“PLEASE, IN MY FRONT YARD (PIMFY): DESIGNING STREETS FOR PEOPLE, NOT CARS”

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Abstract

Local streets have long been designed around the motor vehicle, with space for driving and parking paramount in priority to support our motorised lives. Based on 1950’s and 60’s design philosophies, much of our streets reflect the growth of the automobile and decline in public transport and use of the street as a place for living and activity.

Renewed interest in public transport has rekindled interest in streets as places for people. Walking is the primary mode for public transport passengers when joining or leaving the public transport system at the start or end of each journey, yet whilst the public transport networks are highly scrutinised and designed, the infrastructure for people to walk or cycle to the station is often overlooked.

New practices are emerging in South Australia from recent interest world-wide. Local street design is being challenged to prioritise the fine-grain elements which combine to create an environment where walking and cycling for transport and recreation are a safe, enjoyable and chosen over driving. Local government has an opportunity to support the change in people’s choice for transport in local areas and reduce the impact of motor vehicles.

This paper considers new design templates for local streets, framing an opportunity for local governments renew the street assets into places for people.

Key Words: Walking, Cycling, Asset Management, Traffic Management, Urban Design, Public Works Best Practice