

Complexity & Empathy

Three 'bicycle' journeys of discovery

Cycle City Active City Conference

Creating active places: achieving the ambition

Newcastle Civic Centre, 26th June 2015

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Mixed-mode racing across Newcastle













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A guided tour around Inglby Barwick

Can architecture make you fat?

Experts are starting to think so - and they're urging architects and town planners to tackle the obesity epidemic by making new buildings more fitness-friendly. Paul Arendt reports

We all know that a diet of Krispy Kremes and chicken nuggets is a sure path to elasticated trousers - but did you know that architecture can be bad for your health, too? It's an idea that the government advisory body, the Commission for [Architecture](#) and the Built Environment (Cabe), will be urgently promoting this year. Cabe argues that town planners and architects must help tackle Britain's obesity epidemic by designing cities and housing that encourage exercise.

To illustrate the differences between a "healthy" built environment and one that could make you fat, Michael Crilly, a town planner who works with Cabe, took me to see two housing developments: one in Caterham-on-the-Hill in Surrey, the other in Stockton-on-Tees.

Ingleby Barwick in Stockton, the less healthy of the two, is a network of cul-de-sacs which, from the air, must resemble the contours of a giant brain. At ground level, it is a labyrinth. Car ownership here is very high: according to figures from the 2001 census, 48% of households have two vehicles, and a mere 3.5% have none. This isn't surprising. The solitary bus stop we were able to discover offered a measly couple of services a day. The estate's biggest landmark is a Tesco that is difficult to reach on foot. There is a cycle path, but it stretches just 500 yards, and although it is lined with houses on one side, a 6ft fence prevents any kind of access. For the people living nearby, it is essentially useless.







Police hunt flasher 'wearing nappy'

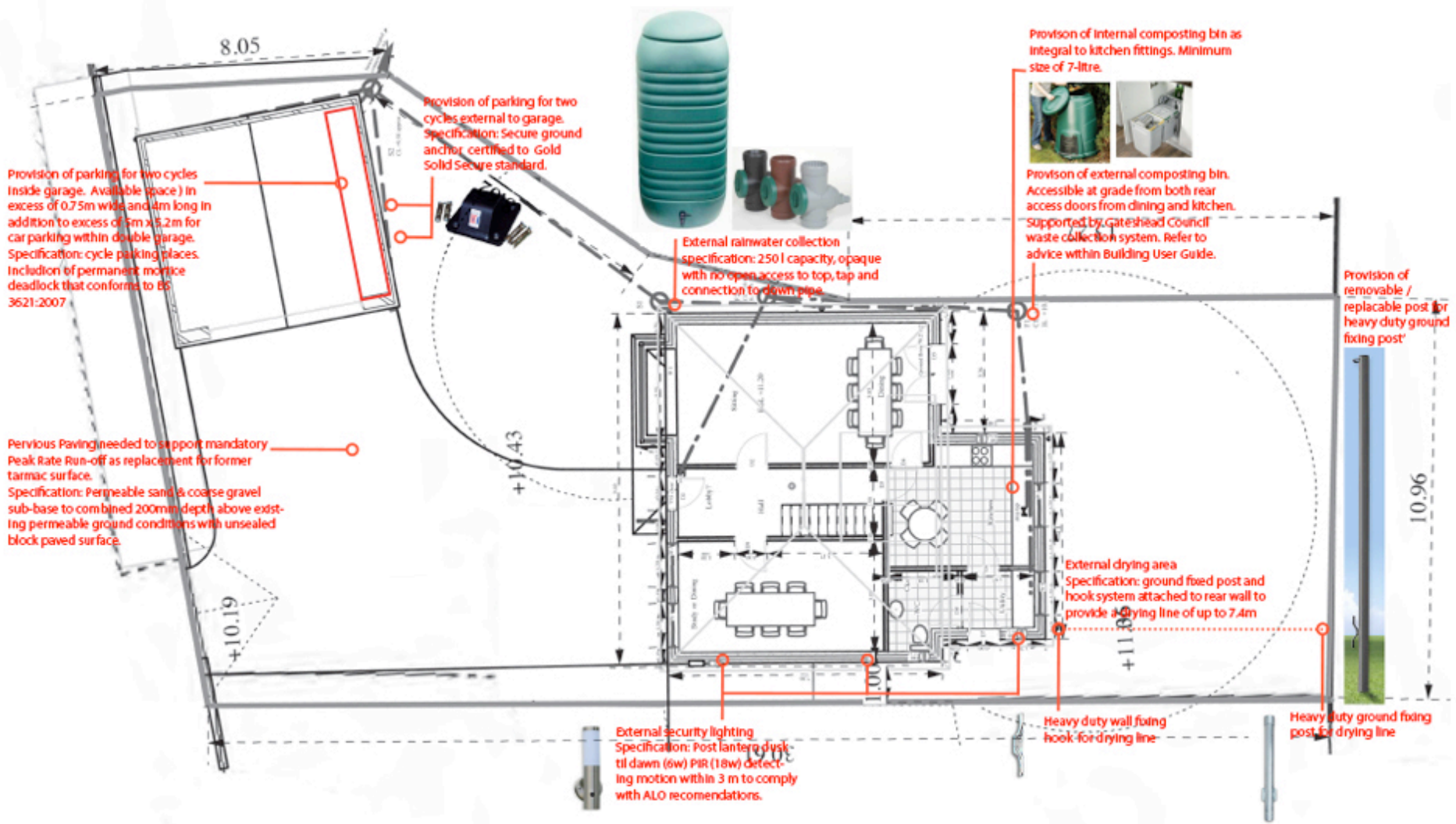
11:00, 22 MARCH 2008 | BY EVENING GAZETTE



"You hope your kids are going to be safe on the cycle paths around here, but you've got to be concerned when you hear of things like this. It's good that the school told the children, because they need to be aware."

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Code compliant cycle parking in Gateshead



Provision of parking for two cycles (inside garage. Available space) in excess of 0.75m wide and 4m long in addition to excess of 5m x 5.2m for car parking within double garage. Specification: cycle parking places. Inclusion of permanent mortice deadlock that conforms to BS 3621:2007

Provision of parking for two cycles external to garage. Specification: Secure ground anchor certified to Gold Solid Secure standard.

Pervious Paving needed to support mandatory Peak Rate Run-off as replacement for former tarmac surface. Specification: Permeable sand & coarse gravel sub-base to combined 200mm depth above existing permeable ground conditions with unsealed block paved surface.

External rainwater collection specification: 250 l capacity, opaque with no open access to top, tap and connection to down pipe

Provision of internal composting bin as integral to kitchen fittings. Minimum size of 7-litre.



Provision of external composting bin. Accessible at grade from both rear access doors from dining and kitchen. Supported by Gateshead Council waste collection system. Refer to advice within Building User Guide.

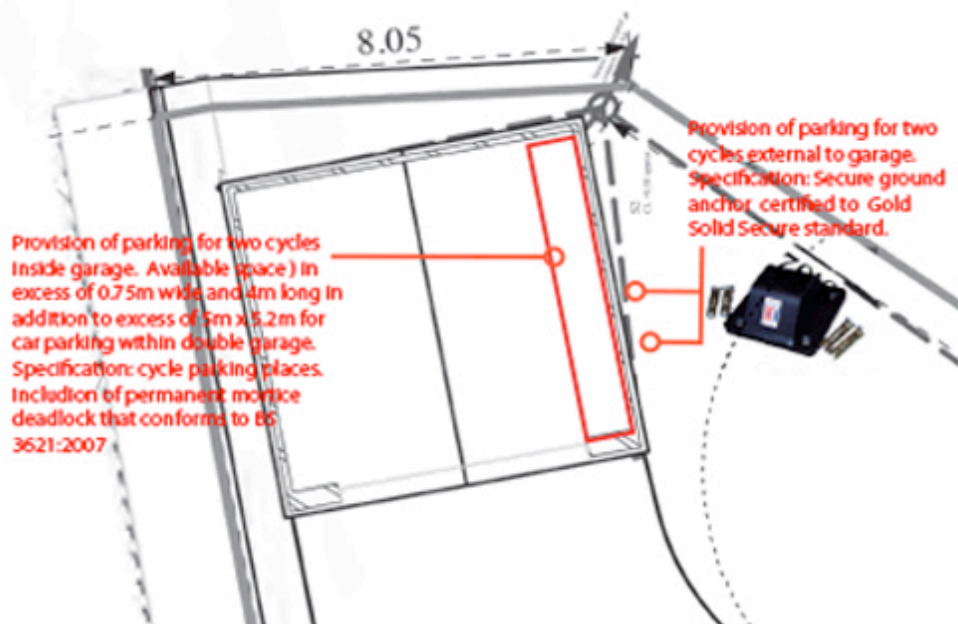
Provision of removable / replacable post for heavy duty ground fixing post*

External drying area Specification: ground fixed post and hook system attached to rear wall to provide a drying line of up to 7.4m

External security lighting Specification: Post lantern dusk till dawn (6w) PIR (18w) detecting motion within 3 m to comply with ALO recommendations.

Heavy duty wall fixing hook for drying line

Heavy duty ground fixing post for drying line



Provision of parking for two cycles
Inside garage. Available space) in
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Home User Guide

This Home User Guide is based on the recommended structure and content provided by BRE Checklist Manual for Home User Guide **Document Number : BF1154 Rev. 0.1 14/01/2011.**

Purpose of the Guide

This Home User Guide has been written with the property occupants in mind. Its purpose is to collate all of the necessary details about the everyday operation, management and maintenance of the property. It is structured and designed to be simple to use as a reference document.



Public Transport

This section is intended to support and encourage you to look at low carbon modes of transport to reduce emissions and reduce the need to travel. It should point you towards the most useful sources of information for sustainable forms of transport, particularly walking, cycling and public transport provision.

Public transport across Gateshead and Tyneside is supported by Nexus. Full and current details on public transport provision and route maps are available from the Nexus web site <http://www.nexus.org.uk/> You can also buy tickets online and check on live route updates for the Lobley Hill area.



Cycle routes and parking. Current maps of local cycle routes are maintained and available on request from the Local Transport Partnership. These identify the main recreation and commuter routes together with locations for secure cycle parking.

<http://www.tyneandwearltp.gov.uk/maps/>



Local bus routes are currently provided heading west and north along Lobley Hill Road. Your local bus stops are the Bus Stop on Lobley Hill Road (Heading West) and Lobley Hill Road (Heading North).



Car Clubs are a useful option for transport whenever your use of a car is occasional and optional. It has proved particularly beneficial for households needing occasional use of a second car and a cost-effective way to all this without the full cost of purchasing and maintaining a second car. More information regarding the membership details and costs are available from <http://www.co-wheels.org.uk/>



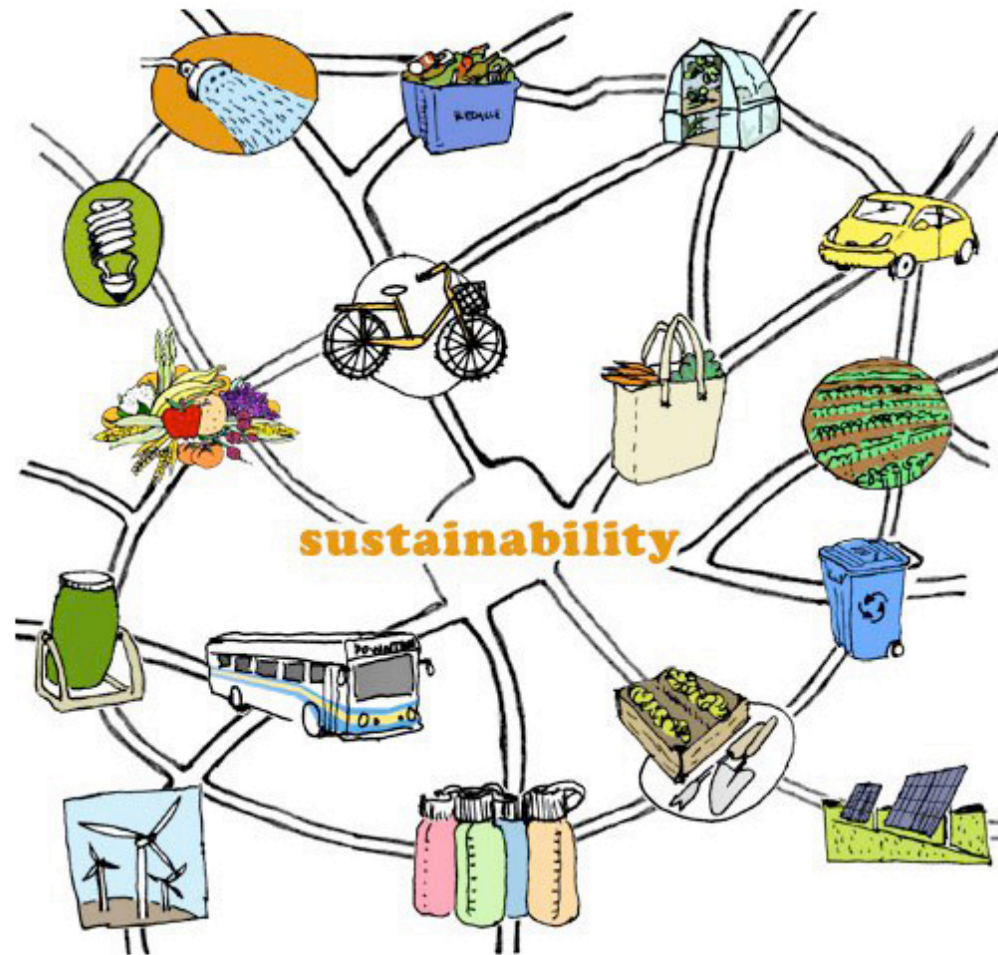
The metropolitan area of Tyne and Wear is a government pilot area for the provision of electric car charging points. At present there is a network of free charging points throughout Tyneside; including Newcastle City Centre; that provide free electricity charging as well as free parking. There is also government support for the installing of home electric vehicle charging points.

http://www.chargeatmyhouse.com/?gclid=CL_H3dPcjLwCFTDMIAod8x4ApA

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Reflections for discussion

- reductionist understanding of cycling as a single issue concern for speed, health, safety
- procedural issues around integration in early stage design & planning rather than an afterthought
- lack of effective use of 'evidence base' for advocacy & plan making
- complications around scale & interpretation in the planning system



Source: Mann,S (2011) *Sustainable Lens: A visual guide* (New Splash, Dunedin)

Thank You

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