

# Better town centres by bike and foot

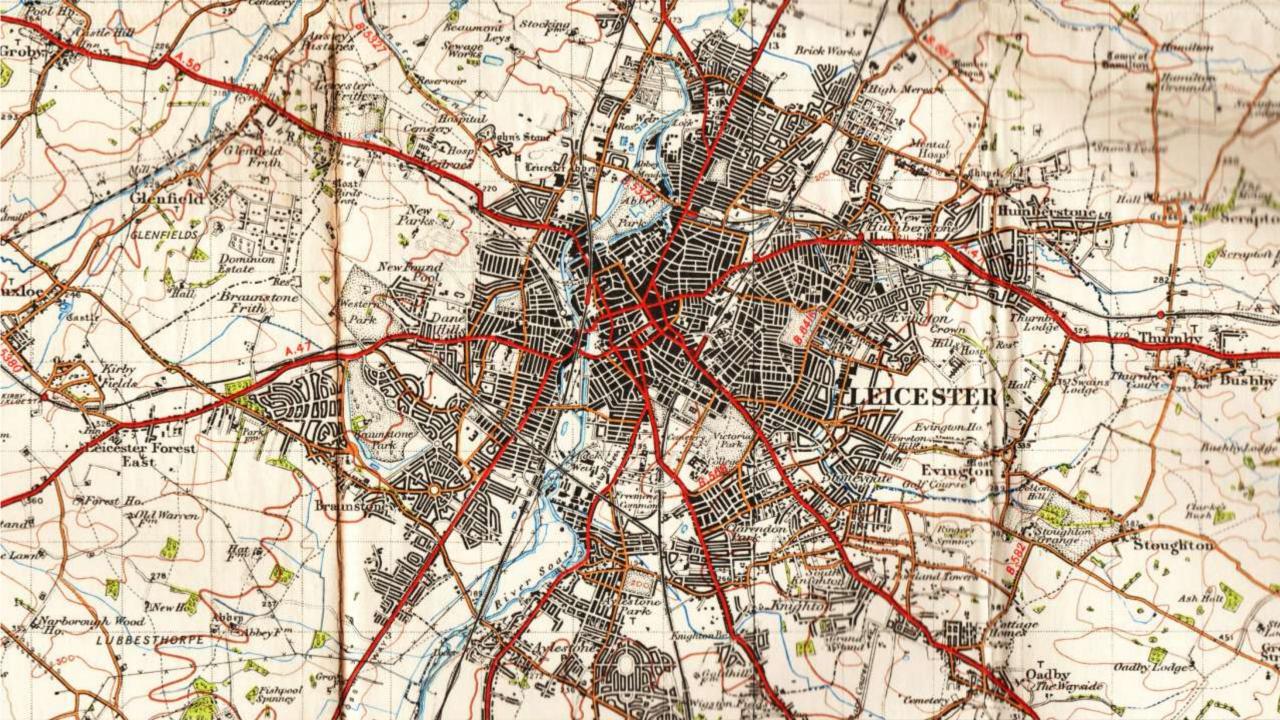


# Steve Essex









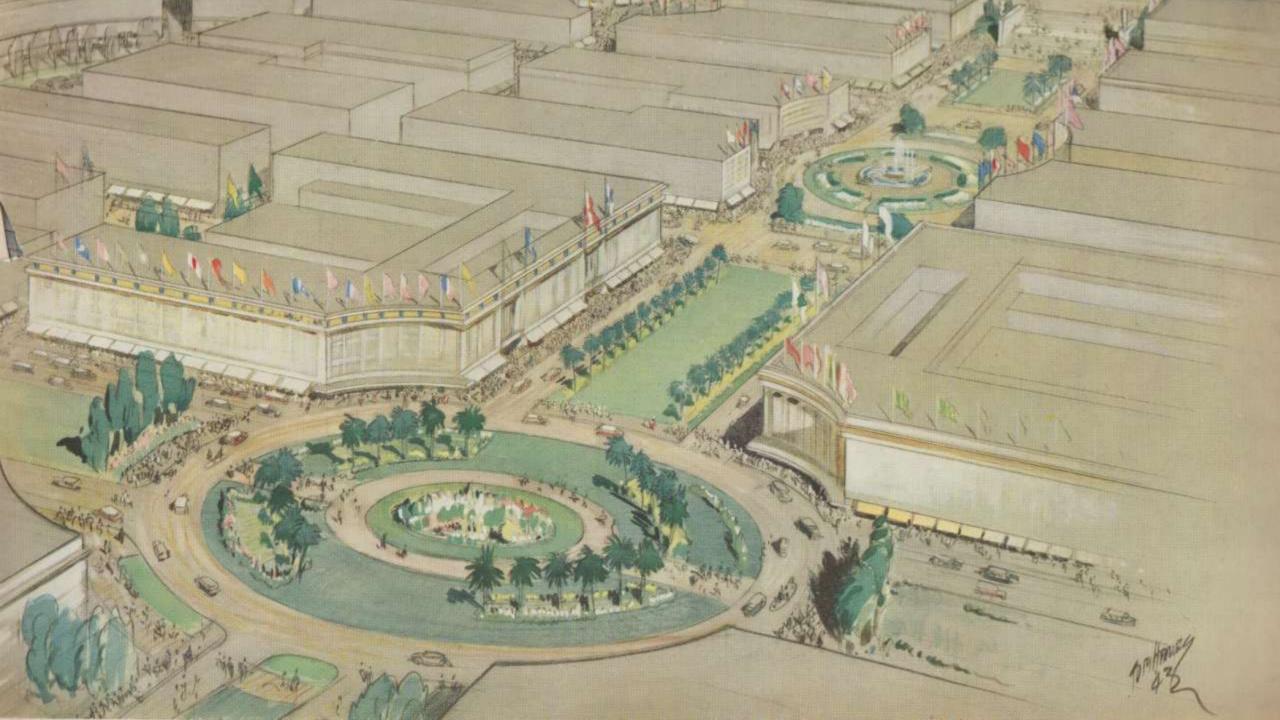


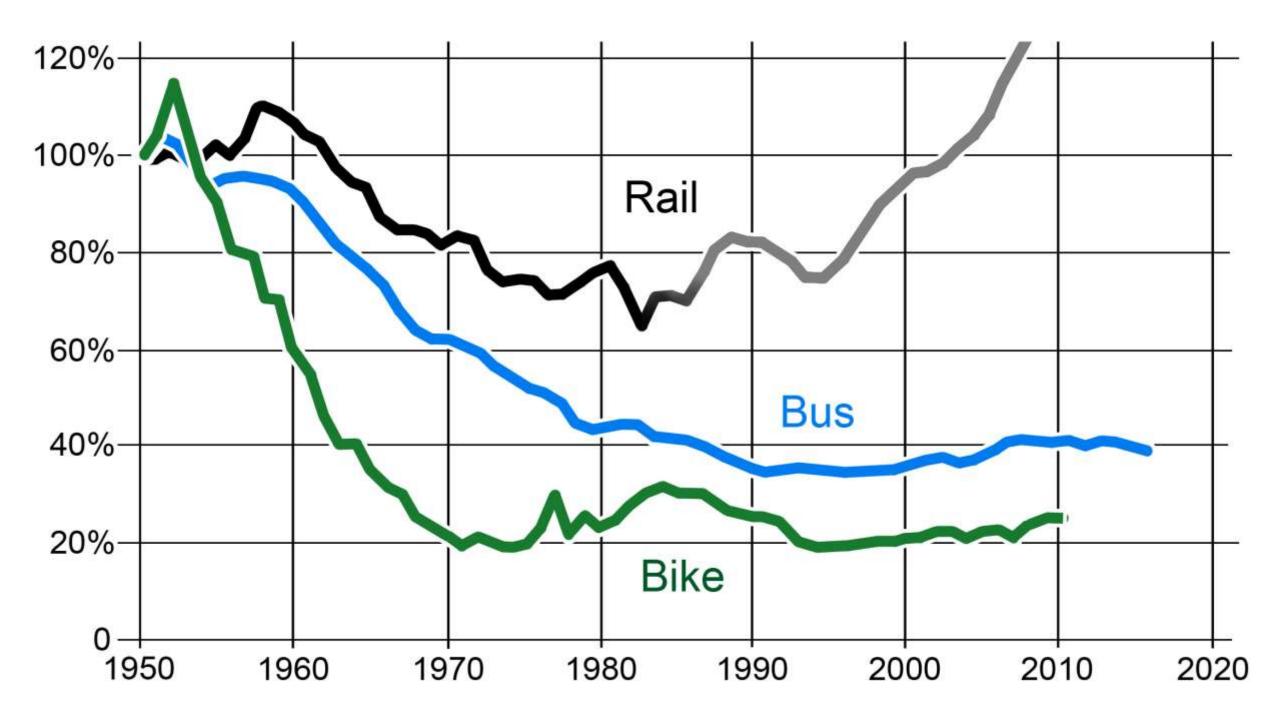


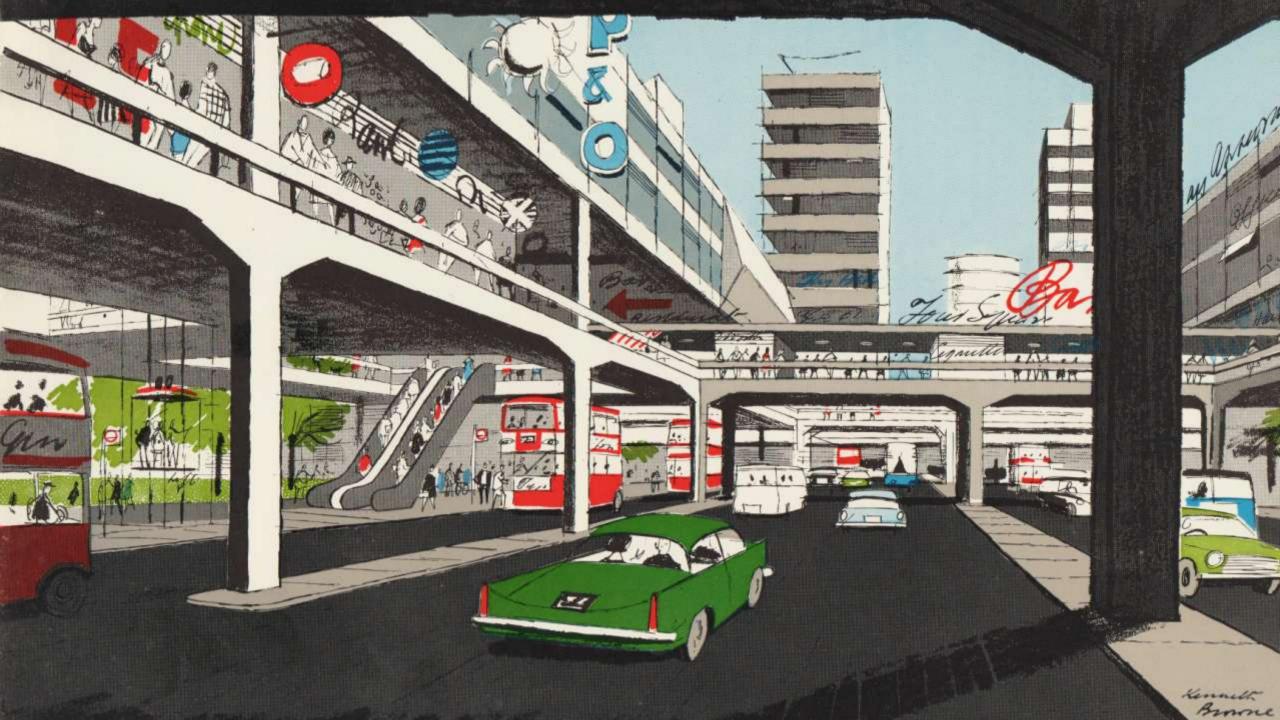










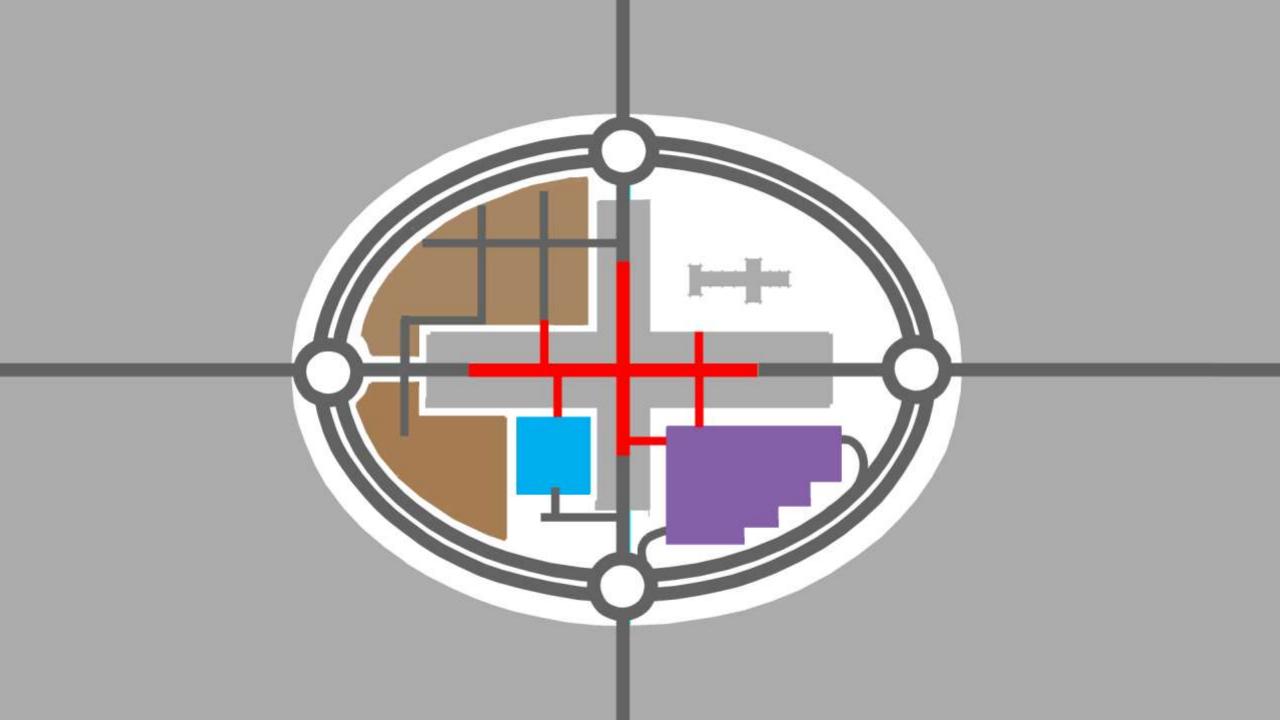


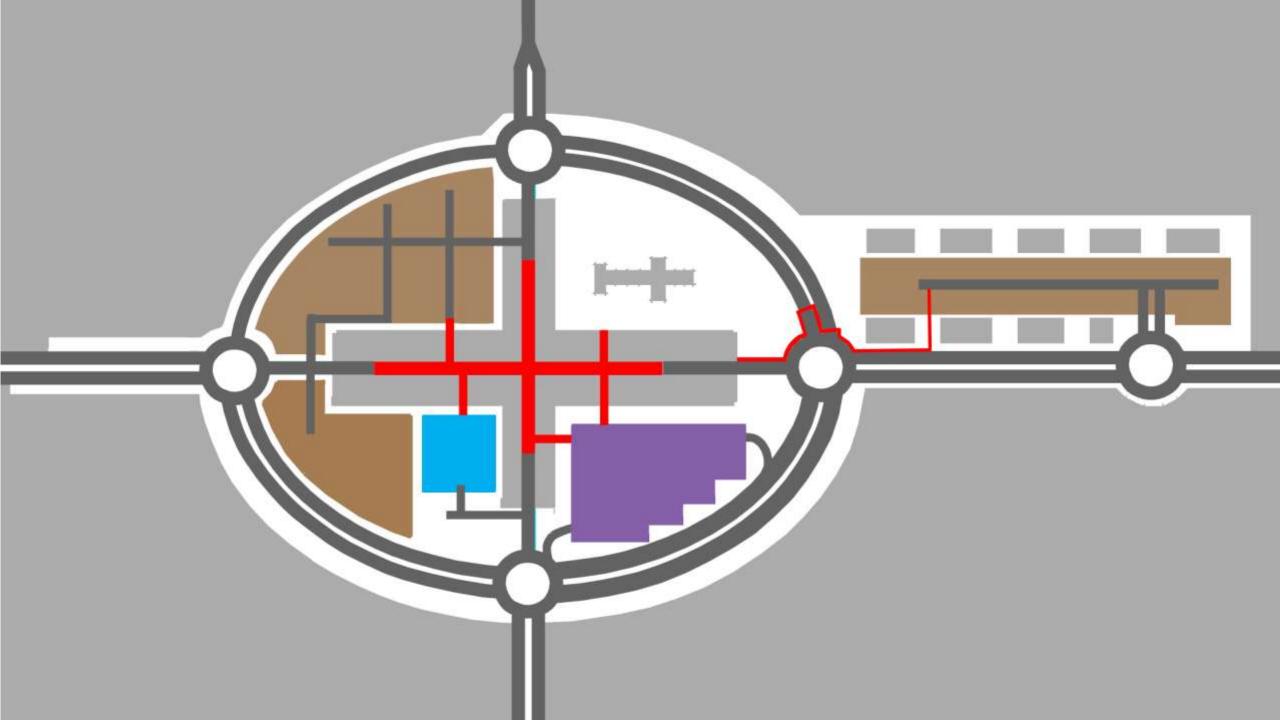






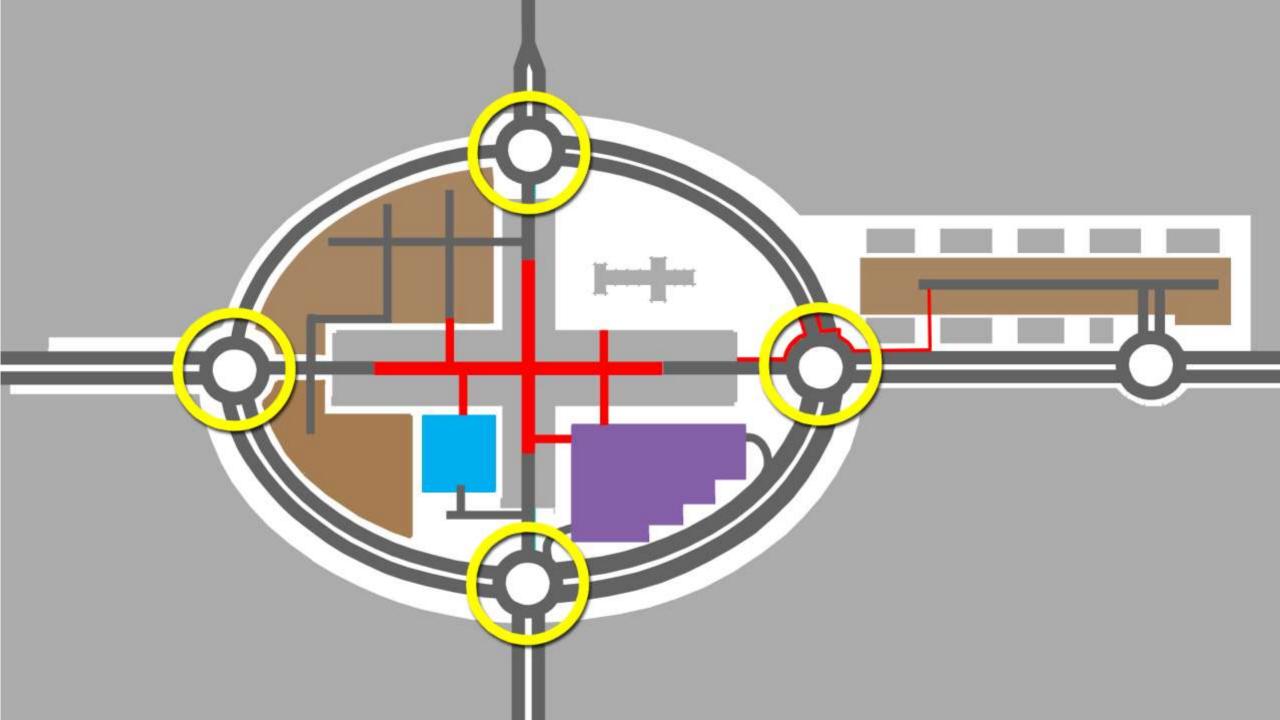




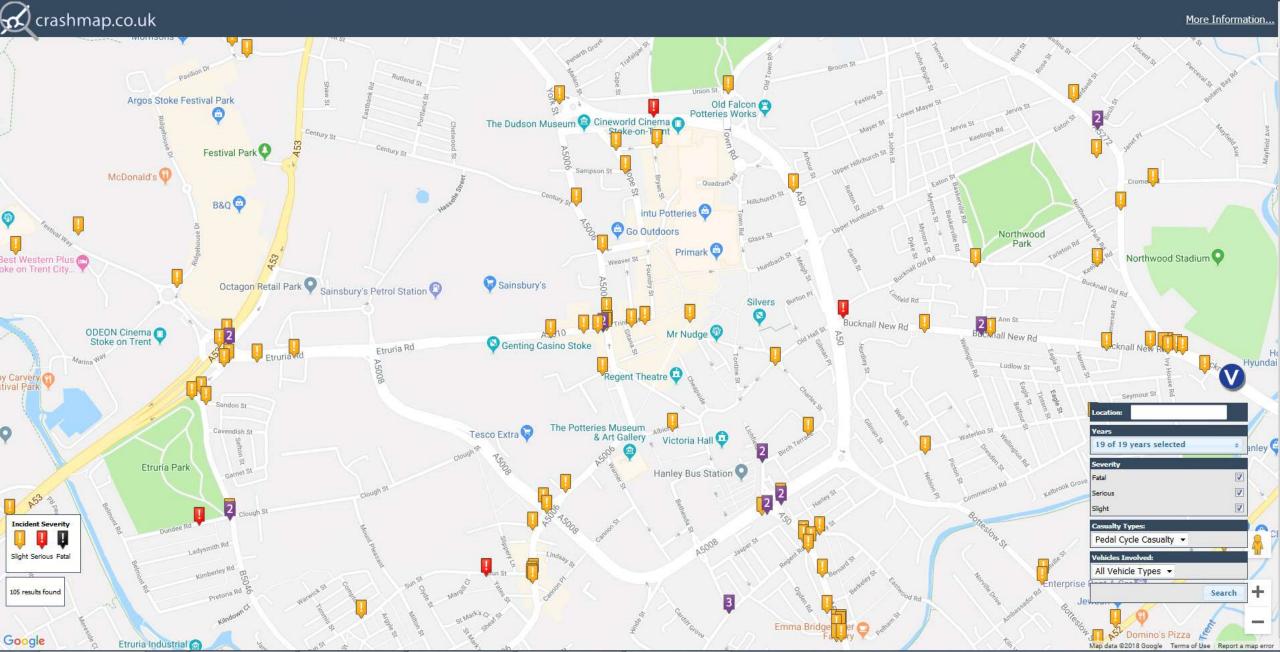




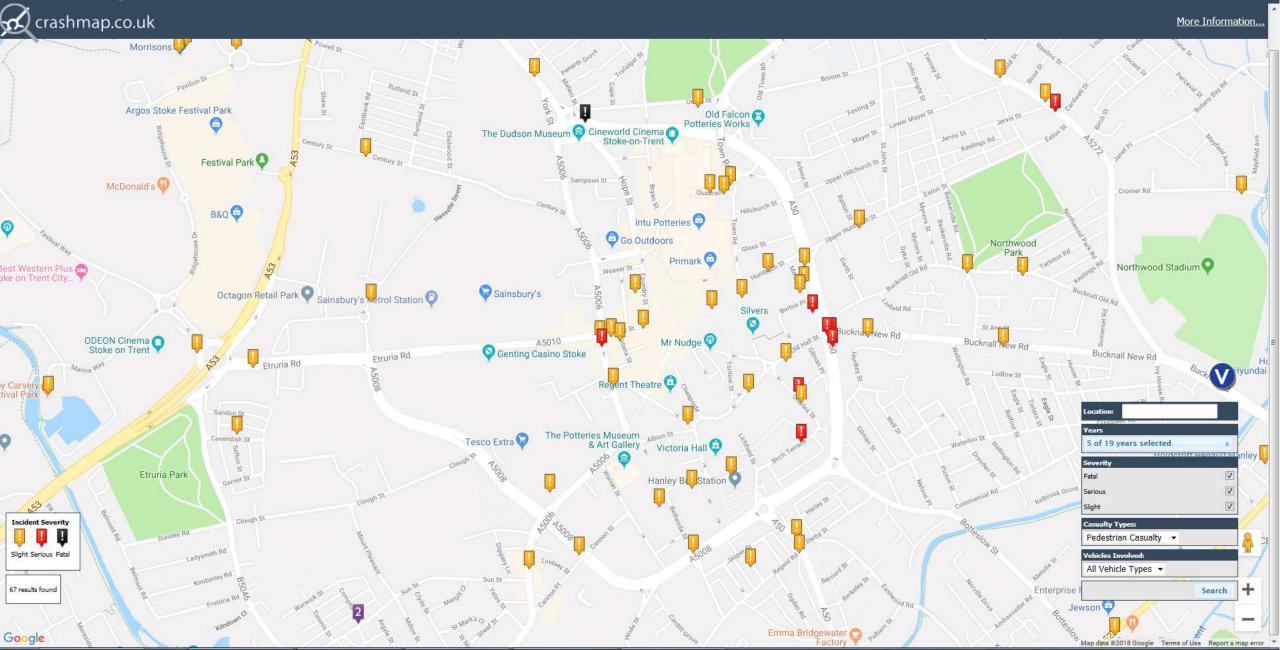




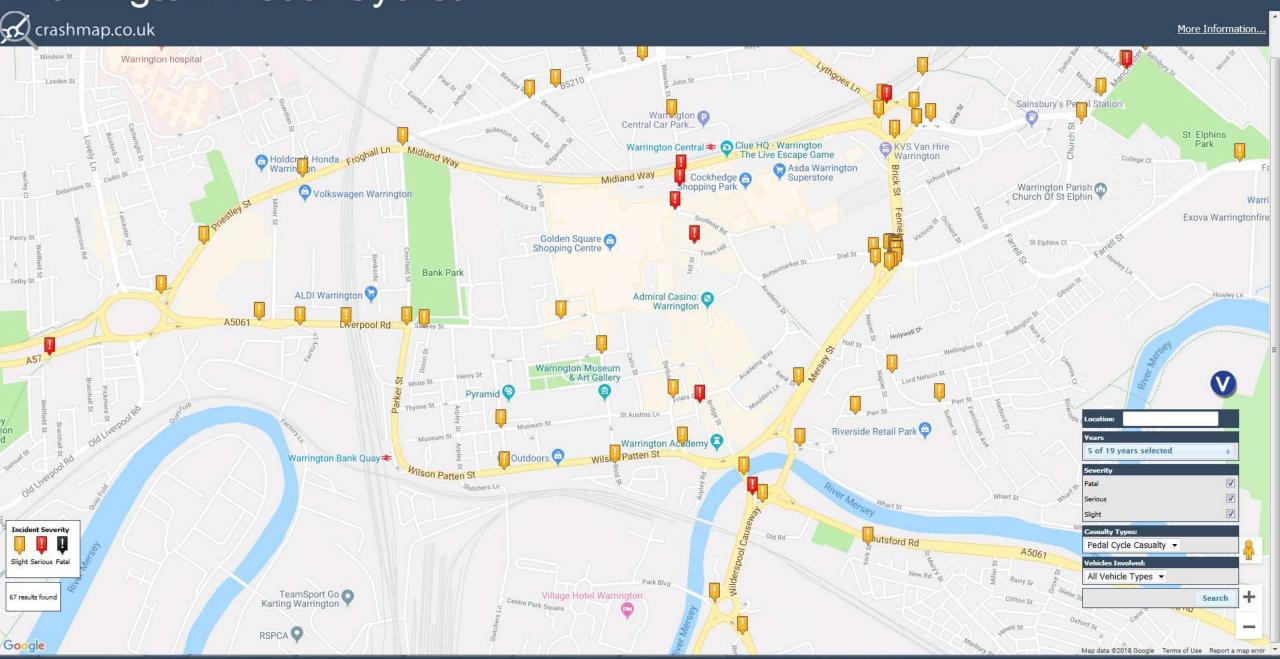
## Hanley: Pedal Cycle



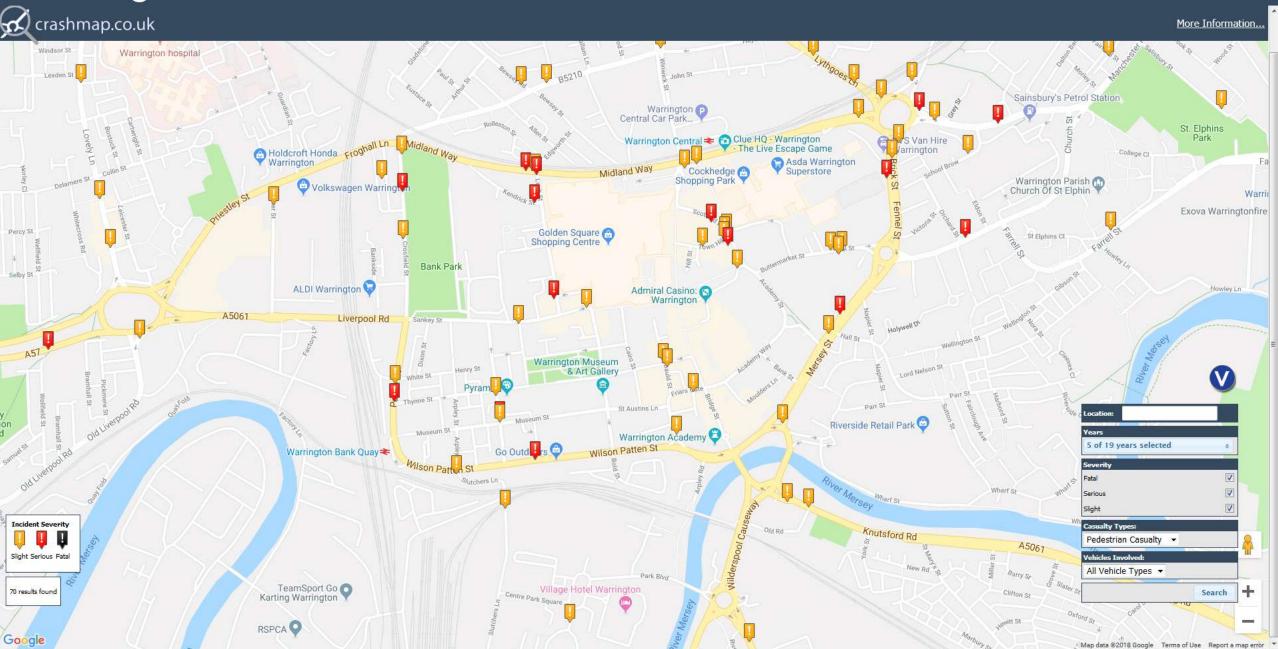
#### Hanley: Pedestrian

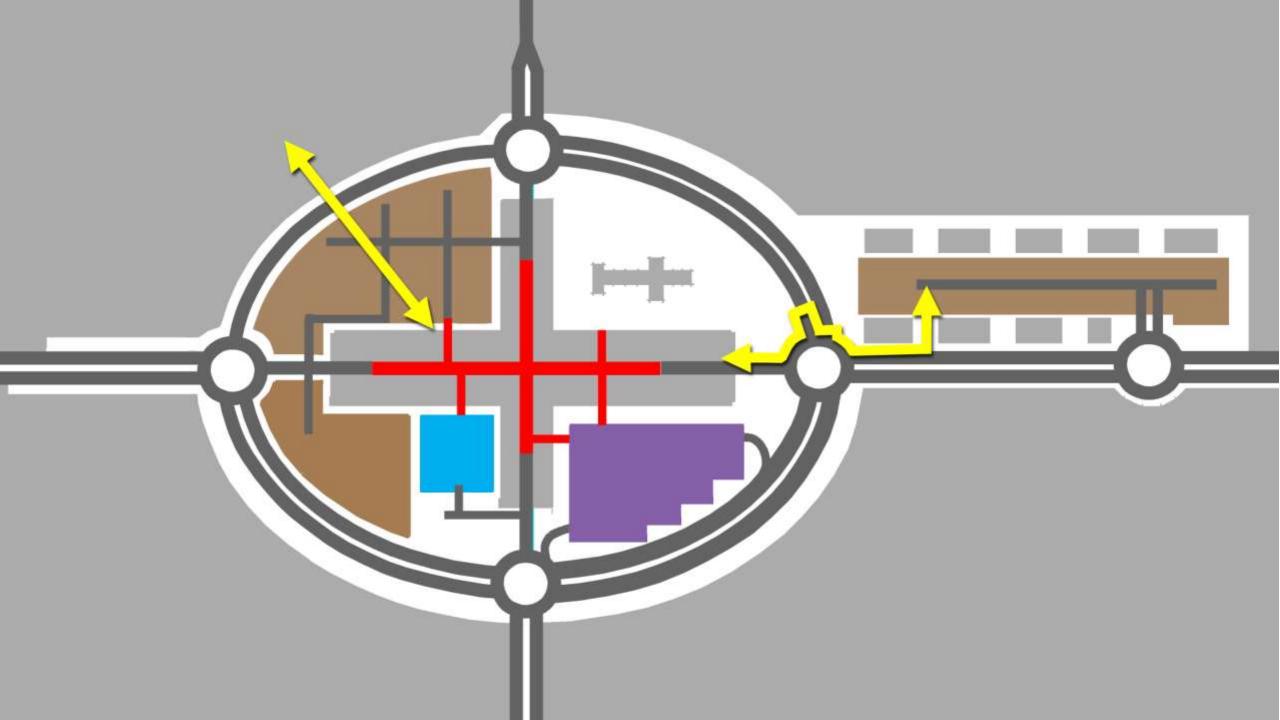


## Warrington: Pedal Cyclist



#### Warrington: Pedestrian







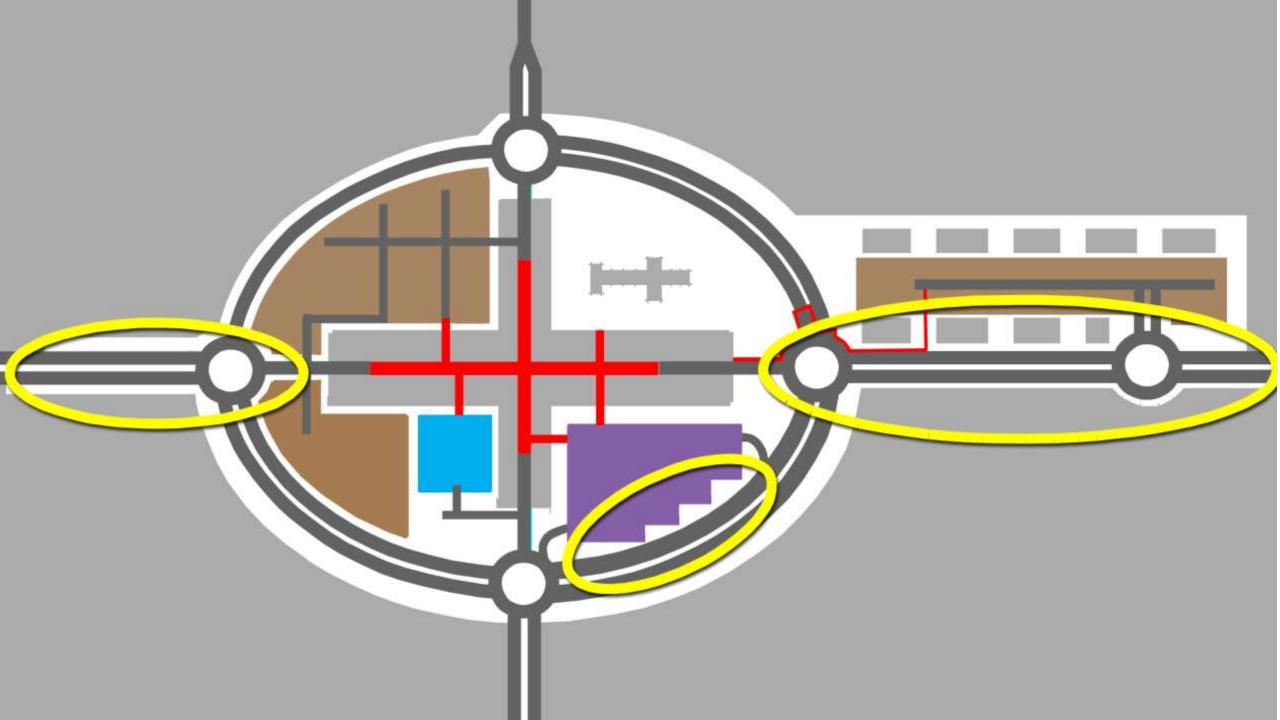














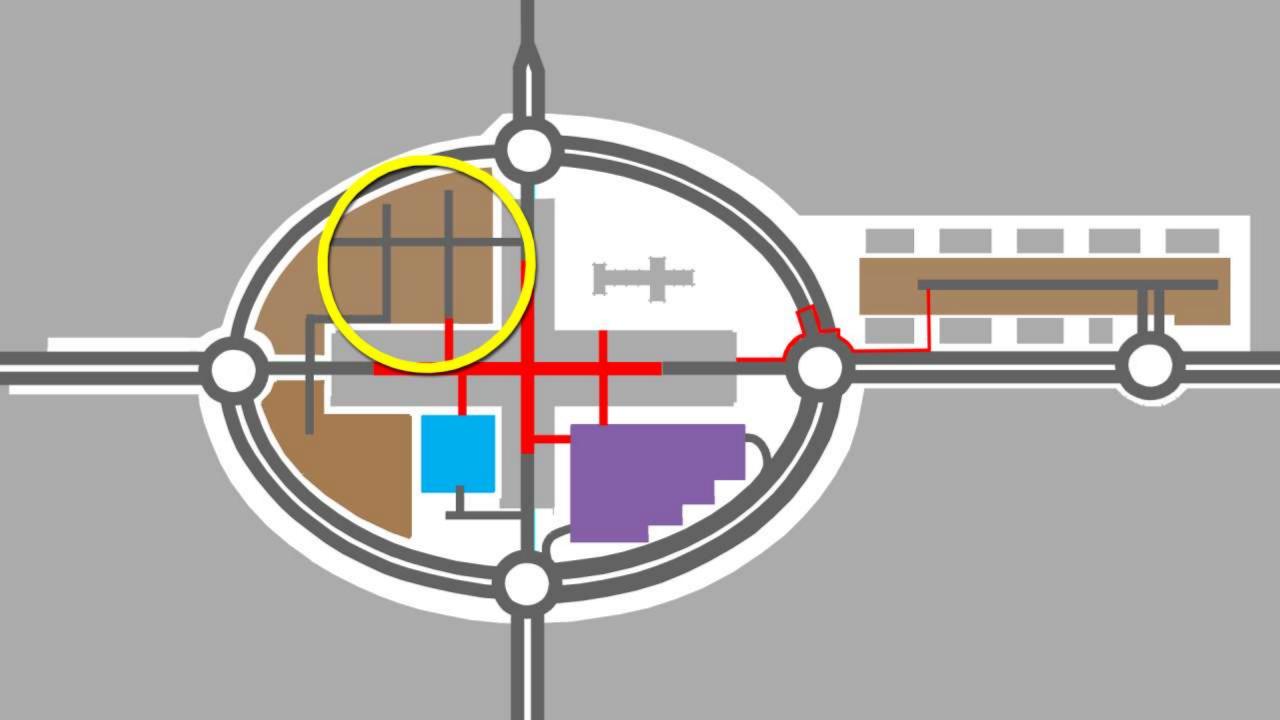








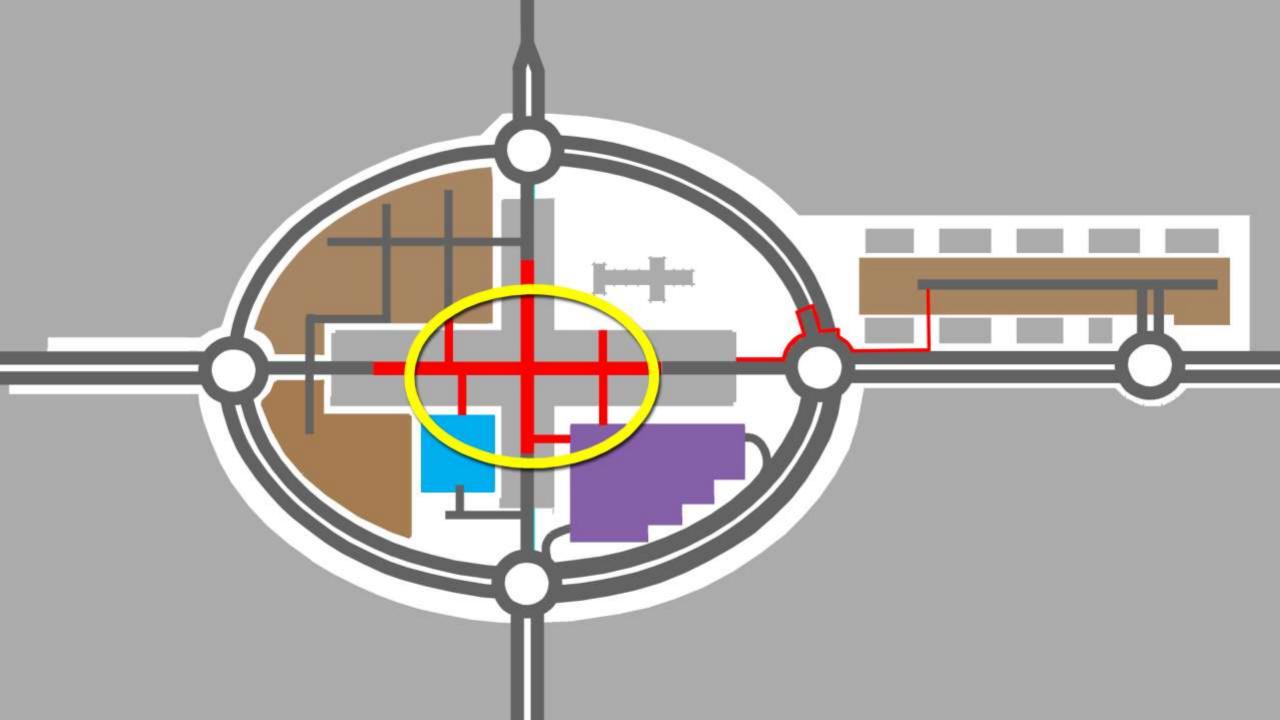


















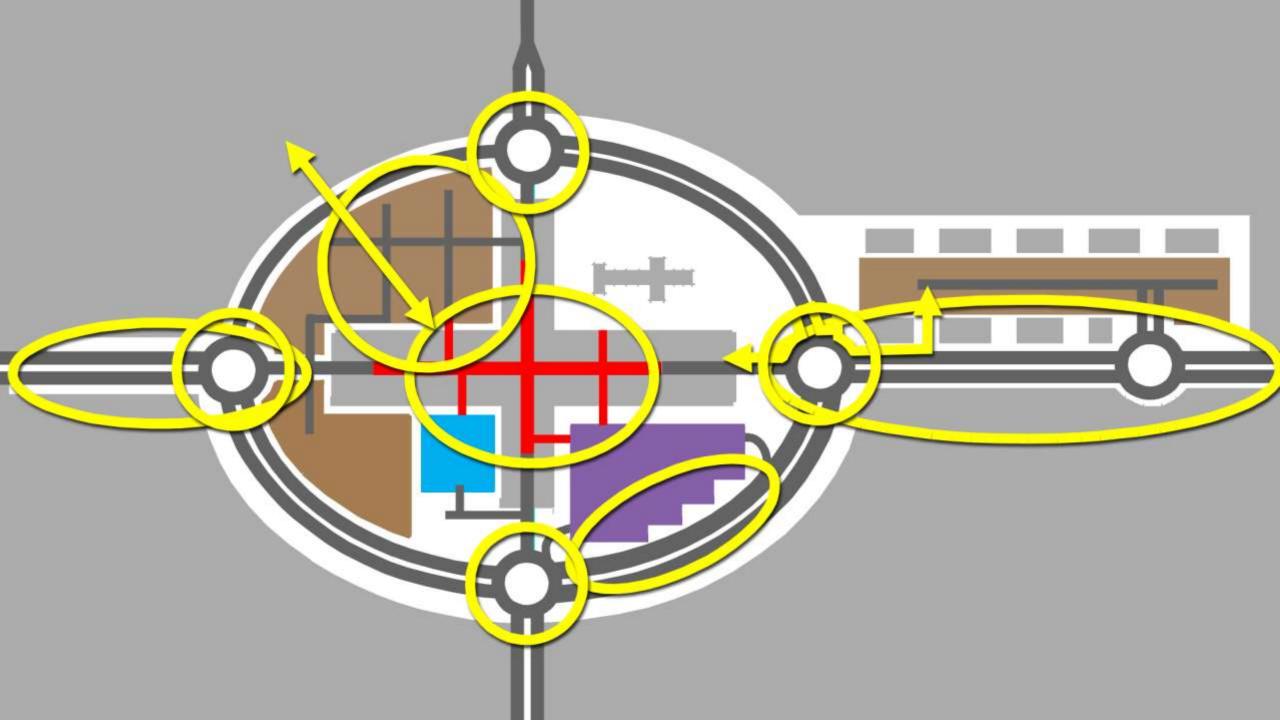






















## Feedback Loop

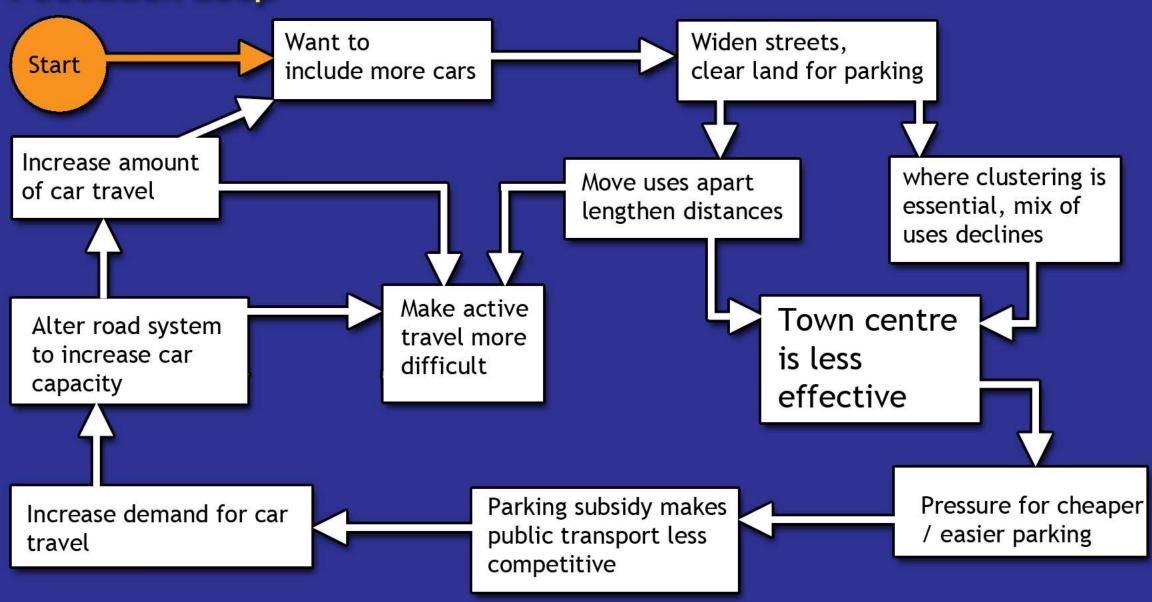










Figure 7: Shoppers' choice of travel modes in Bristol study

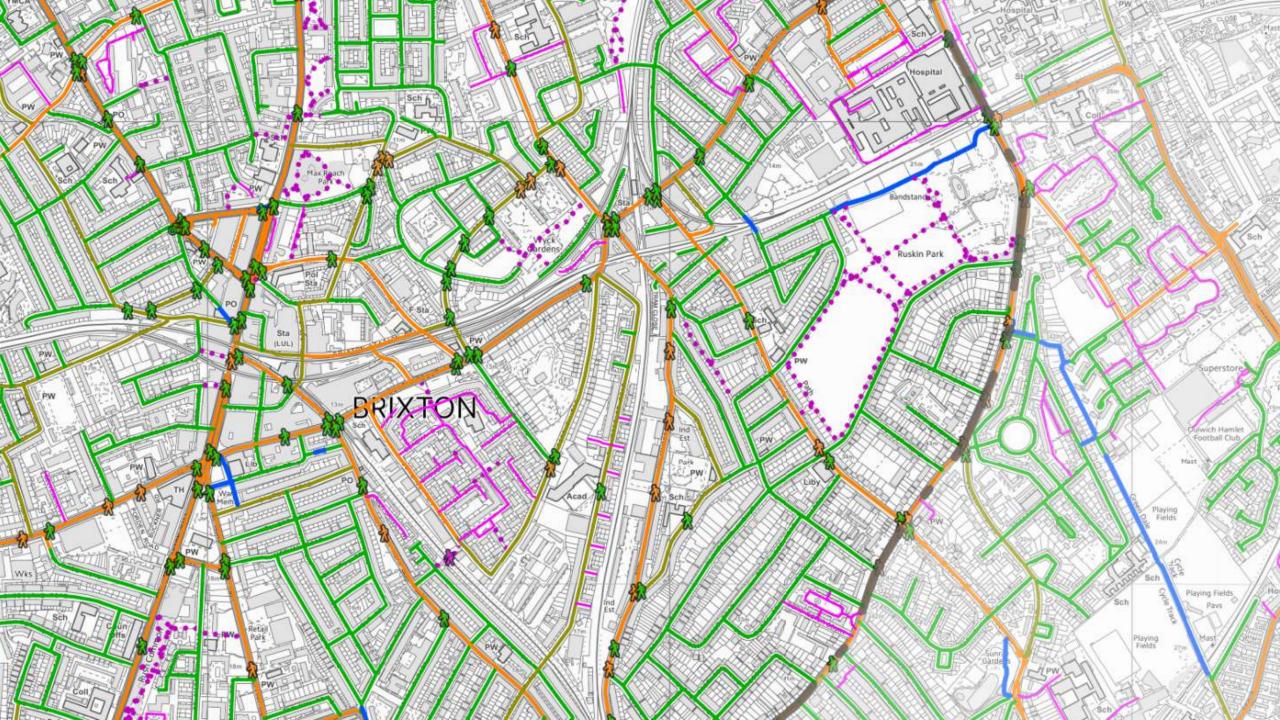


Actual mode of customer travel / Shopkeepers estimates



Denser Less Dense Suburban more urban Car Taxi Bike Bus/Pedestrian Rail/Pedestrian Pedestrian Paid/time limited No/Little Parking Free parking parking Less variety More variety More interactions **Fewer interactions** Weak centres Strong centres















## 5 (or 6/7/8...) Core Principles

- Direct
- Safe
- Coherent
- Attractive
- Comfortable
- (Consistent / Adaptable / Flexible...)









