

Streets and Spaces

1. CIHT professionals are of key importance to the creation of successful streets and spaces. However beautiful or creative the appearance of a scheme, it will not succeed unless all Rrs are provided for. The key issue is getting the right balance between the “movement” and “social” functions of streets and spaces. The CIHT promotes urban and street design as a means of achieving the balance that is appropriate to each context. This is sometimes referred to as the balance between “movement” and “place” functions (for example in the *Manual for Streets - DCLG, DfT, 2007*, and *Manual for Streets 2 - CIHT, 2010*).
2. The creation of streets and spaces between buildings is central to urban design and masterplanning. It is about the social and cultural life of communities, the enjoyment and enrichment that comes from social interaction, rest, recreation and play in a public setting. Transport and access are an important determinant of the quality of streets from the perspective of their other function as social spaces, and the balance of these functions is the principal design and management challenge.
3. The CIHT supports the leading role played by traffic and transport professionals in the already well-established field of street design. They contribute the necessary expertise on the transport context such as networks, services, demand management, and speed management. In addition they ensure that the technical aspects of urban realm design are dealt with, including space allocation between different users, and the dimensions of movement spaces for walking, cycling as well as the various motorised modes. Other aspects include the provision and management of parking, deliveries, street utilities, and landscaping.
4. The CIHT advocates the ending of the practice whereby highways and streets are planned and designed simply as conduits for motorised movement. The creation of welcoming streets and spaces is an important way of diminishing the appeal and competitiveness of car-dependent activities and locations, and thereby improving the quality of urban life and encouraging more sustainable travel.
5. The CIHT recognises that people capacity in city centres is an important issue, especially when step changes in demand occur, such as with the opening of high capacity public transport such as Crossrail. This requires a sophisticated pedestrian and spatial planning response.
6. The revival of high streets and neighbourhood centres is a policy aim that chimes well with the aims of quality urban life, as well the adoption of more sustainable travel.
7. There is enormous scope to create new squares, parks and informal spaces by reclaiming land devoted to roads and parking, and thereby to create street space for leisure and social exchange. The CIHT also recognises the potential for creating new kinds of space, such as interchanges, that are also destinations, and opening up former private spaces for public enjoyment. Busy roads can also be adapted to offer a more positive experience, even when traffic continues to be the main function. The CIHT applauds the exemplar schemes that have emerged in recent years, and urges more widespread action.