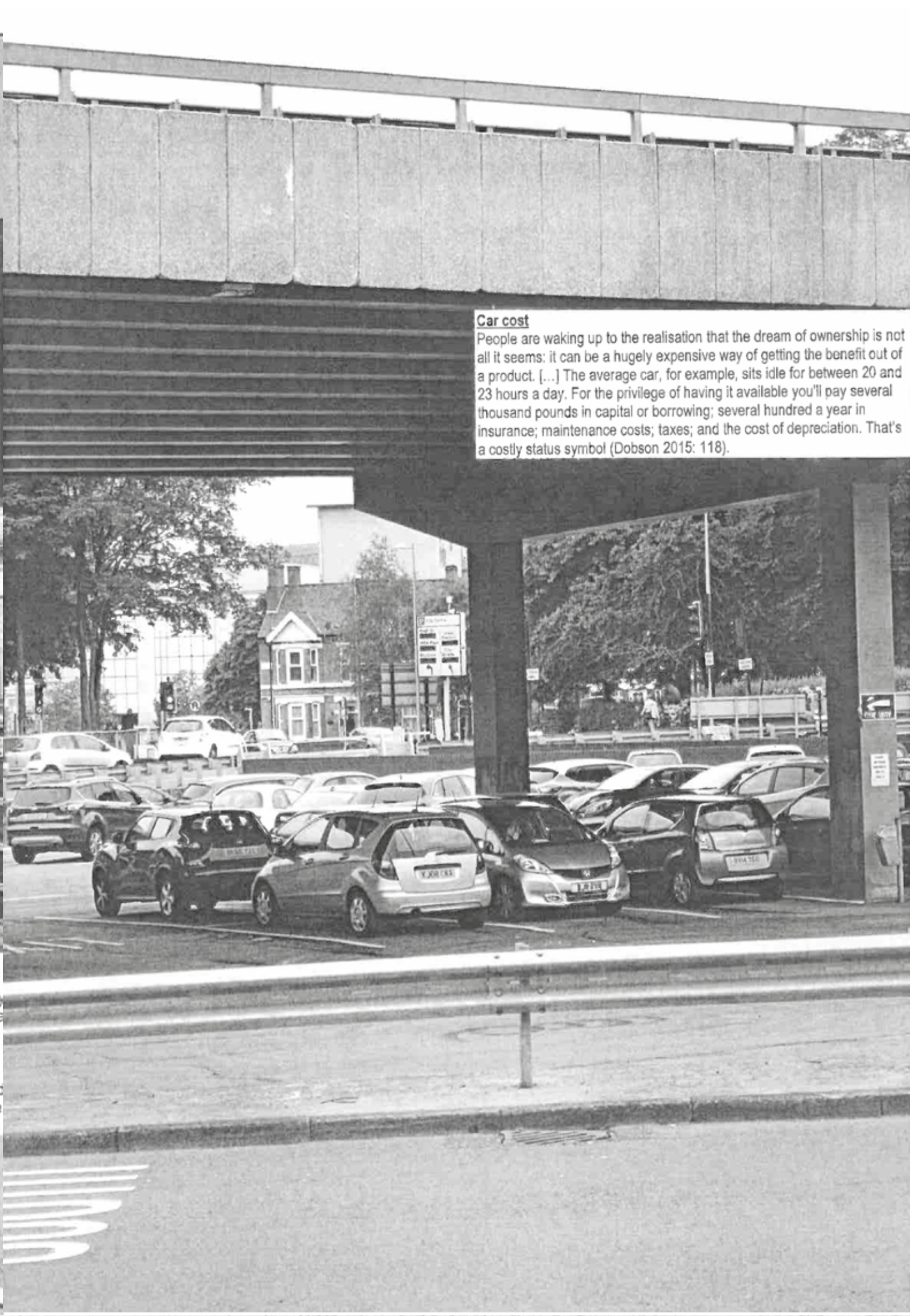
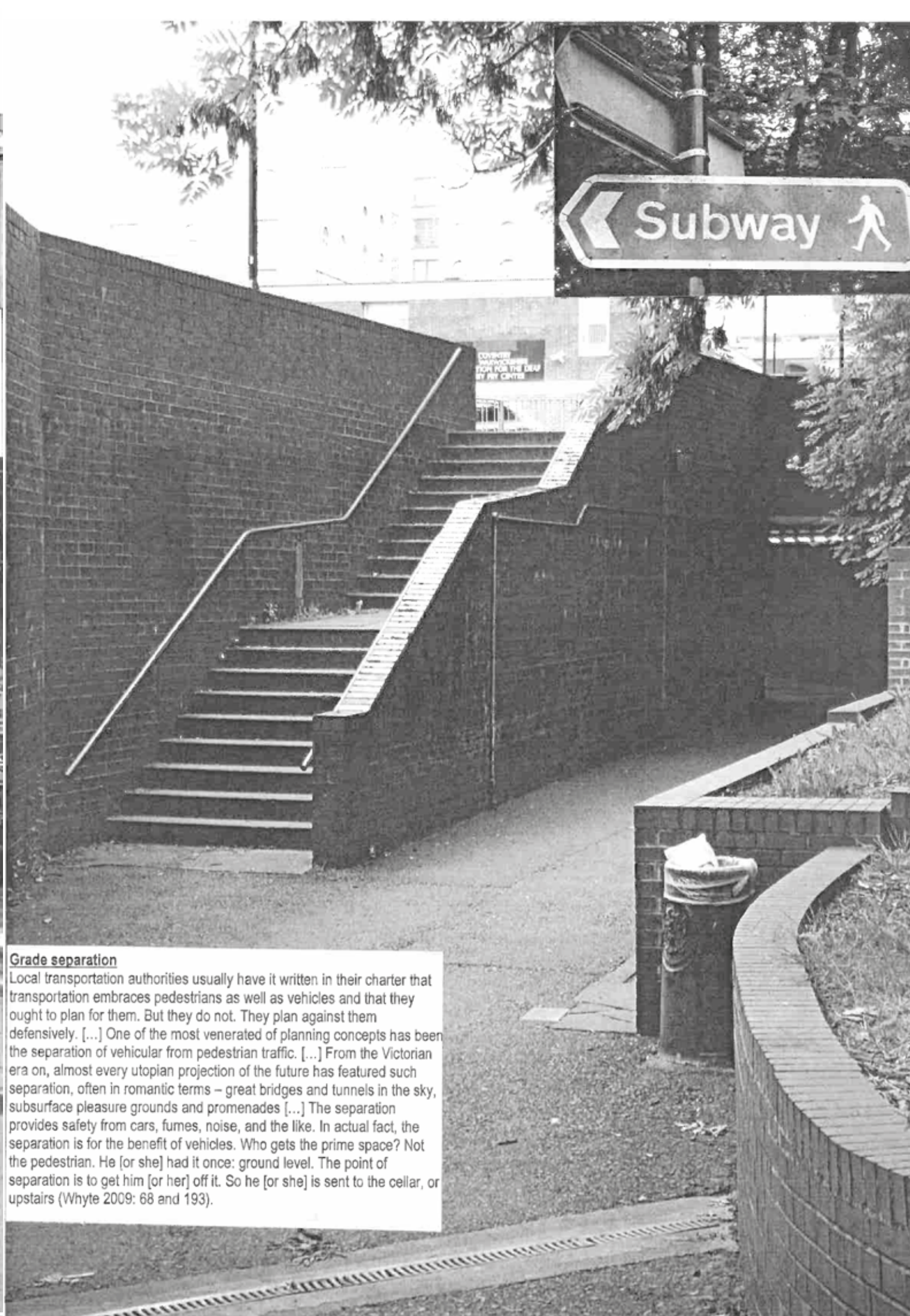


Concrete island
...but there are other islands far nearer home, some of them only a few steps from the pavements we tread every day. They are surrounded not by sea, but by concrete, fringed by chain-mail fences [...]. As we drive across a motorway intersection, through the elaborately signalled landscape that seems to anticipate every possible hazard, we glimpse triangles of waste ground screened off by steep embankments. What would happen if by some freak mischance, we suffered a blow out and plunged over the guard rail onto a forgotten island of rubble and weeds, out of sight of surveillance cameras? (Ballard 2014: vi-vii)



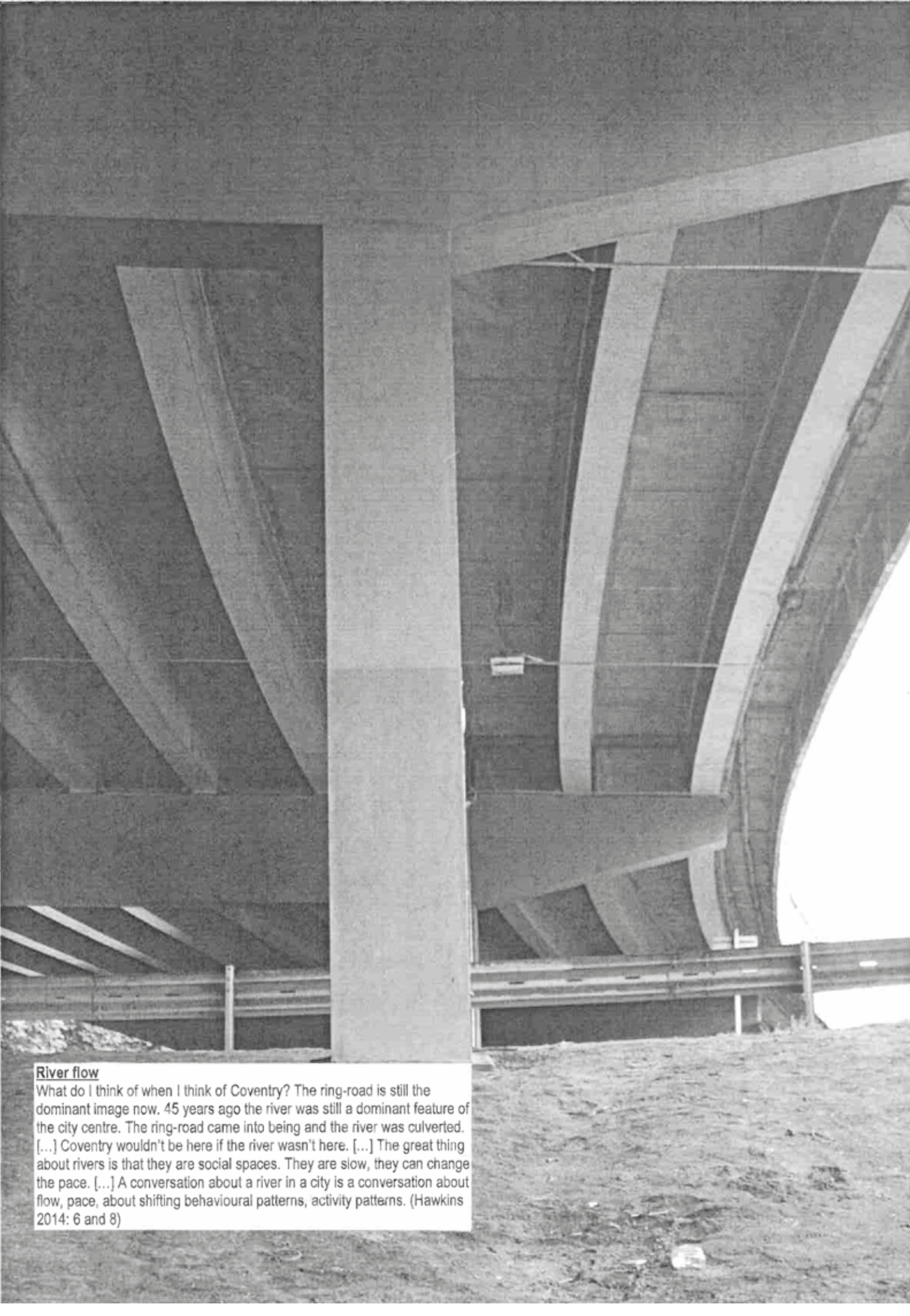
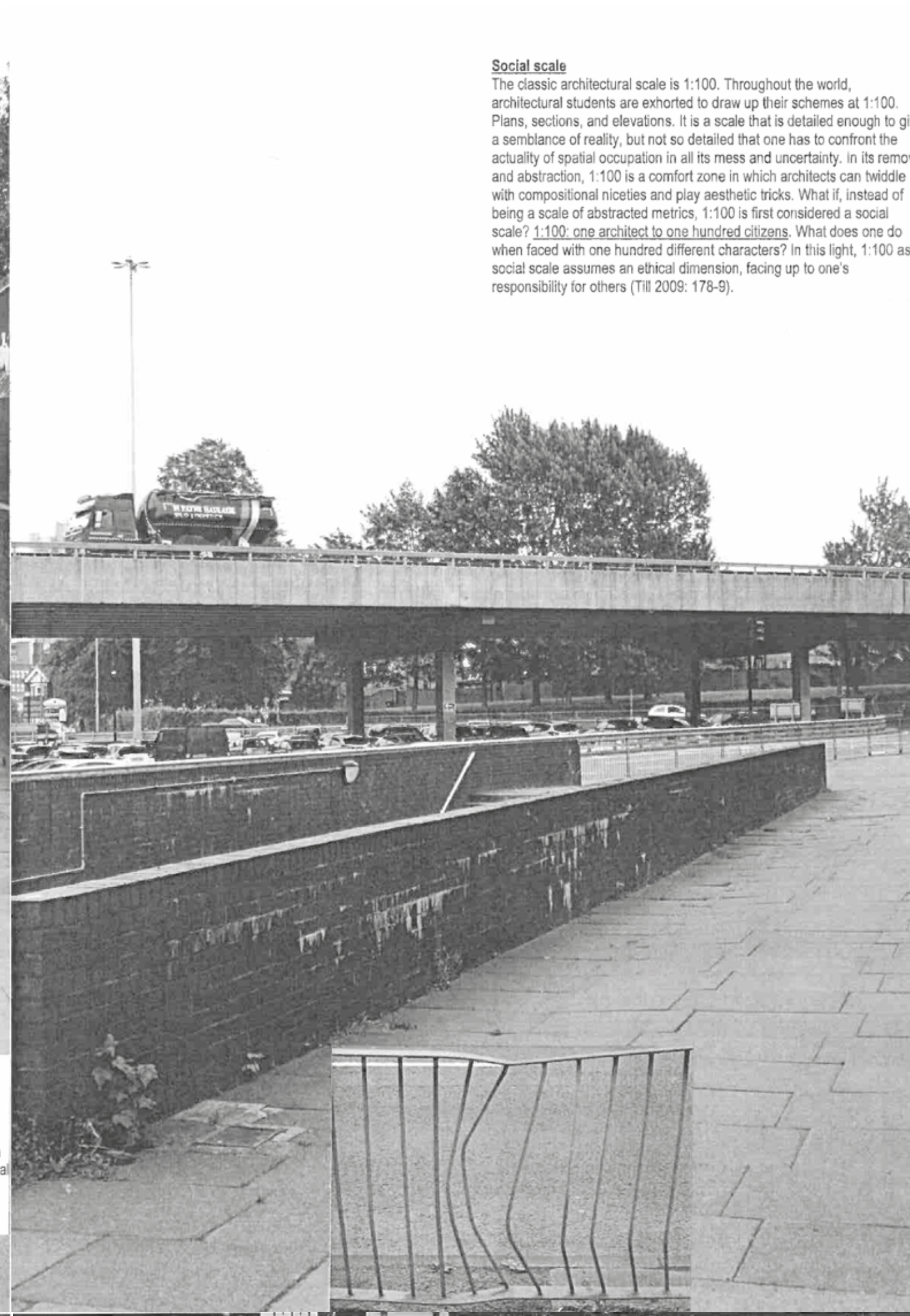
Car cost
People are waking up to the realisation that the dream of ownership is not all it seems: it can be a hugely expensive way of getting the benefits out of a product. [...] The average car, for example, sits idle for between 20 and 23 hours a day. For the privilege of having it available you'll pay several thousand pounds in capital or borrowing, several hundred a year in insurance, maintenance costs, taxes, and the cost of depreciation. That's a costly status symbol (Cobson 2015: 116).



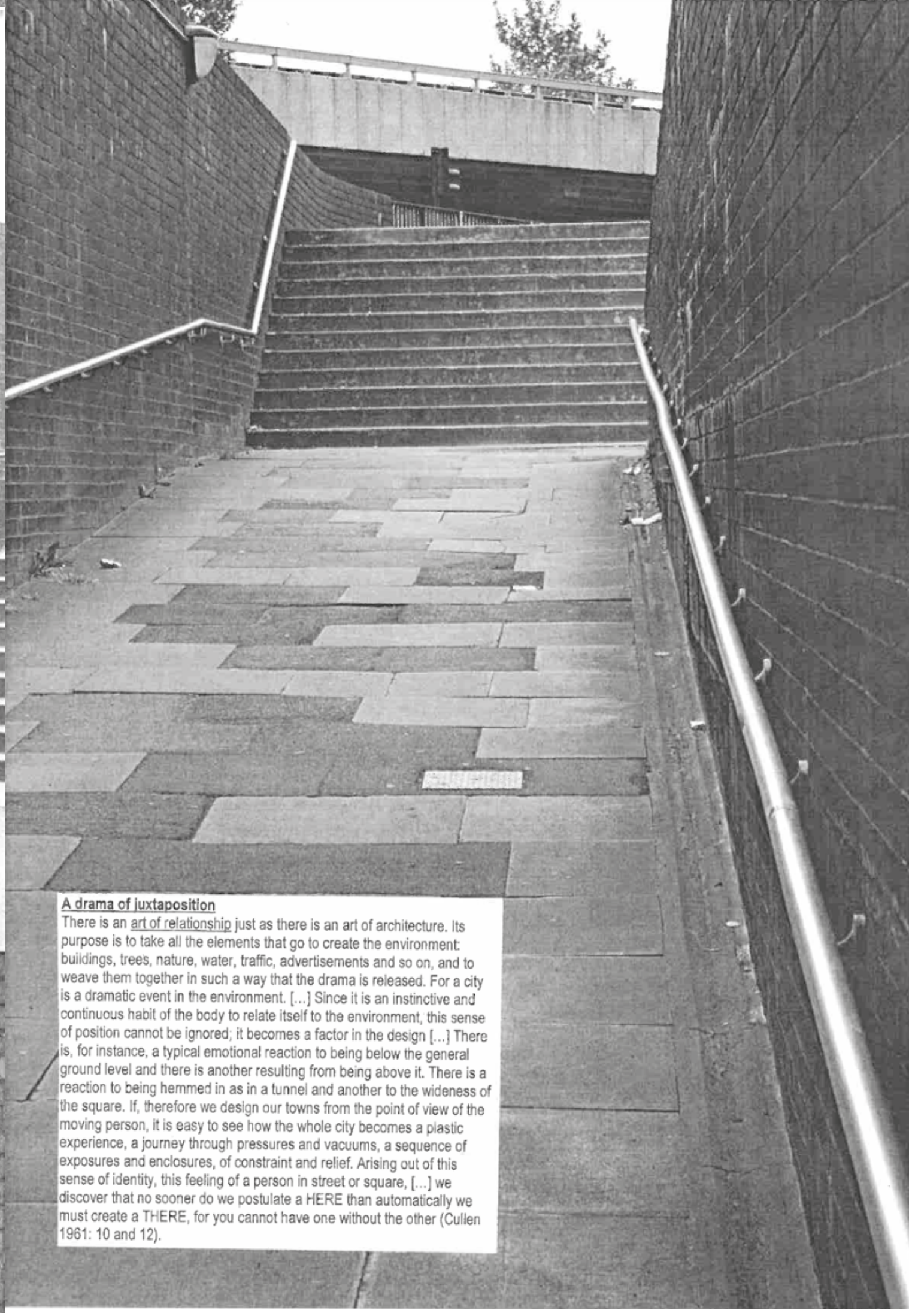
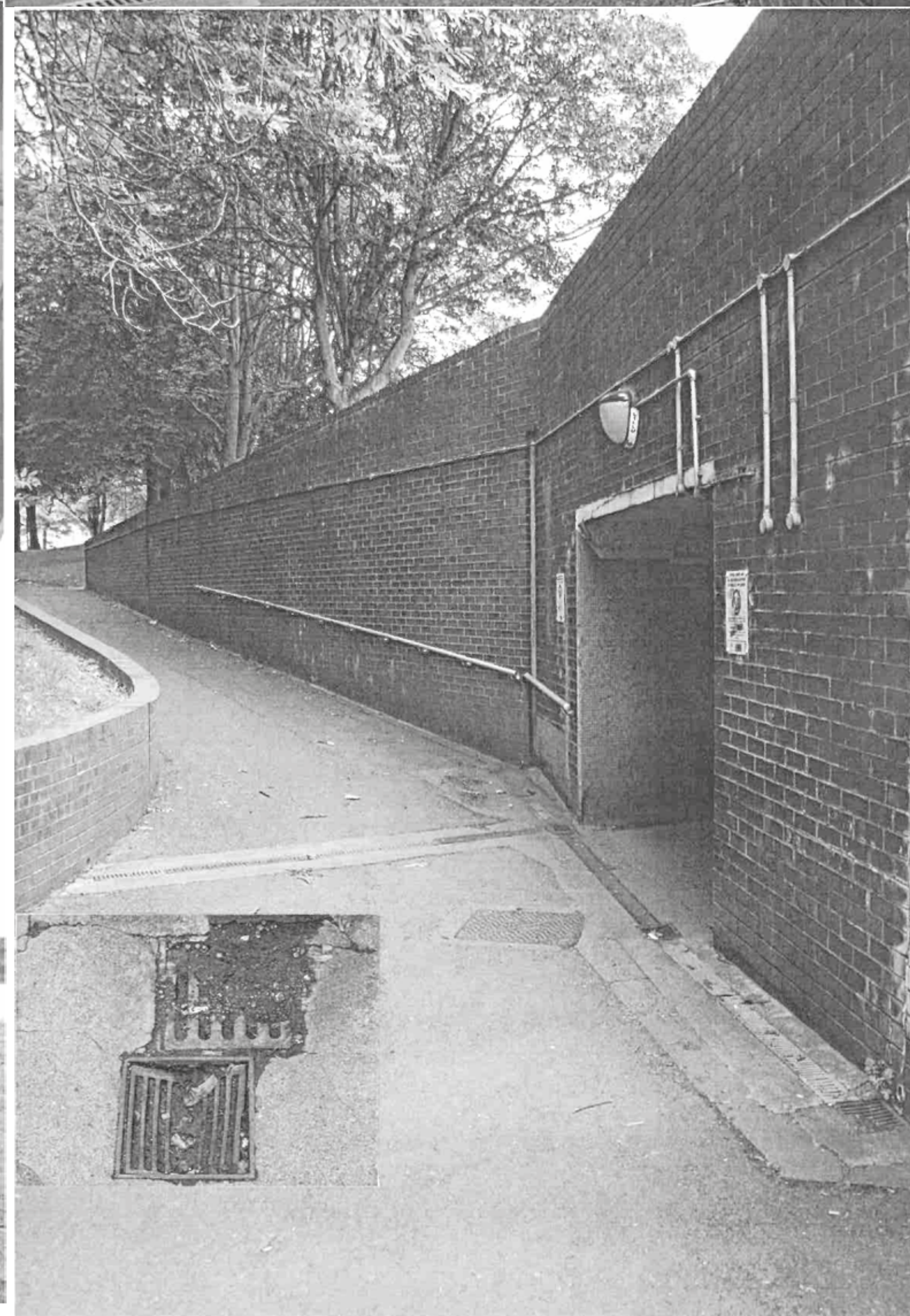
Grade separation
Local transportation authorities usually have it written in their charter that transportation embraces pedestrians as well as vehicles and that they ought to plan for them. But they do not. They plan against them defensively [...]. One of the most widespread of planning concepts has been the separation of vehicular from pedestrian traffic [...]. From the Victorian era on, almost every utopian projection of the future has featured such separation, often in romantic terms – great bridges and tunnels in the sky, subsurface pleasure grounds and promenades [...]. The separation provides safety from cars, fumes, noise, and the like. In actual fact, the separation is for the benefit of vehicles. Who gets the prime space? Not the pedestrian. He (or she) had it once: ground level. The point of separation is to get him (or her) off it. So he (or she) is sent to the cellar, or upstairs (Whyte 2002: 68 and 150).



Mental image
Motion awareness: the qualities which make sensible to the observer, through both the visual and kinesthetic senses, his or her own actual or potential motion. [...] It is important to maintain some great common (urban) forms: strong nodes, key paths, or widespread regional homogenities. But within this large framework, there should be a certain plasticity, a richness of possible structures and clues, so that the individual observer can construct his (or her) own image: communicable, safe, and sufficient, but also supple and integrated with his (or her) own needs (Lynch 1960: 107 and 111).



River flow
What do I think of when I think of Coventry? The ring-road is still the dominant image now. 45 years ago the river was still a dominant feature of the city centre. The ring-road came into being and the river was culverted. [...] Coventry wouldn't be here if the river wasn't here. [...] The great thing about rivers is that they are social spaces. They are slow, they can change the pace. [...] A conversation about a river in a city is a conversation about flow, pace, about shifting behavioural patterns, activity patterns. (Rawlin 2014: 6 and 8)



A drama of juxtaposition
There is an art of juxtaposing just as there is an art of architecture. Its purpose is to take all the elements that go to create the environment: buildings, trees, nature, water, traffic, advertisements and so on, and to weave them together in such a way that the drama is released. For a city is a dramatic event in the environment. [...] Since it is an instructive and continuous habit of the body to relate itself to the environment, this sense of position cannot be ignored: it becomes a factor in the design. [...] There is, for instance, a typical emotional reaction to being below the general ground level and there is another resulting from being above it. There is a reaction to being hemmed in as in a tunnel and another to the wideness of the square. If, therefore we design our towns from the point of view of the moving person, it is easy to see how the whole city becomes a plastic experience, a journey through pressures and vacuums, a sequence of exposures and enclosures, of constraint and relief. Arising out of this sense of identity, this feeling of a person in street or square, [...] we discover that no sooner do we substitute a HERE than automatically we must create a THERE, for you cannot have one without the other (Cullen 1961: 10 and 12).



Live towns
To create civilised, healthy and active town centres, priority has to go first to pedestrians and people with mobility difficulties, then cyclists and those using public transport. [...] The aim of transport policy in town centres shouldn't be simply to get people from A to B as rapidly as possible; it should be to bring places to life and keep them alive (Cobson 2015: 180-1).

