

CABE Space - Designing streets for people - not traffic

Most streets in this country are failing pedestrians, and need to become destinations again, and not simply ways of getting traffic from A to B.

Radical new thinking in urban street design may point the way forward.

Civilised streets, a new report from CABE, sets out the opportunities and challenges of new design approaches. It argues that the car still dominates and our streets will only become more civilised places if the needs of pedestrians are prioritised over cars.

CABE argues that streets which are designed to give all users more freedom of movement are ultimately slower, safer and more social places. These civilised streets are places where people of all ages can walk, cycle, play, talk and shop more easily. Civilised streets explores the contentious concept of shared space, which advocates removing signs and guard rails, obliging drivers and pedestrians to become more alert to each other, which in turn leads to more responsible driving.

Shared space is one way of rescuing our streets from the car. Director of CABE Space, Sarah Gaventa, highlights New Road in Brighton as one example of how redesigning a street can reinvent it. *If the country is to get more streets of such quality, local authorities, highway engineers and planners must both understand and consider shared spaces as a means of delivering more civilised streets.*

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[CABE Space publications](#) highlighting the benefits of better street design.

- [Civilised streets](#)
- [This way to better streets](#)
- [Paved with gold: the real value of street design](#)
- [Living with risk: promoting better public space design](#)

Civilised streets

07 March 2008 - This briefing is designed to stimulate the debate on new street design among design professionals and lobby groups in CABE's search for civilised streets. It looks at different design approaches and at notions of street safety. It explores recent discussions on shared space and explains the many benefits of the recent change in thinking away from the car and towards the pedestrian. And it presents a common agenda for the future that is about removing the dominance of the car – creating civilised streets that work for all.

www.townforum.org.uk/planning/civilisedstreets-cabe2008.pdf

There has been an important shift in thinking in recent years about urban street design.

Where the car was king, now – according to the government's **Manual for streets** (March 2007) at least – people must come first.

www.telephonehouse.org.uk/neighbourhoods/manualforstreets290307depttransport.pdf