

HOW CAN TRANSPORT HELP DEPRIVED NEIGHBOURHOODS?

1. Pedestrian-permeability

A pedestrian permeable street design produces about a 6lb difference in average weight between otherwise matched communities. This is equivalent to an additional death rate of about 1 per 1,000 per annum.

2. Traffic free streets increase social support

Appleyard and Lintell show a considerable increase in the number of neighbours that people know if they live in lightly trafficked streets. This San Francisco study has recently been replicated in the UK.

3. Use street space for community use.

In the Dutch woonerf (living street) the street is used for community meeting places, play areas, gardens and organised car parking spaces. The carriageway becomes just the gap between the obstacles.

4. Accessibility strategies.

Transport poverty is the difficulty that the non-car owning population experience in accessing sources of recreation, healthy shopping, and work. Accessibility planning of public transport addresses this. A comprehensive public transport network would address it even better.

5. Twenty is Plenty

Despite car ownership being higher in the higher social classes road accident deaths occur to a greater extent in the lower social classes.

Few places are more than a mile from the main road. So few journeys involve more than two miles on side roads. The difference between travelling two miles at 20mph rather than 40mph is three minutes. That is the impact on journey times of a universal strictly enforced 20 mph speed limit in residential side streets.

We are killing our children for three minutes off our journeys.

6. Road safety

The NRSI initiative in Greater Manchester used neighbourhood regeneration and community development techniques and innovative educational methods (such as theatre in education) to address road safety.