

(Some) future(s) of streets

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Confidential client

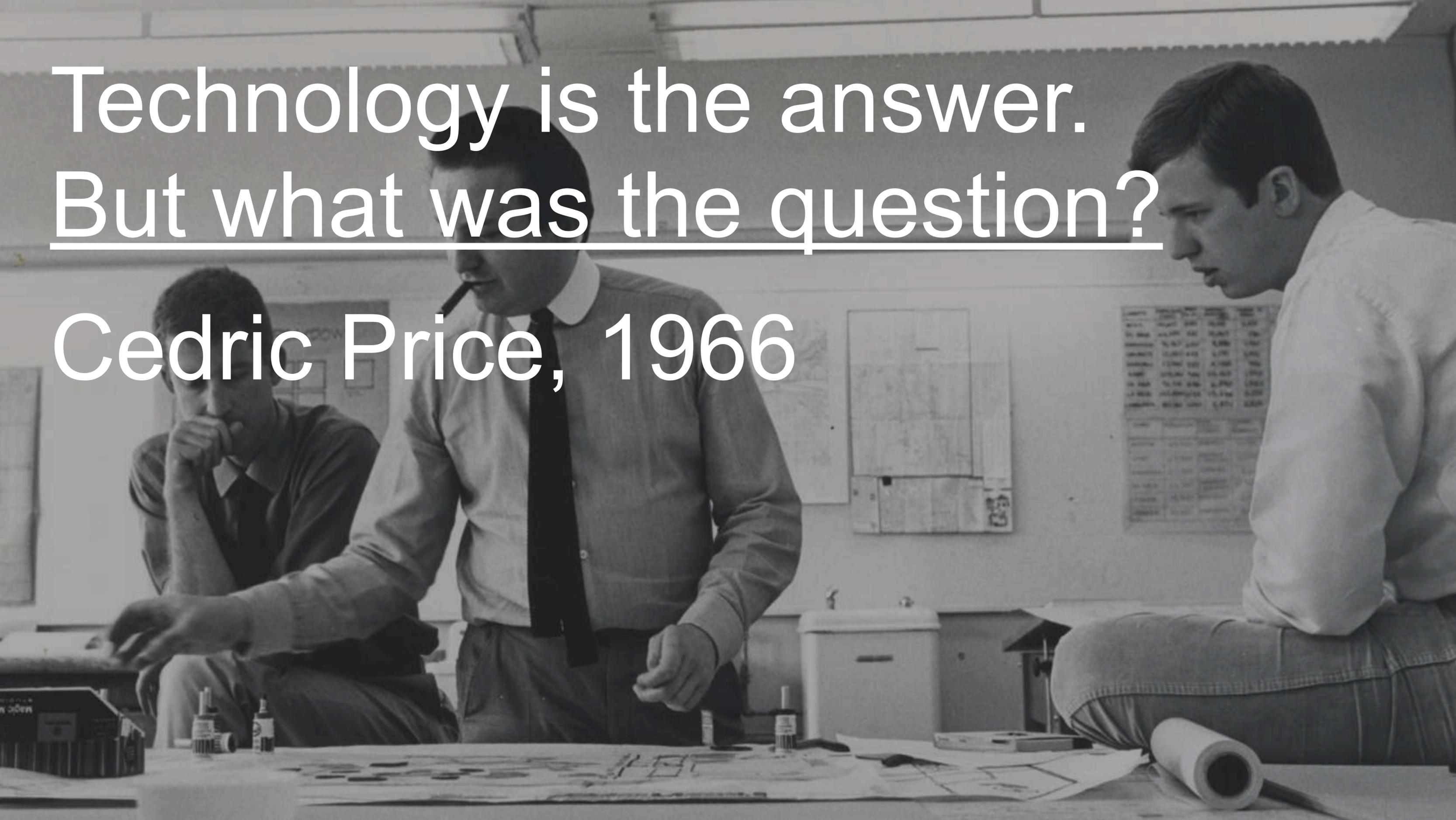




Dom som går i vägen, Veckorevy (29 April 1935)

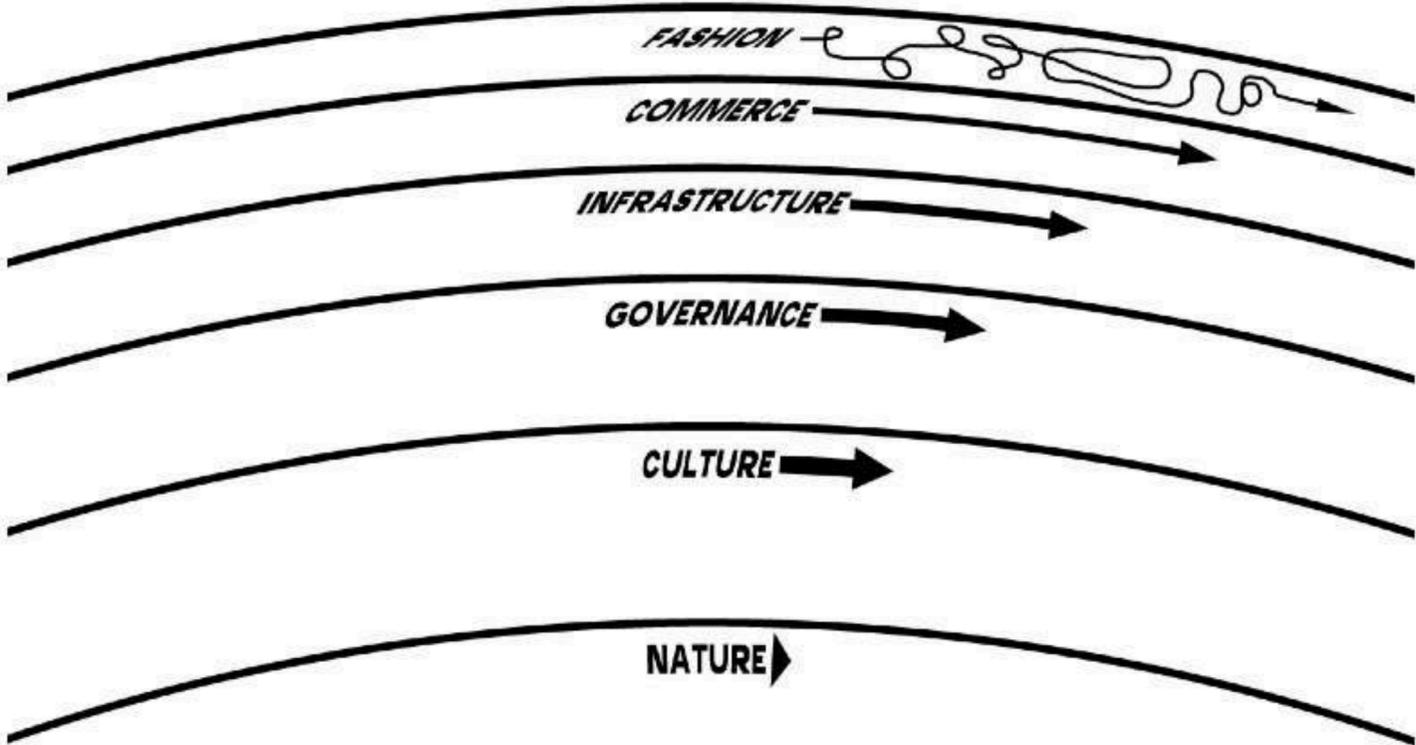
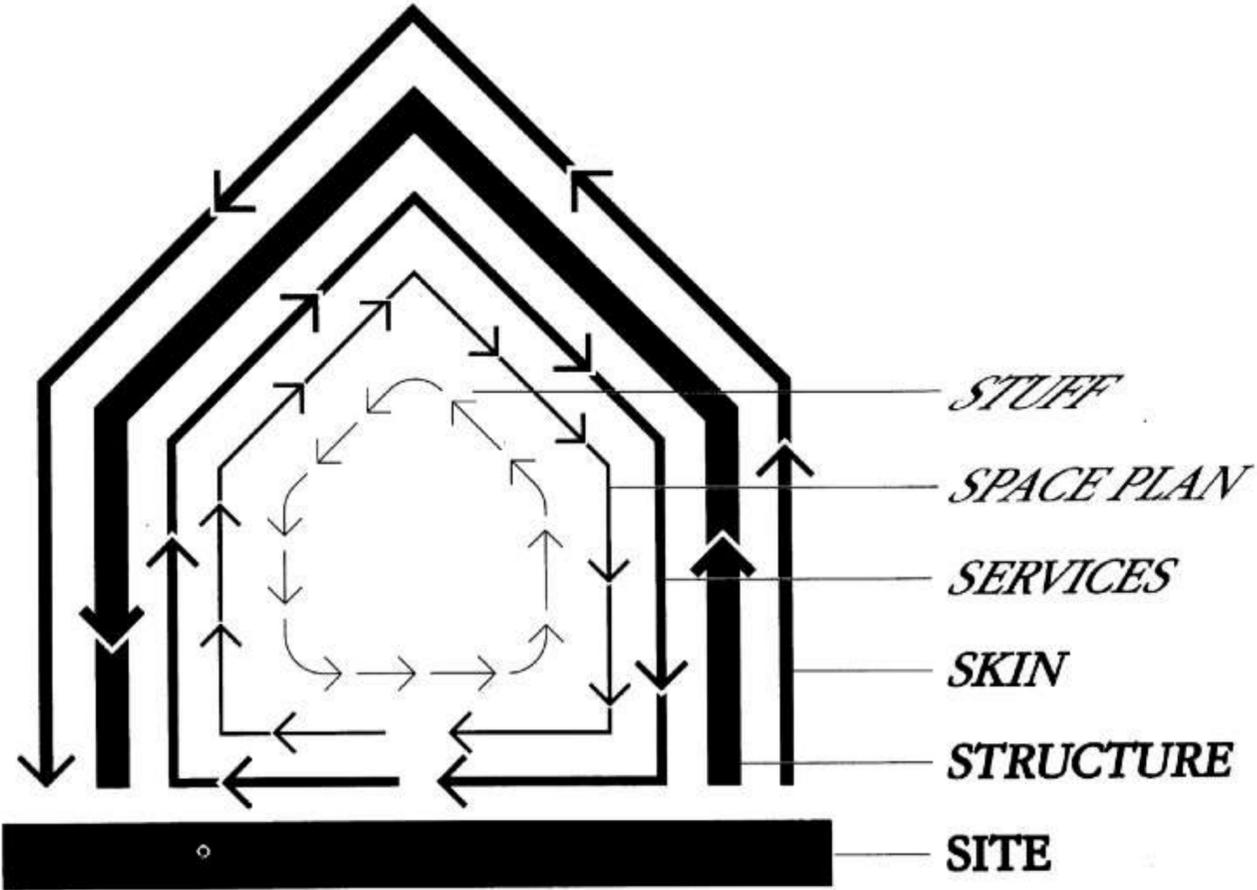
Technology is the answer.
But what was the question?

Cedric Price, 1966



Pace layers and adaptive design

Frank Duffy/Steward Brand



Street

Ensure that every street in Sweden is healthy, sustainable and full of life by 2030.



Design workshops System in the room

Health researcher, university

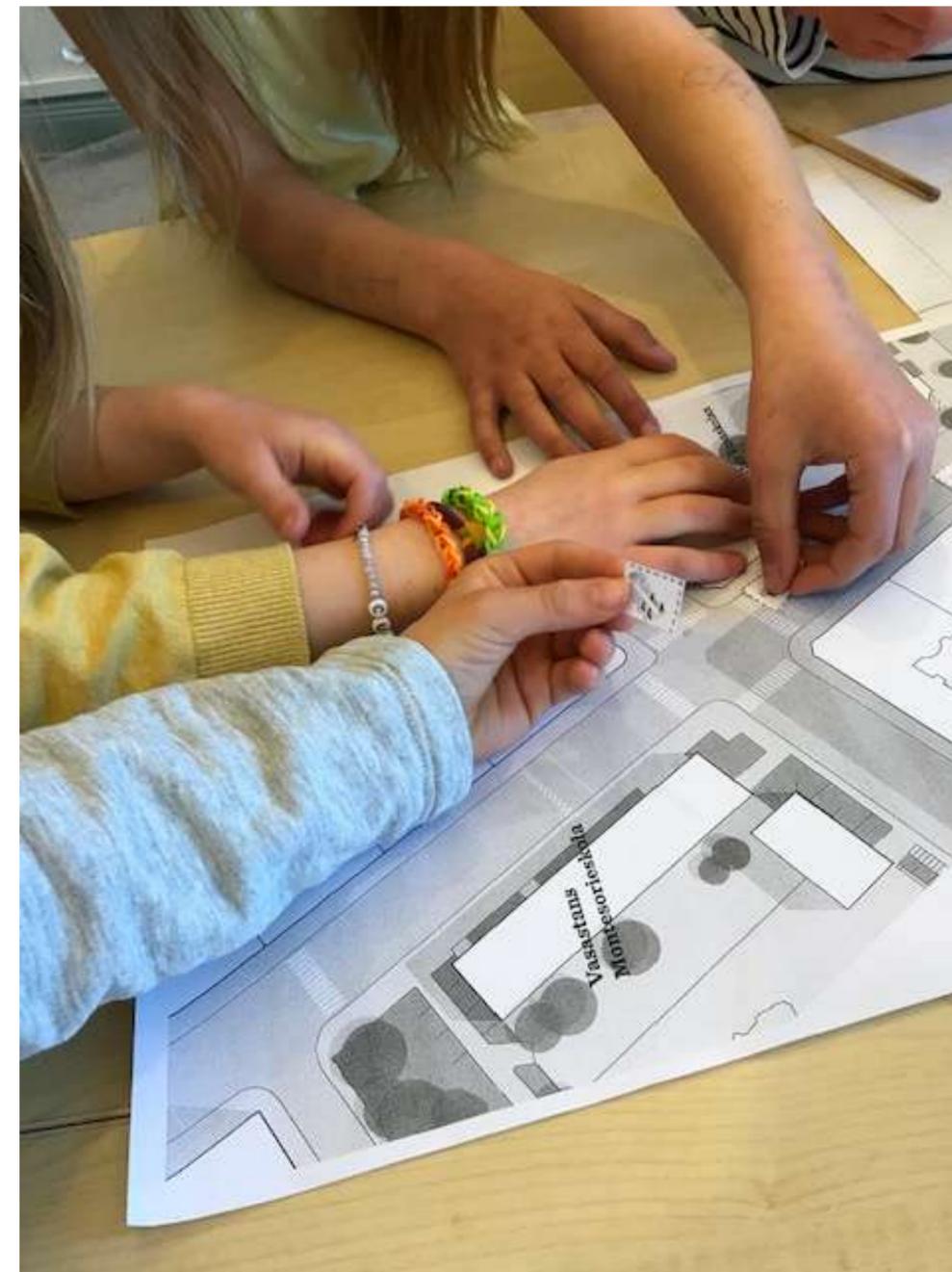
Micromobility startup

Interaction designer, tech corporation

Municipal traffic planner



Participative design



Participative design



Participative design

Lyktstolpar

Café

Fontän

Strålkastare
i olika färder

Lyktstolpar

Lyktstolpar

Gungor

Lyktstolpar

Fejk-
Palmer

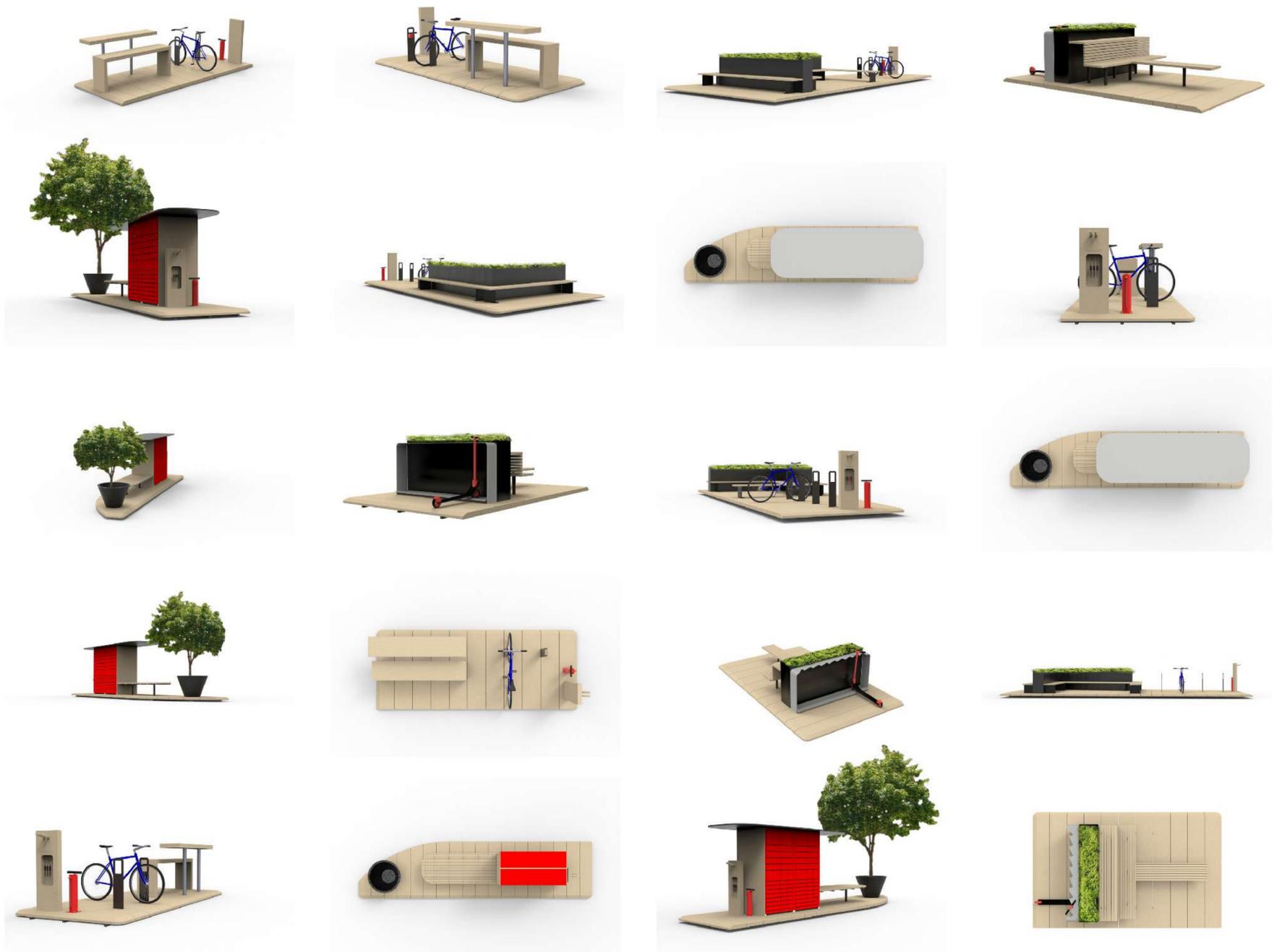
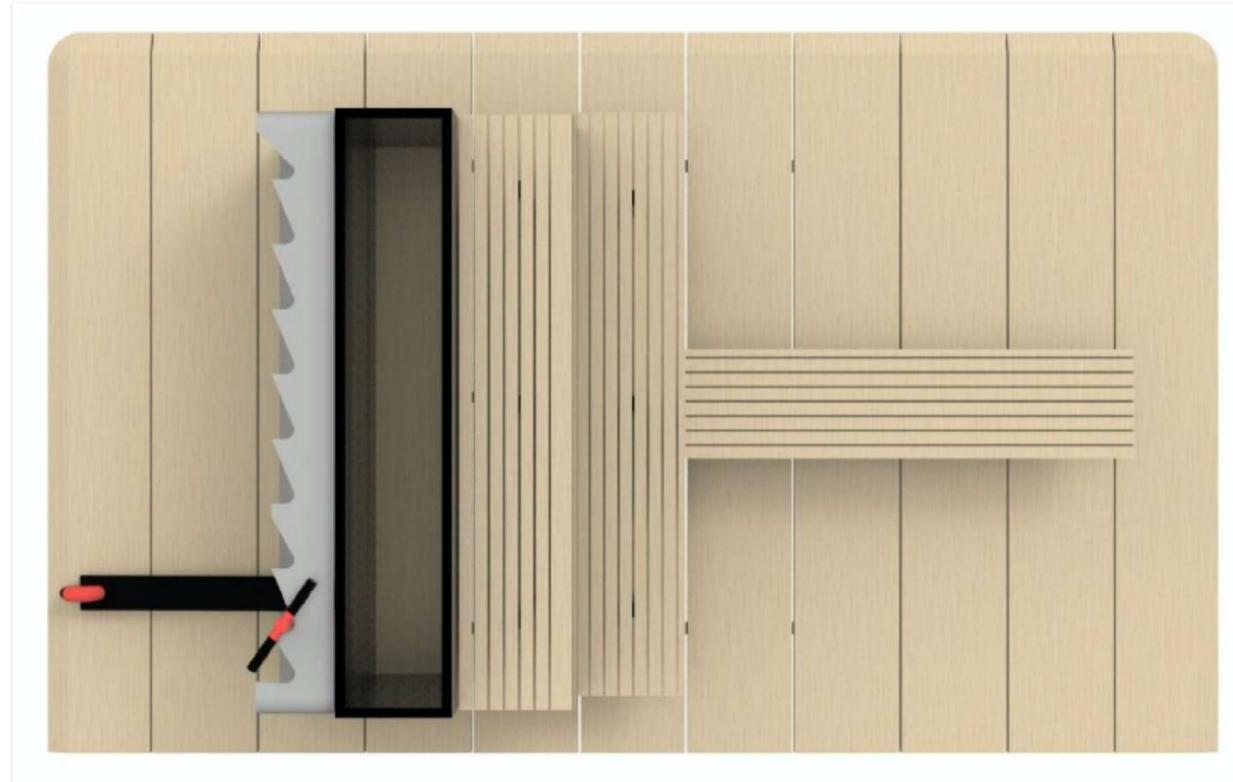
Lyktstolpar

Lyktstolpar

Katarina
Norra
Långholmen

VINNOVA
Sweden's Innovation Agency

Scalable prototypes



Stockholm prototype





Välkommen in
i experimentet!

ArkDes

→
Gäller

Design principles for the street

Brian Eno

Think like a gardener, not an architect: design beginnings, not endings.

Unfinished = fertile

Artists are to cities what worms are to soil.

A city's waste should be on public display.

Make places that are easy for people to change and adapt (wood and plaster, as opposed to steel and concrete.)

Places which accommodate the very young and the very old are loved by everybody else too.

Low rent = high life

Make places for people to look at each other, to show off to each other.

Shared public space is the crucible of community.

A really smart city is the one that harnesses the intelligence and creativity of its inhabitants.

The Sidewalks of New York

Michael Sorkin

1. The Streets belong to the people!
2. So do the Sidewalks.
3. A minimum of 50 percent of the Street space of New York City shall be taken out of the realm of high-speed and mechanical locomotion and assigned the status of Sidewalk.
13. All uses on the Sidewalk shall be public or accessible to the public.

19. A High-Income Block shall be defined as a Block on which revenue from fees shall exceed the median fee collected from all Blocks.

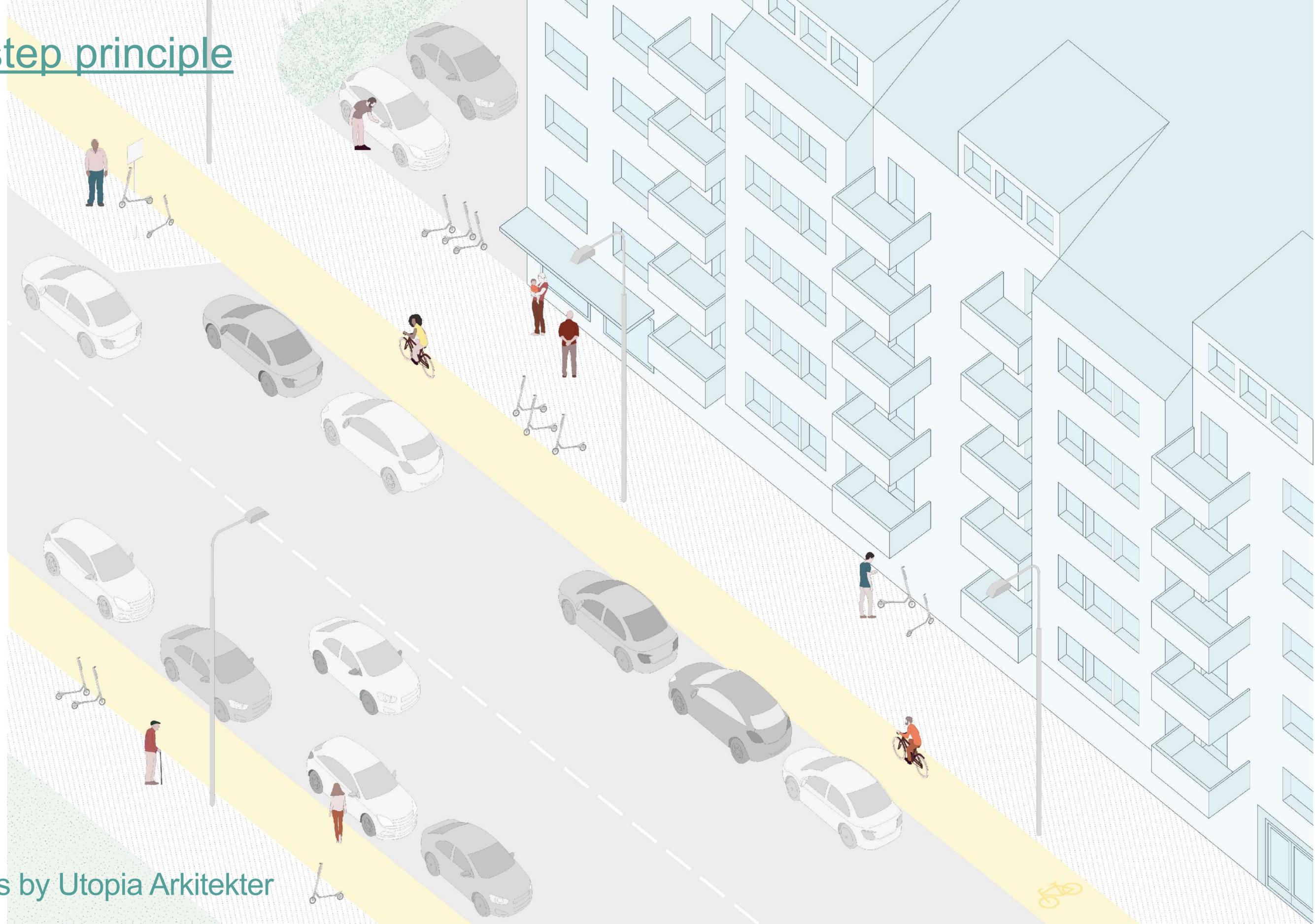
20. 25% of the revenues from High-Income Blocks shall be tithed to the Block Bank.

21. The Block Bank, the directors of which shall be composed of representatives from the Block Councils, shall award Grants for improvements to Blocks and to High-Income Blocks.

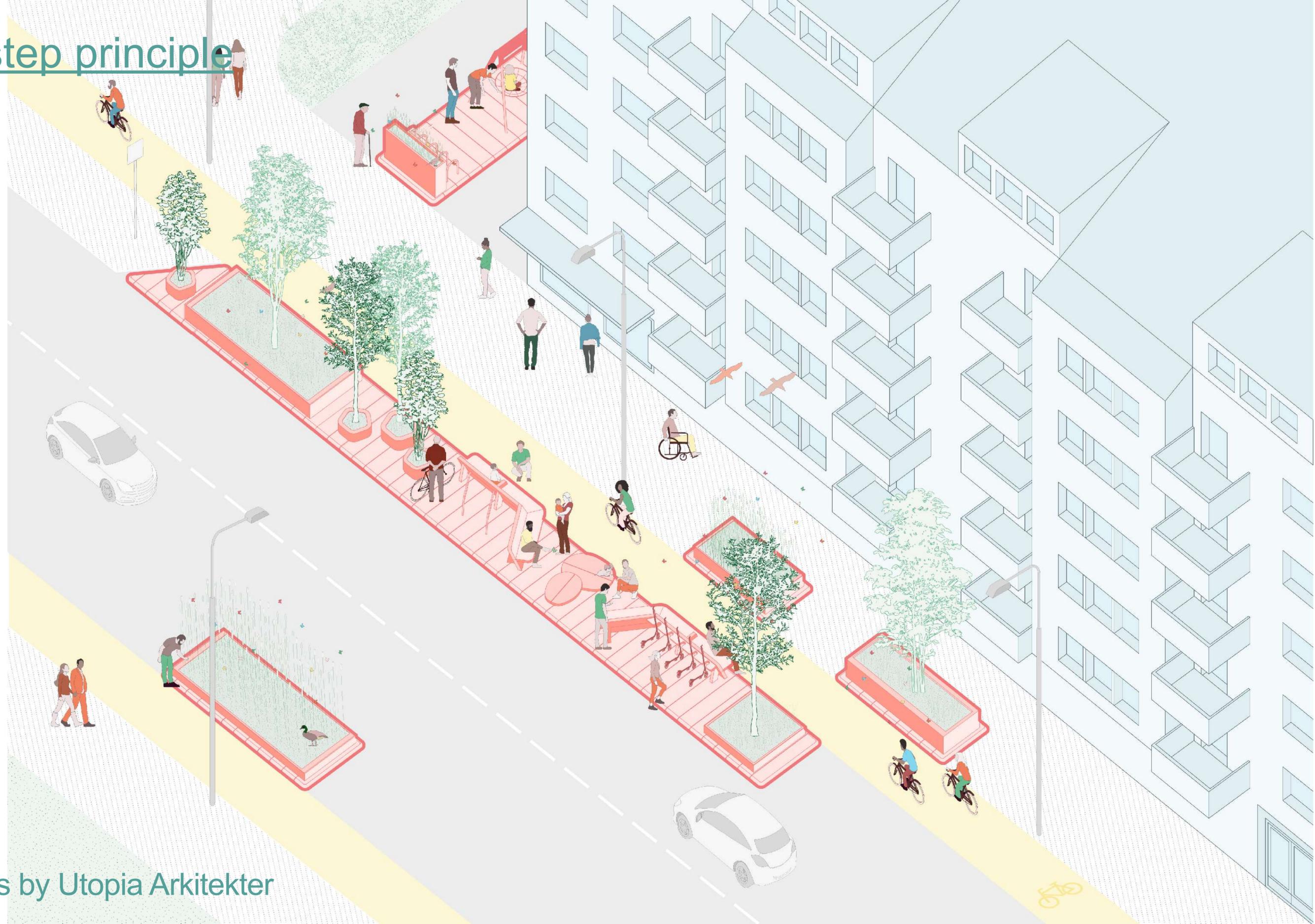
22. Permitted uses shall include sidewalk cafes, playgrounds, and miscellaneous other recreation facilities, agriculture, the storage of bicycles, the care of children, the management of trees, public toilets, and the sale of newspapers, papers, and snacks.

28. Street Trees shall be planted such that they survive five years of their planting, provided that the Block Bank area of the Block during the month

Half-step principle



Half-step principle

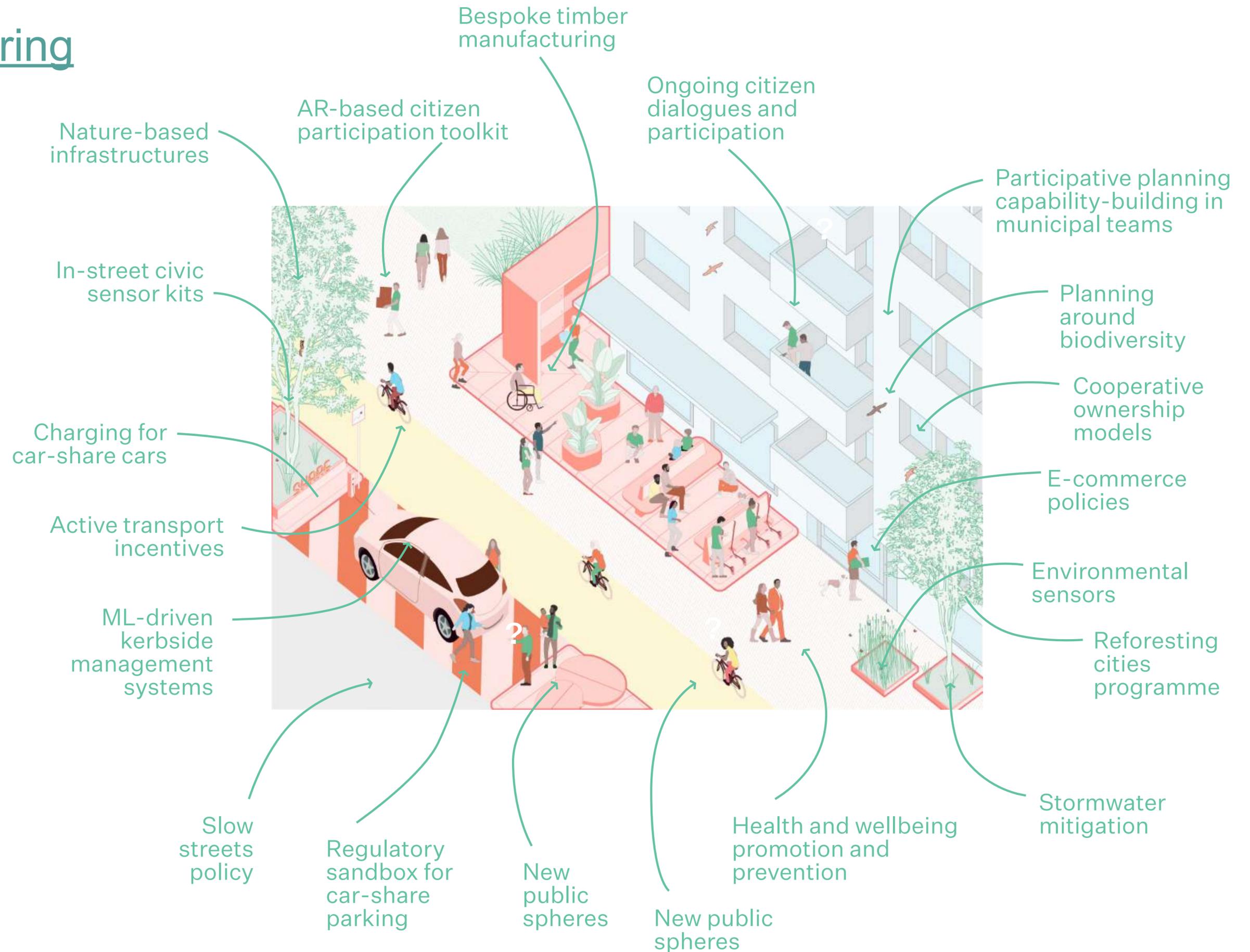


Half-step principle



Drawings by Utopia Arkitekter

A platform for exploring questions in public





Gothenburg

LundbergDesign

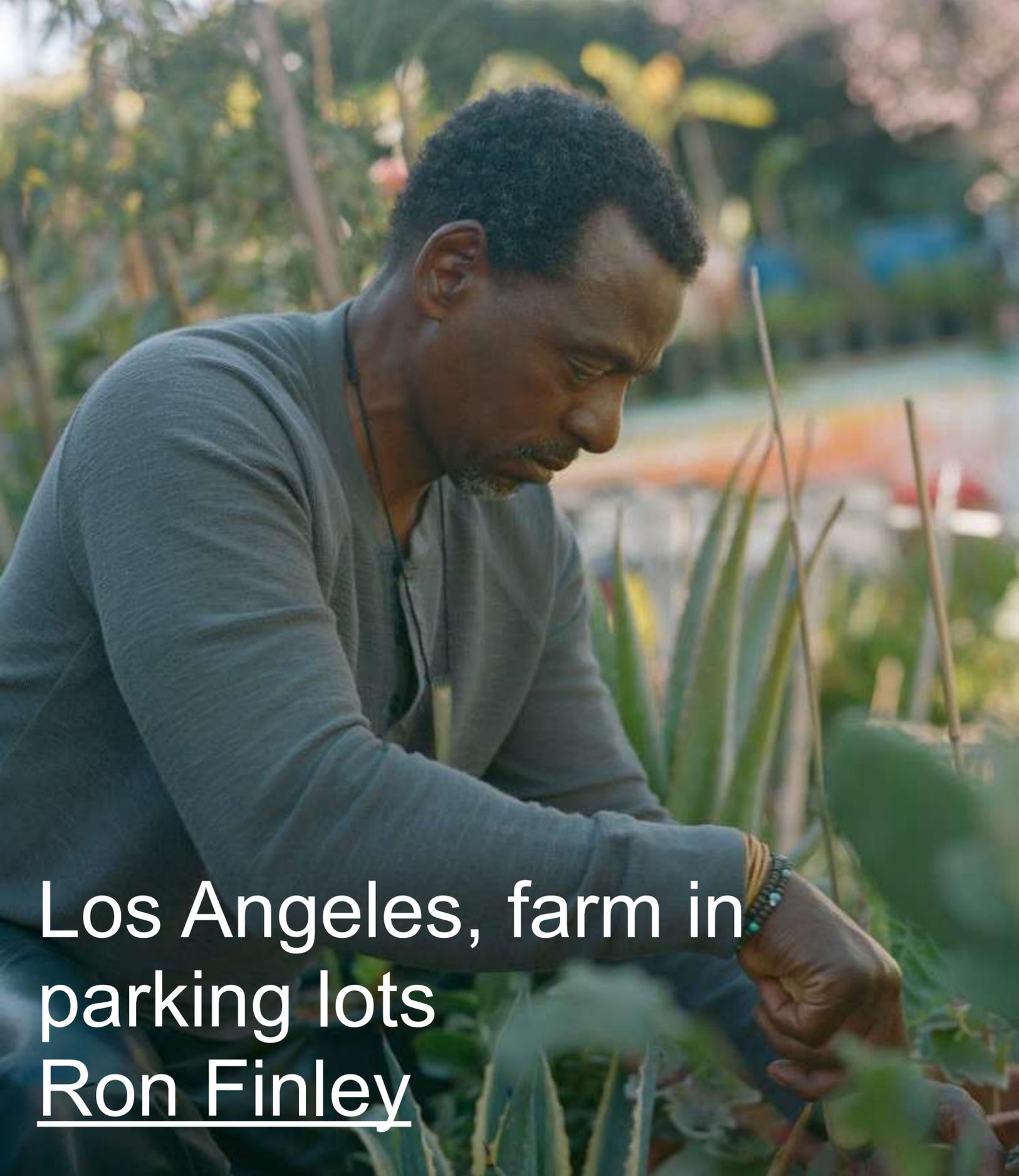
Volvo M Mobility



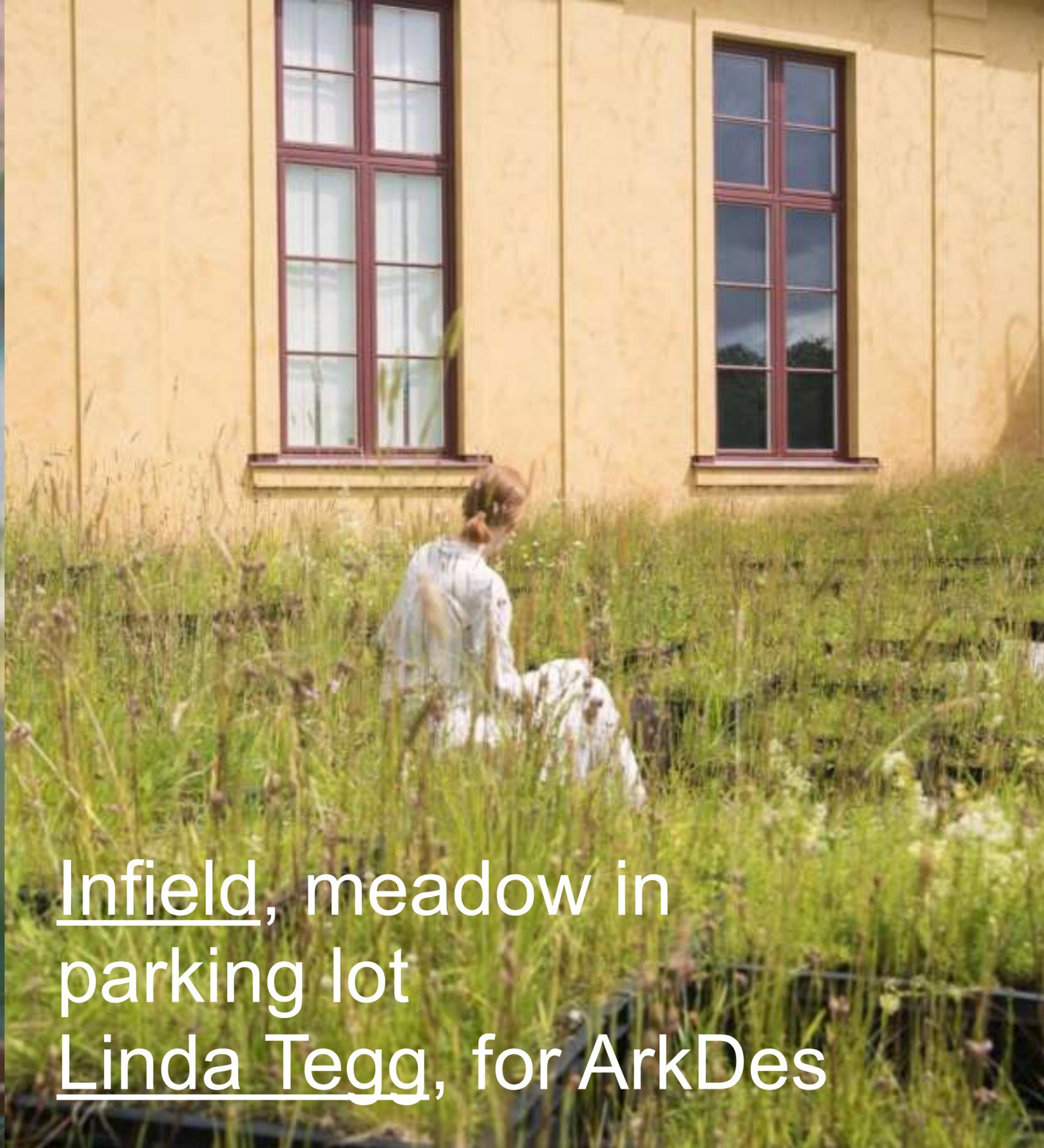
It's one thing to take a space. It's another thing to turn a space into something functional that actually serves the community.

Activist and mayoral candidate Nikkita Oliver, Seattle





Los Angeles, farm in
parking lots
Ron Finley



Infield, meadow in
parking lot
Linda Tegg, for ArkDes

The environment hosts dormant sculptures, bound to their context by clear, definable functions. We experience these sculptures every day in our mundane acts of life ... Activating the mundane is an opportunity to see and experience the beauty and utility of the things in our life.

Walter Hood & Grace Mitchell Tada,
Black Landscapes Matter (2020)

Streets as gardens



路上園芸 rojo engei, Japanese neighbourhoods

One-minute city





-Take Out-

Menu	
Flat white	S 400 M 450
Latte	S 380 M 430
Cappuccino	S 380 M 430
Longblack	S 350 M 380
Mocha	S 400 M 450
Hot chocolate	S 380 M 420
Espresso	S 320 M 360
Juice	
Mango	M 420
Blood orange	M 420

ごみにやさしい
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環境省推奨
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Small vehicles of Tokyo

A slim cataloguing of the rich diversity of small vehicles that help shape street life in the world's largest city

Dan Hill
Aug 18 - 22 min read



Unusually for me, this is a post with little in the way of context. Rather, it is simple, recorded observation. As part of an endless enquiry into what makes good streets tick, over four short visits to Tokyo in 2018 and 2019—during *The Days In Which We Flew*—I started cataloguing 'the small vehicles of Tokyo', recognising them as an ingredient of the city's beguiling street condition.



The kind of Tokyo neighbourhood street the talking about. What you see is partly unlocked by what you see's barely seen.

I've written enough about walking around the city's neighbourhoods (Ed. Really?) What follows is a quick sampling of a hugely diverse range of small vehicles—the tip of the tip of the iceberg—that also contribute to the quality of the city's streets. I'll no doubt update it with each subsequent trip I take.

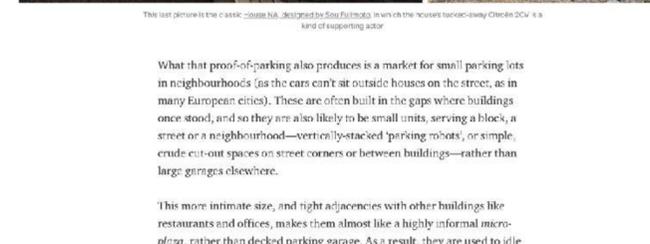
It's like a version of *Richard Scarry's Cars and Trucks and Things That Go*, but with an emphasis on the *Things That Go* rather than the *Cars and Trucks*. And set in Tokyo. Imagine the drivers as *agumi* rather than cats and dogs.

When visiting Tokyo, if you are attuned to gating the world with your eyes and particularly the layers of urban life bigger than a cellphone and smaller than a building, one of the first things you'll notice is how comparatively small the vehicles seem to be. Then, the sheer variety of these small vehicles. And then, how these vehicles, by virtue of their humble and appropriate scale and speed, help produce the city's often delightfully humane streets. And then finally, that these small vehicles are scurrying around the world's largest city.

By way of comparison, the municipal and commercial vehicles blasting around Manhattan, for example, are more like hulking tanks, built for battle, apparently ready to face off against the army of gargantuan SUVs contesting the same spaces. But in Tokyo, a city three times larger, the small scale of the vehicles makes instinctive sense. I've written before about how Tokyo is actually defined by *smallness* and *slowness*, drawing from the great work of Keio University's *Durko Radovic* and *Davis Boomgard*, amongst others.

18. From Lockdown to Slowdown: Tokyo as Slowdown City

Polka dot city Tokyo as an exemplar of 'Slowdown' theory as the



This last picture is the classic 'close NA' (designed by Sou Fujitaka) in which the 'houses' (vertical-away) 'Circles' (CV) is a kind of supporting actor.

What that proof-of-parking also produces is a market for small parking lots in neighbourhoods (as the cars can't sit outside houses on the street, as in many European cities). These are often built in the gaps where buildings once stood, and so they are also likely to be small units, serving a block, a street or a neighbourhood—vertically-stacked 'parking robots', or simple, crude cut-out spaces on street corners or between buildings—rather than large garages elsewhere.

This more intimate size, and tight adjacencies with other buildings like restaurants and offices, makes them almost like a highly informal micro-*parking*, rather than decked parking garage. As a result, they are used to idle



Finally, municipal functions also occur on bike (as in other cities).





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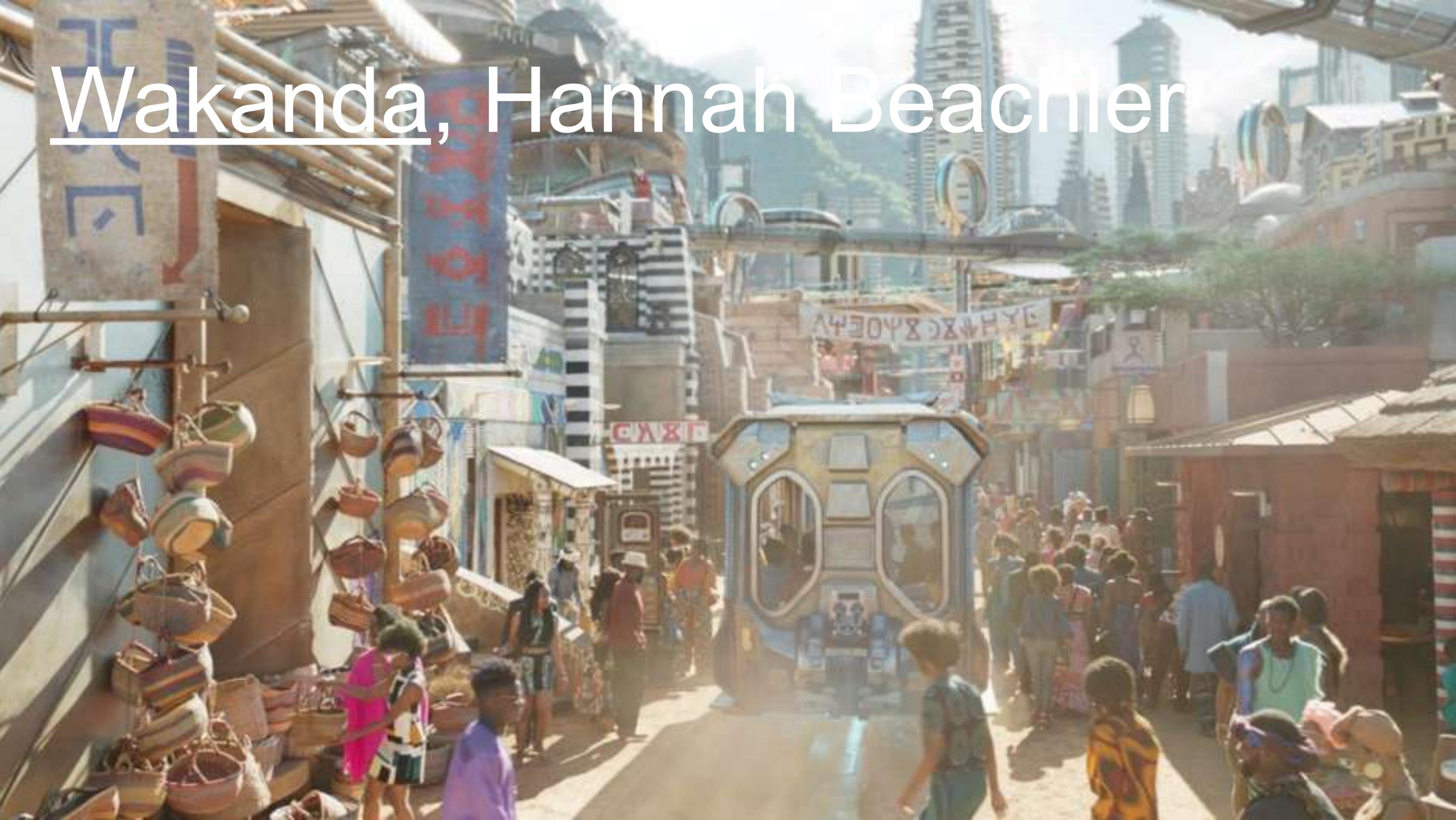
SOLS
COFFEE



Wakanda, Hannah Beachler



Wakanda, Hannah Beachler



The failure—or at least the postponement—of the grand is also the survival of the ordinary and the everyday; the survival of citizens over cities; of infrastructures of everyday dignity over big, signature, spectacular projects; of incremental change over instantaneous transformation; of the bazaar over the mall, the shared auto over the expressway, survival over smartness.

Gautam Bhan, India Times (2017)

Streets are the basic unit of cities. They are where cities happen. They implicitly ask, and embody, what we are about. The ‘question of the streets’ can only be asked and answered by the streets themselves—in other words, by those assemblages of human and other nature, and their linked systems and cultures. Shared social and cultural infrastructures and landscapes, like streets, can embody and engender the beauty, dignity, and utility of shared things in everyday life.