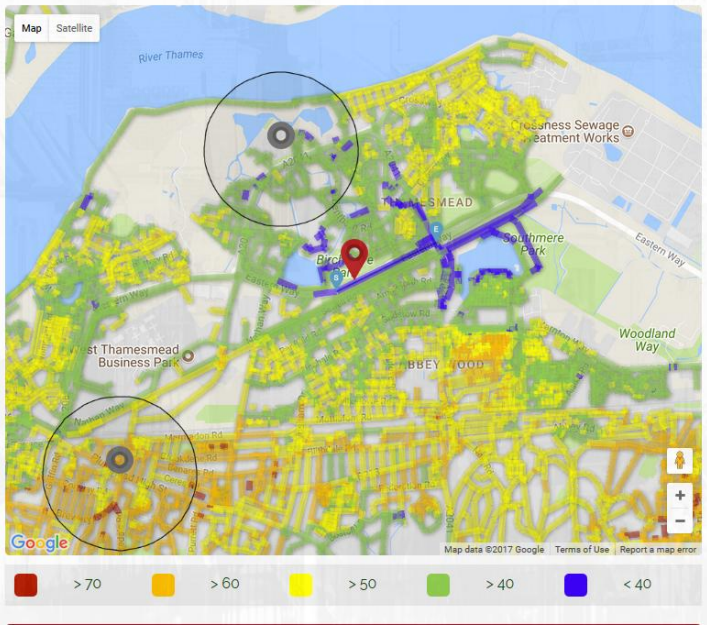
Enter a pc :ore

Your StreetScore is

36

*Average score across Greenwich is 55

Agree? Disagree? Give us some feedback!



Winchat Road 58 (Average)

StreetScore

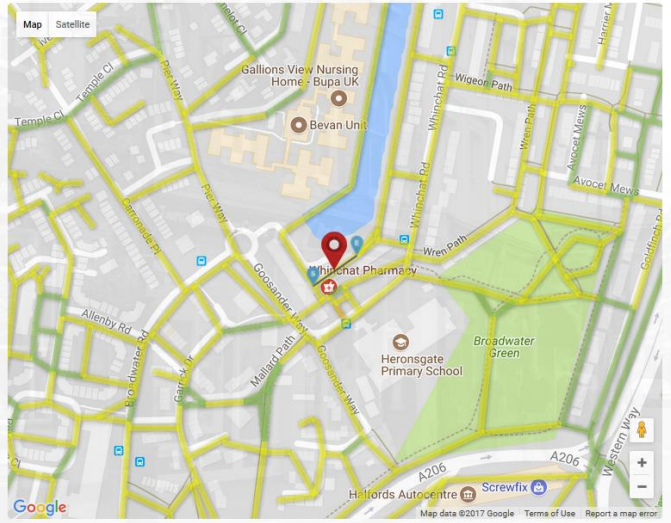
Your StreetScore is

58

*Average score across Greenwich is 55

Agree? Disagree? Give us some feedback!

Whinchat Rd, London SE28 0DZ, UK



> 70 > 60 > 50 > 40 < 40

Showing the StreetScore layer

Hyde Vale 70 (High)

StreetScore

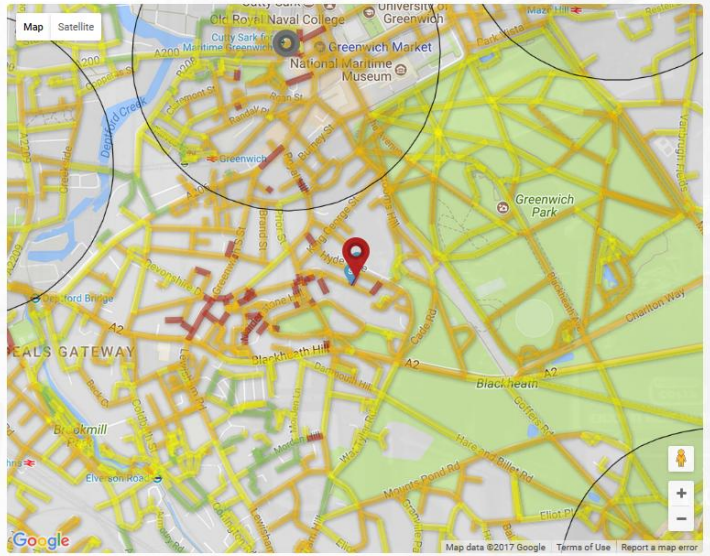
Enter a pc

Your StreetScore is

70

*Average score across Greenwich is 55

Agree? Disagree? Give us some feedback!

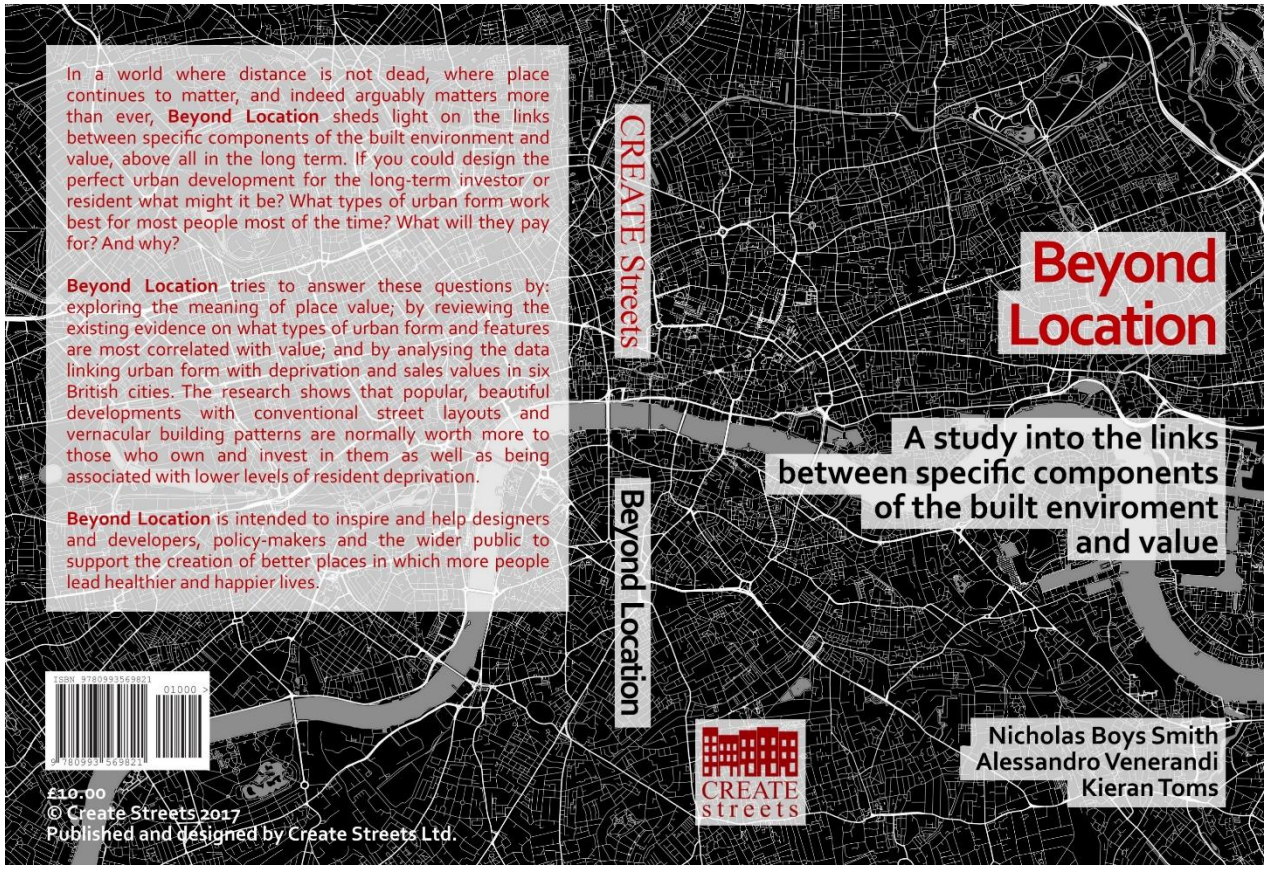


> 70 > 60 > 50 > 40 < 40

If you'd like to find out more……

CREATE streets

StreetScore



CREATE streets